

Turner Road Precinct Development Control Plan

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Table of Amendments

Amendment No.	Date adopted	Section
Original	December 2007	Turner Road Precinct DCP
1	30 November 2016	Minimum Lot Size Development Control Plan – Main Body
2	28 December 2017	Special Area – B1 Entertainment Area – Part B Site Specific DCP
3	19 August 2019	Removal of individual shop cap of 500m ² applying to the Entertainment Precinct – Part B1 Entertainment Area
4	TBC	Housekeeping Amendments – Entire DCP

1

Introduction

Turner Road Precinct

Development Control Plan

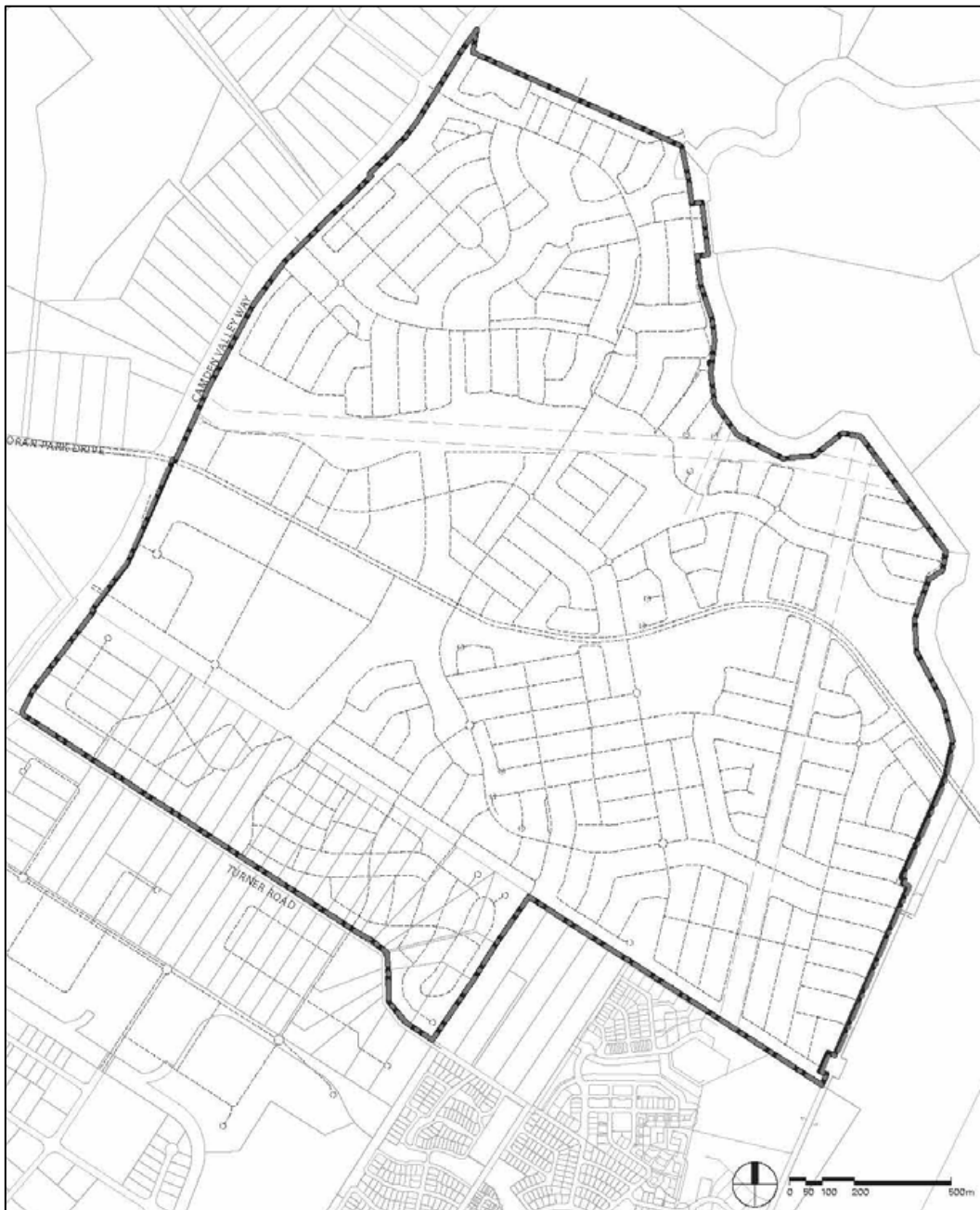
1 Introduction

1.1 Name and Application of this Plan

This Plan is known as the Turner Road Precinct Development Control Plan 2007 (DCP 2007), as amended. It has been prepared pursuant to the provisions of Section 3.43 of the *Environmental Planning & Assessment Act, 1979* (the Act).

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 1-1**.

Figure 1-1 Land to which this development control plan applies.



1.2 Purpose of this Plan

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 to ensure the orderly, efficient and environmentally sensitive development of the Turner Road Precinct as envisaged by the South West Sector Structure Plan as refined by the Turner Road Precinct Indicative Layout Plan;
- require the preparation of more detailed planning and design controls for important components of the Turner Road Precinct; and
- promote high quality urban design outcomes within the context of environmental, social and economic sustainability.

1.3 Using this DCP

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 of the DCP 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 to 6** 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 Introduction – Sets out the administrative provisions of the DCP.

Section 2 Turner Road Precinct – 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 Access and Movement – Relates to the street network including road design standards, the public transport network and the pedestrian and cycleway network.

Section 4 Open Space and Community Facilities – Outlines the provision of public open space, landscaping and the provision of education, civic and community facilities.

Section 5 Special Area Design Principals – Outlines the objectives and design principles relating to the Turner Road Employment Area, the Neighbourhood Centre, and the Entertainment Precinct.

Section 6 Environmental Management – Relates to general environmental management issues that apply across the entire Turner Road Precinct including riparian corridors, flooding and water-cycle management, soils and salinity, Aboriginal and European heritage, land adjacent to the Sydney Water Canal, bushfire hazard management, tree retention and biodiversity, contamination, odour and acoustics

Section 7 Residential Development - Relates to neighbourhood and 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 Amenity and Environmental Management - Relates to visual and acoustic privacy, floor to ceiling heights, sustainable building design, stormwater and construction management, waste management and site facilities and servicing.

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 will 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:

- the Turner Road Employment Area;
- the Neighbourhood Centre;
- the Entertainment Precinct; and
- land containing a Riparian Protection 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 Environment (DPE) 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.

1.3.1 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.

1.3.2 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 Panel to review development proposals for compliance with the Design Guidelines prior to their formal submission to Council.

1.3.3 Review

DPE may review this DCP from time to time to ensure that the State Government's objectives for the Turner Road Precinct continue to be met.

1.4 Relationship to Other Plans

1.4.1 The Act and the Western Parkland City SEPP

This DCP has been prepared under the Environmental Planning and Assessment Act, 1979. It has been prepared to provide additional objectives, controls and guidance to applicants proposing to undertake development in the South West Growth Centre Precincts, and for Council reference in the assessment of development applications. It should be read in conjunction with Chapter 3 Sydney Region Growth Centres of the Western Parkland City SEPP, in particular the specific Precinct Plan which is included as **Appendix 2 Oran Park and Turner Road Precinct Plan**. The Western Parkland City SEPP and the relevant Precinct Plan provide the statutory planning controls for development in the Precinct. This DCP is consistent with and supports those controls by providing more detail in relation to how development is to occur in the Precinct.

1.4.2 Camden Council Planning Documents

Camden Local Environmental Plan 2010 and the Camden Development Control Plan 2019 do not apply to land that a Precinct Plan applies to, except if specifically referred to in the Western Parkland City SEPP or this DCP. Some other design standards and guidelines of Council do continue to apply, such as the Council's Engineering Specifications. Where other policies, procedures and guidelines apply to the South West Growth Centre Precincts, these are specifically referred to in the relevant clauses of this DCP. All Council policies can be found on the [Camden Council website](#).

1.4.3 NSW and Commonwealth Biodiversity Assessments

Growth Centres Biodiversity Certification

The Threatened Species Conservation Act 1995 (the TSC Act) provides for the protection of threatened species, populations, endangered ecological communities, and critical habitat in NSW. Typically, threatened species issues are addressed during both the rezoning of land and when development applications are submitted and assessed by Council. However, the TSC Act also provides for planning instruments to be “certified”, meaning that the assessment of threatened species is done at the rezoning stage and does not need to be further considered at the development application stage. This approach provides for more strategic assessment and management of threatened species issues and streamlines the development application process.

Biodiversity Certification was conferred upon the Growth Centres SEPP (now known as the Western Parkland City SEPP) on 14 December 2007 via the gazettal of a Biodiversity Certification Order signed by the Minister for Climate Change and the Environment. The Order requires 2,000 ha of “existing native vegetation” (ENV) to be retained across the Growth Centres. Any clearing of ENV within Non-Certified Areas will be required to undertake a TSC assessment and vegetation removal may need to be offset in accordance with the Biodiversity Certification Ministerial Order.

All Indicative Layout Plans, Precinct Plans and this DCP have been prepared in accordance with the Biodiversity Certification Order. The majority of land within the Growth Centre Precincts is certified, meaning that development can occur without the need for further assessment under the TSC Act. The relevant Precinct Plans contain controls to restrict the clearing of “Existing Native Vegetation” and this is the principle mechanism for ensuring consistency with the Biodiversity Certification Order. This DCP contains other objectives and controls in relation to the protection and enhancement of native vegetation, consistent with the Biodiversity Certification Order.

More information on the Growth Centres Biodiversity Certification is available at [The Growth Centres Biodiversity Offset program | NSW Environment and Heritage](#).

Growth Centres Strategic Assessment Program

In December 2011 the Federal Government endorsed the Sydney Growth Centres Strategic Assessment Program Report and in February 2012 approved the classes of actions in the Growth Centres that if undertaken in accordance with the approved program do not require separate approval under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act).

The Program includes a range of commitments for matters of national environmental significance protected under the EPBC Act. The commitments are drawn from the analysis in the Supplementary Assessment Report and Draft

Strategic Assessment Report (Part B) and build upon the Relevant Biodiversity Measures for the Growth Centres Biodiversity Certification.

Generally, if a development proposal complies with the Biodiversity Certification under the TSC Act (refer above), the requirements of the Strategic Assessment Program will have also been met. This means that:

On land that is certified under the TSC Act, there is no need for further assessment of impacts under the EPBC Act.

Any proposal to clear vegetation on land that is non-certified must be in accordance with the Relevant Biodiversity Measures (RBMs) of the Growth Centres Biodiversity Certification.

Any proposed development on non-certified land that is not in accordance with the RBMs would require full assessment and approvals under both the TSC Act and the EPBC Act.

More information on the Growth Centres Strategic Assessment Program is available at [Sydney Growth Centres Strategic Assessment](#).

1.4.4 Summary of Applicable Planning Documents

Applicants proposing to undertake development in the Precinct, and Council when assessing development applications, should refer to:

- the [Western Parkland City SEPP](#), as amended, including the relevant Precinct Plan (Appendix 2 Oran Park and Turner Road Precinct);
- this DCP;
- the relevant [Section 7.11 Contributions Plan](#) (formerly known as Section 94 Contributions Plan);
- Technical Studies completed as part of the Precinct Planning work (available from Council); the Growth Centres Biodiversity Certification Order, December 2007 and related amendments to the
- The Growth Centres Biodiversity Certification Order, December 2007 and related amendments to the *Threatened Species Conservation Act 1995*; and
- The Sydney Growth Centres Strategic Assessment Program, under the EPBC Act.

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.

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 Development Application Process

1.6.1 Development Application Process

The development application process is summarised in **Figure 1-2**.

Notes:

Notification is where Council writes to those people identified as requiring notification, advising of the submission of a development application. Notification is for a minimum period of 14 days.

Advertising is where Council, in addition to writing to those people required to be notified, places an advertisement in a local newspaper advising of the submission of a development application. Advertising is for a minimum period of 14 days unless otherwise specified by legislation or Environmental Planning Instruments in the case of Integrated, Designated and Advertised Development.

Council has a Policy which establishes the types of Development Applications that will be notified or advertised.

1.6.2 Information to be Submitted with Development Applications

Applicants are required to submit information with all Development Applications that clearly illustrates and describes the development proposal and demonstrates consistency with the relevant planning controls (particularly the Precinct Plan and this DCP). The level of detail and the range of issues to be addressed by applicants varies depending on the type and scale of development that is proposed: Some information is required for all Development Applications, while more detailed or specific information is required only for some types of development.

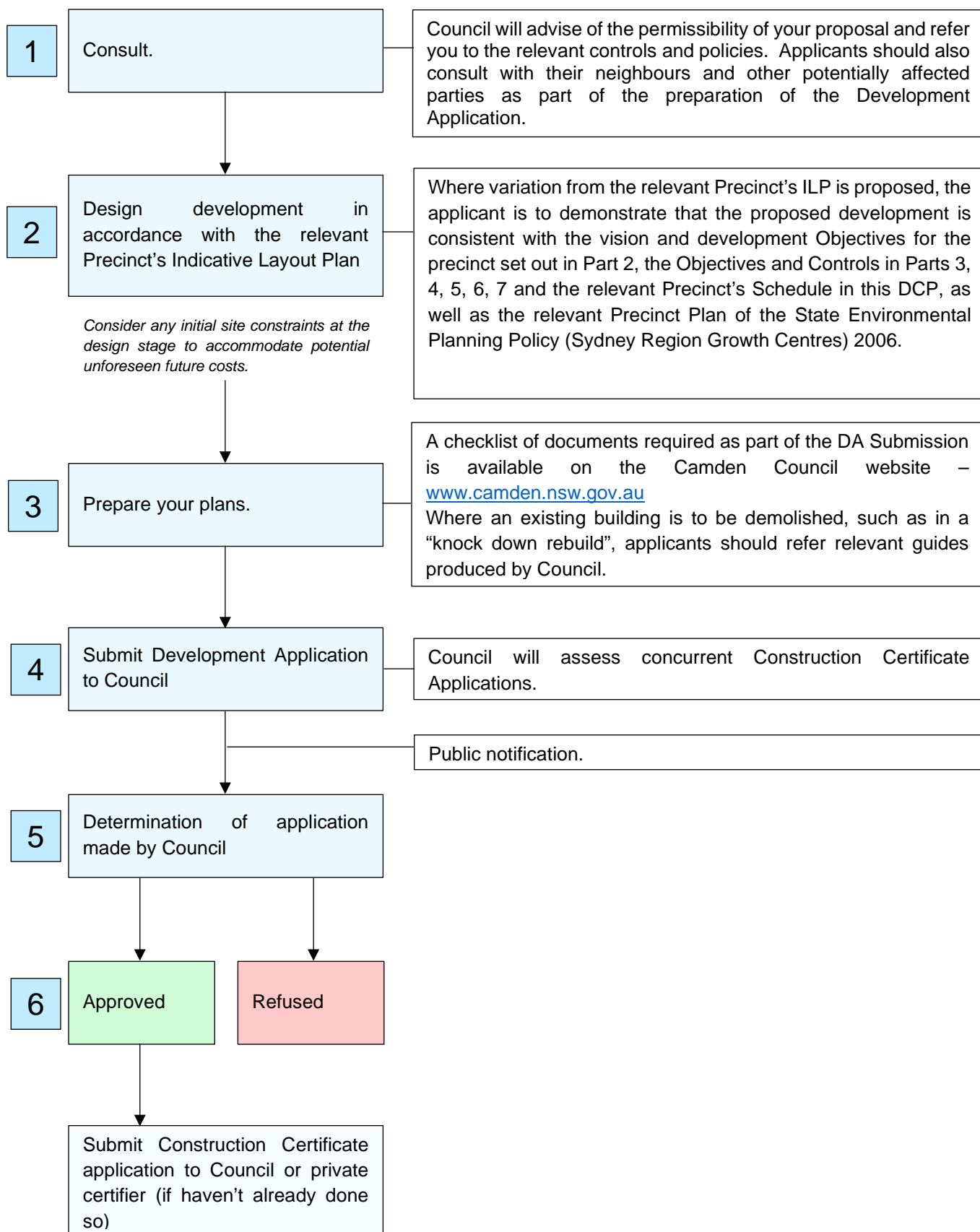
Council can advise applicants on the information required to be submitted with Development Applications.

Considerable background work has been undertaken to inform the preparation of the ILP and planning controls for each Precinct. This information is available either by contacting Council or the Department of Planning and Environment.

In some cases, Precinct Planning studies and reports may be sufficient for the purposes of lodging a Development Application, while for some properties or some development types, more detailed information may need to be prepared. Applicants should discuss the suitability of studies prepared as part of Precinct Planning with Council prior to preparing Development Application documentation, to determine if additional studies or documentation will be required.

The ILP and Planning Controls have been prepared based on the Precinct Planning studies. Where applications propose a development type or design that differs from the ILP or doesn't comply with the planning controls (refer to Part 1.7.3), additional technical studies are likely to be required to justify the non-compliance.

Figure 1-2 The Development Application process.



2

The Turner Road 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.

Turner Road Precinct Development Control Plan

2 The Turner Road Precinct

2.1 Indicative Layout Plan

Objectives

- a. To ensure development of the precinct is undertaken in a co-ordinated manner consistent with the Turner Road Indicative Layout Plan.

Controls

1. All development is to be undertaken generally in accordance with the Indicative Layout Plan at **Figure 2-1** 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 2.0 – 2.5** of this DCP. The DCP may require amendment where significant variation is envisaged.

2.2 Vision and Development Objectives

Vision

The Turner Road Precinct will be characterised by high quality urban design, interconnected neighbourhoods, a compatible mix of land uses, local employment opportunities and enhanced natural environmental features.

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.

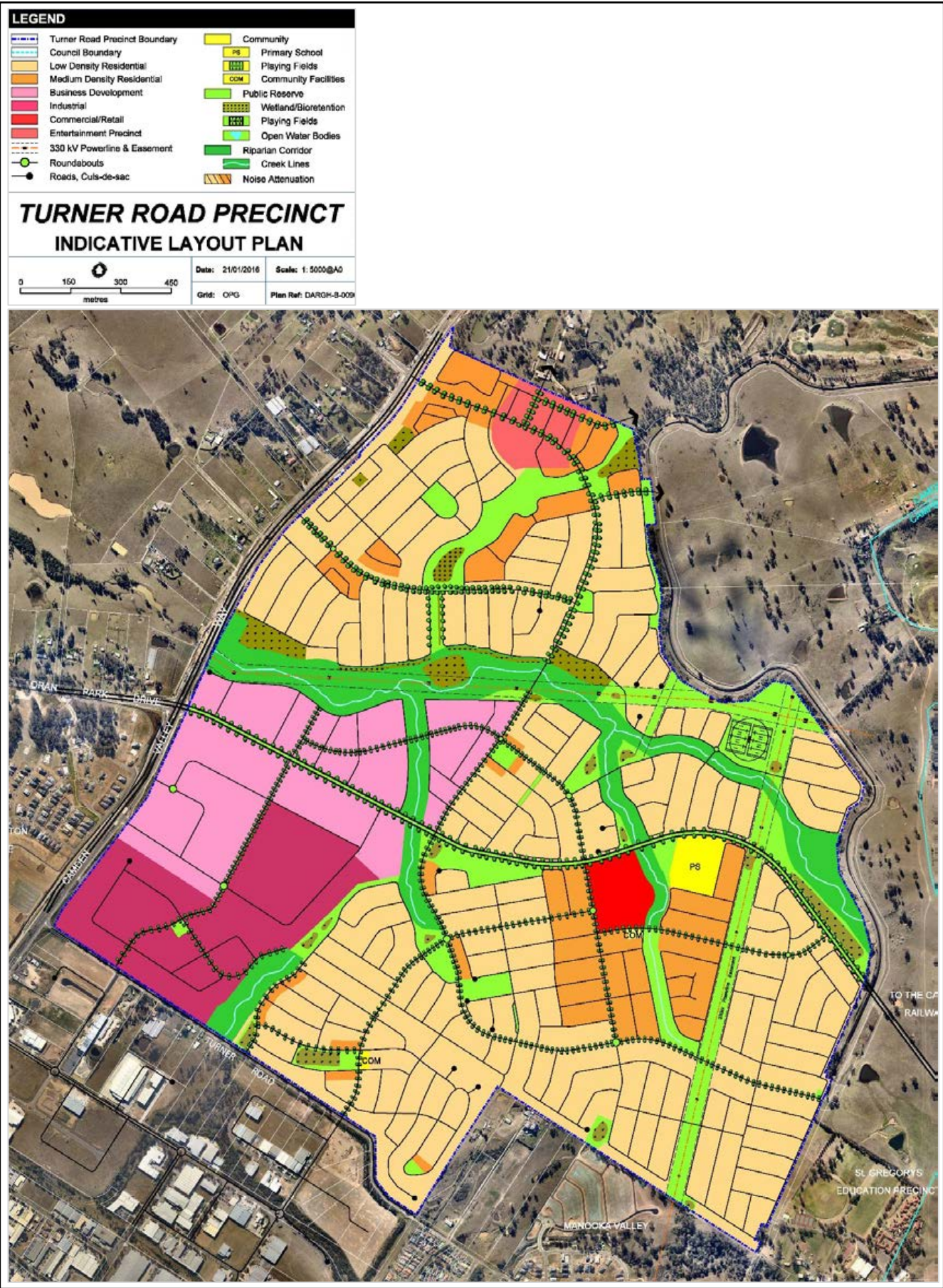
The Turner Road Precinct will provide significant local employment opportunities for residents within the Precinct and the South West Growth Centre with Camden Valley Way and Gregory Hills Drive providing a high level of access and visibility. Local work options will also be provided through within the neighbourhood centre, the entertainment precinct and home-based activities.

The northern part of the precinct will include a high quality, residential estate focused around the Entertainment Precinct that will provide a range of entertainment, local retail and leisure facilities for locality.

Key Development Objectives for the Turner Road Precinct

- To facilitate urban development that meets environmental sustainability objectives.
- To ensure all development achieves a high standard of urban and architectural design quality.
- To promote housing that provides a high standard of residential amenity.
- To ensure housing density targets are met through the provision of a range of housing types that offer greater diversity and affordability.
- To maximise opportunities for local employment and business.
- To create walkable neighbourhoods with good access to public transport networks.
- To create vibrant, successful neighbourhood and specialist business and entertainment centres.
- To ensure density targets are met and a range of housing types are provided.
- To provide social infrastructure that is flexible and adaptable to the surrounding context.
- To maximise opportunities for future residents to access and enjoy the outdoors.
- To protect and enhance the South Creek riparian corridor, significant trees and vegetation.
- To ensure the timely delivery of critical infrastructure to support surrounding of land uses.

Figure 2-1 Turner Road Precinct Indicative Layout Plan.



2.3 Residential Density Targets

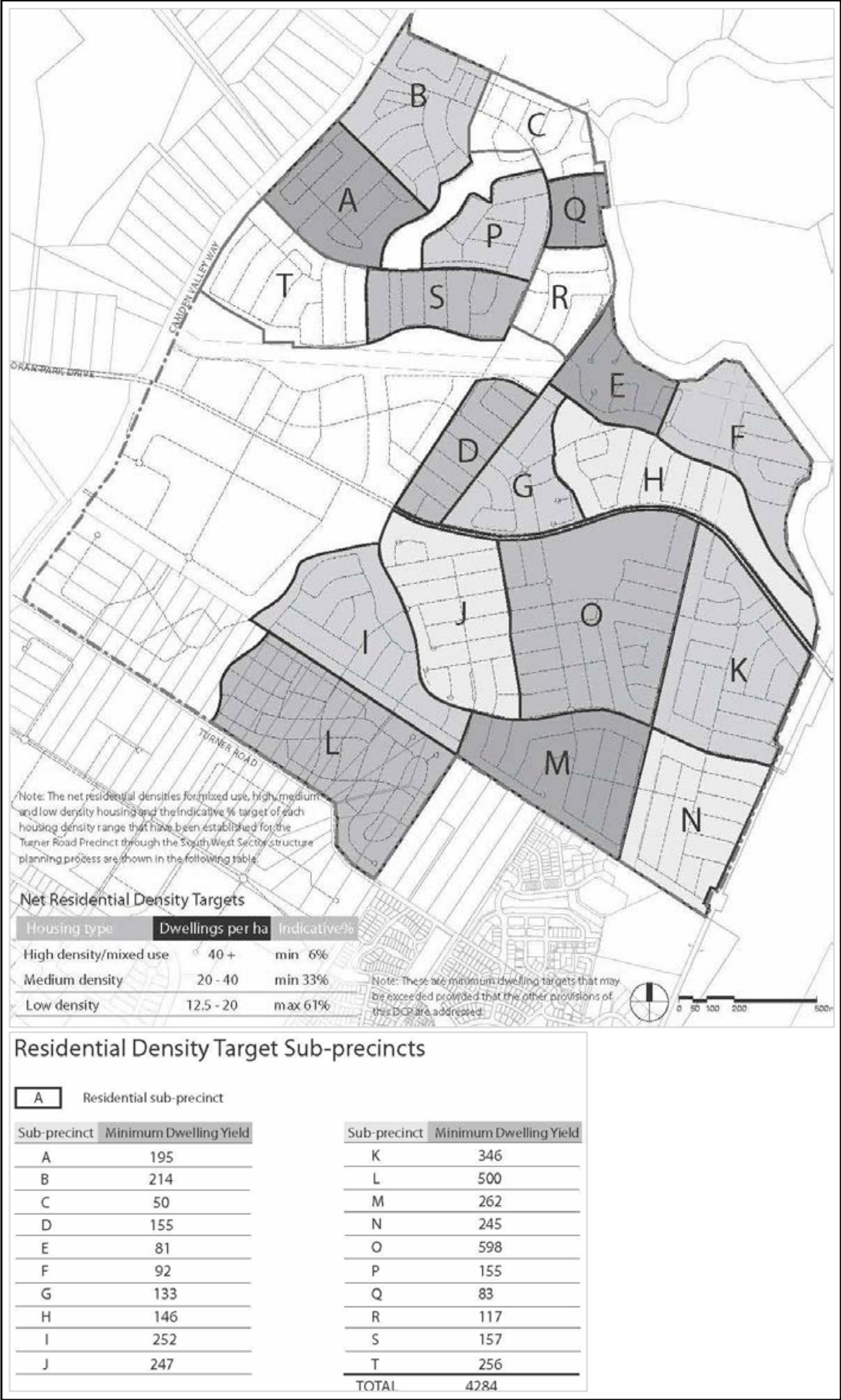
Objectives

- 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, where adverse impacts to surrounding land uses are kept to a minimal.

Controls

1. The residential dwelling target for the Turner Road Precinct is 4,284. In order to ensure the residential dwelling target is achieved, as part of a subdivision application, an applicant is to demonstrate to Council that the sub-precinct dwelling targets shown in **Figure 2-2** 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 Turner Road dwelling target of 4,284 dwellings for the precinct can still be achieved.

Figure 2-2 Indicative residential dwelling target for sub-precincts.



2.4 Infrastructure Delivery and Development Staging

Objective

- 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 Contribution Practice Note and the Oran Park and Turner Road [Section 7.11 Contributions Plan](#) (formerly known as Section 94 Contributions Plan).
2. A staging plan for the sub-precinct as identified by **Figure 2-2** 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.

2.5 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 Turner Road 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.

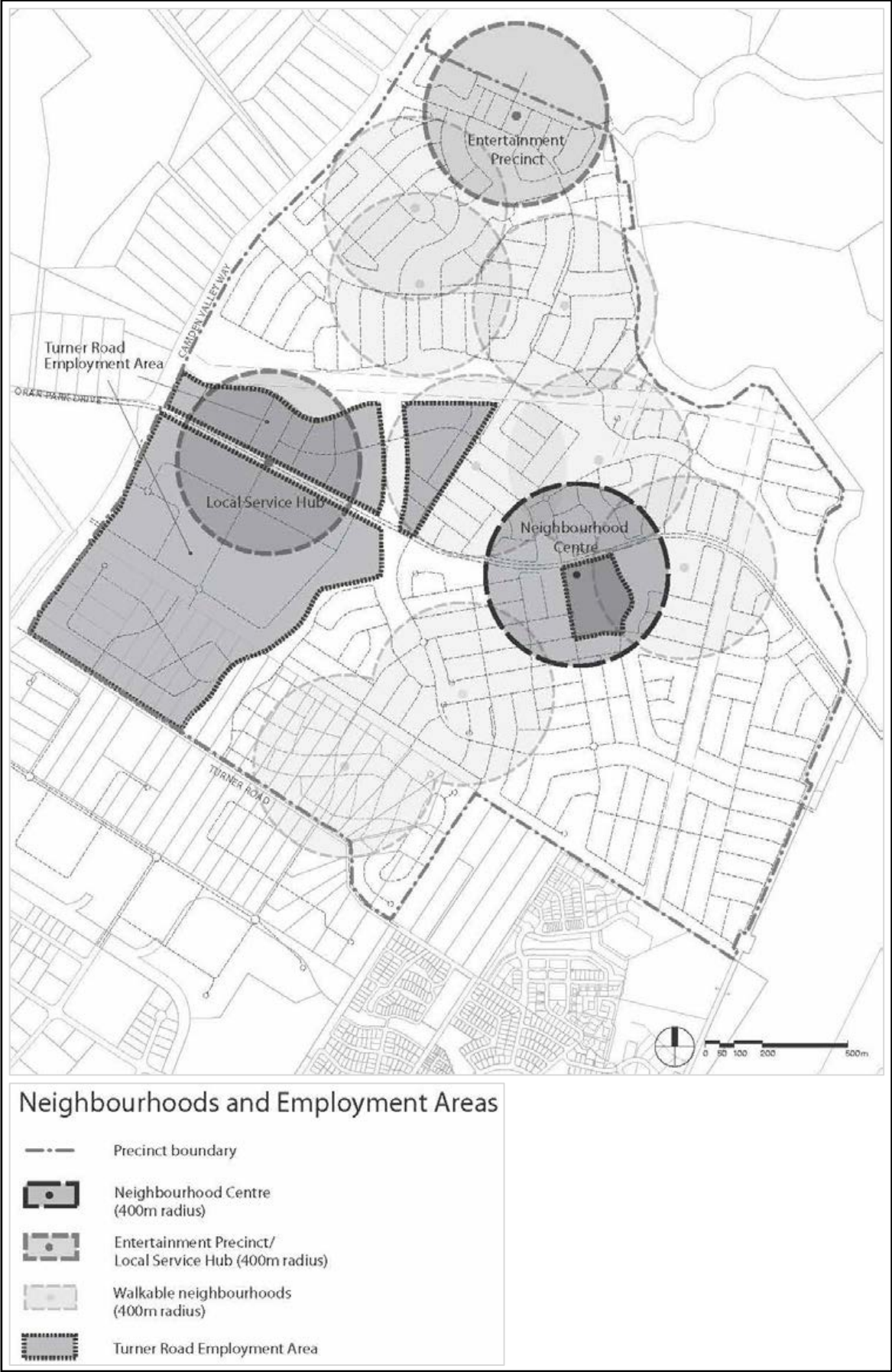
Controls

1. Development is to be consistent with **Table 2-1** and **Figure 2-3**.

Table 2-1 Hierarchy of centres and employment areas.

Centre/ Employment Area	Characteristics
Turner Road Business Development Area	The Turner Road Business Development Area is approximately 51ha in area and is located primarily along the western sections of Gregory Hills Drive. It will provide for a range of business development type activities, including bulky goods retail, business premises, light industry, warehouses and distribution uses. Small-scale retail uses to cater to the needs of employees of the Business Development and Industrial areas will also be provided. The following floor space restrictions apply: <ul style="list-style-type: none">• The maximum aggregate of retail premises is 2,500m² GLAR, excluding food and drink premises.
Turner Road Industrial Area	The Turner Road Industrial Area is approximately 45ha in area and is located in the south western portion of the precinct adjacent to Camden Valley Road. It will provide for a range of industrial, light industrial, warehouse and distribution uses. Higher employment generating uses will be preferred over low intensity uses.
Entertainment Precinct	The Entertainment Precinct is located in the northern portion of the precinct and will provide a range of entertainment, leisure and accommodation functions and local retail facilities. The following floor space restrictions apply: <ul style="list-style-type: none">• A maximum aggregate of 3,500m² GLAR of shops.

Figure 2-3 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.

Turner Road Precinct Development Control Plan

3 Access and Movement

3.1 Street Network 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 2-1** and **Figure 3-1**. Where any variation to the residential street network indicated at **Figure 2-1** and **Figure 3-1** 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 six.
2. Streets are to be provided in accordance with **Table 3-1 to Table 3-7** (as illustrated by the cross-sections and plans at **Figure 3-1** to **Figure 3-8**). 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 9 or Table 10, 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 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 corridor requirements being addressed.
 9. Any private road is to be designed and built in accordance with the Camden Council Engineering 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:
 - 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 Camden Valley Way. Direct vehicular site access to proposed 4 lane sub-arterial roads will be considered to 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 existing and projected 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.

Figure 3-1 Street network plan.

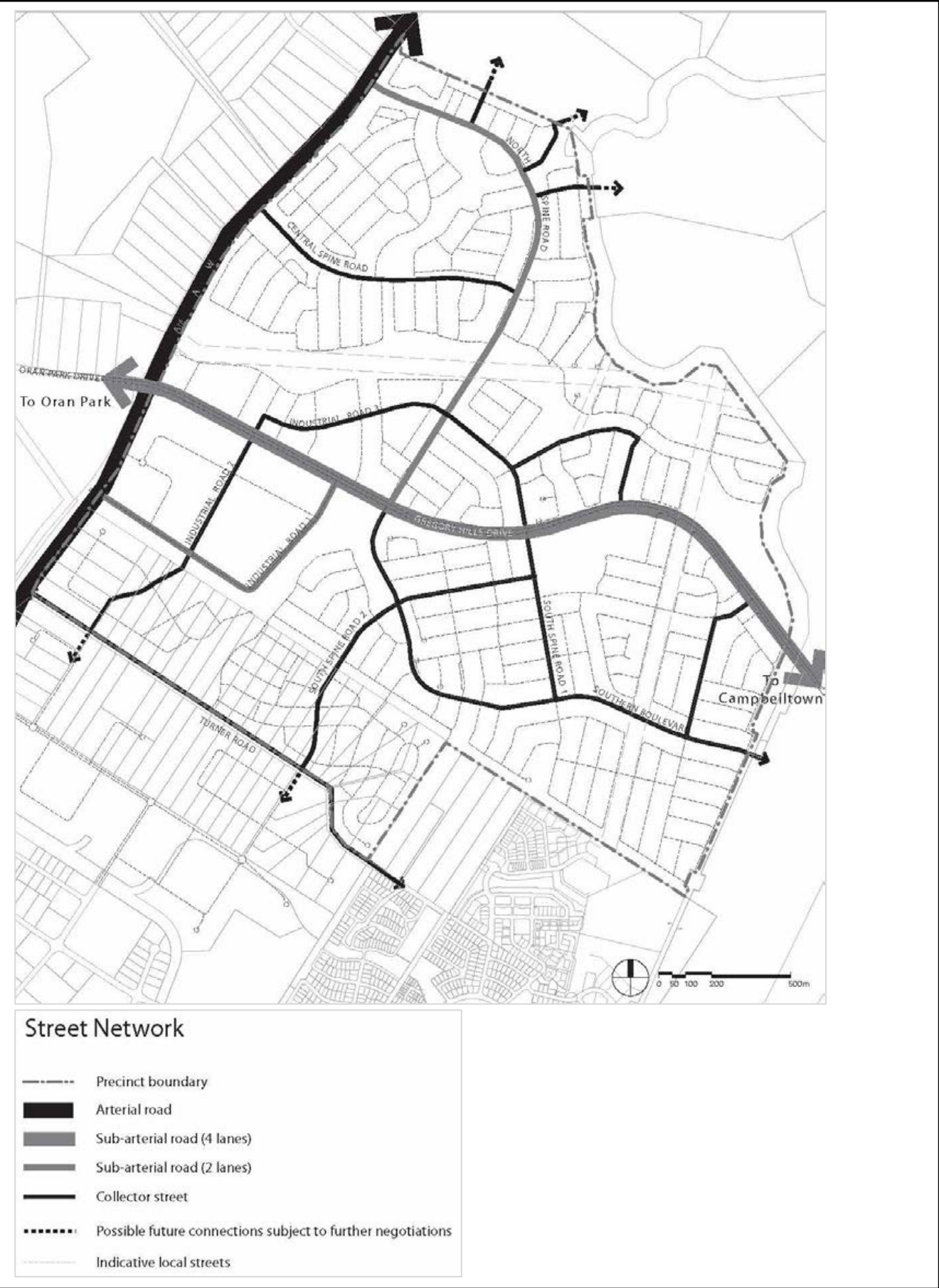


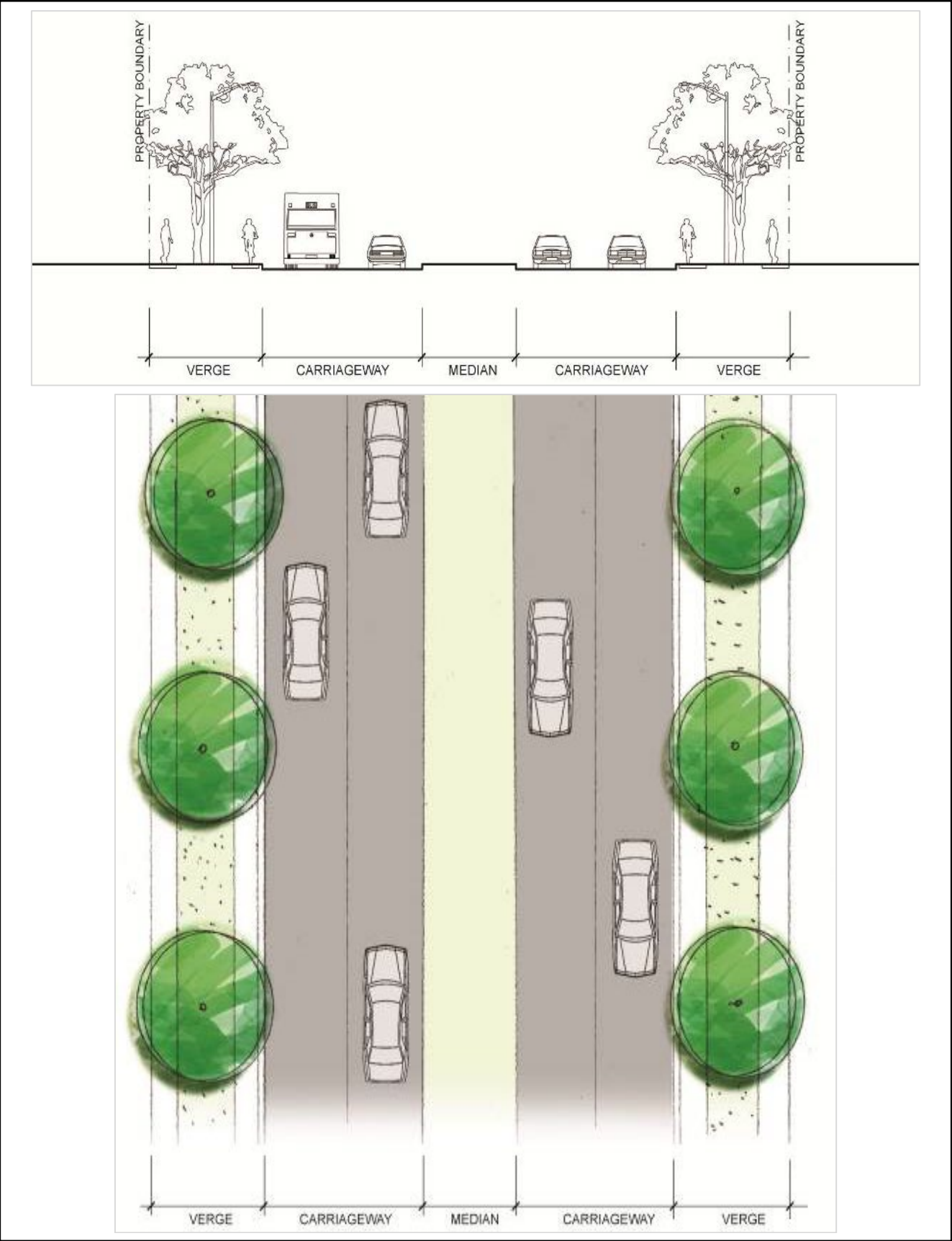
Table 3-1 Typical minimum cross-section of a four lane sub-arterial road.

Verge (m)			Carriageway (m)			Verge (m)			Total (m)
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 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 neighbourhood centre, where direct vehicular site access will be considered in exceptional circumstances only (refer to Clause 3.1, Control 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 3-2 Indicative layout of a four 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 3-1**.

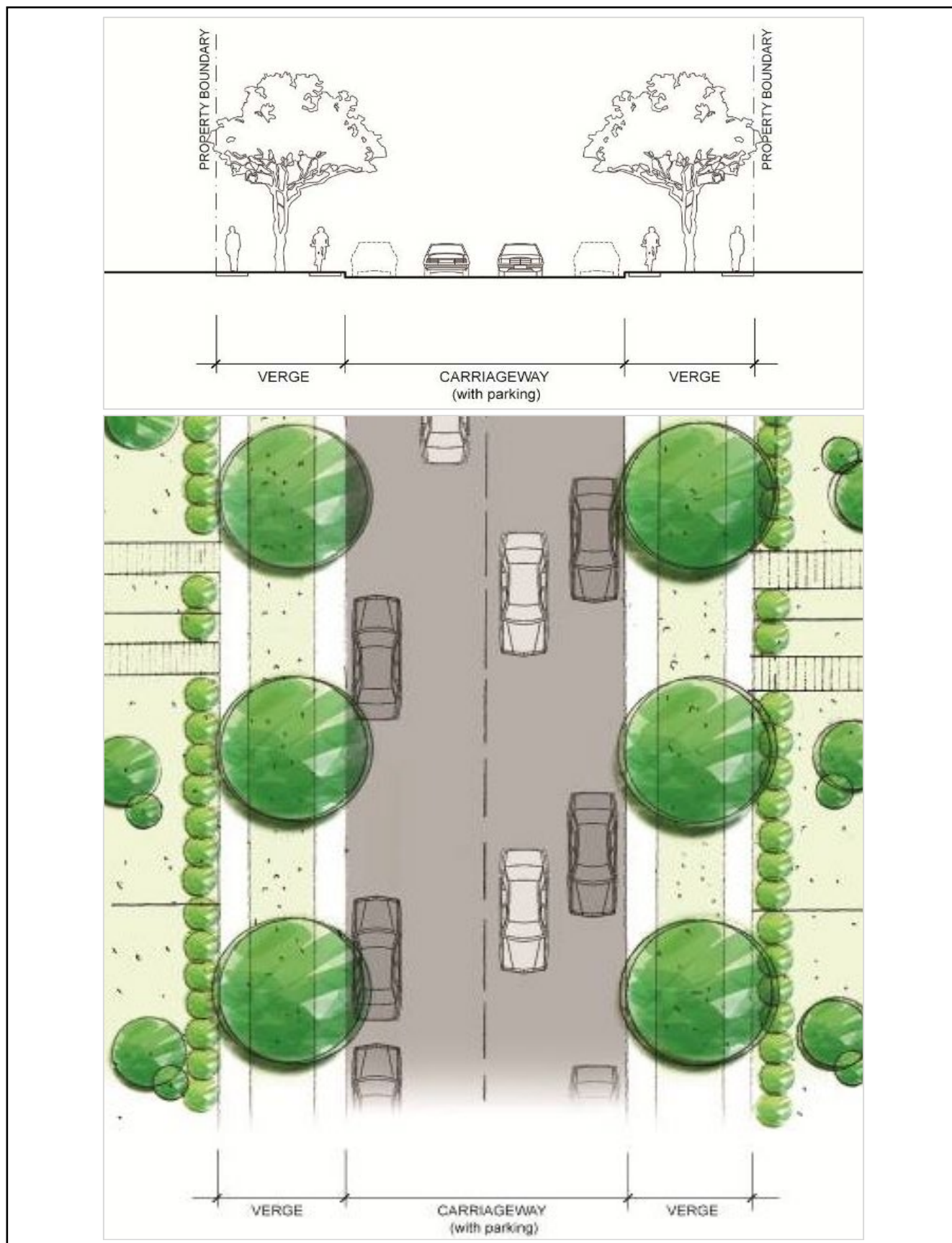
Table 3-2 Typical minimum cross section of a two lane sub-arterial road.

Verge (m)			Carriageway (m)			Verge (m)			Total (m)
Offset	Shared Path	Planting	Lane	Lane	Planting	Footpath	Offset	Offset	
0.6	2.5	1.5	5.6	5.6	1.5	1.2	0.6	0.6	19.1
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 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. drainage areas, 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 3-3 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 3-2**.

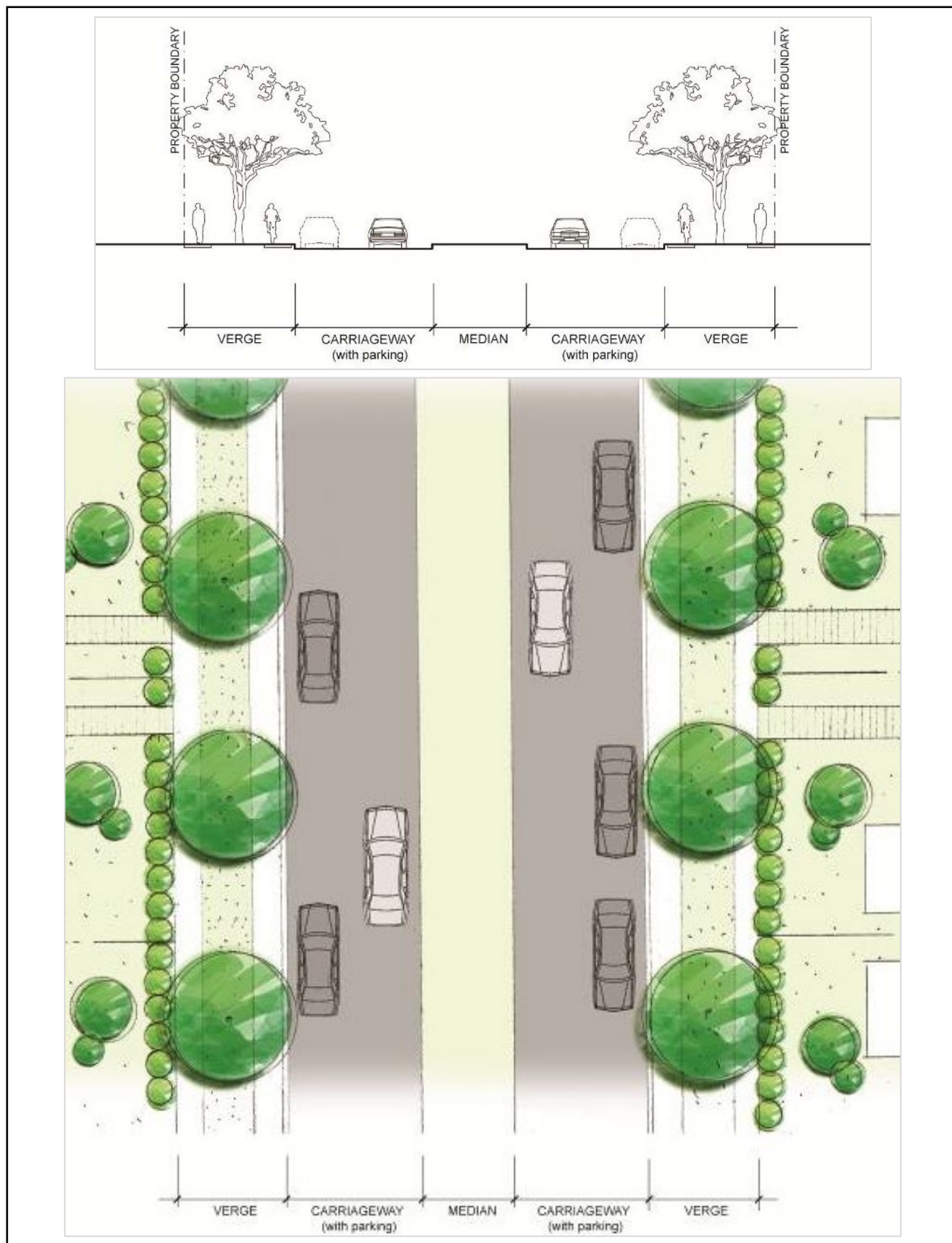
Table 3-3 Typical minimum cross section of a two lane sub-arterial with optional median.

Verge (m)			Carriageway (m)			Verge (m)			Total (m)
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. drainage areas, 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 3-4 Indicative layout of a two lane sub-arterial 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 3-3**.

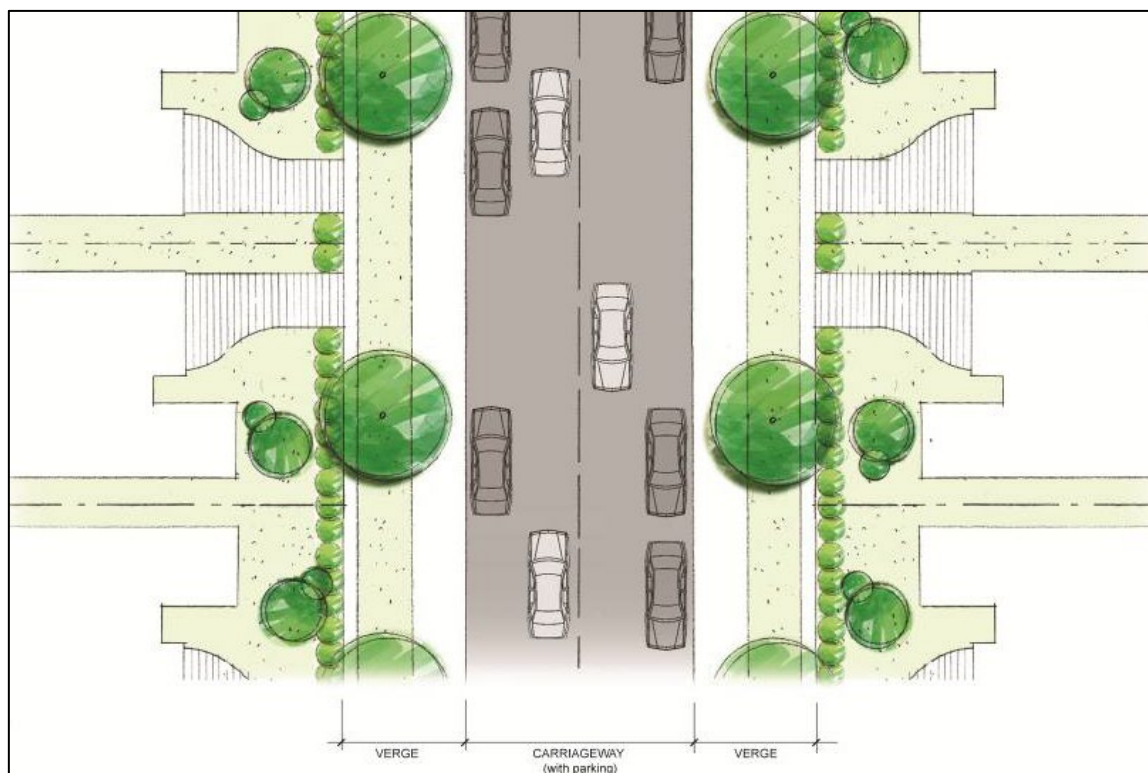
Table 3-4 Typical minimum cross section of a collector road.

Verge (m)			Carriageway (m)			Verge (m)			Total (m)
Offset	Shared Path	Planting	Lane		Lane	Planting	Footpath	Offset	
0.6	2.5	1.5	5.2	5.2	1.5	1.2	0.6	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. drainage areas, 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 3-5 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 3-4**.

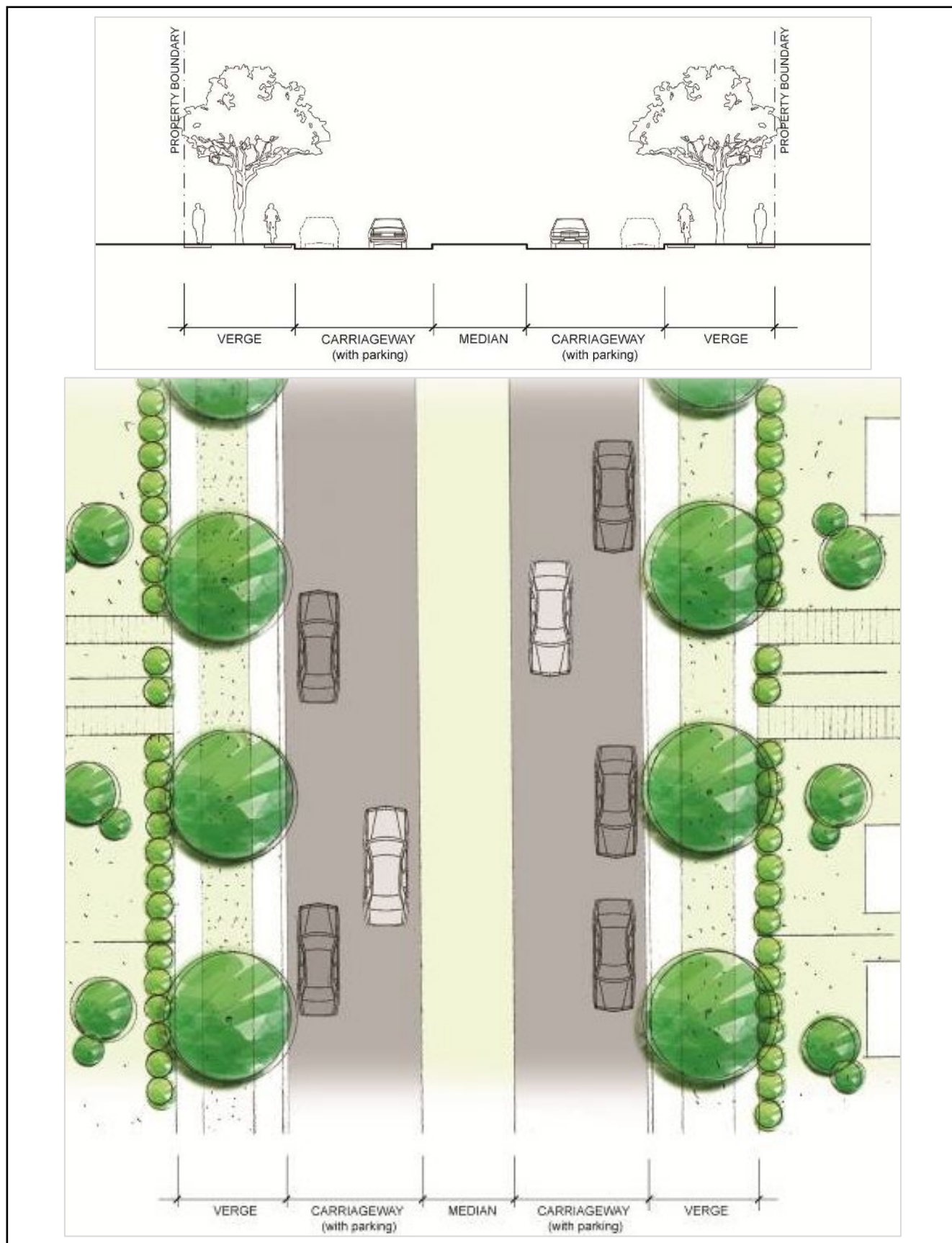
Table 3-5 Typical minimum cross section of a collector road with optional median.

Verge (m)			Carriageway (m)			Verge (m)			Total (m)
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 line marked, 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. drainage areas, 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 3-6 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 3-5**.

Table 3-6 Typical minimum cross section of a local street.

Verge (m)			Carriageway (m)		Verge (m)			Total (m)
Offset	Footpath	Planting	Lane	Lane	Planting	Offset	Offset	
0.6	1.2	1.7	5.2	5.2	1.5	1.2	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. drainage areas, 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 3-7 Indicative layout of a 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 3-6**.

Table 3-7 Typical minimum cross section of a local street with defined planting area and parking carriageway.

Verge (m)			Carriageway (m)			Verge (m)			Total (m)
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 3-8 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 3-7**.

3.1.2 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.

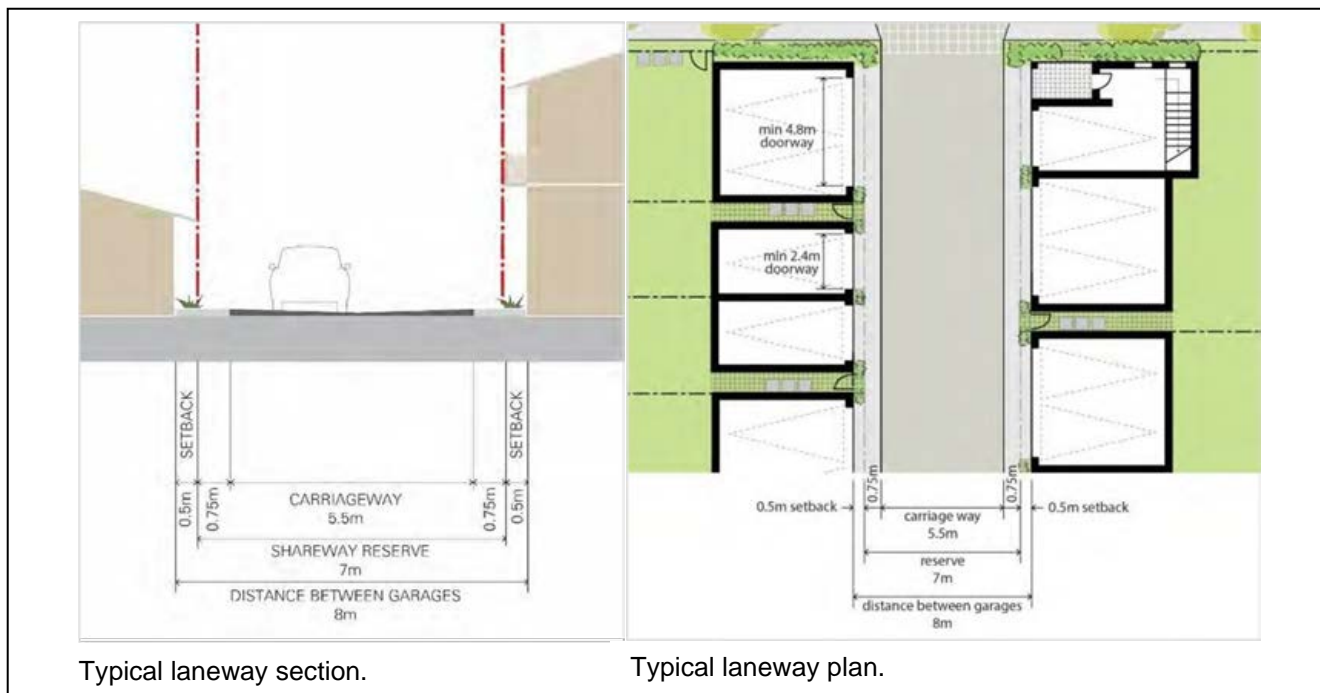
Objectives

- 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 easy access for 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

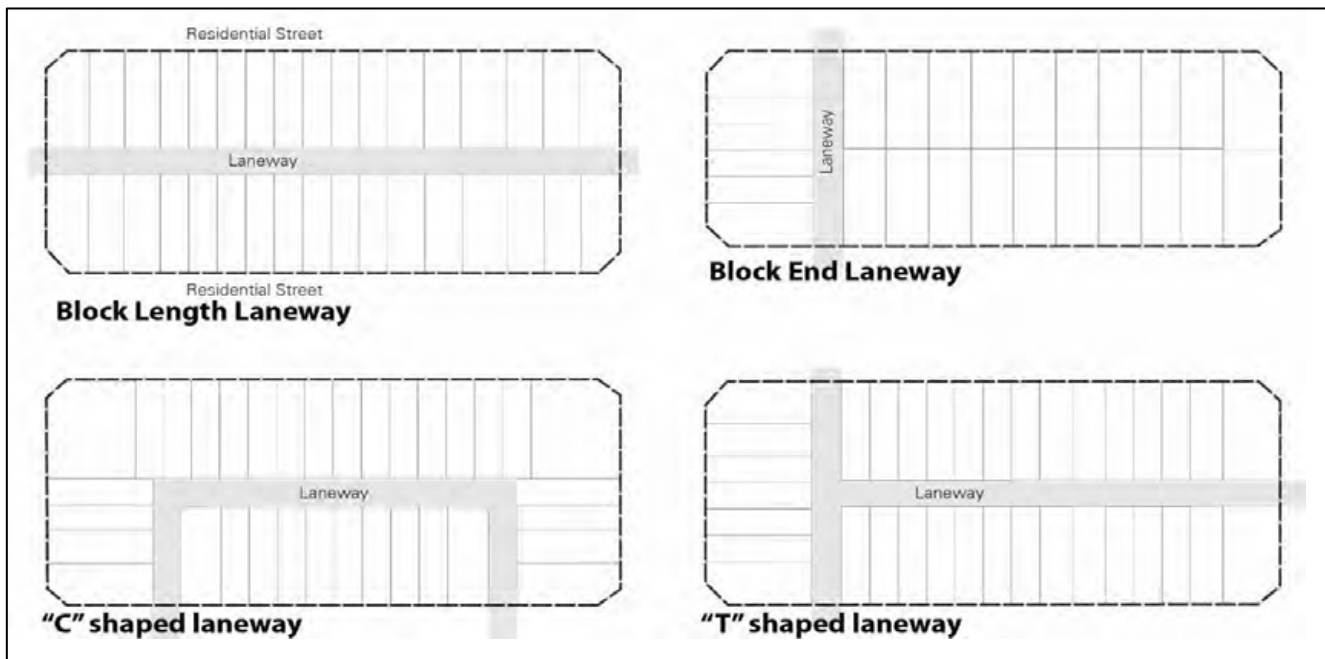
1. The design and construction of laneways is to be consistent with **Figure 3-9** and Growth Centres Practice Note: Laneways, produced by the Department of Planning and Environment.
2. The laneway is a public "shareway" as the paved surface is for cyclists, pedestrians, garbage collection, mail deliveries, 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 3-9 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 3-10**, and
 - lanes on sloping land with significant longitudinal and / or cross falls require detailed design consideration to demonstrate roads).
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.

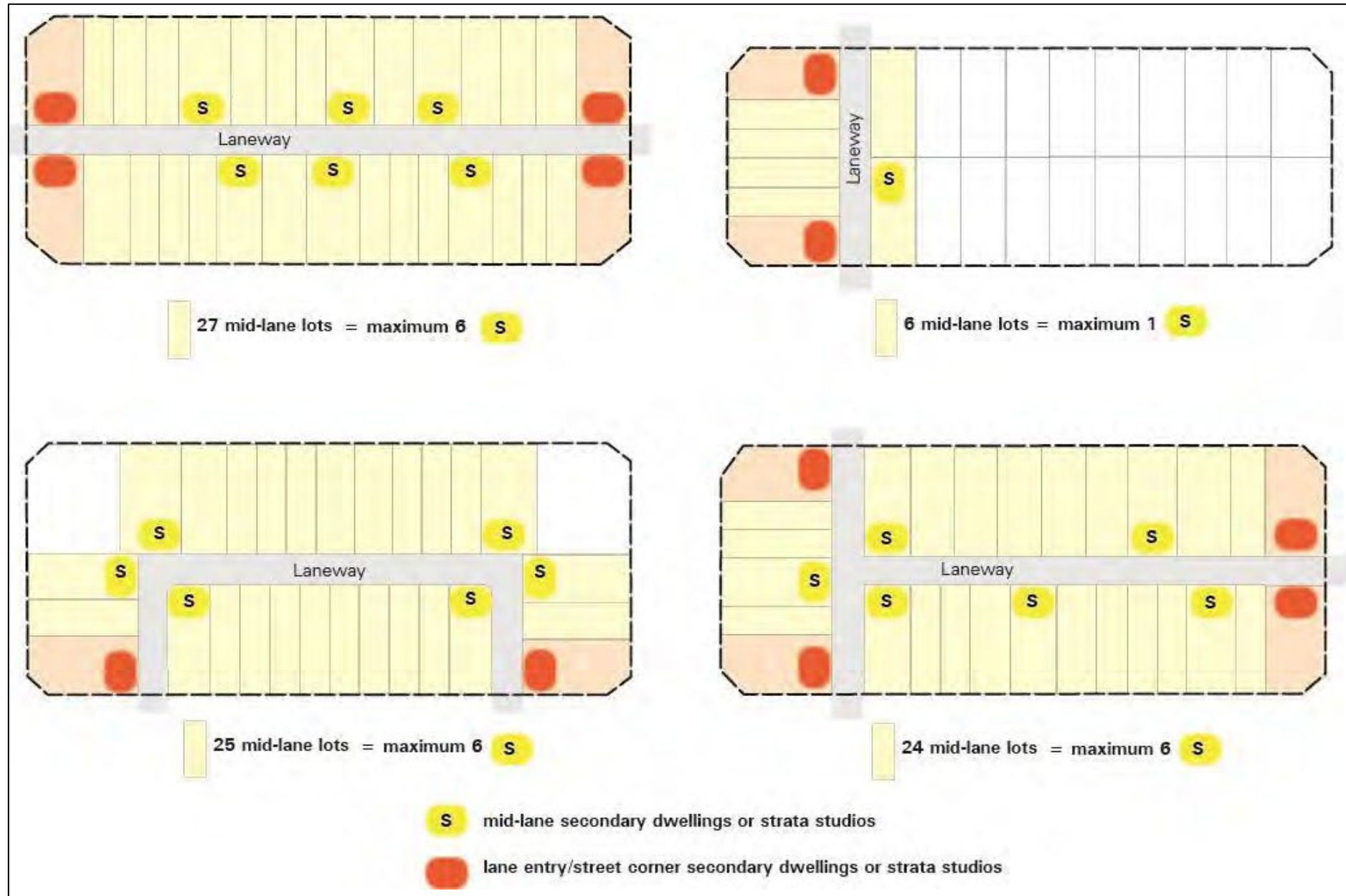
Figure 3-10 Sample laned layouts.



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 3-10** as lane entry/street corner lots. **Figure 3-11** 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 3-11**.
10. 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.
11. All lots require a waste collection point(s) for 3 Council bins. The collection point(s) must have a minimum vertical clearance of 3.9m and be clear from the positioning of driveways, tree plantings (or tree canopies), street lighting and other fixtures.

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](#).
12. 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 will be imposed.

Figure 3-11 Sample laneways showing maximum number of secondary dwellings or strata studios.



3.1.3 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.

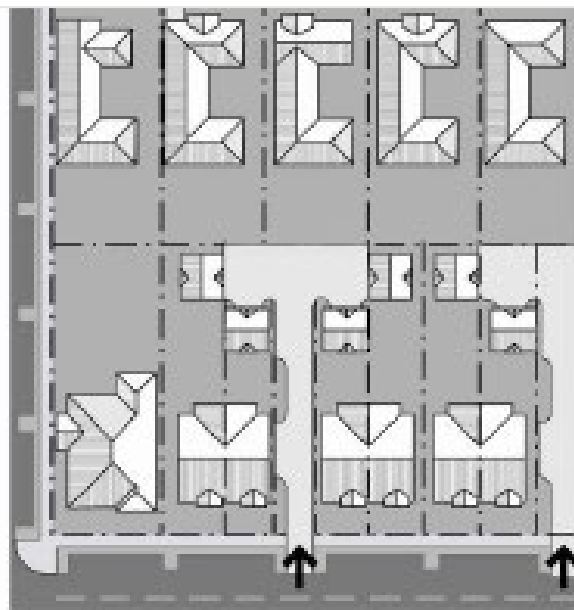
Controls

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 3-13**.
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 3-12 Indicative examples of shared driveways.

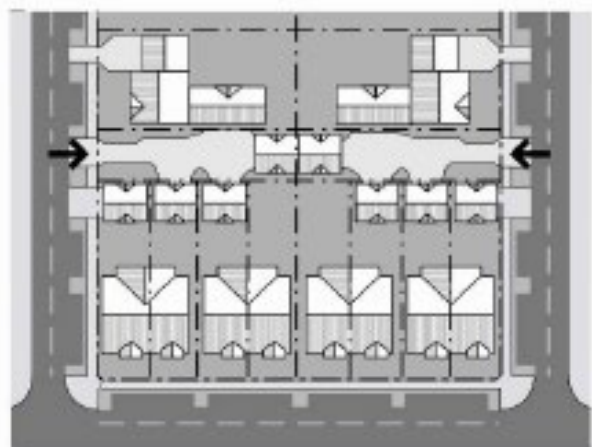


- Irregular shaped mews with central landscape feature
- Used for odd shaped block geometry



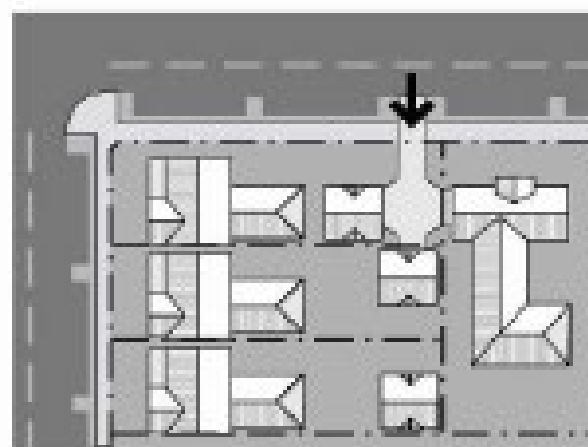
T-Shaped

- Driveway should be from the frontage road of the narrow lot dwellings
- Used when block geometry or available road frontage precludes 'close'



Close

- Preferable



Common Apron

- Maximum 3 properties

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 3-13**. The design of cycleways located within the road reserve is to be in accordance with **Table 3-1 to 3-8**. 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 the Turner Road Precinct.
- 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 3-14** 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 Turner Road Precinct are to be identified by the Ministry of Transport. These routes will need to be designed with bus priority intersections.

Figure 3-13 Pedestrian and cycleway network.

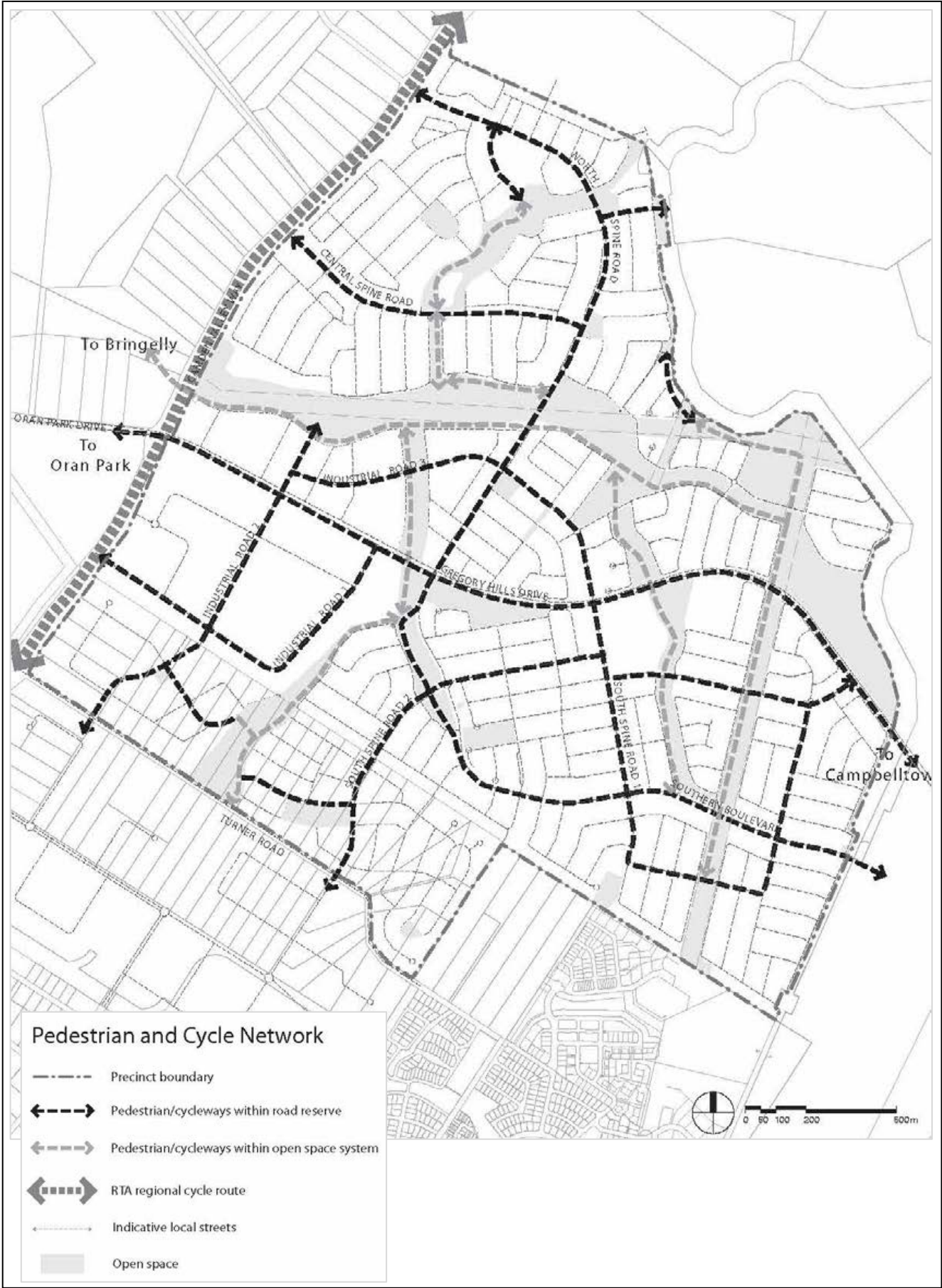
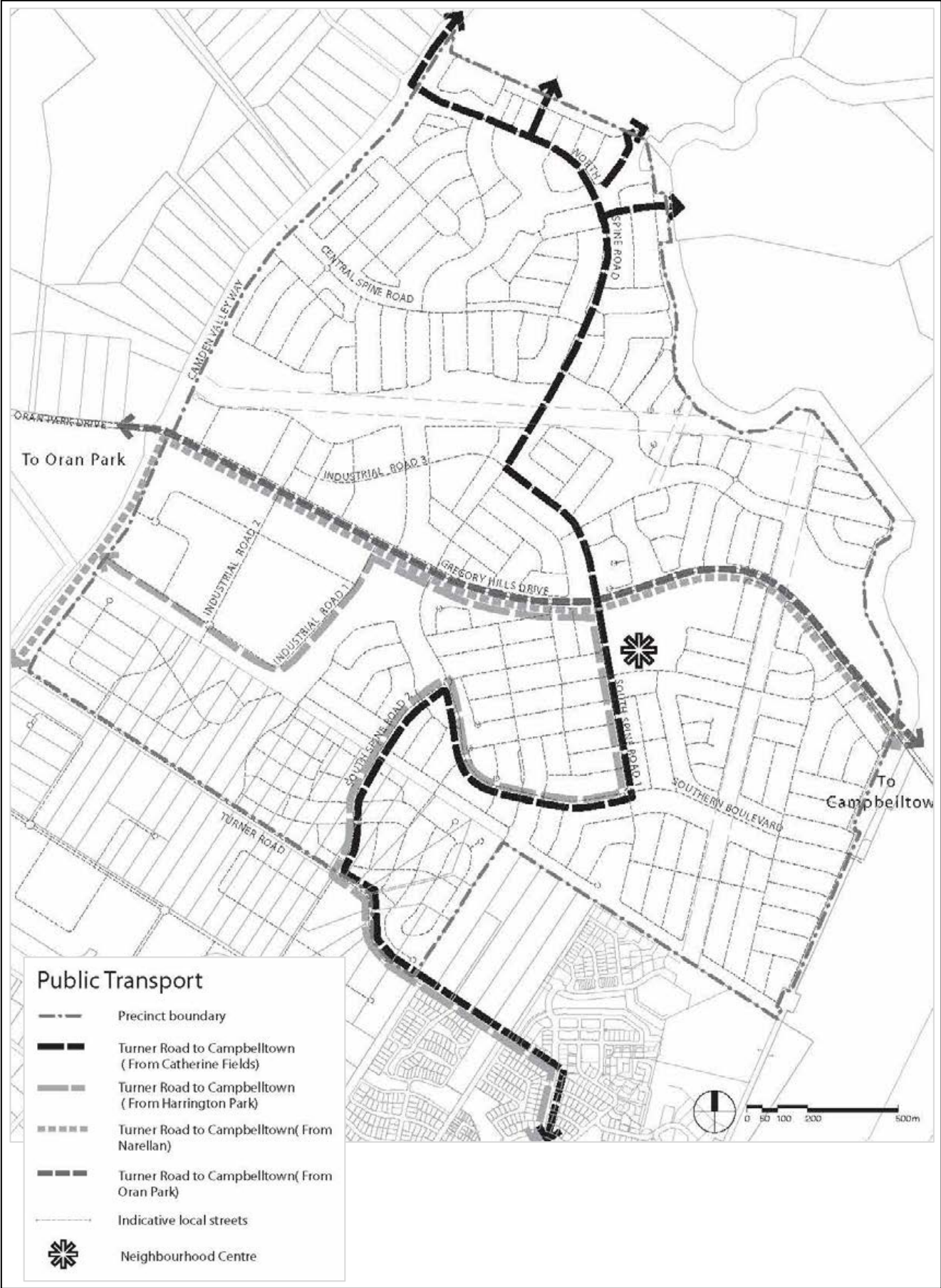


Figure 3-14 Public transport network.



4

Open Space and Community Facilities

This section contains the objectives and development controls for the provision of public open space, landscaping and education, civic, and community facilities.

Turner Road Precinct Development Control Plan

4 Open Space and Community Facilities

4.1 Public Parks and Landscape Strategy

Objectives

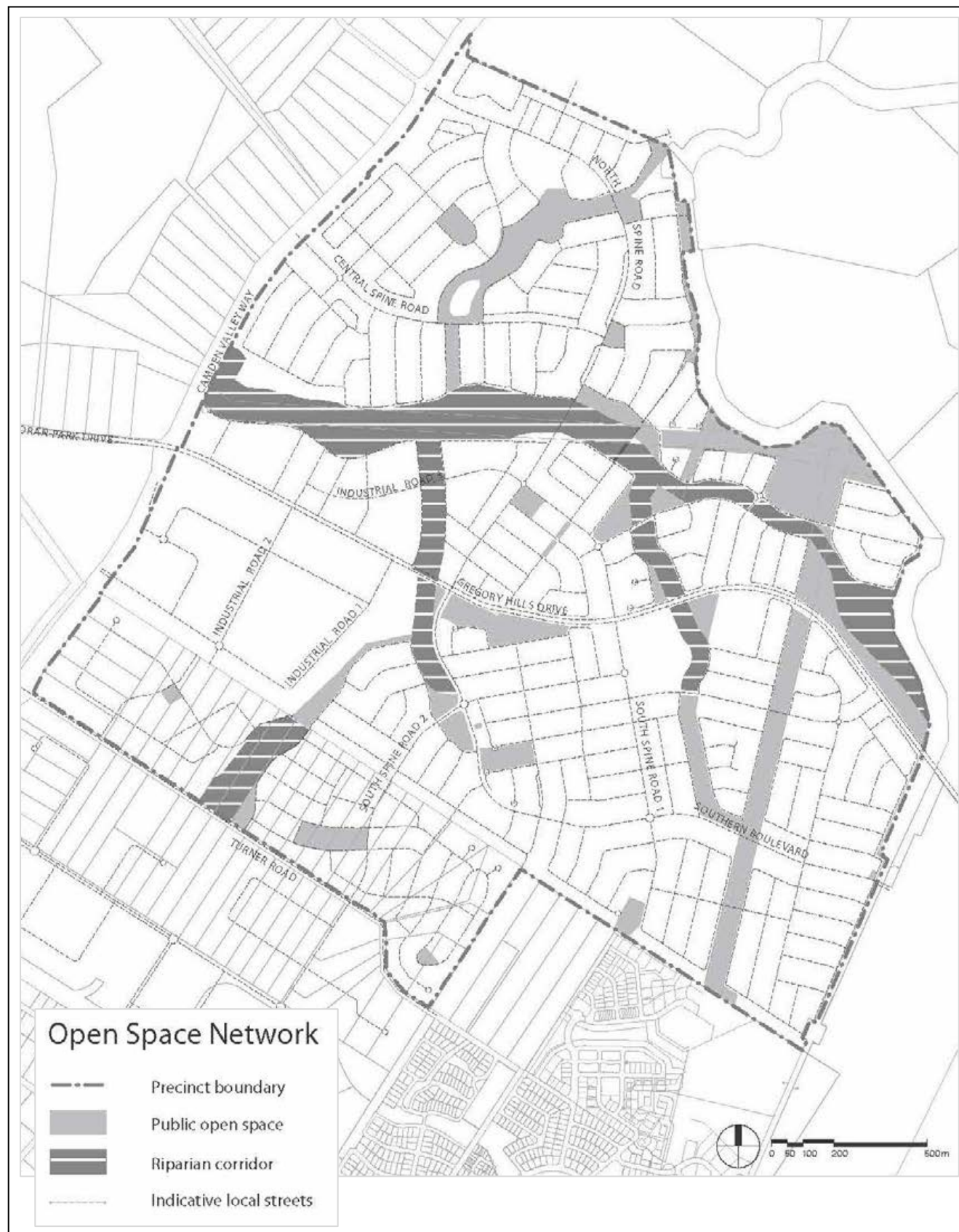
- a. To meet the public open space and recreational needs of residents.
- b. To provide an equitable distribution of public open space and recreation opportunities.
- c. To ensure high quality design and embellishment of all public open space.

Controls

1. Public parks (local and district open space), other open space areas (i.e. riparian corridors) and areas with landscape value are to be provided generally in accordance **Figure 4-1**.
2. The minimum provision of open space and facilities including embellishment is to be consistent with the Oran Park and Turner Road [Section 7.11 Contributions Plan](#) (formerly known as Section 94 Contributions Plan).
3. Public parks are to have a minimum area of 2,000m². The following principles are to be taken into consideration in the location of public parks:
 - parks are to be located as focal points within residential neighbourhoods. All dwellings should be located no further than 400m from a public park,
 - where possible, parks should be co-located with community and education facilities, be highly accessible and linked by pedestrian and / or cycle routes,
 - parks should be located and designed to accommodate remnant vegetation and where appropriate, should be linked to and integrated with riparian corridors,
 - parks should be generally bordered by streets on all sides with houses oriented towards them for surveillance, and
4. The detailed design of public parks is to consider:
 - the need for a range of play spaces and opportunities and cater for the range of ages,
 - provision of adequate parking, lighting and waste management facilities,
 - inclusion of interpretative signage detailing local history, Aboriginal cultural values, environmental education themes and the like, and
 - provision of amenities such as seating and shade structures, drinking fountains, street lighting, street and information signs, planter boxes, feature fencing and the like.
5. The provision of community parks and facilities (i.e. community association owned facilities) in addition to the required public parks and community facilities is encouraged.
6. Where riparian corridors are to be in public ownership, they are to provide opportunities for pedestrian and cycleways, fitness trails and additional open space in a manner that maintains the environmental significance of these areas. A range of themed elements such as boardwalks, eco- pathways, and educational tracks should be incorporated in appropriate locations (i.e. within the 10m riparian corridor buffer). The design of such elements is to be consistent with Council's Draft Open Space Design Manual.
7. A Landscape Plan is to be submitted for each public or community park at the time of subdivision of the adjoining residential area. The selection of landscape species for public open space areas is to consider bush fire risk. The Landscape Plan is to be prepared in accordance with **Appendix C – Landscape Design Principles and Submission Requirements**.

8. The southern extent (south of Kavanagh Street) of the eastern tributary to South Creek is to be provided as high quality, embellished open space. This linear park is to incorporate a 10 metre wide strip of riparian style embellishment along its length, generally located in the centre of the park.

Figure 4-1 Open space network.



5

Special Area Design Principles

This section outlines the objectives and design principles relating to the areas that require further design attention including the Turner Road Employment Area, the Neighbourhood Centre, the Entertainment Precinct and the Riparian Protection Areas.

This Development Control Plan (DCP) requires the preparation of more detailed planning and design controls in the form a Part B amendment to this DCP, prior to the approval of development within certain areas within the precinct. A Part B DCP amendment may be prepared by an applicant, in consultation with the Council and the Department of Planning, Industry and Environment will be incorporated into this DCP as an amendment, subject to the adoption by the Director-General.

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 Development Application (DA) for other development may be submitted subsequent to the lodgement of a Part B DCP amendment and assessed concurrently by Council.

Turner Road Precinct Development Control Plan

5 Special Area Design Principles

5.1 The Neighbourhood Centre

Objectives

- a. To create a vibrant, mixed use neighbourhood centre that provides a range of retail and community facilities that serve the local population.
- b. To ensure that the detailed design of the neighbourhood centres is undertaken in a co-ordinated manner in order to achieve a high quality urban design outcome.

Controls

1. The Turner Road Neighbourhood Centre is to be located in accordance with the **Figure 4** in **Appendix B** and is to be consistent with **Table 2-1**. Council shall not grant consent for any development within the Neighbourhood Centre (as defined by the B1 Neighbourhood Centre zone boundaries in the Western Parkland City SEPP), other than development 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, unless it is satisfied that more detailed development controls are in force in the form of a Part B DCP amendment.
2. The Neighbourhood Centre is to be consistent with the following principles:

Function and uses

- A maximum of 15,000m² GFA of retail premises to cater for the needs of the local population.
- Incorporate a range to local retail, commercial, entertainment, childcare and community uses to serve the needs of the local community.
- The neighbourhood centre is to provide a central focus for the community and is to be supported by higher residential densities in close proximity to the centre.

Layout

- Maximise exposure to the Gregory Hills Drive whilst incorporating a vibrant and active focal point in the form of a civic square, plaza or main street.
- The layout and location of neighbourhood centre uses is to consider potential future noise and amenity conflicts.

Built form

- Allow a range of building heights up to a maximum of 4 storeys.
- Buildings are to be visible from and have a presence to street frontages. Where buildings are not proposed to be built to the street frontage, setbacks are to be minimised. Buildings are also to be designed and located to take advantage of proximity to open space areas, including riparian corridors. The building and landscape design is to be complementary to ensure legible, safe, comfortable and easy access for pedestrians from the street frontages, within the centre and to adjoining land, where appropriate.
- Blank walls visible from principal streets and the public domain are to be limited. Large format retail premises are to be sleaved, where appropriate, with active uses. In other circumstances, careful building design and landscaping shall minimise the extent and visibility of blank walls.
- Establish a high-quality built form and energy efficient architectural design that promotes a 'sense of place' and contemporary character for the neighbourhood centres.

- Waste storage and collection areas are to be designed appropriately to minimise impacts, in particular, within mixed use development.

Pedestrian amenity

- Provide high amenity pedestrian streetscapes to and within the neighbourhood centres.
- Walking and cycling leading to and within the neighbourhood centres is to take priority over traffic circulation.
- Provide continuous weather protection for pedestrians, where possible.
- Provide adequate solar access to key pedestrian streets.
- Design site servicing and loading facilities, waste storage and other infrastructure so as to minimise visual impact on the public domain and impacts on neighbours.
- Public domain
- Incorporate the principles of Crime Prevention Through Environmental Design (CPTED) and the Safer by Design (NSW Police) into all development within the neighbourhood centres.
- Provide a high-quality landscape design including a co-ordinated package of street furniture and lighting that enhances the character of the neighbourhood centre.
- Provide street tree and open space planting to provide generous shade for pedestrians.
- All signage and advertising is to be designed in a co-ordinated manner.

Parking and access

- The visibility of parking areas at street frontages shall be minimised through parking layout and design, building location and design and landscaping treatments. Bitumen and cars are not to be the dominant features of the landscape. Parking areas shall be designed to enable legible, safe, comfortable and easy access for pedestrians from the street frontages, within the centre and to adjoining land, where appropriate.
- Provide parking in accordance with Section 2.18 Traffic Management and Off-Street Parking and Section 4.2.10 Parking, Garages and Site Access of the Camden DCP 2019. Opportunities for shared parking provision for compatible uses within the neighbourhood centre are to be provided.
- Provide on-street parking for convenience and to contribute to street life and surveillance.

6 Environmental Management

This section outlines the objectives and development controls relating to general environmental management issues that apply across the entire Turner Road Precinct including riparian corridors, flooding and water cycle management, salinity and soil management, Aboriginal and European archaeological heritage, land adjacent to the Sydney Water Canal, bushfire hazard management, tree retention and biodiversity, contamination, odour and acoustics.

Turner Road Precinct Development Control Plan

6 Environmental Management

6.1 Riparian Corridors

Objectives

- a. To protect, restore and enhance the environmental qualities of water courses, in particular South Creek.
- b. To ensure that the development has a neutral or beneficial impact on the quality and quantity of water and water courses.
- c. To allow the use of riparian corridor buffers for low impact recreation activities such as walking and cycling.
- d. To manage riparian corridors, wherever possible, in single ownership and as a continuous corridor.

Controls

1. Riparian corridors are to be provided in accordance with the [Oran Park and Turner Road Waterfront Land Strategy 2009 \(The Strategy\)](#), except where located within Gregory Hills. The Strategy no longer applies where riparian land has been rezoned in accordance with the Western Parkland City SEPP 2021.
2. Development in and adjoining riparian corridors shall be consistent with Part B2 of this DCP. In the event of any inconsistency between this DCP and the Strategy; the Strategy prevails.

6.2 Flood and Watercycle Management

Objectives

- a. To minimise the potential impact of flooding on development.
- b. To incorporate best practice stormwater management principles and strategies in development proposals.
- c. To mitigate the impacts of urban development on stormwater quality.
- d. To control the impacts of urban development on channel bed and bank erosion by controlling the magnitude and duration of sediment-transporting flows.
- e. To limit changes in flow rate or flow duration within the receiving waterway as a result of development.

Controls

1. No residential allotments are to be located at a level lower than the 1% Annual Exceedance Probability (AEP) flood level plus a freeboard of 500mm (i.e. within the 'flood planning area'). Pedestrian and cycle pathways and open space may extend within the 1% AEP flood level, provided that the safe access criteria contained in the NSW Floodplain Manual are met.
2. Management of 'minor' flows using piped systems for the 20% AEP (residential land use) and 10% AEP (commercial land use) shall be in accordance with Camden Council's Engineering Design Specification . Management measures shall be designed to:
 - prevent damage by stormwater to the built and natural environment,
 - reduce nuisance flows to a level which is acceptable to the community,
 - provide a stormwater system which can be economically maintained and which uses open space in a compatible manner,
 - control flooding,
 - minimise urban water run-off pollutants to watercourses, and

- meet the standards for a 20% AEP flood level.
3. Management of 'major' flows using dedicated overland flow paths such as open space areas, roads and riparian corridors for all flows in excess of the pipe drainage system capacity and above the 20% AEP shall be in accordance with Camden Council's *Engineering Design Specification*. Management measures shall be designed to:
 - prevent both short term and long term inundation of habitable dwellings,
 - manage flooding to create lots above the designated flood level with flood free access to a public road located above the 1% AEP flood level,
 - control flooding and enable access to lots, stabilise the land form and control erosion,
 - provide for the orderly and safe evacuation of people away from rising floodwaters,
 - stabilise the land form and control erosion, and
 - meet the standards for a 1% AEP flood level.
 4. Where practical, development shall attenuate up to the 50% AEP peak flow for discharges into the local tributaries, particularly Category 1 and 2 creeks. This will be achieved using detention storage within water quality features and detention basins.
 5. The developed 1% AEP peak flow is to be reduced to pre-development flows through the incorporation of stormwater detention and management devices.
 6. All development is to incorporate Water Sensitive Urban Design (WSUD). WSUD is to be adopted throughout the development to promote sustainable and integrated management of land and water resources incorporating best practice stormwater management, water conservation and environmental protection. A WSUD Strategy is to be submitted as part of any subdivision DA and shall include:
 - identification of water management and other relevant objectives (relating, for example, to salinity hazard),
 - identification and assessment of relevant site characteristics and constraints, including flood evacuation routes,
 - identification of potentially feasible (storm) water management strategies, which may comprise stormwater reuse options, best planning practices, stormwater treatment measures (in both public and private domain),
 - assessment of the potential strategies, including the nature, basis and outcomes of stormwater modelling used to assess alternative solutions. This assessment of alternative strategies should address compliance with management objectives, life cycle costs, ongoing operations and maintenance requirements, land take requirements, expected reliability and future management responsibilities,
 - assessment of the likely construction costs associated with the WSUD strategy as well as a maintenance framework addressing maintenance strategies and costs, and
 - a suitably detailed description of the preferred WSUD strategy and elements therein, in the form of documents, plans and conceptual diagrams (as appropriate).
 7. The WSUD Strategy shall demonstrate how the stormwater quality targets set by the Environment Protection Authority (EPA), now formally known as the NSW Environment, Energy and Science Group under the Department of Planning and Environment (**Table 6-1**) will be achieved and shall be consistent with *Technical Note: Interim Recommended Parameters for Stormwater Modelling – North-West and South-West Growth Centres* and [Managing Urban Stormwater: Soils and Construction](#) (DECC) and [Australian Runoff Quality: A Guide to Water Sensitive Urban Design](#) (Engineers Australia). A monitoring plan that encompasses strategies for water sampling, maintenance of WSUD facilities and risk management in the short, medium, and longer terms is to be included as part of the WSUD strategy.
 8. Compliance with the targets at **Table 6-1** is to be determined through stormwater quality modelling in accordance with the parameters outlined in the relevant technical guidance from the Environment,

Energy and Social Group.

9. The WSUD strategy is to take into account riparian zone and creek management and include the following measures:
 - the ephemeral hydrology of creeks is to be maintained or restored, where possible, by diverting excess flow via intercepting stormwater pipes to downstream storages for reuse,
 - flow attenuation and / or diversion via the intercepting stormwater pipes will be required to meet the stream erosion index objectives originally established by EPA (**Table 6-1**),
 - flow in excess of the 20% AEP peak flow may flow into the creek and be conveyed to detention basins that form part of the major drainage system, and
 - erosion control and bank stabilisation measures shall be incorporated within the waterway where required.

Table 6-1 Environmental stormwater objectives.

WATER QUALITY					ENVIRONMENTAL FLOWS
% reduction in pollutant loads					Stream erosion control ratio Post-development duration of above 'stream forming flow': Natural duration of above 'stream forming flow' ¹
	Gross Pollutants (>5mm)	Total suspended solids	Total phosphorus	Total nitrogen	
Stormwater management objective	90	85	65	45	3.5 – 5.0 : 1 ²
'Ideal' stormwater outcome	100	95	95	85	1 : 1

1. For the purposes of these objectives, the 'stream forming flow' is defined as 50% of the 50% AEP flow rate estimated for the catchment under natural conditions
2. This ratio should be minimised to limit stream erosion to the minimum practicable. Development proposals should be designed to achieve a value as close to one as practicable, and values within the nominated range should not be exceeded. A specific target cannot be defined at this time

6.3 Salinity and Soil Management

Background

Some areas in the Camden LGA are affected by levels of salinity that are high enough to damage buildings and service infrastructure. **Figure 6-1** identifies all areas affected within the Turner Road Precinct.

Salinity can also reduce water quality, threaten fauna and result in the degradation of vegetation and soils, including the loss of productive agricultural land.

This section seeks to ensure that consideration is given to the impact of new development on salinity processes, as well as the impact of salinity on new development.

Objectives

- a. Minimise the damage caused to property and vegetation by existing saline soils, or processes that may create saline soils;
- b. Ensure development will not significantly increase the salt load in existing soils and watercourses;

- c. Prevent degradation of the existing soil and groundwater environment. For saline and sodic soils, minimise erosion and sediment loss; and
- d. Ensure concrete slabs, brickwork/masonry products, roads, above ground/underground infrastructure is appropriate for the saline conditions of the site.

Controls

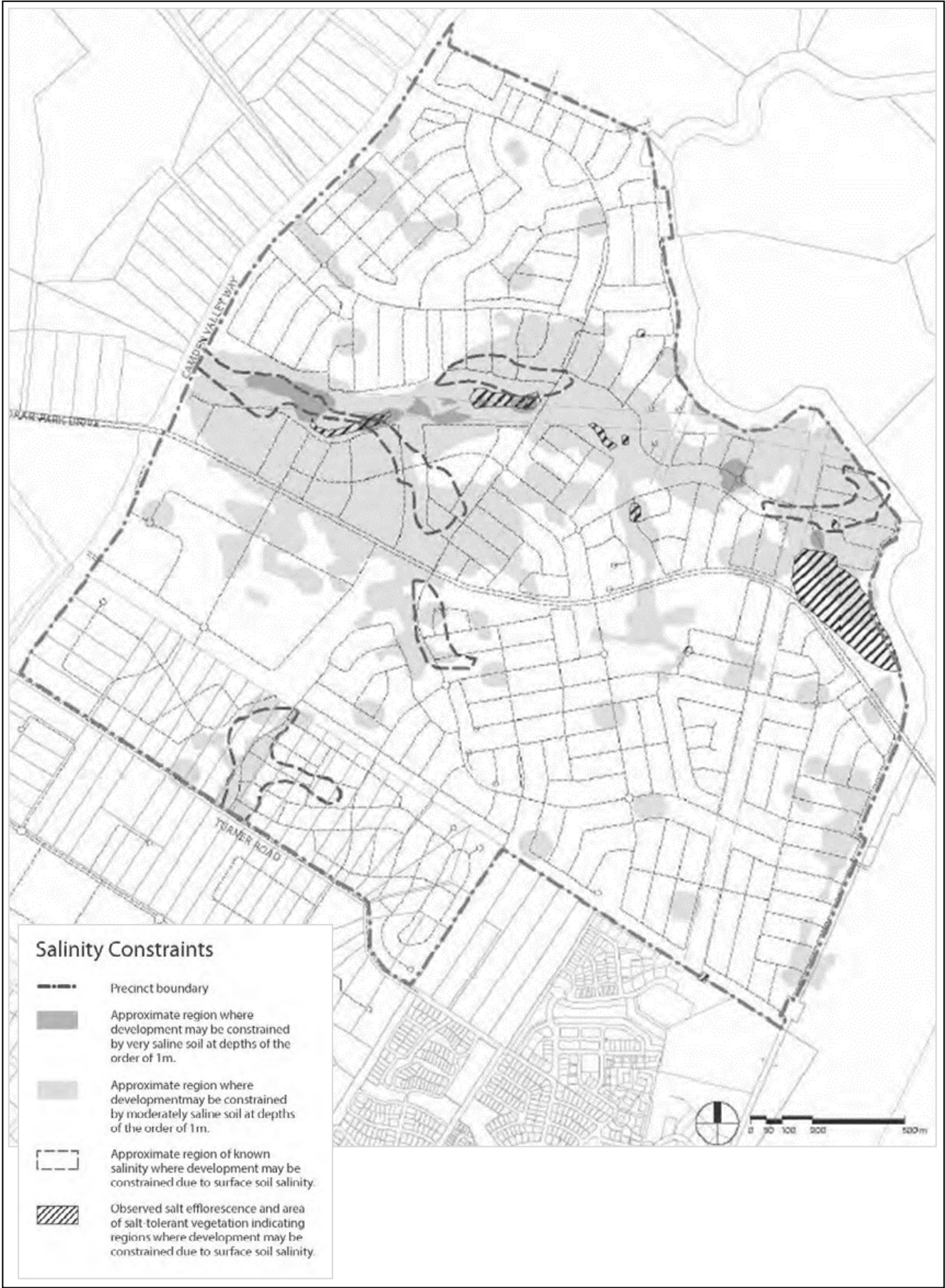
1. Groundwater recharge is to be minimised by:
 - directing runoff from paved areas (roads, car parks, domestic paving etc) into lined stormwater drains rather than along grassed channels.
 - lining of ponds and water sensitive urban design water bodies to avoid groundwater recharge.
 - encouraging on site detention of roof runoff and use of low water demanding plants.
 - encouraging tree planting, especially adjacent to watercourses.
2. For road works within areas identified as a salinity hazard:
 - disturbance of subsoil should be minimised.
 - engineering designs incorporating considerations of salinity impacts are required.
 - subsoil drainage is to be installed along both sides of all roads.
 - roads should run along or perpendicular to the contours as much as possible.
 - alternative footpath treatments will be considered if the proposal will reduce the need for watering.
3. All development, where saline and sodic soils are identified, must incorporate soil conservation measures to minimise soil erosion and siltation during construction and following completion of development. Soil and Water Management Plans, prepared in accordance with Managing Urban Stormwater – Soils and Construction are to be submitted with each subdivision DA.
4. All sediment and erosion controls are to be installed prior to the commencement of any works and maintained throughout the course of construction until disturbed areas have been revegetated/ established. Certification is required to be submitted to Council prior to commencement of construction.
5. Salinity assessment of soil and ground water must be undertaken and submitted to Council with the development application for subdivision. Investigations and sampling for salinity should be conducted in accordance with the requirements of the booklet [Site Investigations for Urban Salinity](#).

Note: A salinity assessment may be requested for development applications on land that does not have a salinity management plan restriction on title.

6. Where salinity is identified on the site and a salinity report is prepared the report must also contain a Salinity Management Plan having regard to the following issues and construction requirements from Australian Standards:
 - What impact will the development have on existing salinity levels in the soil and ground water,
 - What impact will salinity have on the type of construction proposed which may include the method of construction, water treatment devices, etc,
 - AS 2159: Piling Design and Installation,
 - AS 3600 Supp1: Concrete structures,
 - AS 3700: Masonry Structures,
 - AS 2870: Residential Slabs and Footings,
 - any other relevant standard or provision referred to for salinity under the BCA, and
 - Council's Engineering Design Specifications.
7. In the absence of a salinity management plan, all works proposed on the land must be designed to achieve the requirements of Council's current Engineering Design Specification.
 - Where a development site is considered a salinity hazard:
 - Cut and fill must be minimised.

- Subsoil drainage should be installed along both sides of roads.
 - Upgrade from Council's standard stormwater requirements to suit the saline environment.
 - Building works are to be in accordance with Councils current Engineering Design Specification, or in accordance with a salinity assessment which demonstrates an acceptable solution to manage salinity impact on building works.
 - Reference should also be made to the WSROC Salinity Code of Practice (as amended).
8. For service installation within areas identified as a salinity hazard, the following must occur:
- Ensure that no leakage occurs from water, sewer and stormwater pipes.
 - Services should be joint trenched where possible.
 - Where services crossroads, conduit at least should be laid at the time of the road construction.
 - Transverse service connections (across roads) must be laid in conduits placed at the time of road construction if the service is not laid out at that time.
 - Water supply pipes must be copper or a non-metal acceptable to Sydney Water.
 - Sewer pipes must be unplasticised Poly Vinyl Chloride (PVC) or other material acceptable to Sydney Water.
 - The use of recycled wastewater for the watering of domestic gardens should be minimised and in some cases will not be permitted.
9. For public / private infrastructure, including but not limited to parks, roads, stormwater systems and utility installations, in the absence of a salinity report, all works proposed must be designed to achieve the requirements of Council's current Engineering Design Specification.

Figure 6-1 Areas constrained by salinity.



6.4 Aboriginal and European Heritage

Objectives

- a. To protect and manage areas and elements of identified Aboriginal and European archaeological heritage of the precinct.
- b. To incorporate elements of Aboriginal and European heritage within the redevelopment of the precinct.

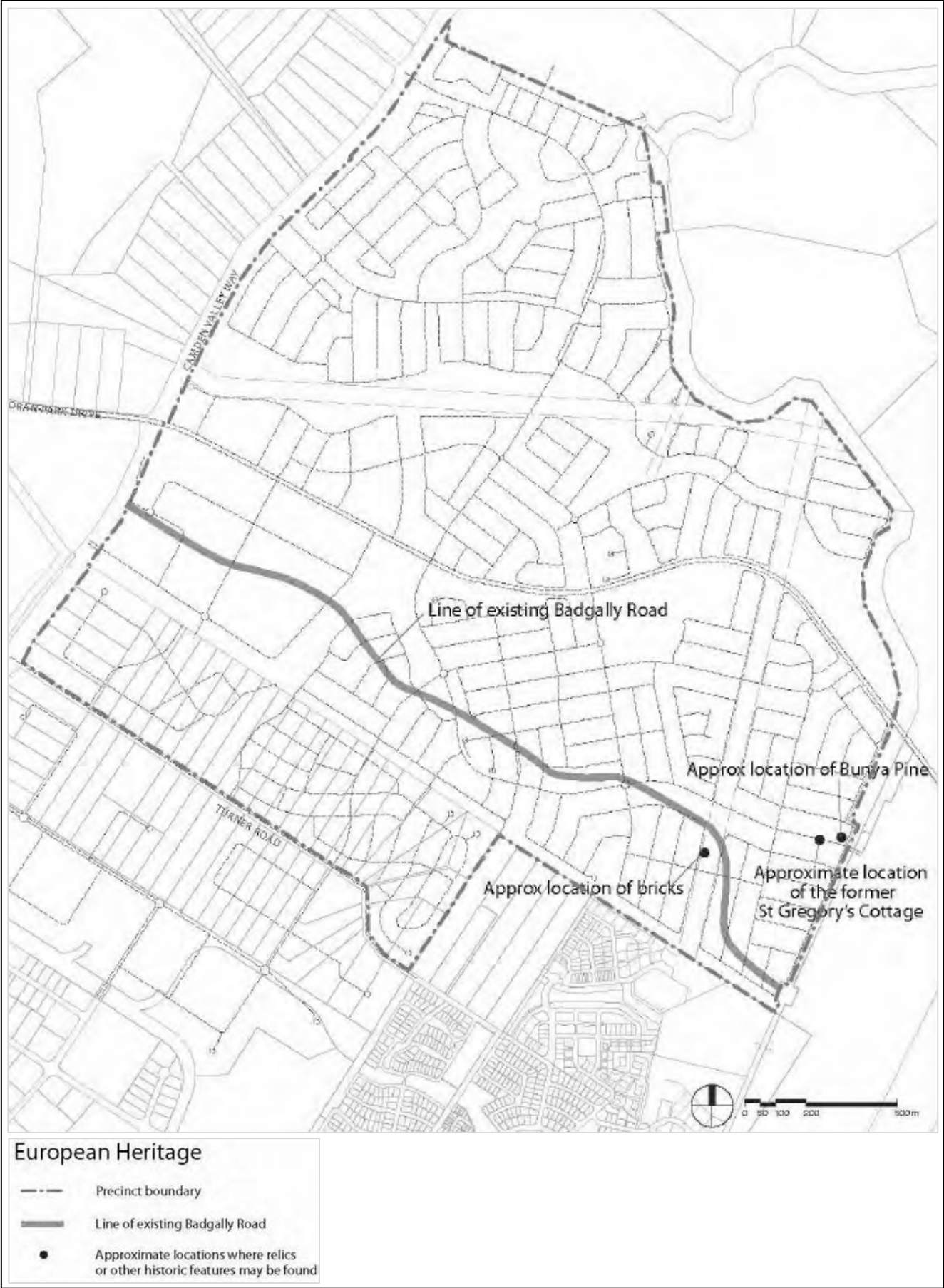
Controls

- 1. Aboriginal Archaeological Conservation Areas are identified **Figure 6-2**. Development shall not proceed within these areas without appropriate investigation and consultation with the relevant local Aboriginal groups and until a Plan of Management has been prepared that addresses the ongoing management of any archaeological deposits within the Conservation Areas.
- 2. Interpretive signage, that provides information on the history and heritage significance of the sites, is to be provided within the public domain areas.
- 3. Items of European heritage significance are shown at **Figure 6-3**. Prior to any development that affects these items, an assessment of heritage significance is to be undertaken which addresses the significance assessment criteria contained in the NSW Heritage Manual. An applicant is to demonstrate to Council how any proposed development responds to identified archaeological constraints. If any relics are to be retained in situ, an applicant is to outline all management measures to ensure ongoing protection of the relics.
- 4. The Bunya Pine located in the vicinity of the south-eastern portion of the precinct is to be retained within the street verge or public open space and is to be appropriately interpreted.

Figure 6-2 Aboriginal archaeological conservation areas.



Figure 6-3 Elements of European heritage significance.



6.5 Land Adjacent to the Sydney Water Canal

Background

The Sydney Upper Canal System is located to the immediate east and north of the precinct and is listed on the State Heritage Register (SHR). The Canal is significant as a major component of the upper Nepean Scheme, which also includes the Prospect Reservoir and the Lower Canal. The Canal is historically significant, having functioned as part of the Sydney's main water supply system for over 120 years and is also aesthetically significant as a landscape element within a rural bushland setting.

Objectives

- a. To enhance and protect the heritage significance of the Canal and respect its rural landscape setting.
- b. To retain a continuous landscape buffer adjacent to the Canal.
- c. To ensure that new development is set back and visually screened from the Canal.
- d. To provide public access along the Canal perimeter for heritage interpretation purposes, while ensuring the security of the Canal is maintained at all times.
- e. To minimise risks to public safety.
- f. To prevent stormwater or other pollutants from entering the Canal system.

Controls

1. A continuous landscape buffer shall be provided along the western extent of the Canal. The landscape buffer shall have a minimum width of 5m. Council may consider the encroachment of a road or pathway into this landscape buffer where it is demonstrated that such encroachment is not inconsistent with the objectives of this control. The landscape buffer may be designed as the verge of a public road.
2. The landscape buffer shall be landscaped with native plant species to soften the transition between the rural landscape setting of the Canal and the developable areas. A combination of native grasses and screening trees (native species) would be appropriate.
3. The landscape buffer shall be bounded on its western edge by a public road. Where a road cannot be provided along the landscape buffer, Council may consider residential lots abutting the landscape buffer subject to the minimum setback controls below. Dwellings on these lots are to be designed to positively address the Canal through the use of upper level balconies and the like. Where fencing is proposed, it should have an open rural style.
4. New buildings shall be setback a minimum of 17m from the boundary of the canal. Dwellings shall be designed to front the boundary road to provide casual surveillance of the landscape buffer and Canal. Where a lot has a rear boundary to the landscape buffer, the minimum setback shall be 10m.
5. The design of the landscape buffer and road along the Canal shall incorporate elements that interpret the heritage significance of the Canal and the history of the area generally. DAs for subdivision adjacent to the Canal shall outline the proposed measures to achieve this control. Consideration should be given to the provision of a pathway or cycleway within the landscape buffer, interpretive signage, landscape treatments and road design.
6. A security fence shall be erected along the length of the eastern precinct boundary adjacent to the Canal. The fence shall be designed to satisfy the security requirements of the Sydney Catchment Authority without being detrimental to the heritage significance of the Canal. Consideration should be given to the style of the fence, the use of materials and colours and landscaping to soften the visual impact of the fence from the Canal and from the development. The fence shall be installed by the developer prior to any subdivision works occurring adjacent to the Canal.
7. The stormwater system along the eastern boundary of the precinct shall be designed to ensure that stormwater will not enter the Canal. Management measures shall accommodate and not impede flows from the trail drains, banks/berms, pipes/flumes/culverts/siphons that convey stormwater across the canal.
8. Any development adjacent to the canal and roads crossing the canal shall be designed and constructed to minimise damage to the canal from vibration and cut and fill works. Construction techniques shall satisfy the requirements of the Sydney Catchment Authority.

6.6 Bushfire Hazard Management

Objectives

- a. To prevent loss of life and property due to bushfires by providing for development compatible with bushfire hazard.
- b. To encourage sound management of bushfire-prone areas.

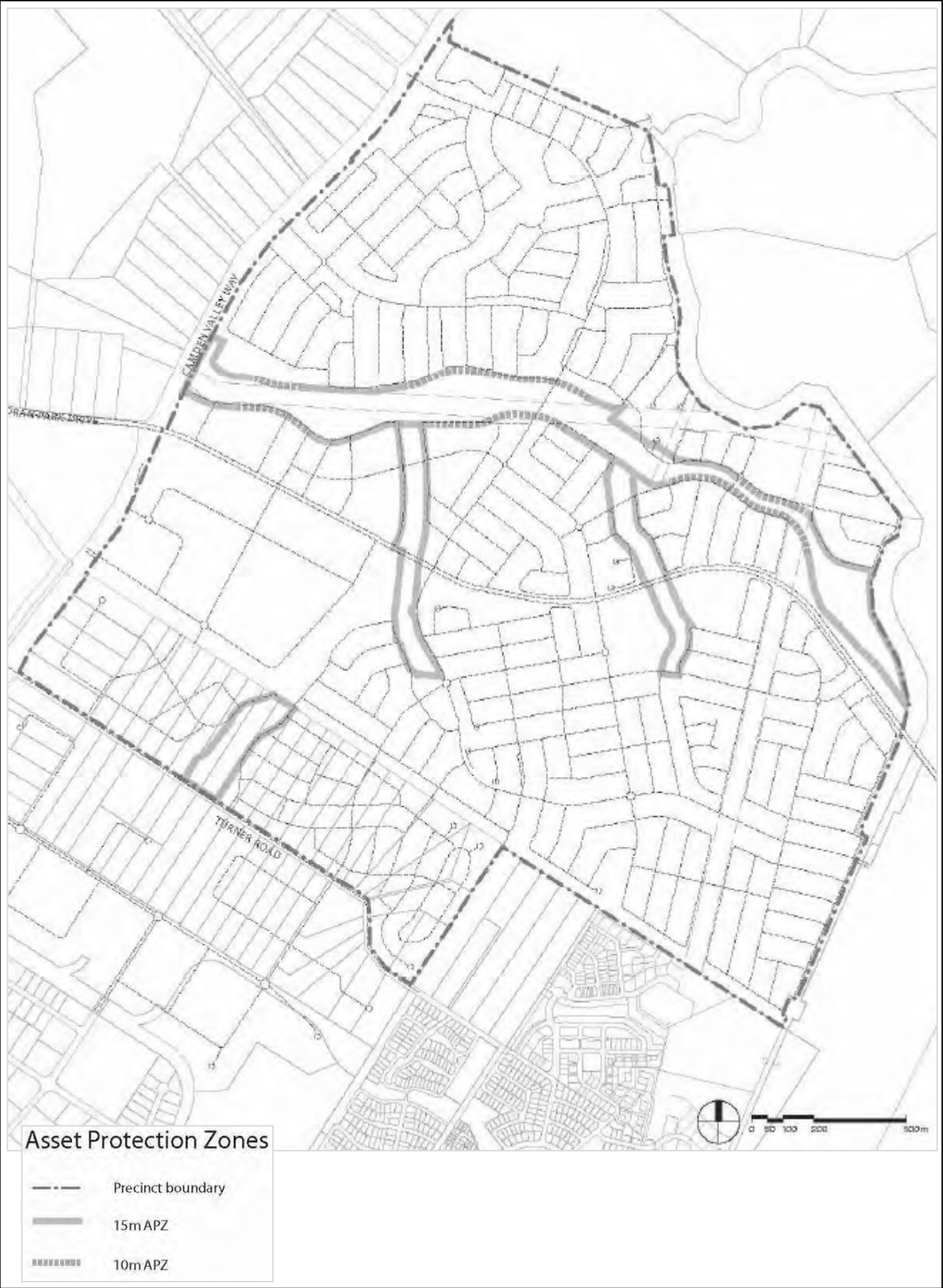
Controls

1. Subject to detailed design at DA stage, the indicative location and widths of APZs are to be provided generally in accordance with **Figure 6-4**. APZs:
 - are to be located wholly within the precinct,
 - may incorporate roads and flood prone land,
 - are to be located wholly outside of a core riparian zone (CRZ) but may be located within the buffer areas to the CRZs,
 - may be used for open space and recreation subject to appropriate fuel management,
 - are to be maintained in accordance with the Planning for Bushfire Protection 2019 (and subsequent revisions of this document),
 - may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ),
 - are not to increase the maintenance burden on public lands, and
 - are to be generally bounded by a perimeter fire trail / road that is linked to the public road system at regular intervals in accordance with Planning for Bushfire Protection 2019 (and subsequent revisions of this document).

Note 1: Where sufficient room is available within the road reserve and the front yard of private lots, the APZ shall be located wholly within these areas. Where insufficient room is available, the vegetated buffer to the core riparian zone may be considered appropriate for a portion of the APZ. **Note 2:** APZs within the Denbigh Curtilage Transition Area will be determined as Subject to detailed design at DA stage, the indicative location and widths of APZs are to be provided generally in accordance with **Figure 6-4**. APZs: part of the Part B DCP amendment for that land.

2. Reticulated water is to meet the standards contained within Planning for Bushfire Protection 2019 (and subsequent revisions of this document). Water supply is to be via a ring main system, engineered to the requirements of Australian Standard 2419.1-1994 Fire Hydrant Installations.
3. Vegetation within public and community title parks and Category 3 riparian zones is to be designed and managed as a 'fuel reduced area'.
4. Buildings adjacent to APZs are to be constructed in accordance with the requirements of Appendix 3 of Planning for Bushfire Protection 2019 (and subsequent revisions of this document). and Australian Standard 3959-1999 - Construction of Building in Bushfire Prone Areas.
5. Where an allotment fronts and partially incorporates an APZ it shall have an appropriate depth to accommodate a dwelling with private open space and the minimum required APZ. The APZ will be identified through a Section 88B instrument.
6. Temporary APZs, identified through a Section 88B instrument, will be required where development is proposed on allotments next to undeveloped land. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and shall cease.

Figure 6-4 Indicative location of Asset Protection Zones



6.7 Tree Retention and Biodiversity

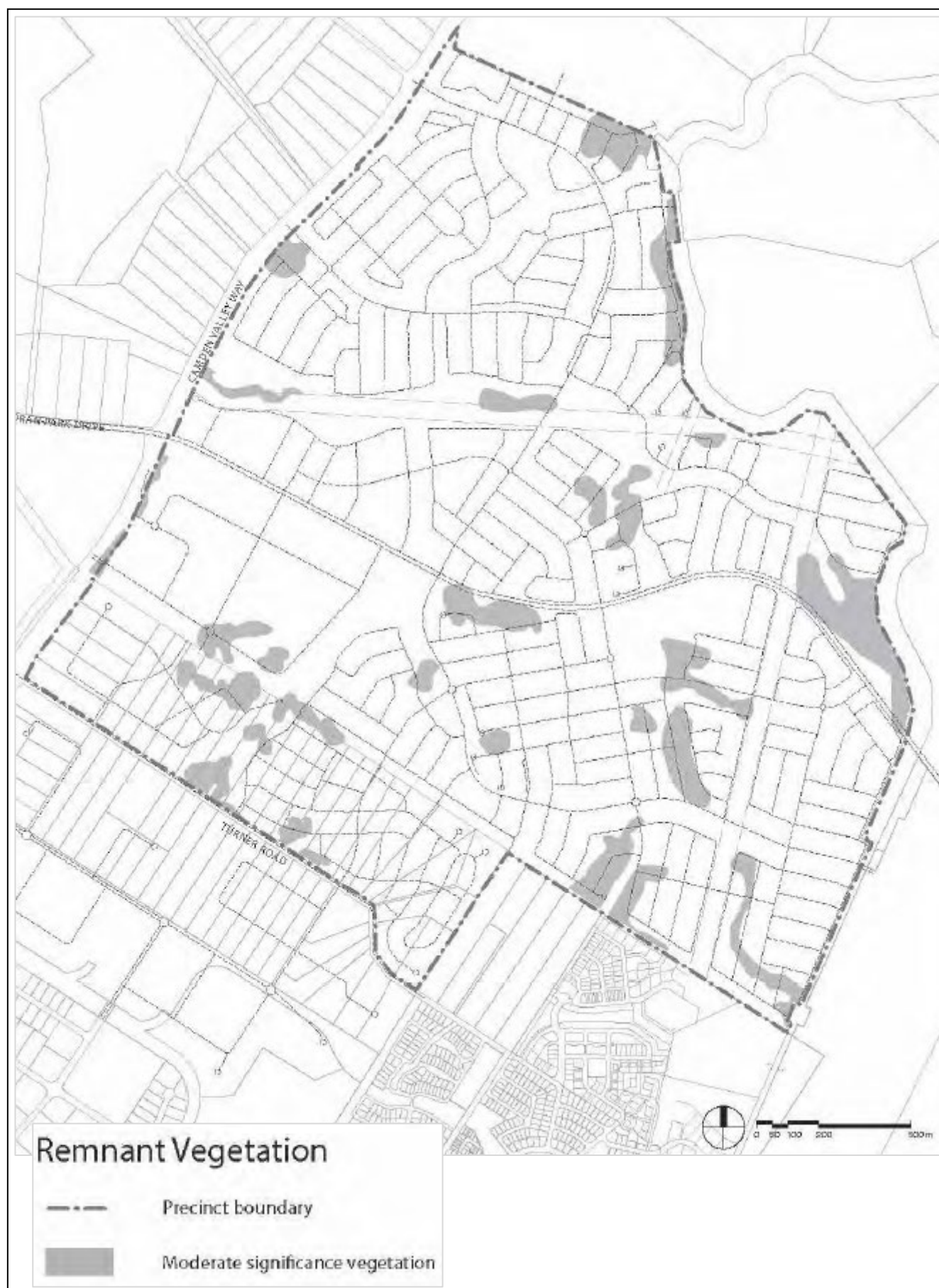
Objectives

- a. To ensure the protection and enhancement of existing significant trees and to improve or maintain biodiversity values within the precinct.
- b. To maintain or improve as much existing vegetation as practicable within the precinct.
- c. To reduce impacts of runoff from roads and impervious areas on adjacent lands.
- d. To prevent the spread of weeds during and after construction.

Controls

1. All high significance vegetation identified at **Figure 6-5** is to be retained within open space. The moderate significance vegetation identified at **Figure 6-5** is to be retained where possible.
2. A Tree Survey Plan is to be submitted with each subdivision DA. The Tree Survey Plan is to identify the location, type and condition of all existing trees, and is to indicate those trees proposed to be removed, including the justification for their removal, and those to be retained. Where trees are to be retained, details of any protection methods shall be submitted with the DA. Priority should be given to retention of trees that have biodiversity value, particularly hollow bearing trees. These and other significant trees are to be retained wherever possible within public and community parks, streetscapes and riparian corridors.
3. Native vegetation (canopy level) shall be provided, where possible, within pocket parks, riparian corridors and street verges to create a 'stepping-stone corridor' for terrestrial biodiversity. Details of any planting shall be provided within a detailed Landscape Plan, in accordance with Appendix C – Landscape Design Principles and Submission Requirements.
4. Where development is located within or close to a known biodiversity corridor fencing shall be sympathetic to the passage of native fauna.
5. All subdivision design and bulk earthwork is to consider the need to minimise weed dispersion and eradication. In the opinion of Council, where a significant weed issue exists, a Weed Eradication and Management Plan is to be submitted with the subdivision DA that outlines weed control measures during and after construction. In these instances, a detailed Management Plan will be required to be prepared prior to any earth works being undertaken.

Figure 6-5 Area of significant remnant vegetation.



6.8 Contamination Management

Objectives

- a. To minimise the risks to human health and the environment from the development of potentially contaminated land.
- b. To ensure that potential site contamination issues are adequately addressed at the subdivision stages.

Controls

1. DAs for development in Areas of Environmental Concern (AEC) as identified at **Figure 6-6** shall be accompanied by a Stage 2 Detailed Environmental Site Investigation prepared in accordance with Council's Policy – Management of Contaminated Lands. If remediation is required, a Remediation Action Plan (RAP) is to be prepared and submitted as part of any DA that seeks consent for remediation. Council may require a Site Audit Statement (SAS) (issued by an EPA Accredited Site Auditor) where remediation works have been undertaken to confirm that areas identified as contaminated land are suitable for the proposed use. The SAS shall be submitted prior to the issue of the Subdivision Certificate.
2. Where redevelopment is proposed on a site where the Council suspects that contamination may be present or for applications proposing a change of use to a more sensitive land use (e.g. residential, education, public recreation facility etc), Council will require a Stage 1 Preliminary Environmental Site Contamination Investigation. Depending on the outcome of the Stage 1 investigation, a Stage 2 Environmental Site Investigation may also be required.
3. All investigations, reporting and identified remediation works must be in accordance with the protocols of Council's Policy – [Management of Contaminated Lands](#) and the EPA's [Guidelines for Consultants Reporting on Contaminated Sites](#).

Figure 6-6 Areas of environmental concern.



6.9 Odour

Background

Many parts of the South West Growth Area (SWGA) are currently rural/rural residential in nature and contain a variety of odour producing operations including poultry farms, piggeries and horticulture.

Objectives

- a. To ensure odour amenity is acceptable for future residents, sensitive receivers and commercial / industrial land uses.
- b. To facilitate the rural to urban transition of the Turner Road Precinct.

Controls

1. The odour amenity criteria adopted for the Turner Road Precinct is:
 - Residential/sensitive land uses - maximum of 4.5 odour units (OUs) for no more than 250 hours a year.
 - Commercial/industrial land uses - maximum of 7.5OU for no more than 250 hours a year.
2. Any development applications involving properties located within the SWGA which are anticipated to potentially be impacted by more than 4.5OU (for residential/sensitive land uses) or 7.5OU (commercial/industrial land uses) for more than 250 hours a year must be accompanied by an odour report. The report must be prepared in accordance with the Technical Framework and Notes - Assessment and Management of Odour From Stationary Sources in NSW (November 2006) by the then Department of Environment and Conservation NSW (now the NSW Environment Protection Authority). The report is to include, where necessary, either a level 2 (worst case data adopted) or level 3 (site specific data) assessment with dispersion modelling being required for both options.
3. Consultation with Council is recommended prior to the preparation of development applications and odour reports identified in control 2.

6.10 Acoustics

Background

Acoustic amenity in the community can be affected by a range of sources including, transportation (motor vehicles, aircraft, trains), industrial uses of all types and many commercial uses. This can not only be a potential annoyance, but at higher noise levels may also have health consequences.

A variety of mitigation strategies exist to reduce or manage sound levels and preserve the acoustic amenity of an area. This subsection seeks to establish criteria and detail acoustic design measures to minimise noise emissions that may arise from existing or proposed development.

Objectives

- a. To minimise the impacts of noise from major transport infrastructure, industrial and employment areas on residential amenity.
- b. To achieve an acceptable residential noise environment whilst maintaining well designed and attractive residential streetscapes.
- c. To minimise the impacts of noise from major transport infrastructure and commercial and industrial areas on residential amenity and other noise sensitive uses.

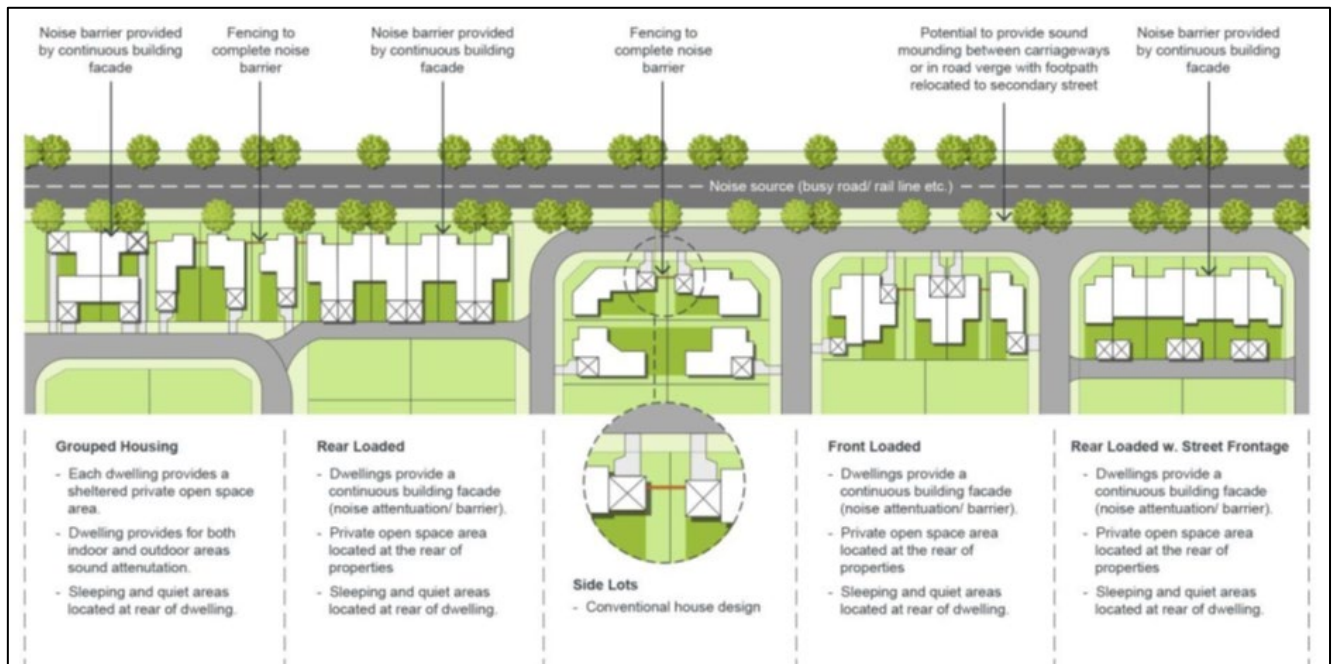
Controls

Acoustic amenity (general)

1. Acoustic reports (where required), must be prepared by a suitably qualified consultant. As a minimum an acoustic report must: identify receivers; determine background noise levels (where required); establish noise criteria; provide predicted noise levels (including relevant assumptions); assess potential impacts; and consider reasonable and feasible mitigation measures.
2. Council may consider a preliminary assessment from a suitably qualified acoustic consultant, justifying why an acoustic report is not required.
3. Where possible bedrooms, main living areas and principal private open spaces are to be located away from noise sources (Refer to **Figure 6-7**).
4. Noise attenuation measures must not adversely impact upon passive surveillance, active street frontages and energy efficiency.
5. Residential plant and equipment must not generate a noise level greater than 5dBA above background noise level as measured at the boundary of a noise sensitive property during the hours of 7.00am to 10.00pm. Noise from plant and equipment must not be audible in habitable rooms of adjoining noise sensitive properties during the hours of 10.00pm to 7.00am.
6. Physical noise barriers such as noise walls or solid fencing (other than earth mounds) are not generally supported along sub-arterial, transit boulevards or collector roads. Measures to attenuate noise through subdivision layout, building setbacks, building orientation, building design and materials selection should be implemented to achieve compliant noise levels.
7. The use of physical noise barriers (i.e. noise walls or solid fencing) may be supported on arterial roads where it can be demonstrated that the following mitigation measures, in the listed order, are not able to adequately attenuate the noise source:
 - Locating less sensitive land uses between the noise source and the sensitive receivers;
 - Using the built form to act as noise barriers;
 - Optimising the subdivision layout to maximise shielding of principle private open space;
 - Incorporating noise mitigating building façade treatments and locating bedrooms, main living areas and principle private open space areas away from the noise source;

8. Where noise barriers are required, they shall be of a neutral recessive colour and design which blends in with the natural environment. In addition, barriers are to be screened from the road by a landscape strip of at least 1 metre.

Figure 6-7 Measures to attenuate noise.

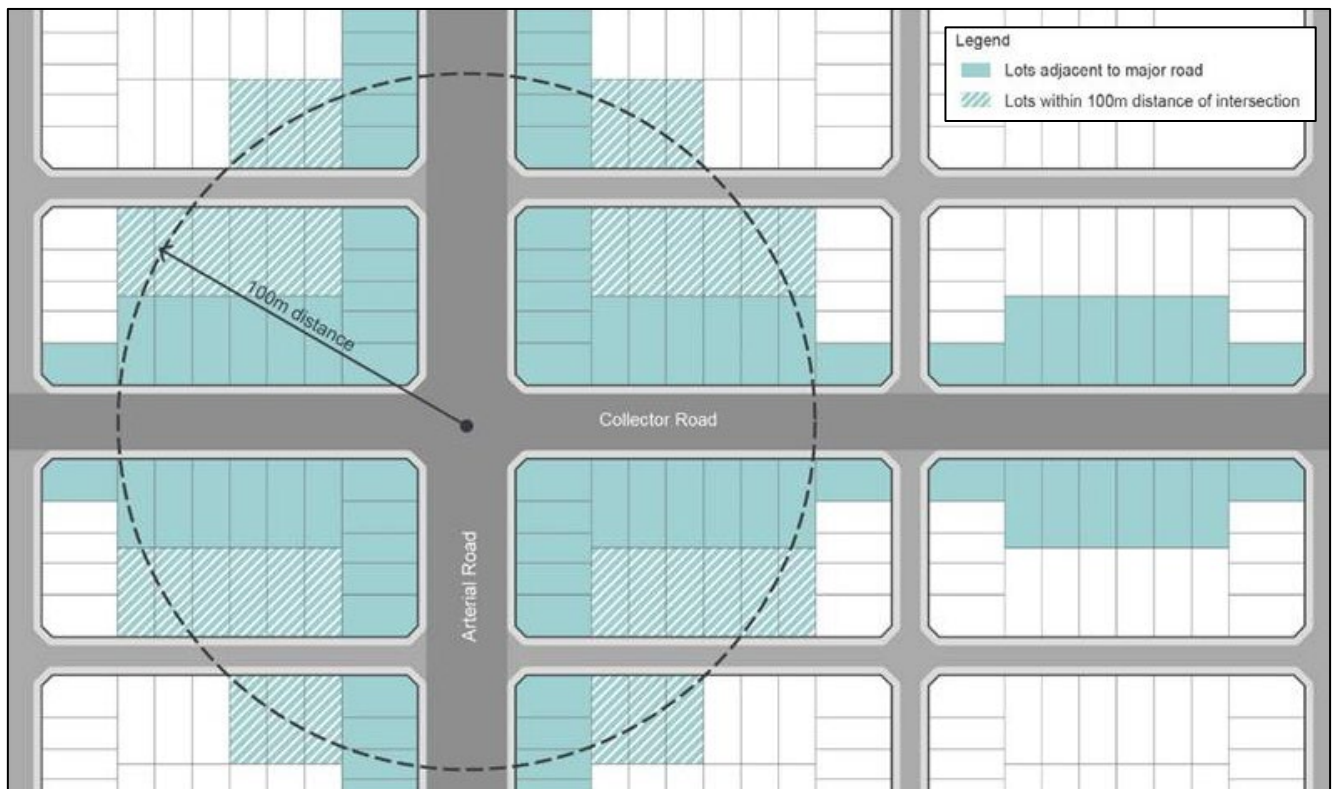


Road and rail noise

9. Development applications for residential development and other noise sensitive uses such as places of public worship, hospitals, child care centres and educational establishments must be accompanied by an acoustic report where the development is:
- adjacent to existing (or proposed) railway line, arterial, sub-arterial roads, transit boulevards; or
 - adjacent to a collector road that is within a 100m radius of the centre of the intersection the above roads (Refer to **Figure 6-8**).

Note: For all road developments the criteria should apply on the basis of the road traffic volumes projected for 10 years time.

Figure 6-8 Noise from road and rail.



Road and rail noise

10. Development applications for residential development and other noise sensitive uses such as places of public worship, hospitals, child care centres and educational establishments must be accompanied by an acoustic report where the development is:

- adjacent to existing (or proposed) railway line, arterial, sub-arterial roads, transit boulevards; or
- adjacent to a collector road that is within a 100m radius of the centre of the intersection the above roads (Refer to **Figure 6-8**).

Note: For all road developments the criteria should apply on the basis of the road traffic volumes projected for 10 years time.

11. The principle private open space or an equivalent area of useable open space of a dwelling within a new release area is not to exceed 57dBA LAeq (15hr) from 7am to 10pm.

Note: For clarification purposes, a new release area, includes land mapped as Urban Release Area within the Camden LEP 2010 and includes Growth Area Precincts that have been rezoned.

- For dwellings in areas outside of the new release areas, the principle private open space area is to be attenuated to 55dBA LAeq (15hr) from 7am to 10pm.
- Council may consider an increased decibel level where it can be demonstrated that the objectives of this policy are met and the above criteria is not able to be reasonably or feasibly achieved.

Note: The residential noise level criterion includes + 2.5 dBA allowance for noise reflected from the façade ('facade correction').

12. Residential flat building developments are to meet the objectives of Part 4J of the NSW Department of Planning and Environment - [Apartment Design Guide](#) to minimise potential impacts of road and rail noise through appropriate siting and layout of buildings, noise shielding and attenuation.

- Development applications for residential flat buildings are to document the noise mitigation measures that have been incorporated into the design.
- An area of communal open space is to be attenuated to 57dBA LAeq (15hr)) from 7am to 10pm.

New and Upgraded Roads / Railway Lines and Traffic Generating Development near Residential and Other Sensitive Land Uses

13. Where new and upgraded roads or traffic generating developments are proposed near residential and other noise sensitive land uses, acoustic assessments are to be undertaken in accordance with the [NSW EPA Road Noise Policy](#).
14. Where new and upgraded railway lines are proposed near residential and other noise sensitive land uses, acoustic assessments are to be undertaken in accordance with the NSW EPA Road Infrastructure Noise Guideline (2013).

Aircraft Noise

15. Any noise sensitive development, including but not limited to residential developments and schools, within the ANEF 20 contour (or higher) are considered to be potentially affected by aircraft noise and will require an acoustic assessment to be undertaken to demonstrate compliance with Australian Standard 2021 – 2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.

Noise from Industrial Development or Commercial Development (including Community Facilities and Religious developments)

16. An acoustic assessment will be required for industrial and commercial development where the development:
 - Has the potential to impact on residences or noise sensitive receivers (defined as a LAeq, 15min level of more than background or more than the recommended amenity criteria within the NSW Environmental Protection Authority's Noise Policy for Industry (NPfI) minus 10 dB); or
 - Is located within a 100m radius from, or has a direct line of site of a distance of 150m to, residences or noise sensitive receivers; or
 - Proposes to operate anytime between 10pm and 6am.
17. Noise emissions from industrial development must be assessed in accordance with the NSW EPA Noise Policy for Industry (NPfI).
18. Noise emissions from commercial development must be assessed in accordance with the Noise Guide for Local Government and must be consistent with the methodology within the NSW EPA NPfI.
19. Noise from the construction of industrial and commercial developments must be assessed and managed in accordance with the NSW Environmental Protection Authority's Interim Construction Noise Guideline 2009.

Noise from Child Care Centres and Educational Establishments

20. Development applications for child care centres and educational establishments must be accompanied by an acoustic report.
21. Child care centres and educational establishments are to be designed to not exceed the following noise levels:
 - LAeq (15 minutes) noise level from children in the outdoor areas of the site must not exceed the background LA90 sound level by more than 10dBA when measured at the boundary of the nearest or most affected residential premises (or if the boundary is more than 30 metres from a residential dwelling, at the most affected point within 30 metres of a residence).
 - LAeq(15 minutes) noise levels from all other operations (i.e. car park, plant) must not exceed the background LA90 sound level by more than 5dB(A) when measured at the boundary of the nearest or most affected residential premises.

Note: If there is an inconsistency between the [SEPP \(Transport and Infrastructure\)](#) 2021 (and Child Care Planning Guidelines) and the DCP, the SEPP will take precedence.

Noise from Licenced Premises

22. Any music/entertainment and noise of patrons (whilst on-site) from a licensed premises, must be assessed in accordance with the noise emission criteria as follows:

- The LA10,15min* noise level emitted from the licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) by more than 5dB between 7:00am and 12:00 midnight at the boundary of any affected residence.
- The LA10,15min* noise level emitted from the licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) between 12:00 midnight and 7:00am at the boundary of any affected residence.
- The LA10,15min* noise level emitted from the licensed premises when measured inside a habitable room of a residential premises between 12pm and 7am should not give rise to a measurable increase above the ambient level in any Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) in the absence of the music.

*For the purposes of this condition, LA10 can be taken as the average maximum deflection of the noise emission from the licensed premises.

23. A noise management plan must be submitted with the DA that addresses noise associated with patron departure in on site car parks or local streets, particularly after 10.00pm. Alternatively, noise reduction and mitigation measures (where required) shall be addressed in a general plan of management for the premises.

Noise Attenuation of Public Open Space

24. Public open space areas are to be designed to sensitively locate passive recreation areas away from noise sources without compromising the overall functionality of the area.

Note: Physical noise barriers (other than earth mounds) for public open space areas will not be supported.

Further Information

- [Department of Planning and Environment – Apartment Design Guideline](#)
- [NSW EPA Road Noise Policy](#)
- Australian Standard 2021: 2015
- [NSW EPA Noise Policy for Industry](#)
- [Interim Construction Noise Guideline](#)

7

Residential Development

This section of the DCP provides development controls relating to neighbourhood and 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.

Turner Road Precinct Development Control Plan

7 Residential Development

7.1 Neighbourhood and Subdivision Design

7.1.1 Neighbourhood and Subdivision Design

The Growth Centres are subject to minimum residential density targets as detailed in the Residential Density Maps in the Western Parkland City SEPP. This section provides guidance on the typical characteristics of the residential density target bands.

Net Residential Density means the net developable area in hectares of the land on which the development is situated divided by the number of dwellings proposed to be located on that land. Net Developable Area means the land occupied by the development, including internal streets plus half the width of any adjoining access roads that provide vehicular access, but excluding land that is not zoned for residential purposes.

Refer to **Figure 7-1** and Landcom's [Residential Density Guide](#) and the Department of Planning and Environments' *Areas Dwelling Density Guide* for further information.

Figure 7-1 Example for calculating net residential density of a subdivision application.



Net Residential Density is an averaging statistic. The average dwelling density target in the SEPP should be achieved across the identified area with a diversity of lot and housing types. However, this does not mean that all streets offer the same housing and lot mix. Built form intensity should vary across a neighbourhood in response to the place: more intense around centres or fronting parks, less intense in quieter back streets. In lower density areas, there will be a higher proportion of larger lots and suburban streetscapes but there may also be some streets with an urban character. In higher density areas, urban streets with more attached housing forms will be more common but there will also be some suburban streetscapes.

In recognition of different objectives and street characters at varying densities, certain built form controls vary by density bands. Refer to **Section 7.1.2 Residential Density**.

7.1.2 Residential Density

Objectives

- To ensure minimum density targets are delivered.
- To provide guidance to applicants on the appropriate mix of housing types and appropriate locations for certain housing types.
- To establish the desired character of the residential areas.
- To promote housing diversity and affordability.

Controls

- All applications for residential subdivision and the construction of residential buildings are to demonstrate that the proposal meets the minimum residential density requirements of the relevant Precinct Plan and contributes to meeting the overall dwelling target in the relevant Precinct.
- Residential development is to be generally consistent with the residential structure as set out in the Residential Structure Figure in the relevant Precinct Schedule, the typical characteristics of the corresponding Density Band in **Table 7-1**.

Table 7-1 Typical characteristics of residential net densities.

Net Residential Density dw / Ha	Typical Characteristics
10 - 12.5 dw / Ha	<p>Generally located away from centres and transport.</p> <p>Predominantly detached dwelling houses on larger lots with some semi-detached dwellings and / or dual occupancies.</p> <p>Single and double storey dwellings.</p> <p>Mainly garden suburban and suburban streetscapes. (See Figure 7-2).</p>
15 – 20 dw / Ha	<p>Predominantly a mix of detached dwelling houses, semi-detached dwellings and dual occupancies with some secondary dwellings.</p> <p>Focused areas of small lot dwelling houses in high amenity locations. At 20 dw / Ha, the occasional manor home on corner lots.</p> <p>Single and double storey dwellings.</p> <p>Mainly suburban streetscapes, the occasional urban streetscape. (See Figure 7-2).</p>
25 - 30 dw / Ha	<p>Generally located within the walking catchment of centres, corridors and / or rail based public transport.</p> <p>Consists of predominantly small lot housing forms with some multi-dwelling housing, manor homes and residential flat buildings located close to the local centre and public transport.</p> <p>Generally single and double storey dwellings with some 3 storey buildings. Incorporates some laneways and shared driveways.</p> <p>Be designed to provide for activation of the public domain, including streets and public open space through the orientation and design of buildings and communal spaces.</p> <p>Mainly urban streetscapes, some suburban streetscapes. (See Figure 7-2).</p>
40+ dw / Ha	<p>Generally located immediately adjacent to centres and / or rail based public transport.</p> <p>Consists of predominantly residential flat buildings, shop top housing, manor homes, attached or abutting dwellings and multi-dwelling housing.</p> <p>Generally double and multi-storey buildings.</p> <p>Predominantly urban streetscapes with minimal front setback; incorporates laneways and shared driveways. (See Figure 7-2).</p>

Figure 7-2 Distinct and coherent streetscapes occur in varying proportions in density bands.

Garden Suburban



Suburban



Urban



3. Residential development in an Environmental Living area, on the Residential Structure figure, is to:
 - consist primarily of single dwellings on larger lots, reflecting the environmental sensitivity and visual character of these parts of the Precincts,
 - emphasise high quality housing design to make the most of the environmental characteristics of the surrounding area,
 - be designed and located to minimise impacts on flood prone land, and risks to property from flooding,
 - avoid impacts on Existing Native Vegetation and other remnant native vegetation,
 - consider relationships to adjoining land uses including public open space and drainage infrastructure,
 - be designed to respond to constraints from infrastructure corridors such as electricity lines, underground gas pipelines and any Sydney Catchment Authority infrastructure, and
 - consider views to and from the land and surrounding parts of the Growth Centre.
4. Non-residential development in the residential areas is encouraged where it:
 - contributes to the amenity and character of the residential area within which it is located,
 - provides services, facilities or other opportunities that meet the needs of the surrounding residential population and contributes to reduced motor vehicle use,
 - will not result in detrimental impacts on the amenity and safety of surrounding residential
 - areas, including factors such as noise and air quality, and
 - is of a design that is visually and functionally integrated with the surrounding residential area.

Note: The relevant Precinct Plan permits certain non-residential development within the residential zones. Other parts of this DCP provide more detailed objectives and controls for these types of development.

7.2 Block and Lot Layout

Objectives

- a. To establish a clear urban structure that promotes a 'sense of neighbourhood' and encourages walking and cycling.
- b. To efficiently utilise land and achieve the target dwelling yield for the relevant Precinct.
- c. To emphasise the natural attributes of the site and reinforce neighbourhood identity through the placement of visible key landmark features, such as parks, squares and landmark buildings.
- d. To optimise outlook and proximity to public and community facilities, parks and public transport with increased residential density.
- e. To encourage variety in dwelling size, type and design to promote housing choice and create attractive streetscapes with distinctive characters.
- f. To accommodate a mix of lot sizes and dwelling types across a precinct.
- g. To establish minimum lot dimensions for different residential dwelling types.

Controls

Blocks

1. Residential neighbourhoods are to be focused on elements of the public domain such as a school, park, retail, or community facility that are typically within walking distance.
2. Subdivision layout is to create a legible and permeable street hierarchy that responds to the natural site topography, the location of existing significant trees and site features, place making opportunities and solar design principles.

3. Pedestrian connectivity is to be maximised within and between each residential neighbourhood with a particular focus on pedestrian routes connecting to public open space, bus stops and railway stations, educational establishments and community/recreation facilities.
4. In density bands $\leq 20\text{dw/ha}$ no more than 40% of the total residential lots proposed in a street block may have a frontage of less than 10m wide.

Note: A street block is defined as a portion of a city, town etc., enclosed by (usually four) neighbouring and intersecting streets.

Lots

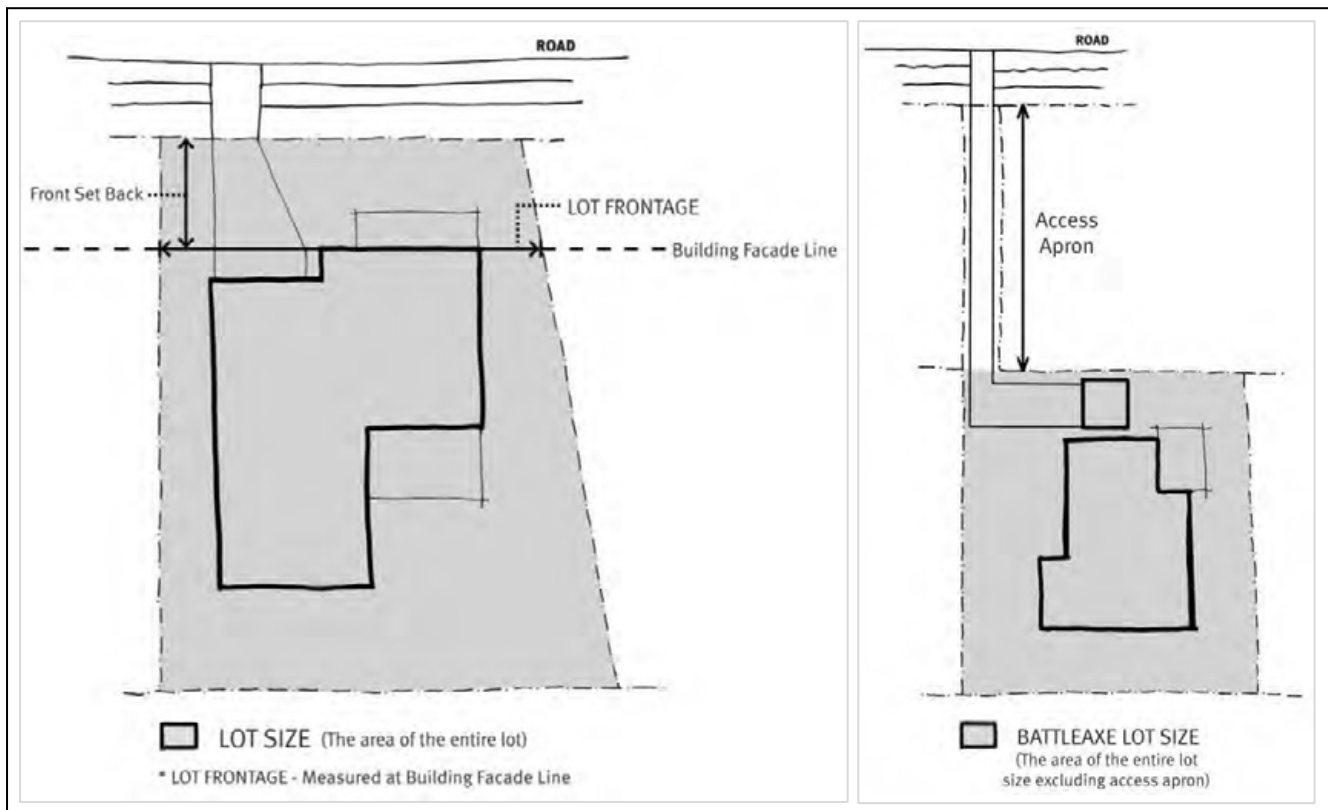
5. Minimum lot sizes for each dwelling type will comply with the minimum lot size provisions permitted by the Western Parkland City SEPP. In certain density bands, variations to some lot sizes may be possible subject to clauses in the Western Parkland City SEPP.
6. Minimum lot frontages applying to each density band will comply with **Table 7-2** Lot frontage is measured building line as indicated in **Figure 7-3**.

Table 7-2 Minimum lot frontages by density bands.

		Net Residential Density Target (dw / Ha)		
		10 to 12.5 dw / Ha	15 dw / Ha	20 to 45 dw / Ha
Minimum Lot Frontages	Front Loaded	12.5m	9m	7m
	Rear Loaded	4.5m	4.5m	4.5m

7. A range of residential lot types (area, frontage, depth, zero lot and access) must be provided to ensure a mix of housing types and dwelling sizes and to create coherent streetscapes with distinctive garden suburban, suburban and urban characters across a neighbourhood.
8. No more than 40% of the total residential lots proposed in a subdivision development application may be of the same lot type. For the purposes of this control, a lot type is primarily determined by lot frontage, but other variables that may be considered are access and configuration. Lot width categories are determined by a range of plus or minus 1.0m. For example, lots between 9.0m and 11.0m are classified as the one type of lot for the purposes of this control. Every DA for subdivision must be accompanied by a Lot Mix table showing the lot types, number and percentage of the overall total. Lots subdivided using Subdivision Approval Pathways B1 or B2 (Integrated Housing) for attached or abutting dwellings are exempt from this control.
9. In density bands $\leq 25\text{dw / Ha}$, total lot frontage for front accessed lots greater than or equal to 7m and less than 9m should not exceed 20% of any block length due to garage dominance and on-street parking impacts.
10. Lots should be rectangular. Where lots are an irregular shape, they are to be large enough and oriented appropriately to enable dwellings to meet the controls in this DCP.

Figure 7-3 Measurement of minimum lot widths and lot area.



11. Where residential development adjoins land zoned RE1 Public Recreation or SP2 Drainage, subdivision is to create lots for the dwelling and main residential entry to front the open space or drainage land.
12. The orientation and configuration of lots is to be generally consistent with the following subdivision principles:
 - smallest lots achievable for the given orientations fronting parks and open space with the larger lots in the back streets;
 - larger lots on corners; and
 - north to the front lots are either the widest or deepest lots, or lots suitable for residential development forms with private open space at the front. Narrowest lots with north to the rear.
13. Preferred block orientation is established by the road layout on the Indicative Layout Plan in the relevant Precinct Schedule. Optimal lot orientation is east-west, or north-south where the road pattern requires. Exceptions to the preferred lot orientation may be considered where factors such as the layout of existing roads and cadastral boundaries, or topography and drainage lines, prevent achievement of the preferred orientation.
14. An alternative lot orientation may be considered where other amenities such as views and outlook over open space are available, and providing appropriate solar access and overshadowing outcomes can be achieved.

Note: The combination of the lot frontage width and the size of the lot determine the type of dwelling that can be erected on the lot, and the development controls that apply to that dwelling.

Zero Lot Lines

15. The location of a zero lot line is to be determined primarily by topography and should be on the low side of the lot to minimise water penetration and termite issues. Other factors to consider include dwelling design, adjoining dwellings, landscape features, street trees, vehicle crossovers and the lot orientation as illustrated at **Figure 7-15**.
16. On all lots where a zero lot line is permitted, the side of the allotment that may have a zero lot alignment must

be shown on the approved subdivision plan.

17. Where a zero lot line is nominated on an allotment on the subdivision plan, the adjoining (burdened) allotment is to include a 900mm easement for single storey zero lot walls and 1200mm for two storey zero lot walls to enable servicing, construction and maintenance of the adjoining dwelling. No overhanging eaves, gutters or services (including rainwater tanks, hot water units, air-conditioning units or the like) of the dwelling on the benefited lot will be permitted within the easement. Any services and projections permitted under Clause 4.4 (6) within the easement to the burdened lot dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.
18. The S88B instrument for the subject (benefited) lot and the adjoining (burdened) lot shall include a note identifying the potential for a building to have a zero lot line. The S88B instrument supporting the easement is to be worded so that Council is removed from any dispute resolution process between adjoining allotments.

For more information, refer to the Growth Centres Practice Notes: Zero Lot Boundaries and Building Envelope Plans, produced by the DPE.

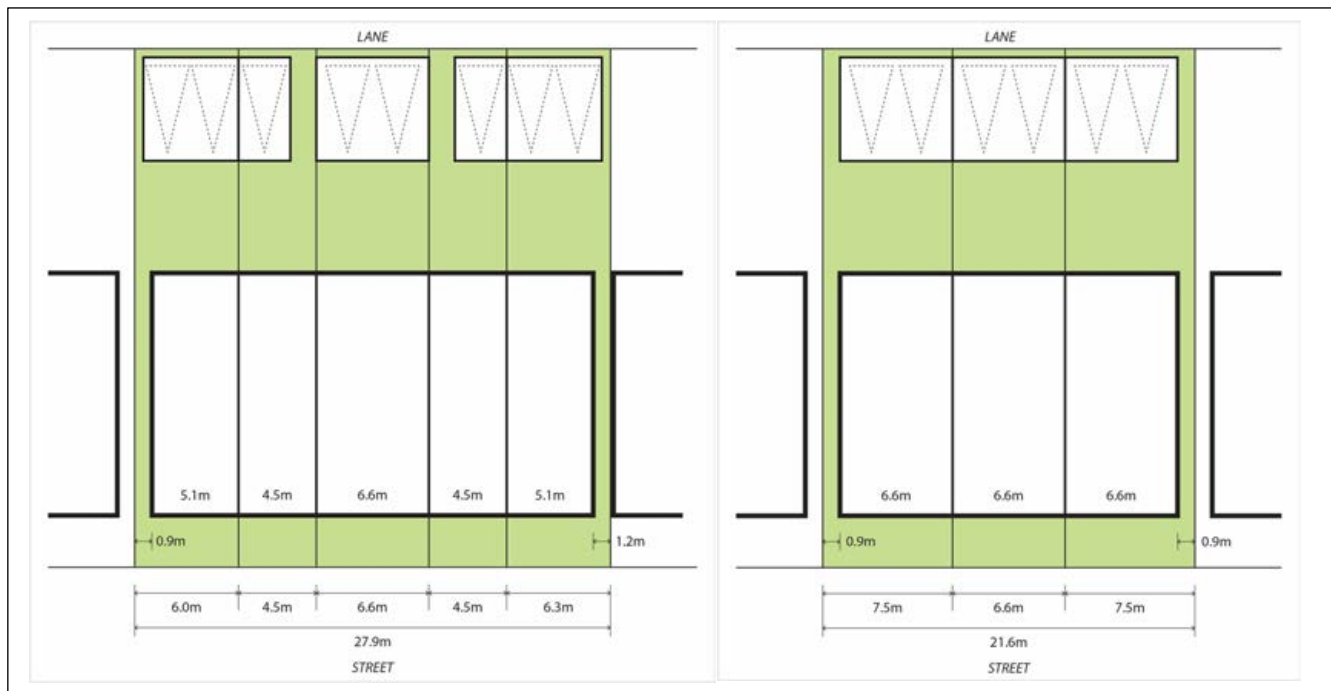
Subdivision of Shallow Lots

19. Shallow lots (typical depth 14-18m, typical area <200sqm) intended for double storey dwellings should be located only in locations where it can be demonstrated that impacts on adjoining lots, such as overshadowing and overlooking of private open space, satisfy the requirements of the DCP. For lots over 225m² where development is not Integrated Assessment, the Building Envelope Plan should demonstrate in principle how DCP requirements such as solar access and privacy to neighbouring private open spaces will be satisfied.

Subdivision for Attached or Abutting Dwellings

20. Subdivision of lots for Torrens title attached or abutting dwellings must take into account that construction will be in 'sets'. A 'set' is a group of attached or abutting dwellings built together at the same time that are designed and constructed independently from other dwellings.
21. The maximum number of attached or abutted dwellings permissible in a set is six.
22. The composition of sets needs to be determined in the subdivision design to take into account the lot width required for a side setback to the end dwellings in each set. Examples of lot subdivisions for sets are illustrated in **Figure 7-4**.

Figure 7-4 Two examples of lot subdivision for sets of attached or abutting terraces.



Residential Flat Buildings

23. A person may not amalgamate two or more adjoining allotments after principal subdivision to create a larger lot that achieves the minimum lot size required for residential flat buildings.

7.2.1 Battle-axe Lots

Objectives

- a. To limit battle-axe lots to certain circumstances.
- b. To ensure that where a battle-axe lot without public road or open space frontage is provided, their amenity and the amenity of neighbouring lots is not compromised by their location.
- c. To enable battle-axe shaped lots or shared driveway access to lots fronting access denied roads.
- d. To ensure that development on battle axe lots have adequate space for off-street parking, vehicle manoeuvring, private open space, and waste bin storage.
- e. To maintain reasonable amenity for the multiple lots that will abut battle axe lots.

Controls

1. Principles for the location of battle-axe lots are illustrated at **Figure 7-5**.
2. Subdivision layout should minimise the use of battle-axe lots without public frontage to resolve
3. An 88B restriction must be imposed that prohibits additional dwelling entitlement beyond a single dwelling house on battle-axe lots.
4. In density bands 10, 15 and 20 dw / Ha, the minimum site area for battle-axe lots without any street or park frontage is 500m² (excluding the shared driveway) and only detached dwelling houses will be permitted.
5. The driveway or shared driveway will include adjacent planting and trees, as indicated in **Figure 7-6**.
6. Driveway design, including dimensions and corner splays, is to be in accordance with Council's Engineering Specifications.
7. In density bands 10, 15 and 20dw/Ha, the minimum site area for battle-axe lots without any street or park frontage is 500m² (excluding the shared driveway) and only detached dwelling houses will be permitted.

8. The driveway or shared driveway will include adjacent planting and trees, as indicated in **Figure 7-6**.
9. Driveway design, including dimensions and corner splays, is to be in accordance with Council's Engineering Specifications.

Figure 7-5 Examples of locations of battle axe lots.

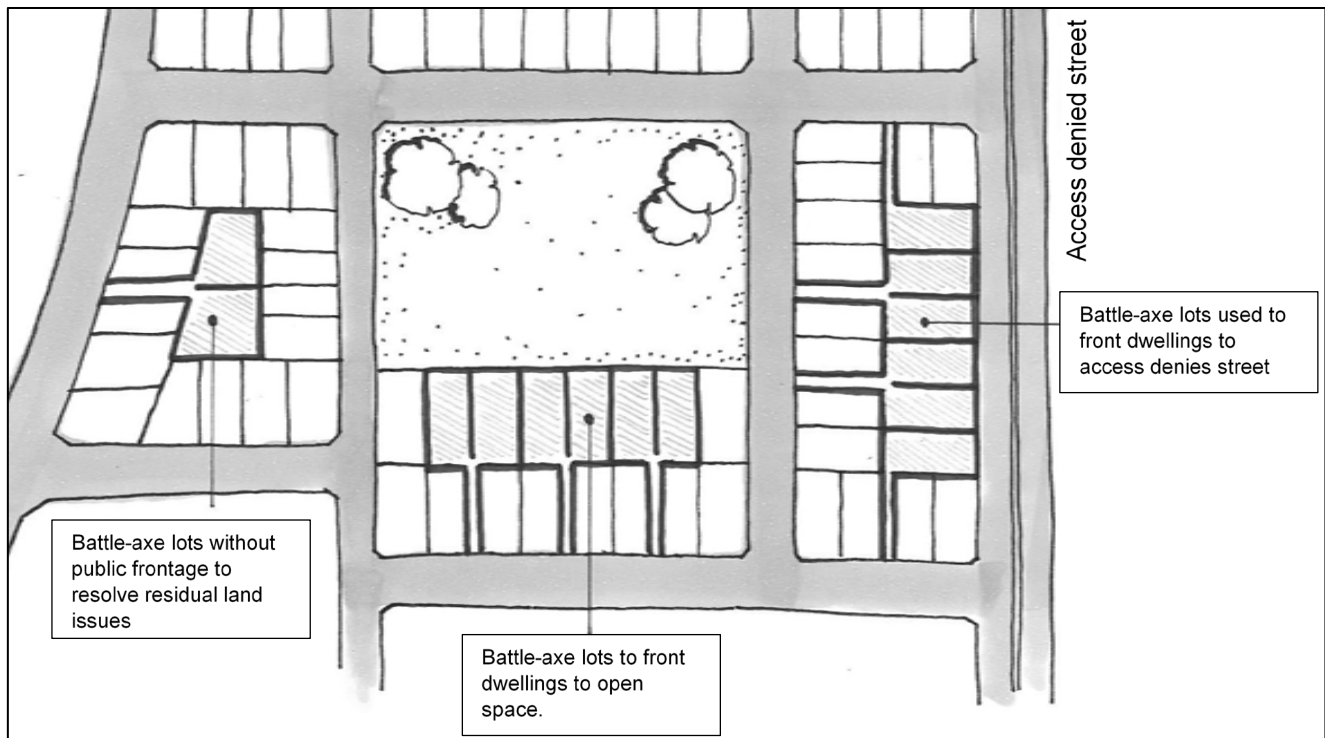
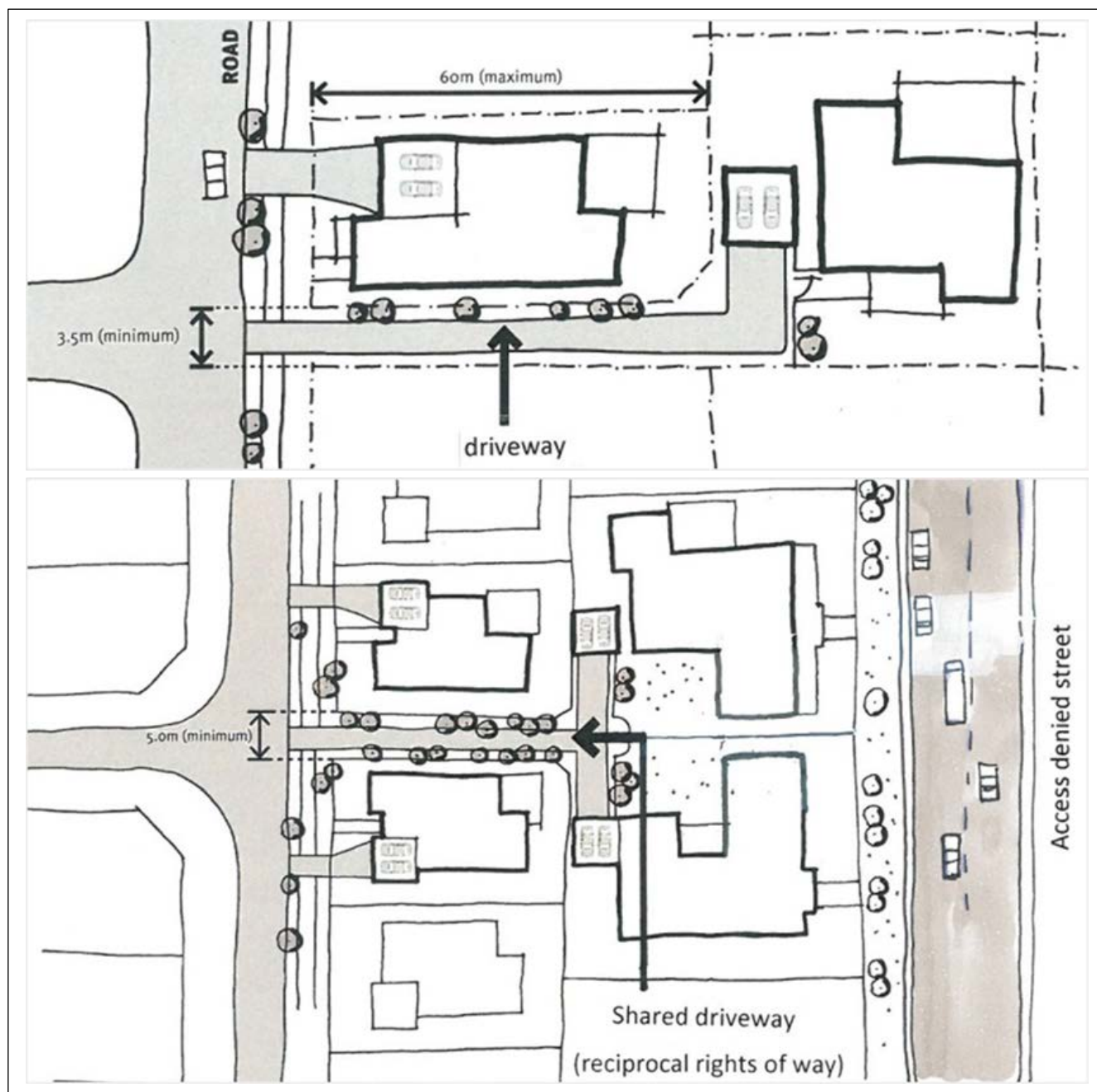


Figure 7-6 Examples of driveways and shared driveways for battle-axe lots.



7.2.2 Corner Lots

Objectives

- To ensure corner lots are of sufficient dimensions and size to enable residential controls to be met.
- To ensure both street frontages are addressed.

Controls

- Corner lots, including splays and driveway location, are to be designed in accordance with AS 2890 and Council's Engineering Specifications.
- Corner lots are to be designed to allow dwellings to positively address both street frontages as indicated in **Figure 7-7**.
- Garages on corner lots are encouraged to be accessed from the secondary street or a rear lane.
- Plans of subdivision are to show the location of proposed or existing substations, kiosks, sewer man holes

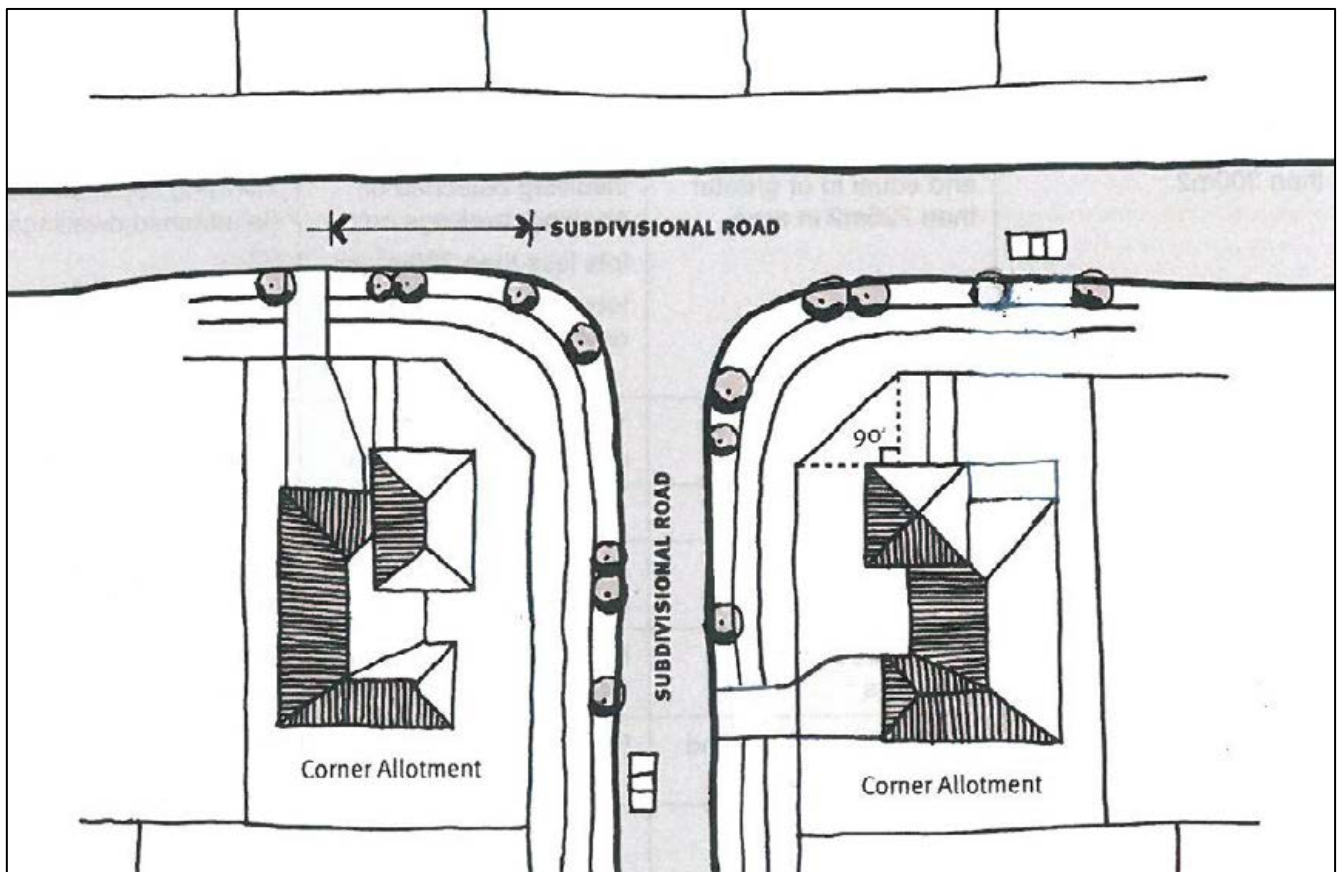
and/or vents affecting corner lots.

5. Corner lots must have a minimum frontage width of 15m. This allows for driveways to be accessed off the shorter lot frontage, be located at least 6m from the corner's tangent point and not conflict with kerb inlet pits, services, street lighting, street trees and waste bin collection points.

Where this minimum cannot be achieved, a building envelope plan must be provided. The plan must demonstrate how a compliant dwelling house, that will be accessed from the longer lot frontage, can be developed on the site. An 88B restriction must be imposed that requires the future dwelling house on the lot to be compliant with the building envelope plan.

6. Driveways are to be accessed off the shorter lot frontage, be located at least 6m from the corner's tangent point and not conflict with kerb inlet pits, services, street lighting, street trees and waste bin collection points.

Figure 7-7 Corner lots.



7.3 Subdivision Approval Process

Objectives

- To facilitate a diversity of housing sizes and products.
- To ensure that subdivision and development on smaller lots is undertaken in a coordinated manner.
- To ensure that all residential lots achieve an appropriate level of amenity.

Controls

- The land subdivision approval process is to be consistent with the requirements of **Table 7-3**.
- Subdivision of land creating residential lots less than 225m² or lots less than 9m wide shall include a dwelling design as part of the subdivision development application. The dwelling design is to be included on the S88B instrument attached to the lot.

Table 7-3 Subdivision approval process.

Approval pathway	DA for Subdivision <i>Pathway A1</i>	DA for Subdivision with Building Envelope Plan <i>Pathway A2</i>	DA for Integrated Housing (Integrated Assessment with subdivision prior to construction of dwellings) <i>Pathway B1</i>	DA for Integrated Housing <i>Pathway B2</i>
Application	Lots equal to greater than 300m ²	Lots less than 300m ² and equal to or greater than 225m ² in area, and with a width equal to or greater than 6m*.	Dwelling construction involving detached or abutting dwellings on: lots less than 225m ² , or lots with a width less than 9m*.	Dwelling construction involving common walls (i.e. attached dwellings) on: lots less than 225m ² , or lots with a width less than 9m*.
Dwelling plans required	As part of future DA or CDC	As part of future DA or CDC	Yes, as part of subdivision application	Yes, as part of subdivision application
Dwelling Design 88B restriction required	No	No	Yes, only approved dwelling can be built	Yes, only approved dwelling can be built
Timing of subdivision (release of linen plan)	Pre-construction of dwellings	Pre-construction of dwellings	Prior to the issue of the CC	Post-construction of dwellings
Housing Code applicable	Yes	Yes (for 200m ² lots and above)	No	No

Note: There will be circumstances where the imposition of a building envelope as a legal restriction on a residential lot of any size is warranted. This can include unusually configured residential lots and/or those constrained by view corridors, asset protection zones, electricity substations and the like. The need to impose a building envelope in such circumstances can be considered on merit.

- Subdivision applications that create lots smaller than 300m² and larger than or equal to 225m² must be accompanied by a Building Envelope Plan (BEP). An example of a BEP is included at **Figure 7-8**.

The BEP should be at a legible scale (suggested 1:500) and include the following elements:

- lot numbers, north point, scale, drawing title and site labels such as street names
- maximum permissible building envelope (setbacks, storeys, articulation zones)
- preferred principal private open space,
- garage size (single or double) and location, and
- zero lot line boundaries.

A BEP should be fit for purpose and include only those elements that are necessary for that particular lot. Other elements that may be relevant to show include:

- special fencing requirements,
- easements and sewer lines,
- retaining walls,
- preferred entry / frontage (e.g. corner lots),
- access denied frontages,
- electricity kiosks or substations, and
- indicative yield on residue or super lots.

For further information, refer to the *Growth Centres Practice Note: Building Envelope Plans produced by DPE*.

4. Applications for subdivision using approval pathways A2, B1 and B2 require a Public Domain Plan (PDP) to be submitted as part of the application. The purpose of the PDP is to demonstrate how the public domain will be developed as a result of future development on the proposed lots. An example of a PDP is included at **Figure 7-9**.

The PDP should be a legible scale (suggested 1:500) and include the following elements:

- lot numbers, north point, scale, drawing title and site labels such as street names,
- indicative building footprints on the residential lots,
- location of driveways and driveway crossovers,
- verge design (footpath, landscape),⁹⁵
- surrounding streets and lanes (kerb line, material surface where special treatments proposed),
- in laneways, indicative provision for bin collection,
- street tree locations. (Sizes and species list can be provided on a separate plan),
- demonstrated provision and arrangements for on-street car parking particularly in relation to street tree planting, driveways and intersections*, and
- extent of kerb line where parking is not permitted*.

* In principle, not as public domain works

Other elements that may be relevant to show include:

- location and type of any proposed street furniture,
- location of retaining walls in the public domain,
- electricity substations, and
- indicative hydrant locations at lane thresholds.
- Information on landscape treatment within the private lot is not required.

For further information, refer to the *Department of Planning and Environment Delivery Note: Public Domain Plans*.

Figure 7-8 An example of a Building Envelope Plan (BEP).

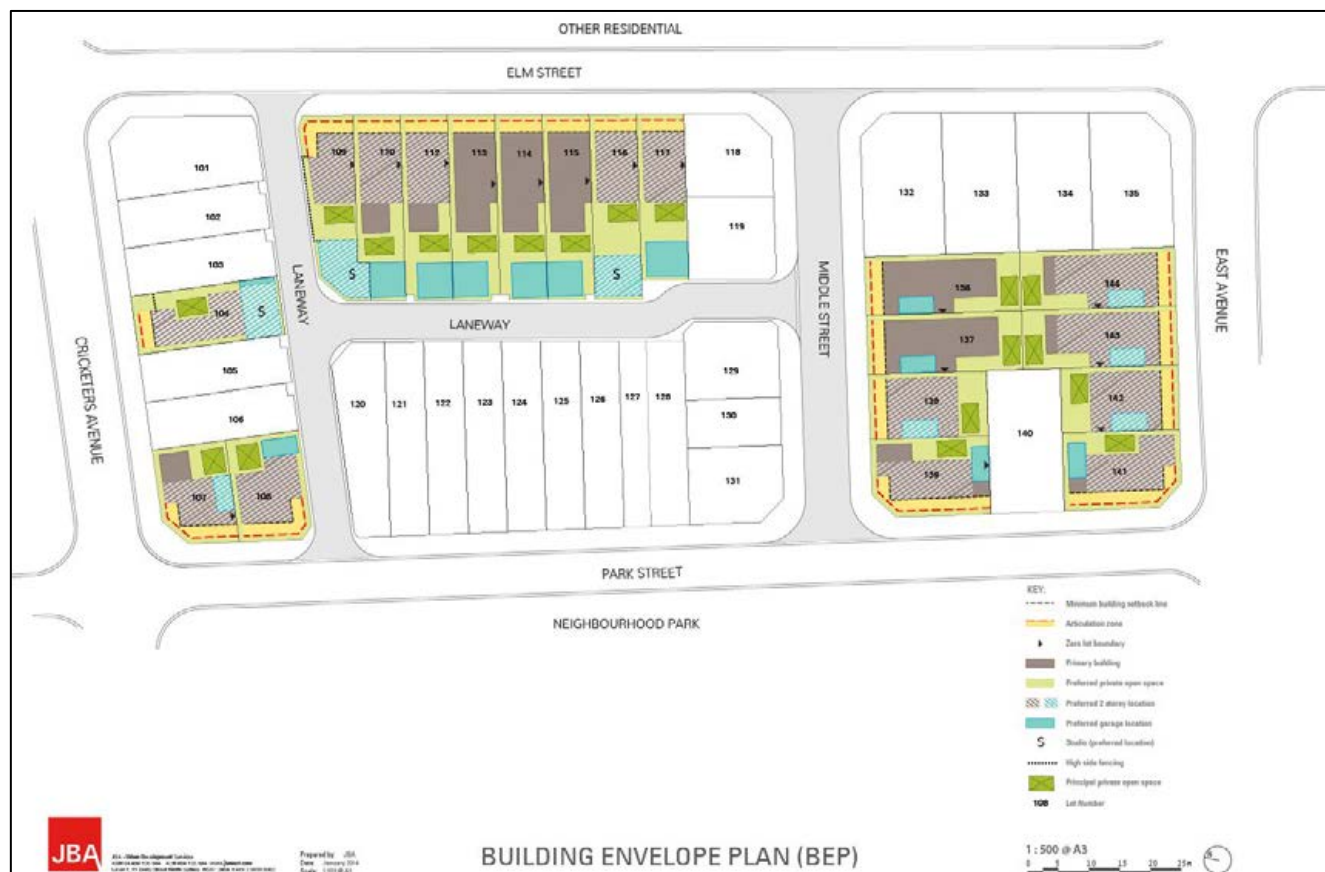
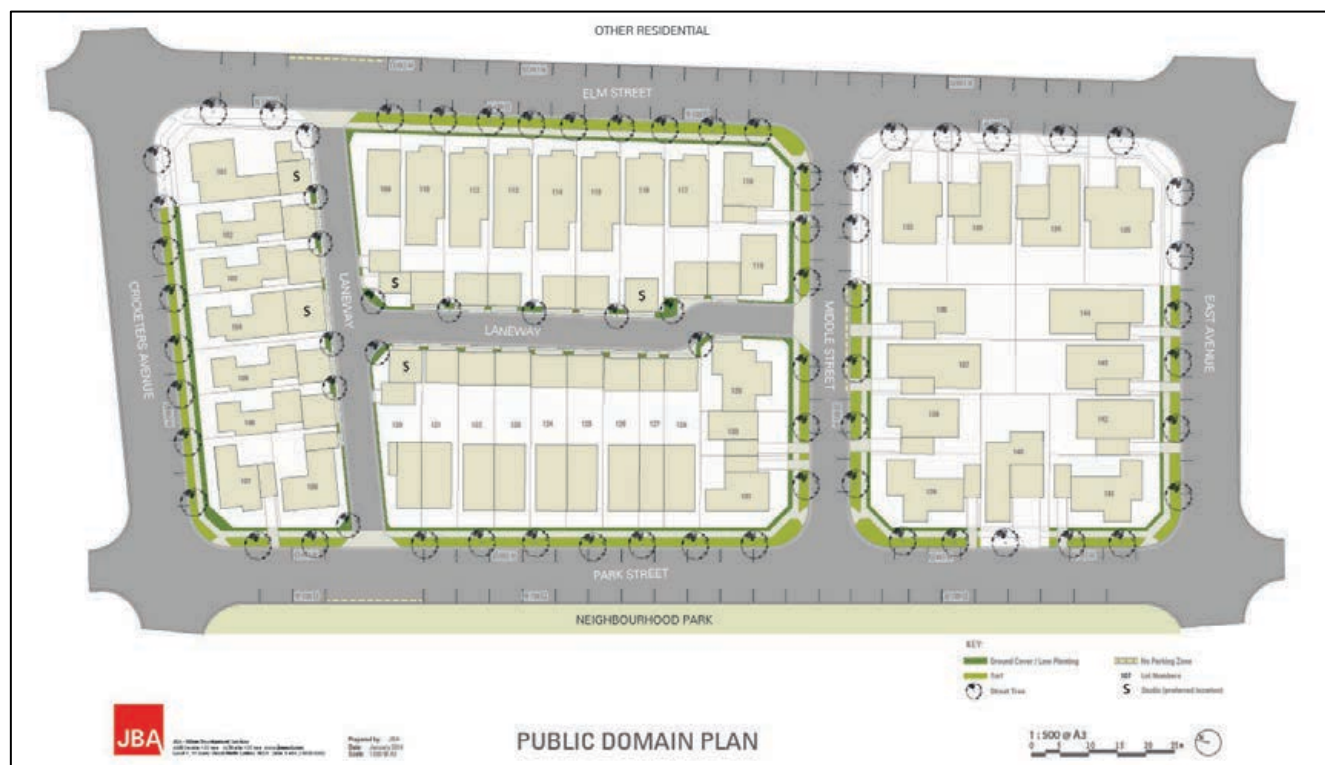


Figure 7-9 An example of a Public Domain Plan.



7.4 Dwelling Design Controls

Under the provisions of the Precinct Plan, development consent is generally required for all dwellings in all residential zones, except where applications meet the criteria for complying development. This section establishes objectives and controls for the following types of residential accommodation as defined in the Growth Centres Western Parkland City SEPP:

- dwelling houses;
- semi-detached dwellings;
- attached dwellings;
- abutting dwellings;
- multi-dwelling housing;
- dual occupancy dwellings;
- manor homes;
- residential flat buildings;
- secondary dwellings; and
- studio dwellings.

Additional controls for attached or abutting dwellings, secondary dwellings, studio dwellings, dual occupancies, multi-dwelling housing, manor homes, residential flat buildings and shop top housing are contained in Section 7.7.

It is acknowledged that innovative dwelling designs are evolving particularly on lots <300m², and design solutions may be developed that meet the objectives but do not comply with the relevant controls. In density bands ≥25 dw / Ha, there is the opportunity to vary the dwelling design controls where agreed to as part of an integrated housing development application at subdivision approval.

Note: Reference should be made to the **Glossary** for descriptions of the various dwelling types, and to the relevant Precinct Plan for statutory definitions of land uses.

7.4.1 Summary of Key Controls

The following **Table 7-4** summarises the types of lots and housing. **Table 7-4** is diagrammatic only and directs readers to the relevant **Table 7-5 to Table 7-9** containing the main development controls.

The key controls should be read in conjunction with the controls in the clauses that follow.

Table 7-4 Summary of lot and dwelling types.

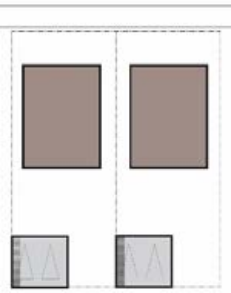
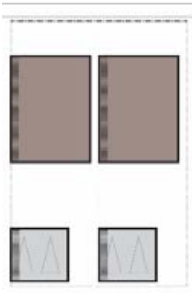
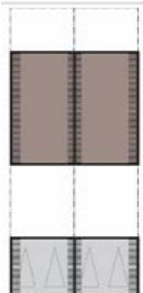
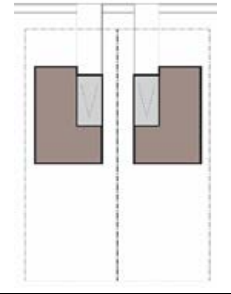
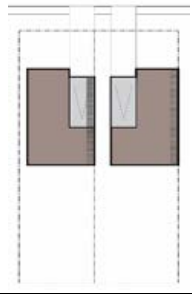
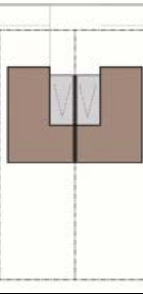
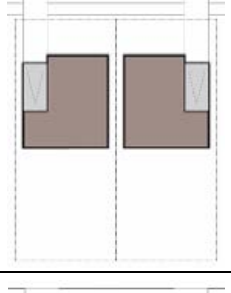
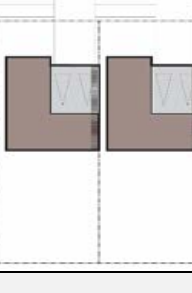
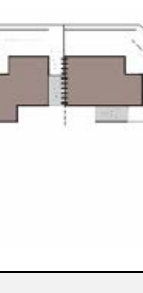
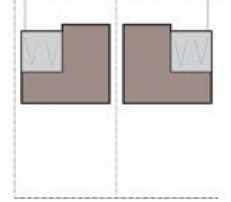

Access	Lot Width	Detached	Zero lot	Abutting/Attached	Controls Table
Rear access	$\geq 4.5\text{m}$				Table 4-2
Front access	$7 > 9\text{m}$				Table 4-3
	$\geq 9 \geq 15\text{m}$				Table 4-4
	$> 15\text{m}$				Table 4-5
	Environmental Living Zone				Table 4-6

Table 7-5 Summary of key controls for lots with frontage width $\geq 4.5\text{m}$ for rear accessed dwellings.

Element	Control	
Front setback (min)	4.5m to building facade line; 3.5m to building façade fronting open space 3.0m to articulation zone; 2.0m to articulation zone fronting open space.	In areas with a minimum residential density of $\geq 25\text{dw}/\text{Ha}$ 3m to building façade line, 1.5m to articulation zone.
Side setback (min)	Zero Lot, Attached or Abutting Boundary Ground floor: 0m Upper floor: 0m	Detached Boundary 0.9m. If lot burdened by zero lot boundary, side setback must be within easement: 0.9m (single storey zero lot wall) 1.2m (double storey zero lot wall)
Maximum length of zero lot line on boundary	Attached/abutting house: 15m (excludes rear loaded garages) upper levels only. No limit to ground floor.	Zero lot house: 15m (excludes rear loaded garages)
Rear setback (min)	0.5m (rear loaded garages to lane)	
Corner lots secondary street setback (min)	1.0m	
Building height, massing and Siting	In areas with a minimum residential density of $\leq 20\text{dw}/\text{Ha}$: 2 storeys maximum (3rd storey subject to clause 4.2.5 (1))	In areas with a minimum residential density of $\geq 25\text{dw}/\text{Ha}$: 3 storeys maximum
Site Coverage	Upper level no more than 40% of lot area Refer also clause 4.3.3(3)	
Soft landscaped area	Minimum 15% lot area. The first 1m of the lot measured from the street boundary (excluding paths) is to be soft landscaped.	
Principal Private Open Space (PPOS)	In areas with a minimum residential density of $\leq 20\text{dw}/\text{Ha}$: Min 16m ² with minimum dimension of 3m. Where PPOS is within the rear yard, the upper flood separation should be 5m. The ground floor separation must be 3m. The separation distance is to be measured from rear edge alfresco.	In areas with a minimum residential density of $\geq 25\text{dw}/\text{Ha}$: Min 16m ² with minimum dimension of 3m. 10m ² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m.
Solar access	In areas with a minimum residential density of $\leq 20\text{dw}/\text{Ha}$: At least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to at least 50% of the required PPOS of both the proposed development and the neighbouring properties.	In areas with a minimum residential density of $\geq 25\text{dw}/\text{Ha}$: At least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to at least 50% of the required PPOS of:

Element	Control
	<ul style="list-style-type: none"> all affected neighbouring properties and, at least 70% of the proposed dwellings <p>For alterations and additions to existing dwellings in all density areas, no reduction in the existing solar access to PPOS of the existing neighbouring properties.</p>
Dwelling and Garage Separation	A separation of at least 3m is required between a dwelling house and rear garage. The PPOS is permitted within this area.
Garages and car parking	<p>Rear loaded garage or car space only for lots of this type.</p> <p>Minimum garage width 2.4m (single) and 4.8m (double).</p> <p>1-2 bedroom dwellings will provide at least 1 car space.</p> <p>3 bedroom or more dwellings will provide at least 2 car spaces.</p>

Table 7-6 Summary of key controls for lots with frontage width $\geq 7\text{m}$ and $< 9\text{m}$ for front accessed dwellings.

Element	Control
Front setback (min)	<p>4.5m to building facade line; 3.5m to building façade fronting open space</p> <p>3.0m to articulation zone; 2.0m to articulation zone fronting open space</p> <p>5.5m to garage line and minimum 1m behind the building line</p>
Side setback (min)	<p>Zero Lot, Attached or Abutting Boundary</p> <p>Ground floor: 0m</p> <p>Upper floor: 0m</p> <p>Detached Boundary 0.9m.</p> <p>If lot burdened by zero lot boundary, side setback must be within easement:</p> <p>0.9m (single storey zero lot wall)</p> <p>1.2m (double storey zero lot wall)</p>
Maximum length of zero lot line on boundary	15m
Rear setback (min)	4m (ground level) and 6m (upper levels)
Corner lots secondary street setback (min)	1.0m
Building height, massing and Siting	<p>In areas with a minimum residential density of $\leq 20\text{dw}/\text{Ha}$: 2 storeys maximum (3rd storey subject to clause 4.2.5 (1))</p> <p>In areas with a minimum residential density of $\geq 25\text{dw}/\text{Ha}$: 3 storeys maximum</p>
Site Coverage	Upper level no more than 50% of lot area
Soft landscaped area	<p>Minimum 15% lot area.</p> <p>The first 1m of the lot measured from the street boundary (excluding paths) is to be soft landscaped.</p>
Principal Private Open Space (PPOS)	<p>In areas with a minimum residential density of $\leq 20\text{dw}/\text{Ha}$: Min 16m² with minimum dimension of 3m. Where PPOS is within the rear yard, the upper floor separation should be 5m. The ground floor separation must be 3m. The separation distance is to be</p> <p>In areas with a minimum residential density of $\geq 25\text{dw}/\text{Ha}$: Min 16m² with minimum dimension of 3m. 10m² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m.</p>

Element	Control	
	measured from rear edge of alfresco.	
Solar access	In areas with a minimum residential density of $\leq 20\text{dw}/\text{Ha}$: At least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to 50% of the required PPOS of both the proposed development and the neighbouring properties.	In areas with a minimum residential density of $\geq 25\text{dw}/\text{Ha}$: At least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to at least 50% of the required PPOS of: <ul style="list-style-type: none"> all affected neighbouring properties and, at least 70% of the proposed dwellings.
	For alterations and additions to existing dwellings in all density areas, no reduction in the existing solar access to PPOS of the existing neighbouring properties.	
Garages and car parking	Single width garage or car space only. Carport and garage minimum internal dimensions: 3m x 5.5m. 1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces. The garage must be less than 40% of the total area of the front façade.	
Layout	Driveway locations must be paired to preserve on-street parking spaces in front of lots. In areas with a minimum residential density of $\leq 25\text{dw}/\text{Ha}$, total lot frontage of this lot type not to exceed 20% of the block length due to garage dominance and on-street parking impacts.	

Table 7-7 Summary of key controls for lots with frontage width $\geq 9\text{m}$ and $\leq 15\text{m}$ for front accessed dwellings.

Element	Control	
Front setback (min)	4.5m to building facade line; 3.5m to building façade fronting open space or drainage land 3.0m to articulation zone; 2.0m to articulation zone fronting open space or drainage land 5.5m to garage line and 1m behind the building line	
Side setback (min)	Detached boundary Ground Floor: 0.9m Upper Floor: 0.9m	Lots with a zero lot boundary (side A): Ground Floor: 0m (Side A), 0.9m (Side B) Upper Floor: 1.5m(Side A), 0.9m (Side B)
Length of zero lot line on boundary	11m	
Rear setback (min)	4m (ground level) and 6m (upper levels)	
Corner lots secondary street setback (min)	2.0m	
Building massing and Siting	height, 2 storeys maximum (3rd storey subject to clause 4.2.5 (1))	
Site coverage	Single storey dwellings: 60% Lot $\leq 375\text{sqm}$, upper level no more than 40% of lot area. Lot $> 375\text{sqm}$, upper level no more than 35% of lot area.	
Landscaped area	Minimum 25% of allotment area	

Element	Control	
Principal Private Open space (PPOS)	<p>Minimum 20m² with minimum dimension of 4.0m.</p> <p>50% of the area of the required PPOS (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June)</p> <p>Where PPOS is within the rear yard, the upper floor separation should be 5m. The ground floor separation must be 3m. The separation distance is to be measured from rear edge of alfresco.</p>	
Garages and car parking	<p>Lots ≥9m and <12.5m:</p> <p>Where front accessed, single width garages only.</p> <p>Rear lane or side street accessed double garages permitted.</p> <p>Max. carport and garage door width not to exceed 3m (single) or 6m (double)</p>	<p>Lots ≥12.5m and ≤15m:</p> <p>Front or rear accessed single, tandem or double garages permitted</p> <p>Triple garages are not permitted.</p>
	<p>1-2 bedroom dwellings will provide at least 1 car space.</p> <p>3 bedroom or more dwellings will provide at least 2 car spaces.</p>	

Table 7-8 Summary of key controls for lots with frontage width > 15m for front accessed dwellings.

Element	Control
Front setback (min)	<p>4.5m to building facade line</p> <p>3.5m to building façade fronting open space or drainage land</p> <p>3.0m to articulation zone</p> <p>2.0m to articulation zone fronting open space or drainage</p> <p>5.5m to garage line and 1m behind the building line</p>
Side setback (min)	<p>Ground Floor: 0.9m (Side A), 0.9m (Side B)</p> <p>Upper Floor: 1.5m (Side A), 0.9m (Side B)</p>
Rear setback (min)	4m (ground level) and 6m (upper levels)
Corner lots secondary street setback (min)	2.0m
Building height, massing and Siting	2 storeys (3rd storey subject to clause 4.2.5 (1))
Site coverage	<p>Single storey dwellings: 50%</p> <p>Two storey dwellings: 50% at ground floor and 30% at upper floor</p>
Landscaped area	Minimum 30% of the allotment area
Principal Private Open Space (PPOS)	<p>Minimum 24m² with minimum dimension 4m</p> <p>50% of the area of the required principal private open space (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June).</p> <p>Where PPOS is within the rear yard, the upper floor separation should be 5m. The ground floor separation must be 3m. The separation distance is to be measured from rear edge of alfresco.</p>
Garages and car parking	<p>Front or rear loaded double and tandem garages permitted</p> <p>Maximum garage door width 3m (Single) and 6m (Double)</p>

Element	Control
	<p>Triple garages are not permitted.</p> <p>1-2 bedroom dwellings will provide at least 1 car space.</p> <p>3 bedroom or more dwellings will provide at least 2 car spaces.</p>

Table 7-9 Summary of key controls for lots in the Environmental Living Zone.

Element	Control
Front setback (min)	<p>4.5m to building facade line</p> <p>Façade articulation is to be behind the front setback</p> <p>Garage setback 1m behind the building façade line</p>
Side setback (min)	<p>Ground Floor: 1.5m</p> <p>Upper Floor: 3m (Side A), 1.5m (Side B)</p>
Rear setback (min)	10m
Corner lots secondary street setback (min)	4.5m
Building height, massing and Siting	2 storeys (3rd storey subject to clause 4.2.5 (1))
Site coverage	<p>Single storey dwellings: 35%</p> <p>Two (or more) storey dwellings: 25% ground floor and 15% upper floors</p>
Landscaped area	<p>Single storey dwellings: Minimum 55% of the allotment area</p> <p>Two or more storey dwellings: Minimum 60% of the allotment area</p>
Principal Private Open Space (PPOS)	<p>Minimum 24m² with minimum dimension 4m</p> <p>50% of the area of the required principal private open space (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June).</p> <p>Where PPOS is within the rear yard, the upper floor separation should be 5m. The ground floor separation must be 3m. The separation distance is to be measured from rear edge of alfresco.</p>
Garages and car parking	<p>Front or rear loaded double and tandem garages permitted</p> <p>Maximum garage door width 3m (Single) and 6m (Double) where garages front a public road.</p> <p>Triple garages permitted where at least one garage door is not visible from the street or where the total width of the garages is less than 50% of the total width of the building façade.</p> <p>1-2 bedroom dwellings will provide at least 1 car space.</p> <p>3 bedroom or more dwellings will provide at least 2 car spaces.</p>

7.4.2 Streetscape and Architectural Design

Growth Centres neighbourhoods will be composed of a variety of streets with different but equally appealing characters and built form intensity. In low density precincts, suburban streetscapes will be most common but there will also be some streets with a more urban village character. In higher density precincts, urban village streets will be more common but there will also be some suburban streetscapes. The objective is to avoid a monoculture of the one type of street which is neither a successful suburban or urban street.

Figure 7-8 illustrates how the designed combination of built form, lot size, setbacks, garaging and landscaping can create distinctive streetscape characters ranging from the low intensity 'garden suburban' character based on landscaped private space around buildings to the built form intensity and public landscapes of urban streets.

Objectives

- a. To ensure that buildings are designed to enhance the built form and character of the neighbourhood by encouraging innovative and quality designs that contribute to unified streetscapes.
- b. To encourage a diversity of house types.
- c. To provide a clear distinction between private and public space and to encourage casual surveillance of the street.
- d. To reinforce significant street intersections particularly on open space and other key strategic areas through articulation of corner buildings.

Controls

1. The primary street facade of a dwelling should address the street and must incorporate at least two of the following design features:
 - entry feature or porch,
 - awnings or other features over windows,
 - balcony treatment to any first floor element,
 - recessing or projecting architectural elements,
 - open verandah,
 - bay windows or similar features, or
 - verandahs, pergolas or similar features above garage doors.
2. Corner lot development should emphasise the corner. The secondary street facade for a dwelling on a corner lot should address the street and must incorporate at least two of the above design features. Landscaping in the front setback on the main street frontage should also continue around into the secondary setback.
3. Modulation of the façade should be integral to the design of the building, rather than an unrelated attached element.
4. Eaves are to provide sun shading and protect windows and doors and provide aesthetic interest. Except for walls built to the boundary, eaves should have a minimum of 450mm overhang (measured to the fascia board). Council will consider alternative solutions to eaves so long as appropriate sun shading is provided to windows and display a high level of architectural merit.
5. The pitch of hipped and gable roof forms on the main dwelling house should be between 22.5 degrees and 35 degrees. Skillion roofs, roofs hidden from view by parapet walls, roofs on detached garages, studios and ancillary buildings on the allotment are excluded from this control.
6. Front facades are to feature at least one habitable room with a window onto the street.
7. Carports and garages are to be constructed of materials that complement the colour and finishes of the main dwelling.
8. Streets should be fronted with similar housing types to create a consistent street character. For example, a 'garden suburban' street character will be created where most dwellings are detached on lot widths $\geq 15\text{m}$, perhaps with deeper lots allowing for larger front setbacks and generous landscaping around dwellings. A suburban street character will be created where most dwellings are front loaded, detached or zero lotted on lot widths between 9-15m. An urban street character will be created where most dwellings are zero lotted, attached / abutting on lot widths less than 9m with rear garages. Streetscape design principles are illustrated at **Figure 7-11**.

Figure 7-10 The combination of built form, lot size, garaging and landscaping creates different streetscapes.

Garden Suburban



Suburban



Urban



Figure 7-11 Streetscape design principles.



7.4.3 Front Setbacks

Objectives

- To enable the integration of built and landscape elements to create an attractive, visually consistent streetscape.
- To encourage simple and articulated building forms.
- To ensure garages do not dominate the streetscape.

Controls

- Dwellings are to be consistent with the front setback controls and principles in the relevant **Table 7-4 to Table 7-9, Figure 7-12, and Figure 7-13.**
- On corner lots, front setback controls are to be consistent with **Figure 7-14.**
- To achieve a desired streetscape character, the building façade front setback for a series of lots can be more or less than the setbacks shown in **Table 7-16 to Table 7-11** where agreed to as part of the preparation of a BEP or integrated housing development application at subdivision approval and the front setbacks are attached to the lot titles. However, the front setback to garages must be a minimum of 5.5m.
- Elements permitted in the articulation zone (shown on **Figure 7-12, Figure 7-13 and 7-14** include those items listed in **Control 7.4.2 (1).**
- Except for rear loaded garages, garages are to be setback at least 5.5m from the street boundary and at least 1m behind the building line of the dwelling.

Figure 7-12 Minimum front setback distances.

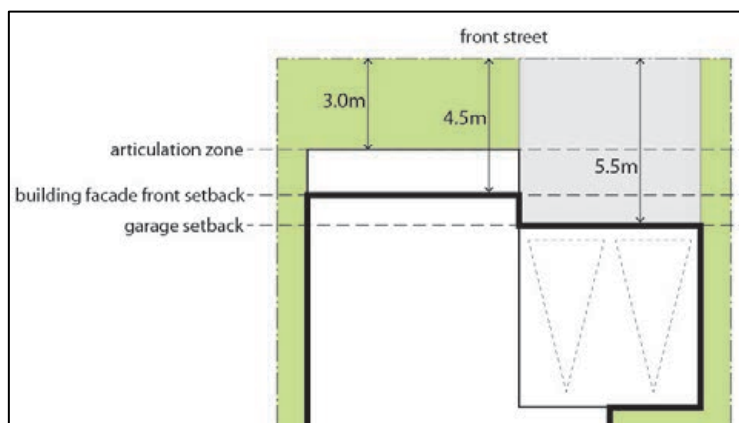


Figure 7-13 Minimum front setbacks for dwellings fronting open space or drainage land.

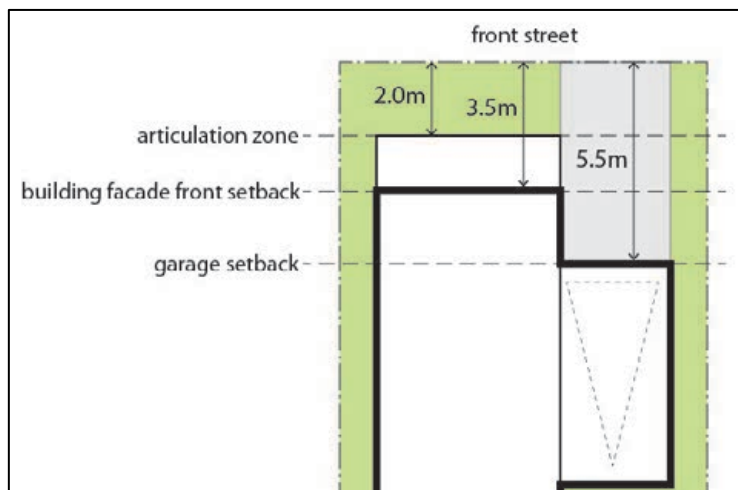
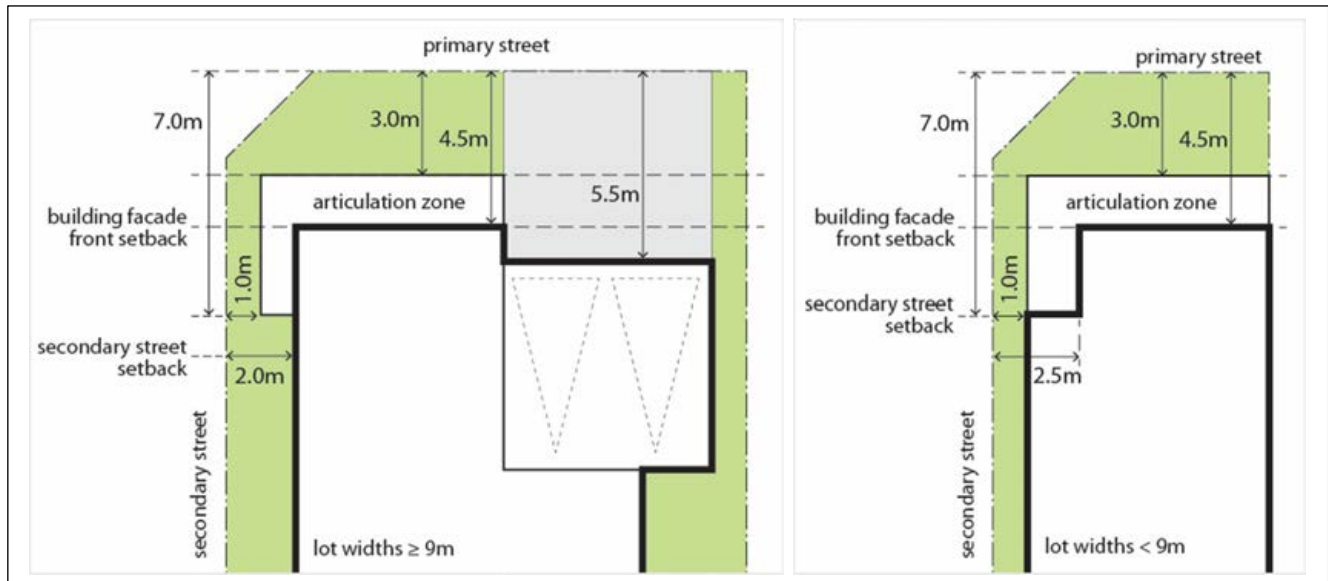


Figure 7-14 Minimum setbacks for corner lot dwellings.



7.4.4 Side and Rear Setbacks

Objectives

- To create an attractive and cohesive streetscape that responds to the character areas.
- To minimise the impacts of development on neighbouring properties.
- To provide appropriate separation between buildings.
- To create opportunities for articulation on the side walls.

Controls

- All development is to be consistent with the side and rear setback controls in the relevant **Table 7-4 to Table 7-11** and principles in **Figure 7-15**.
- The location of a zero lot line (Side A) is to be determined primarily by topography and should be on the low side of the lot to minimise water penetration and termite issues. Other factors to consider include dwelling design, adjoining dwellings, landscape features, street trees, vehicle crossovers and the lot orientation as illustrated at **Figure 7-15**.
- For attached or semi-detached dwellings the side setback only applies to the end of a row of attached housing, or the detached side of a semi-detached house.
- Only swimming pools and other landscape features / structures are permitted to encroach into the rear setback. No structures are permitted within the rear setback. Exceptions include those listed in Part 3 of the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.
- Where a swimming pool is proposed, the minimum side and rear setback must be at least 1m from the pool concourse. This set back must consist of soft landscaping.
- Where building elements extend into the side and rear setback, the elements are to be easily distinguishable through the use of colours, materials, articulation etc.
- The minimum setback to dwellings from a side boundary that adjoins Public Recreation or Drainage land shall be:
 - 3m in the R2, R3 and R4 zones, and
 - 4.5m in the Environmental Living zone.
- For dwellings with a minimum 900mm side setback, projections permitted into side and rear setback areas include eaves (up to 450 millimetres wide), fascias, sun hoods, gutters, down pipes, flues, light fittings, electricity or gas meters, rainwater tanks and hot water units.

9. No overhanging eaves, gutters or services (including rainwater tanks, hot water units, air- conditioning units or the like) of the dwelling on the benefited lot will be permitted within the easement. Any services and projections permitted under **Clause 4.4 (6)** within the easement to the burdened lot dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.
10. For battle-axe lots without a street facing elevation setbacks are to be determined in the context of surrounding lots, built form and the location of private open space. An example is shown in **Figure 7-16**.
11. The upper floor of dwellings on battle-axe lots must be setback so as not to impact adversely on the existing or future amenity of any adjoining land on which residential development is permitted, having regard to overshadowing, visual impact and privacy.
12. For a battle-axe lot with direct frontage to land zoned for a public purpose or a street facing elevation (such as access denied lots), the front setback controls in **Section 7.4.3** are to apply to the lot boundary adjoining the public purpose zone, and side and rear setbacks are to apply to lot boundaries determined relative to the front setback boundary as shown in **Figure 7-17**.
13. For corner lots that are $\geq 15\text{m}$ lot width with shallow depths (i.e. approximately square corner lots) the rear setback can be varied to be consistent with the side setbacks in **Table 7-9** and **7-8** provided the minimum private open space and solar access requirements to the proposed and adjoining properties are met.

Figure 7-15 Dwelling and open space siting principles for different lot orientations.

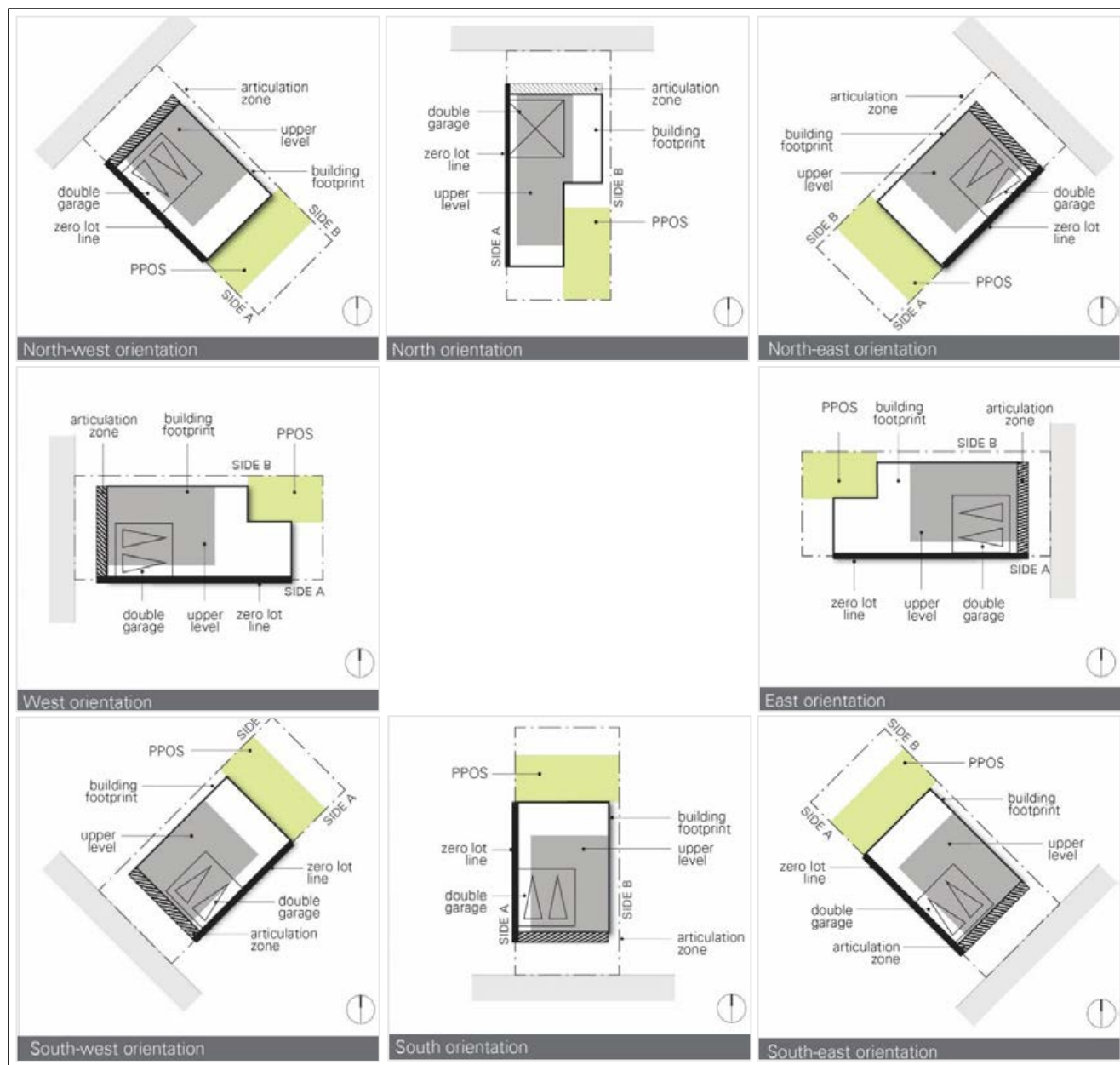


Figure 7-16 Battle axe lot (without any street frontage) example of setbacks.

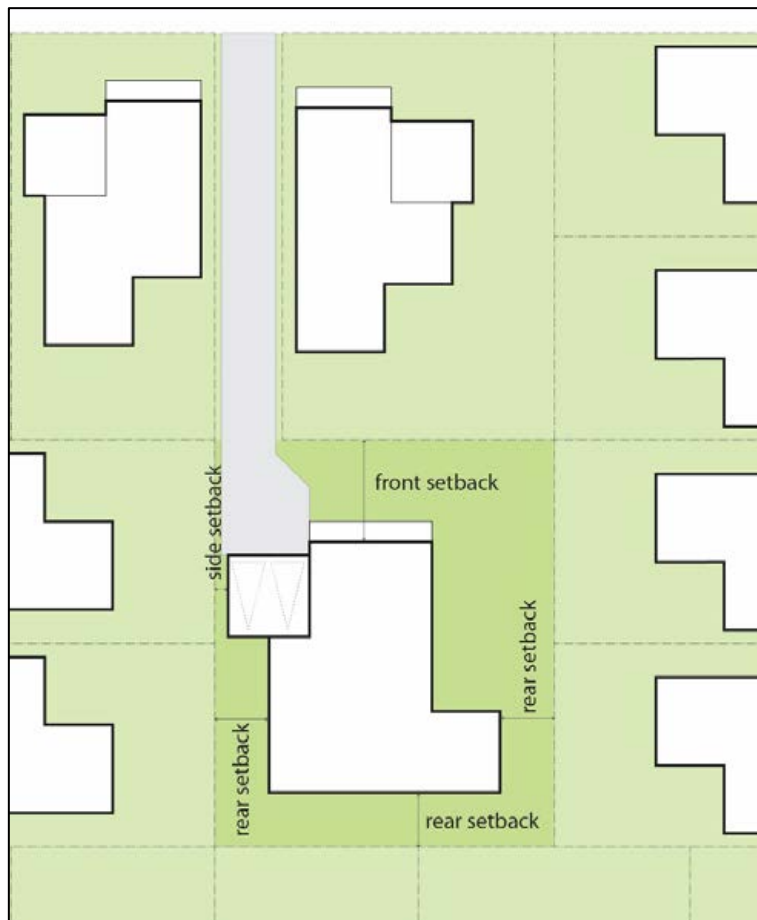
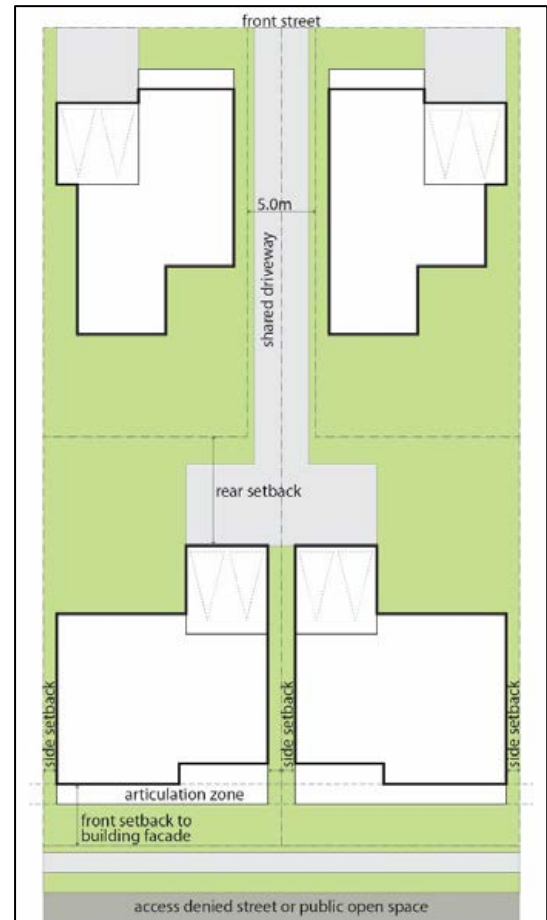


Figure 7-17 Battle axe lot (fronting access denied road) setbacks.



7.4.5 Dwelling Height, Massing and Siting

Objectives

- a. To ensure development is appropriate in scale to protect the overall streetscape amenity.
- b. To ensure building heights achieve built form outcomes that reinforce good quality urban and building design.

Controls

1. Dwellings are to be generally a maximum of 2 storeys high. Council may permit a 3rd storey if it is satisfied that:
 - the dwelling is located on a prominent street corner; or
 - the dwelling is located adjacent to a neighbourhood or local centre, public recreation or drainage land, a golf course, or a riparian corridor; or
 - the dwelling is located on land with a finished ground level slope equal to or more than 15%, and is not likely to impact adversely on the existing or future amenity of any adjoining land on which residential development is permitted, having regard to overshadowing, visual impact and any impact on privacy; or
 - the third storey is within the roof line of the building (i.e. an attic). Note: Reference should be made to clause 4.3 of the relevant Precinct Plan for statutory height limits.
2. All development is to comply with the maximum site coverage as indicated in (the relevant) Tables 14 to 19.
3. Site coverage is the proportion of the lot covered by a dwelling house and all ancillary development (e.g. carport, garage, shed) but excluding unenclosed balconies, verandas, porches, al fresco areas etc.
4. The ground floor level shall be no more than 1m above finished ground level.
5. Dwellings on a battle-axe-lot without public open space or street frontage are to be a maximum of 2 storeys high.

7.4.6 Landscaped Area

Landscaped area is defined as an area of open space on the lot, at ground level, that is permeable and consists of soft landscaping, turf or planted areas and the like.

Objectives

- a. To encourage the use of native flora species and low maintenance landscaping.
- b. To contribute to effective stormwater management, management of micro-climate impacts and energy efficiency.
- c. To ensure a balance between built and landscaped elements in residential areas.
- d. To create the desired street character.

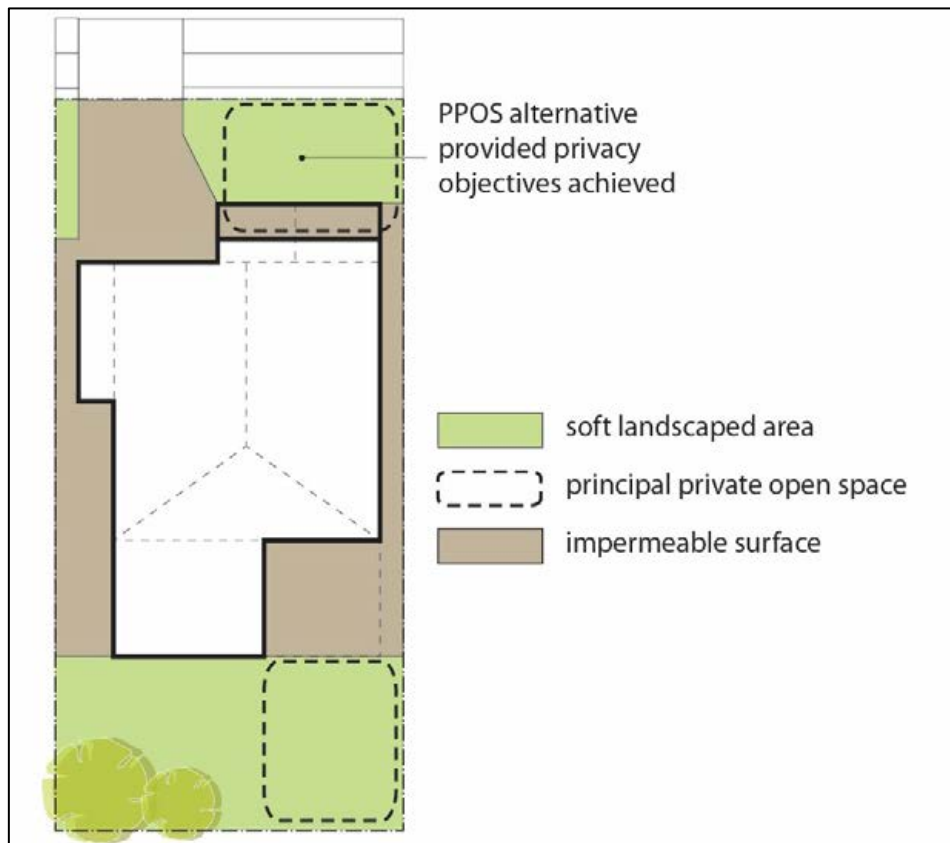
Controls

1. The minimum soft landscaped area within any residential lot is to comply with the controls and principles in - the relevant **Table 7-5 to Table 7-10. Figure 7-18** illustrates areas of a lot that can contribute towards the provision of soft landscaped area and principal private open space.
2. Plans submitted with the development application must indicate the extent of landscaped area and nominate the location of any trees to be retained or planted.
3. Surface water drainage shall be provided as necessary to prevent the accumulation of water.
4. Use of low flow watering devices is encouraged to avoid over watering. Low water demand drought resistant vegetation is to be used for the majority of landscaping, including native salt tolerant trees.
5. Any landscaped area is to have a minimum width of 1.5m.
6. A minimum of 2 trees are required to be planted within the landscaped area.

- 1 tree is to be located behind the rear building line that is capable of achieving a height of at least 5m at maturity; and
- 1 tree is to be located in front of the front building line that is capable of achieving a height of at least 8m at maturity

Note: Trees are to be selected from Council's Tree and Landscaped Species List.

Figure 7-18 Soft landscaped area and principal private open space.



7.4.7 Private Open Space

Objectives

- To provide a high level of residential amenity with opportunities for outdoor recreation and relaxation.
- To enhance the spatial quality, outlook, and usability of private open space.
- To facilitate solar access to the living areas and private open spaces of the dwelling.

Controls

- Each dwelling is to be provided with an area of Principal Private Open Space (PPOS) consistent with the requirements of the relevant **Table 7-7** to **Table 7-12**.
- The location of PPOS is to be determined having regard to dwelling design, allotment orientation, adjoining dwellings, landscape features, topography.
- The PPOS is required to be conveniently accessible from the main living area of a dwelling or alfresco room and have a maximum gradient of 1:10. Where part or all of the PPOS is permitted as a semi-private patio, balcony or rooftop area, it must be directly accessible from a living area.
- Open space at the front of the dwelling can only be defined as PPOS where this is the only means of achieving the solar access requirements of control 1 above. PPOS at the front of a dwelling must be designed to maintain appropriate privacy (for example raised level above footpath or fencing or hedging) and be consistent with the streetscape design controls in **Section 7.4.2**.

5. PPOS is not to be located within any roofed or hardstand alfresco/patio area.

7.4.8 Garages, Storage, Site Access, and Parking

Objectives

- a. To control the number, dimensions and location of vehicle access points. To reduce the visual impact of garages, carports, and parking areas on the streetscape.
- b. To provide safe, secure and convenient access to parking within garages, carports and parking areas, with casual surveillance of private driveways from dwellings and from the street.
- c. To minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths.
- d. To provide sufficient on-site parking for residents.

Controls

1. 1-2 bedroom dwellings are to provide at least 1 car space.
2. 3 bedroom or more dwellings are to provide at least 2 car spaces.
3. At least one car parking space must be located behind the building façade line where the car parking space is accessed from the street on the front property boundary.

Note: A car space may include a garage, carport or other hard stand area constructed of materials suitable for car parking and access. The required car parking spaces specified above may be provided using a combination of these facilities, including use of the driveway (within the property boundary only) as a parking space.

4. Vehicular access is to be integrated with site planning from the earliest stages of the project to eliminate/reduce potential conflicts with the streetscape requirements and traffic patterns, and to minimise potential conflicts with pedestrians.
5. Driveways are to have the smallest configuration possible (particularly within the road verge) to serve the required parking facilities and vehicle turning movements and shall comply with AS2890.
6. The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and trees and is to maximise the availability of on-street parking.

Notes: Section 2.3.3 requires plans of subdivision to nominate driveway locations and preferred building envelopes. The design of dwellings should refer to the approved subdivision plans and be consistent with the nominated driveway locations to the greatest practical extent.

7. Controls for driveways and access to corner lots are contained in **Section 7.2.2** and **Figure 7-7**.
8. Driveways are not to be within 1m of any drainage facilities on the kerb and gutter.
9. Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and motorists.
10. Driveways are to have soft landscaped areas on either side, suitable for water infiltration.
11. Garages are to be designed and located in accordance with the controls in relevant Table 15 to Table 20.
12. Garage design and materials are to be consistent with the external face of the subject dwelling house.

For front loaded garages:

13. Single garage doors should be a maximum of 3m wide and double garage doors should be a maximum of 6m wide.
14. Minimum internal dimensions for a single garage are 3m wide by 5.5m deep and for a double garage 5.6m wide by 5.5m deep.
15. Garage doors are to be visually recessive through use of materials, colours, and overhangs such as second storey balconies.
16. Three car garages are only permitted in the Environmental Living and Large Lot Residential zones where:
 - at least one of the garage doors is setback a minimum of 1m behind the other garages and not directly visible from a public road; or

- one of the car spaces is in a stacked configuration; or
- the total width of the garage is not more than 50% of the length of the building façade
- No more than 40% of the front yard is to be hard paved surfaces

17. Where double garages are permitted for lots with frontages >10m and <12.5m, the following criteria must be met:

- The garage is in conjunction with a two storey dwelling;
- It is demonstrated that there is no loss of on-street parking. Site plan must show;
 - One on-street parking space substantially in front of property line,
 - A driveway crossover (minimum 4m for a double garage), and
 - 500mm driveway setbacks (minimum) from side boundaries and demonstrate no conflict with services in accordance with Council's Design and Construction Specification – Access Driveways.
- The dwelling floor plan must include a habitable room overlooking the street with a balcony or substantial projecting element incorporated into the design of the front façade. Projecting elements must be designed to minimise the visual dominance of the garage and breakdown the dwelling's bulk by providing a prominent 'third dimension' to the overall form;
- The balcony or projecting element must cover at least 40% of the width of the dwelling;
- The double garage must be recessed from the main building
- To break up the bulk of the façade, the balcony or projecting element must be of a different finish to main dwelling; and
- The front entrance must be visible from the street.

7.4.9 Visual and Acoustic Privacy

Objectives

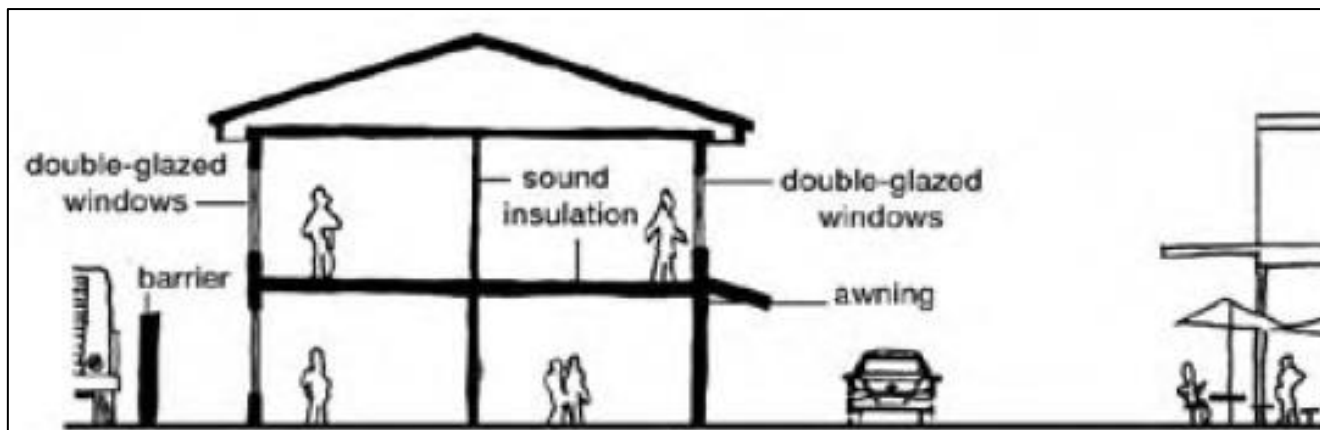
- a. To site and design dwellings to meet requirements for visual and acoustic privacy, whilst minimising visual and acoustic impacts of development on adjoining properties.

Controls

1. Direct overlooking of main habitable areas and private open spaces of adjacent dwellings should be minimised through building layout, window and balcony location and design, and the use of screening devices, including landscaping.
2. Habitable room windows with a direct sightline to the habitable room windows in an adjacent dwelling within 9m are to:
 - be obscured by fencing, screens or appropriate landscaping, or
 - be offset from the edge of one window to the edge of the other by a distance sufficient to limit views into the adjacent window; or
 - have a minimum sill height of 1.7m from the finished floor level; or
 - have fixed obscure glazing in any part of the window below 1.7m from the finished floor level; or
 - fixed screen or opaque windows can be built closer than non-habitable room windows.
3. The design of dwellings must minimise the opportunity for sound transmission through the building structure, with particular attention given to protecting bedrooms and living areas.
4. In attached dwellings, bedrooms of one dwelling are not to share walls with living spaces or garages of adjoining dwellings, unless it is demonstrated that the shared walls and floors meet the noise transmission and insulation requirements of the Building Code of Australia.

5. The internal layout of residential buildings, window openings, the location of outdoor living areas (i.e. courtyards and balconies), and building plant should be designed to minimise noise impact and transmission.
6. Privacy screening for balconies or decks must have a minimum block out density of 75% and a height of 1.5m above the floor level of the balcony.

Figure 7-19 Strategies for minimising noise transmission.



7.4.10 Fencing

Objectives

- a. To ensure boundary fences are of a high quality and does not detract from the streetscape.

Controls

1. Front fencing shall be in harmony with the street, consistent in design and style with its dwelling and a maximum of 1m high. Separate application is to be made for fences higher than 1m and for courtyard walls. Side and rear fencing are to be a maximum of 1.8m high. Front fences and walls are to not impede safe sight lines for traffic.
2. On corner lots the preferred outcome is for the dwelling to front both street frontages providing a better overall streetscape presentation. Where fencing to the secondary street frontage is proposed, it is not to exceed 1m high from the natural ground level for more than one third of the length of the secondary road frontage, if relevant.
3. On corner lots the front fencing style is to be continued along the secondary street frontage to at least 1m behind the building line of the dwelling. Side fences higher than 1m are not to extend past the Building Facade Line or Garage Building Line.
4. Where a dwelling is located adjacent to open space, boundary fencing is to be of a high quality material and finish. The design of the fencing is to permit casual surveillance of the open space and provide the dwelling with outlook towards the open space. Fencing that adjoins mews or rear accessways is to permit casual surveillance. Colorbond or timber paling or lapped/capped fencing can only be used internally between dwelling lots.
5. Where cut is proposed on the boundary of a lot, retaining walls are to be constructed with side fence posts integrated with its construction (relevant construction details are required with retaining wall approval). Otherwise retaining wall must be located a minimum of 450mm from the side or rear boundary of the lot containing the cut.

7.5 Additional Controls for Certain Dwelling Types

7.5.1 Attached or Abutting Dwellings

Additional controls for attached or abutting dwellings are outlined below, and should be read in conjunction with those in **Section 7.3**.

Objectives

- a. To ensure that the development of attached or abutting dwellings creates an architecturally consistent street character.

Controls

1. It is preferred that garages for attached dwellings are located at the rear of the lot. Where attached dwellings have frontage to a collector road, all vehicle access and parking is to be located at the rear of the lot.
2. Attached or abutting dwellings should have a pleasing rhythm and order when seen together as a group, rather than appear as a random arrangement of competing dwellings. Each dwelling should benefit from the unified design of the whole form, a co-ordinated style and base colour palette. Individuality can be added as small details or accent colours, rather than strikingly different forms
3. Attached or abutting dwellings are to be consistent with the [Low Rise Medium Density Guide](#) for development applications.

7.5.2 Secondary Dwellings, Studio Dwellings and Dual Occupancies

The Glossary of this DCP provides further explanation and examples of secondary dwelling, studio dwellings or dual occupancy types. The controls that follow apply to all forms of secondary dwellings, studio dwellings and dual occupancies.

Objectives

- a. To support the development of all types of dwelling compositions.
- b. To contribute to the availability of affordable housing.
- c. To promote innovative housing solutions that are compatible with the surrounding residential environment.
- d. To provide ongoing casual surveillance to rear lanes.

Controls

1. Secondary dwellings and studio dwellings are to comply with the controls in Section 7.4 Dwelling Design Controls, except where the controls in this clause differ, in which case the controls in this clause take precedence.
2. Secondary dwellings and studio dwellings are to comply with the key controls in Table 21.
3. The maximum site coverage control for upper floors in the relevant Table 15 to Table 20 may be exceeded by the combined upper floor coverage of the secondary or studio dwelling and principal dwelling, providing that:
 - the privacy of the principal dwelling and dwellings on adjoining land is not compromised; and
 - solar access to the principal private open space of neighbouring lots is not significantly reduced.
4. The maximum gross floor area of a studio dwelling is 75m².
5. The finishes, materials and colours of the secondary dwelling or studio dwelling are to complement the principal dwelling in its construction features.
6. For secondary dwellings, windows and private open spaces must not overlook the private open space of any adjacent dwellings. For studio dwellings, windows and private open spaces must not overlook the private open space of any adjacent dwellings including the principal dwelling. Windows that potentially overlook

adjacent lots must either have obscured glazing, be screened or have a minimum sill height of 1.5m above the finished floor level.

7. Secondary or studio dwellings and associated garages may have a zero lot setback to one side boundary and may be attached to another garage/secondary dwelling on an adjoining lot, particularly where the secondary or studio dwelling is associated with an attached or semi-detached dwelling.
8. Where the secondary or studio dwelling is built to a zero lot line on a side boundary, windows are not to be located on the zero lot wall unless that wall adjoins a laneway, public road, public open space or drainage land.
9. Studio dwellings are to have balconies or living areas that overlook laneways for casual surveillance.
10. Rear garages with secondary or studio dwellings may have first level balconies facing the lane provided the balcony remains within the lot boundary. Where 2m deep, overhanging balconies for private open space requirements of studio dwellings are located along a lane, the application must demonstrate how garages setback underneath avoid creating an overly wide lane and ambiguous space opportunities for illegally parked cars, trailers, bins etc.
11. Where a secondary or studio dwelling is built over a rear garage and separated from the upper levels of the principal dwelling, there must be a minimum separation of 5m between the upper floor rear façade of the principal dwelling and the secondary or studio dwelling.
12. Studio dwellings are to be located at the rear of the lot only where the lot has access from a rear lane or secondary street on a corner lot.
13. Studio dwellings must comply with separation controls nominated in the Australian Standards and the National Construction Code.
14. Studio dwellings are not permitted where the principal dwelling is an attached dwelling, unless:
 - the studio dwelling is located above a rear loaded garage;
 - the studio dwelling has direct access to a public road or laneway; or
 - garbage and mail facilities are accessible by residents and by service vehicles.

Table 7-10 Key controls for secondary dwellings and studio dwellings.

Element	Secondary Dwelling	Studio Dwelling (strata)
On-Site car parking	No additional car parking space required.	One additional dedicated on-site car parking space. Car parking space to be located behind building facade line of principal dwelling. Car parking space not to be in a stacked configuration.
Principal Private open space	No separate private open space required.	Balcony accessed directly off living space having minimum size of 8.0m ² with minimum dimension of 2m .
Subdivision	Subdivision from principal dwelling not permitted.	Strata title subdivision only from the principal dwelling on the land
Access	Separate direct access to a street, laneway or shared driveway way not required.	Access to be separate from the principal dwelling and is to front a public street, lane or shared private access way or Combined access for the principal dwelling and secondary dwelling to be through communal land as shown on the strata plan.
Services and facilities	No separate services or facilities required.	Provision for separate services, such as mail delivery and waste collection, and an on-site garbage storage area so that bins are not

Element	Secondary Dwelling	Studio Dwelling (strata)
		<p>visible from public street or laneway. To be located on a street address that is able to be accessed by garbage collection and mail delivery services.</p> <p>May be serviced from the front residential street via the principal dwelling lot.</p>

Dual Occupancies

15. Dual occupancies are to comply with the controls in **Section 7.3**, except where the controls in this clause differ, in which case the controls in this clause take precedence.
16. The maximum site coverage control for second storeys in the relevant **Table 7-5** to **Table 7-10** may be exceeded by the combined 2nd storey coverage of both dwellings in a dual occupancy, providing that:
 - the privacy of the principal dwelling and dwellings on adjoining land is not compromised; and
 - solar access requirements for the principal private open space can be met for the principal dwelling and dwellings on adjoining lots.
17. The design of both dwellings in a dual occupancy development is to be consistent in construction features, finishes, materials and colours.
18. Detached dual occupancy dwellings are not to include zero lot lines for the second dwelling where the second dwelling is located at the rear of the lot.
19. Dual occupancy development is not permitted on a lot that contains an attached dwelling.
20. Dual occupancy dwellings are permitted at the rear of lots (i.e. behind a dwelling that has frontage to a principal street, whether attached or detached to that dwelling) only where:
 - each dwelling has direct pedestrian and vehicle access to a public road; and
 - garbage and mail facilities are accessible by service vehicles and by the occupants of the dwellings.
21. Dual occupancy development referred to in Control No. 6 (above) is preferred to be located on corner lots.
22. For dual occupancies on corner lots, the rear setback can be varied to be consistent with the side setbacks in **Section 7.4.4** provided the minimum private open space and solar access requirements to the proposed and adjoining properties are met.
23. Where the dual occupancy dwellings are to be strata subdivided:
 - private open space is to be provided for each dwelling in accordance with the relevant controls in **Table 7-4 to Table 7-9**, or
 - shared private open space is to be provided equivalent to 15% of the site area and shown as communal space on the strata plan, and a minimum area of private open space of 10m² with a minimum dimension of 2.5m is to be provided for each dwelling.
24. The minimum landscaped area on a lot containing a dual occupancy development is to be 20% of the site area.
25. Where practical for front loaded driveway access, shared driveway crossings of the nature strip are to be provided to service both dwellings.
26. Dual occupancies are to be consistent with the [Low Rise Medium Density Guidelines](#).

7.5.3 Multi Dwelling Housing

Objectives

- a. To ensure that the design of multi-dwelling housing is consistent with the overall streetscape character of residential areas within the Precinct.

- b. To ensure the quality of multi-dwelling housing is of a high-quality and contributes to the overall streetscape amenity.

Controls

1. Multi-dwelling housing sites are to have direct frontage to a public road (i.e. not on battle-axe lots).
2. Multi-dwelling housing is to comply with the controls in **Table 7-11**.
3. Controls for adaptable dwellings (requirement triggered by minimum number of dwellings in development, located elsewhere in DCP) also apply to multi-dwelling housing. Adaptable dwellings are preferably to be single level accommodation at ground level and be located on the street frontage.
4. A landscape plan is to be submitted with every application for multi-dwelling housing, in accordance with **Appendix C – Landscape Design Principles and Submission Requirements**.
5. Where a multi dwelling housing development includes a studio dwelling with rear lane vehicle access, the controls for a studio dwelling shall apply.
6. Multi dwelling housing is to be consistent with the [Low Rise Medium Density Guidelines](#).

Table 7-11 Key controls for multi-dwelling housing.

Element	Controls
Site coverage (maximum)	50%
Landscaped area (minimum)	30% of site area
Principal Private open space (PPOS)	Min 16m ² with minimum dimension of 3m. 10m ² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m.
Front setback (minimum)	4.5m to building façade line; 3.0m to articulation zone
Corner lots secondary street setback (min)	2m
Side setback (minimum)	Ground floor 0.9m. Upper floor 0.9m
Rear setback (minimum)	4m (excluding rear lane garages or studio dwellings) 0.5m to rear lane (garages or studio dwellings))
Zero lot line (minimum)	Not permitted on adjacent lot boundaries (except rear lane garages and studio dwellings)
Internal building separation distance (minimum)	5m (unless dwellings are attached by a common wall)
Car parking spaces	1 car parking space per dwelling, plus 0.5 spaces per 3 or more bedroom dwelling, plus 1 visitor space per 5 dwellings. Car parking spaces to be behind building line or garages fronting the street to be set back a minimum of 1m from the building setback Where garages front the street, the maximum width of a garage door is 6m and each garage is to be separated by a dwelling façade or landscaped area.
Garages and car parking dimensions (minimum)	Covered: 3m x 5.5m Uncovered: 2.5m x 5.2m Aisle widths must comply with AS 2890.1 1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces.

7.5.4 Controls for Residential Flat Buildings, Manor Homes and Shop Top Housing

The controls in **Clause 7.5.3** do not apply to residential flat buildings, manor homes and shop top housing, unless specifically referenced in the provisions that follow. The following clauses set out the controls for these types of housing. Additional controls for residential flat buildings and shop top housing may be contained in [SEPP 65 – Design Quality of Residential Flat Development](#).

Objectives

- a. To establish a high-quality residential environment where all dwellings have a good level of streetscape amenity.
- b. To encourage housing diversity within all residential areas.
- c. To ensure the provision of housing that will, in its adaptable features, meet the access and mobility needs of any occupant.

Controls

7. In density areas of 20dw/Ha and 25dw/Ha, manor homes may only be located on corner lots.
8. Residential flat buildings are to:
 - be located on sites with a minimum street frontage of 30m, and
 - have direct frontage to an area of the public domain (including streets and public parks), and
 - not adversely impact upon the existing or future amenity of any adjoining land upon which residential development is permitted with respect to overshadowing impact, privacy impact or visual impact.
9. All residential flat buildings are to be consistent with:
 - the guidelines and principles outlined in [SEPP No. 65 – Design Quality of Residential Flat Development](#); and
 - the primary controls set out in **Table 7-12**, which take precedence over the above where there is any inconsistency.
10. In all residential flat building developments containing 10 dwellings or more, a minimum of 10% of all apartments are to be designed to be capable of adaptation for access by people with all levels of mobility. Dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes 'pre-adaptation' design details to ensure visibility is achieved.
11. Where possible, adaptable dwellings are to be located on the ground floor. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities.
12. The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian Adaptable Housing Standard (AS 4299-1995).
13. Car parking and garages allocated to adaptable dwellings must comply with the requirements of Australian Standards for disabled parking spaces.
14. A landscape plan is to be submitted with every application for residential flat buildings, in accordance with **Appendix C – Landscape Design Principles and Submission Requirements**.

Table 7-12 Key controls for residential flat buildings, manor homes and shop top housing.

Element	R2, R3 zones (shop top housing only)	R3, R4 zones (residential buildings)	R2, R3, R4 zones Manor home	B1, B2, B3 and B4 zones
Site coverage (maximum)	50% of site area	50%	50% of site area	N/A
Landscaped area (minimum)	30% of site area	30% of site area	30% of site area	N/A
Communal open space	15% of site area where the development includes 4 or more dwellings	15% of site area	Not required.	15% of site area. This control is able to be varied where the applicant demonstrates the development has good access to public open space or where the area of private open space is more than the minimum specified below.
Principal Private open space (PPOS)	Min. 8m ² per dwelling with min. dimension of 2.0m	Min. 10m ² per dwelling with min. dimension of 2.5m	Minimum 16m ² per dwelling with min. dimension of 3.0m; or Min. 8m ² per dwelling with min. dimension of 2.0m if provided as balcony or rooftop.	Min. 8m ² per dwelling with min. dimension of 2.0m
Front setback (minimum)	Determined by ground floor setback	6m Balconies and other articulation may encroach into the setback to a maximum of 4.5m from the boundary for the first 3 storeys, and for a maximum of 50% of the façade length.	4.5m to building façade line. 3m to articulation zone. 5.5m to garage line and 1m behind the building line.	<i>Residential flat buildings:</i> 4.5m to building façade line <i>Shop top housing:</i> 0m for first floor 4m for floors above first floor
Corner lots secondary street setback (minimum)	3m	6m	2m	<i>Residential flat buildings:</i> 4.5m to building façade line <i>Shop top housing:</i> 0m for first floor 4m for floors above first floor
Side setback (minimum)	2m	Buildings up to 3 storeys: 3m Buildings above 3 storeys: 6m	Buildings up to 2 storeys 1.5m	Refer to Other Part of DCP regarding B zonings.
Rear setback (minimum)	4m (excluding garages)	6m	4m (excluding rear garages)	8m
Zero lot line (minimum)	Not permitted	Not permitted	Not permitted to adjacent lots	Permitted on side boundaries only

Element	R2, R3 zones (shop top housing only)	R3, R4 zones (residential buildings) flat	R2, R3, R4 zones Manor home	B1, B2, B3 and B4 zones
Habitable room/balcony separation distance (minimum) for buildings 3 storeys and above	12m	12m	N/a	Refer to Other Part of DCP regarding B zonings.
Car parking spaces	1-2 bedrooms: 1 space (min) 3 bedrooms or more: 2 spaces (min) – may be provided in a 'stack parking' configuration. Garages to be set back 1m behind the building line	1 space per dwelling, plus 0.5 spaces per 3 or more-bedroom dwelling. May be in a 'stack parking' configuration. Car parking spaces to be located below ground or behind building line 1 visitor car parking space per 5 apartments Bicycle parking spaces: 1 per 3 dwellings	1-2 bedrooms: 1 space (min) 3 bedrooms or more: 2 spaces (min) – may be provided in a 'stack parking' configuration.	1 space per dwelling, plus 0.5 spaces per 3 or more bedroom dwelling. May be in a 'stack parking' configuration. Car parking spaces to be located below ground or behind the building 1 visitor car parking space per 5 apartments (may be above ground) Bicycle parking spaces: 1 per 3 dwellings
Garage Dominance	N/a	A maximum of two garage doors per 20m of lot frontage facing any one street frontage.	A maximum of two garage doors facing any one street frontage.	N/a
Garages and car parking dimensions (min)	Covered: 3m x 5.5m Uncovered: 2.5m x 5.2m Aisle widths must comply with AS 2890.1			

7.6 Other Development in Residential Areas

7.6.1 Child Care Centres

Background

Centre Based Child Care Facilities are managed under Chapter 3 of the [SEPP \(Transport and Infrastructure\) 2021](#), the [Child Care Planning Guideline](#), the Western Parkland City SEPP and the below controls.

The definition of a childcare facility is stated in [SEPP \(Transport and Infrastructure\) 2021](#). It is strongly recommended that applicants arrange a pre-DA meeting with Council prior to submitting a development application to ensure that all prerequisite documentation has been prepared.

Regulatory Authority means the Regulatory Authority for New South Wales under the Children (Education and Care Services) National Law (NSW) (as declared by section 9 of the Children (Education and Care Services National Law Application) Act 2010).

Objectives

- a. Ensure child care centres are compatible with neighbouring land uses and are appropriately integrated into existing or new residential environments;
- b. Ensure child care centres are well designed with a high standard of outdoor play areas, landscaping and are integrated in appropriate locations to meet community needs;
- c. Minimise adverse impacts on the environment and amenity of residential areas and other land uses. In particular, noise and traffic generation from the development and operation of child care centres; and
- d. To ensure the location and design of waste storage facilities, and the on-going management of waste associated with the centre, minimises undue impacts on amenity (e.g. visually, by emission of odour, or causing noise nuisance).

Note:

If a development application does not meet the minimum indoor or outdoor space requirements of the Education and Care Services National Regulations, Council must, within 7 days of receiving the development application forward a copy to the Regulatory Authority and notify them in writing of the basis on which the Authority's concurrence is required and of the date it received the development application.

Council must forward a copy of its determination of the development application to the Regulatory Authority within 7 days after making the determination.

Controls

Setbacks in residential zones

Table 7-13 Setbacks for childcare facilities.

Front setback (min)	Consistent with the existing character
Secondary street setback (min)	4m
Side setback (min)	1.2 m
Side setback to access doors from children's internal space (min)	4m
Rear setback (min)	4m ground floor and 8m second floor

Access and car parking

1. The car parking requirements are to comply with the controls set out in this DCP.
2. All required car parking must be provided off-street.

Hours of operation

3. Council may consider longer hours of operation including Saturday mornings if it can be demonstrated that no adverse impact on neighbouring properties will result from an earlier starting and/or a later closing time.

Dual use of the centre (in association with a dwelling)

4. Any dwelling component must have separate access at the front. No entry is permitted by way of access through any part of the child care centre.
5. Separate toilet, laundry and kitchen facilities must be provided for each use.
6. Children in care must not be able to access any part of the dwelling and its private open space area.
7. The provision of parking spaces for the residents must be in addition to the parking requirements of the child care centre.

Kitchen fit-out

8. If the child care centre requires a commercial kitchen, it must be demonstrated, that the kitchen has been designed to comply with the Food Act and Regulations incorporating the Food Standards Code and Council's Food Premises Code.

On-site sewage management

9. Where a child care centre is proposed in an unsewered area, a commercial on-site sewage management facility will be required to be installed. Council will not approve the child care centre unless it can be demonstrated to the satisfaction of Council that effluent will be disposed of in an appropriate manner.
10. An application under section 68 of the Local Government Act is to be submitted to Council and approved, prior to approval of the development application for the Childcare Centre. The application must be in accordance with Council's Sewage Management Strategy.
11. Sewage systems and the disposal area will be required to be fenced, to ensure that they are childproof and to limit exposure (physical contact).

Waste management

12. A waste management plan is to be submitted for the proposed demolition, construction and ongoing use of the child care centre,
13. Adequate provision must be made for the storage and collection of all waste receptacles.
14. The waste and recycling storage area must be designed to be visually and physically integrated into the design of the development, and not stored within the front setback to avoid visual clutter. Waste facilities are not to be sited within the areas required for car parking, vehicular and pedestrian access, landscaping and outdoor play areas.
15. In cases where the waste storage area is likely to be visible from the street, design elements such as fencing, landscaping and roof treatments may be used to screen the waste and recycling storage area so as not to detract from the aesthetics of the streetscape.
16. Consideration is to be given to frequency and times of collection to minimise impacts of waste vehicle noise on neighbouring properties.

Water supply

17. A child care centre must have access to a potable water supply.

Signage

18. Any signage must comply with Part 2.15 of the Camden DCP 2019.

8

Amenity and Environmental Management

This section of the DCP outlines objectives and development controls relating to and acoustic privacy, floor to ceiling heights, sustainable building design, stormwater and construction management, waste management and site facilities and servicing. Elements of this section apply to residential, commercial, and industrial forms of development.

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8 Amenity and Environmental Management

8.1 Sustainable Building Design

Objectives

- a. To ensure that developments are environmentally sustainable in terms of energy and water use.
- b. To reduce consumption of potable water and wastewater discharge.
- c. To maximise opportunities for natural ventilation in development.
- d. To prevent further air pollution or disturbance to amenity of nearby residents from the use of open fire places and slow combustion stoves.

Controls

1. New residential dwellings, including a residential component within a mixed use building and serviced apartments intended or capable of being strata titled are to be accompanied by a BASIX Certificate and are to incorporate all commitments stipulated in the BASIX Certificate.
2. Buildings and developments not affected by BASIX are to achieve a 40% reduction of baseline potable water consumption. Where the building or development is water intensive (i.e. high water user), specific water conservation objectives must be resolved with Council.
3. Building design is to respond to local climate and site conditions with passive solar and ventilation measures to be incorporated into building design. High use work areas (such as offices) are to be positioned to maximise solar gain and natural ventilation.
4. Building envelopes, depths and internal layouts of all residential development is to facilitate natural ventilation.
5. Solid fuel heaters such as open fireplaces and slow combustion stoves are only permitted where they comply with the exempt development criteria for solid fuel heaters in Schedule 2 of the [Camden Local Environmental Plan 2010](#).

8.2 Stormwater and Construction Management

Objectives

- a. To manage stormwater discharge in a manner that minimises impacts on downstream receiving waters.
- b. To minimise soil erosion and siltation during construction and following completion of development.

Controls

1. A Stormwater Concept Plan is to be submitted with each building DA indicating how stormwater will be managed and disposed of. Drainage for individual developments shall be designed in accordance with the stormwater quality and quantity targets set by the DECC, Australian Rainfall and Runoff (1997), Geoscience Australia's publication Australian Rainfall and Runoff (2019) and Council's Engineering Design Specification. All subsurface drains are to be connected into the stormwater system within the site downstream of any water tanks.
2. All development shall be carried out in accordance with an approved Soil and Water Management Plan prepared in accordance with [Managing Urban Stormwater - Soils and Construction, Landcom 4th Edition March 2004 \('The Blue Book'\)](#).
3. Where properties fall away from the street and/or are unable to drain to a trunk drainage system, an easement for draining through downstream properties must be created in the subdivision plan.

8.3 Waste Management

Objectives

- a. To avoid the generation of waste through design, material selection and building practices.
- b. To encourage waste minimisation, including source separation, reuse and recycling.
- c. To ensure efficient storage and collection of waste and quality design of facilities.

Controls

1. A Waste Management Plan is to be submitted with all DAs with the exception of single dwelling housing or super lot subdivision applications. The Plan is to address:
 - how recycled material, rubbish and other waste generated by clearing, excavation and construction is to be stored and controlled;
 - the type and volume of water expected to be generated during construction; and
 - the method and location for the collection and disposal of waste.
2. All residential dwellings shall be provided with a garbage, recyclables and greenwaste service unless specifically exempted by Council.
3. All business and industrial operations are to provide adequate on-site waste storage facilities that are readily accessible and appropriately screened from view.
4. Development must demonstrate that the design takes into account refuse storage and collection without reducing the amenity of a dwelling or neighbouring lots.
5. Storage areas for rubbish bins are to be located away from the front of development where they have a significant negative impact on the streetscape, the visual presentation of the building entry and on the amenity of residents, building users and pedestrians.
6. For each dwelling house, an area adjacent to the kerb, suitable for the placement of waste bins for the weekly collection, should be available and shown on the landscape plan. The area shall be on evenly graded land, running parallel to the rear of the kerb and measure 3m x 0.9m. The area is to be clear of any obstructions up to a height of 3.9m above ground. Some medium density housing may allow for on verge waste collection dependent on the available space.
7. In instances where the location of a bin collection area is not able to be achieved in front of the dwelling, Council may request the provision of waste bin pads. If required, waste bin pads are to be located on either side of the road and installed adjacent to the back of the kerb. They are to be installed by the developer during construction of the subdivision with a maximum of 3 lots permitted per bin pad. The pads are to be clear of any obstructions up to a height of 3.9m above ground.
8. Subdivisions shall be designed to ensure garbage collection is not required to be undertaken from 4 lane sub-arterial roads. Subdivision design should only anticipate garbage collection from 2 lane sub-arterial roads where direct access to individual lots is proposed.

8.4 Site Facilities and Servicing

Objectives

- a. To ensure that adequate provision is made for site facilities.
- b. To ensure that site facilities are functional and accessible and are easy to maintain.
- c. To ensure that site facilities are thoughtfully integrated into development and are unobtrusive.

Controls

1. Underground services are required for all domestic serving utilities, including electrical services.

2. Garbage, mail box structures, service meters and the like are to be integrated with the overall design of buildings and/or landscaping.

8.5 Sex Services Premises and Restricted Premises

Objectives

- a. To ensure that sex services premises or restricted premises do not adversely affect neighbourhood amenity.

Controls

1. In determining an application for consent to carry out development for the purpose of a sex services premises or restricted premises, the Council must consider the following (in addition to any other matter that it is required by or under the EP& A Act to consider):
 - whether the operation of the sex services premises or restricted premises is likely to cause disturbance in the neighbourhood when taking into account other like premises operating in the neighbourhood or other land uses within the neighbourhood involving similar hours of operation;;
 - whether suitable access is available or is proposed to be provided to the sex services premises or restricted premises;;
 - whether a suitable waiting area is provided in the sex services premises or restricted premises so as to prevent clients loitering outside the premises;;
 - whether sufficient off-street parking is available or proposed to be provided, if appropriate in the circumstances;;
 - the design and external appearance of the building and any associated structure and their impact on the character of the surrounding built environment;;
 - the content, illumination, size and shape of any advertisement and distinctive external lighting;;
 - whether the operation of the sex services premises or restricted premises is likely to cause a disturbance in the neighbourhood because of its size and the number of people working in it;;
 - whether the operation of the sex services premises or restricted premises is likely to interfere with the amenity of the neighbourhood;; and
 - any other environmental planning matter that the Council considers relevant.

8.6 Safety and Surveillance

Objectives

- a. To ensure that the siting and design of buildings and spaces, through casual surveillance, decreases the opportunity for crime.
- b. To ensure that development encourages people to use streets, parks and other public places without fear of personal risk.

Controls

1. Buildings should be designed to overlook streets, lanes and other public or communal areas to provide casual surveillance. In the case of corner lots habitable windows are also be oriented to overlook the side street.
2. The design of all development, in particular, the public domain and community facilities is to enhance public surveillance of public streets and open space/conservation areas.
3. Appropriate design of publicly accessible areas (egeg. parks, footpaths, etc) encourages a sense of community ownership of open and public spaces.

4. For residential development, the use of roller shutters other than garages is not permitted on doors and windows facing the street. Any security railings must be designed to complement the architecture of the building.
5. Developments are to avoid creating areas for concealment and blank walls facing the street.
6. Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment.
7. All development should aim to provide casual surveillance of the street as a means of passive security. This should be achieved by maximising outlooks and views, but minimising the overlooking of neighbouring properties. Opportunities for casual surveillance from dwellings / studios are to be incorporated into the design of shared driveways and where rear access is proposed from laneways.
8. All developments are to incorporate the principles of Crime Prevention Through Environmental Design (CPTED). Development Applications for subdivision, public open space and community facilities may require a formal crime risk (CPTED) assessment as part of the EP&A Act 1979.

Part B

Site

Specific

DCPs

Turner Road Precinct

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Adoption Dates of Part B DCP Amendments

Part B of the DCP is proposed to incorporate the site specific DCP amendments. As each DCP amendment is adopted, **the** table below is to be updated. Appendix B sets out the matters to be addressed within Part B DCP for each special area.

Special Area	Date Adopted
B1 The Entertainment Precinct	20 May 2009 (amended 16 January 2018 and 27 August 2019)
B2 Riparian Protection Area	20 May 2009
B3 Turner Road Employment Area	26 August 2019
B4 The Neighbourhood Centre	11 November 2013

B1

The Entertainment Precinct

Turner Road Precinct
Development Control Plan

B1 The Entertainment Precinct

1 Introduction

1.1 Land to which this Part Applies

This part of the DCP applies to all development on the land shown at **Figure B1-1** cross hatched in red.

Figure B1-1 Land to which this part applies.



1.2 The Purpose of this Part

The purpose of this Part is to:

- establish the planning, design and environmental objectives and controls against which Camden Council will assess future development applications (DAs) for land within The Entertainment Precinct;
- provide the detailed planning and design controls for The Entertainment Precinct;
- provide a framework to facilitate high quality urban design outcomes, for the public and private spaces within the Precinct; and
- provide a structure for preferred land uses and activities within the Entertainment Precinct.

1.3 Structure of this Part

This Part is structured as follows:

- **Section 1:** sets out the administrative provisions of this section of the DCP.
- **Section 2:** sets out the vision and development objectives for The Entertainment Precinct.
- **Section 3:** outlines the access and movement requirements for The Entertainment Precinct.
- **Section 4:** outlines the design principles for the public domain for The Entertainment Precinct.
- **Section 5:** outlines the design principles for the land uses and built form for The Entertainment Precinct.

Notes: This Part B DCP contemplates that development may extend beyond the northern boundary of The Entertainment Precinct and that development within the Precinct may have an inter-relationship with future development to the north.

2 Vision and Development Objectives

2.1 Vision and Development Objectives

The vision and objectives are:

- a. To support the provision of a variety of recreation, entertainment, residential and support uses within the precinct;
- b. To provide the opportunity for the provision of support retail and commercial facilities within the precinct;
- c. To create a mixed-use entertainment, leisure, support retail and amenity services and residential precinct focused around and adjacent to the Entertainment Precinct;
- d. To ensure that the detailed design of the precinct is undertaken in a co-ordinated manner in order to achieve a high quality high-quality urban design outcome;
- e. To provide a structure for preferred uses and activities within the precinct;
- f. To provide a structure plan for the interface between the public and private domain that maximises the outlook and orientation for all uses;
- g. To reinforce the “hilltop” location of the precinct as a focal point for development within the locality;
- h. To reinforce the potential private and public domain vistas through the provision of a strong north south axis through the precinct;
- i. To provide and reinforce a strong visual link to the Gledswood Estate to the north of the precinct;
- j. To provide a structure for the management of transport and service vehicle access.

2.2 Controls

1. Development of The Entertainment Precinct is to respond to and demonstrate achievement of the design outcomes depicted in **Figures B1-2** and **B1-3**.
2. Development shall be generally consistent with the following development outcomes:

Layout

3. A central 20m wide north south axis is to be provided to the north of The Hermitage Way to protect and reinforce the view cone that broadens out down the valley towards the Gledswood Estate;
4. The location of buildings, streets and open spaces is to reinforce the central north south axis;
5. The secondary view axes align with the ridges to the north as depicted in **Figure B1-2**. These secondary axes are to be reinforced by the provision of 10m wide visual corridors within which can provide secondary access roads to service future development within the precinct; and
6. All development and built form that abuts the central north south axis are to address the axis alignment.

Public Domain

7. The central 20m wide north south axis is to form the focal point of the precinct with a public plaza or open area component;
8. Car parking can be provided within or under the central north south axis;
9. Building orientation and location is to maximise opportunities to utilise the available district views from the public domain areas;

Note: “Public Domain” in this Part of the DCP refers to areas that will be accessible to the public and not necessarily in public ownership.

Private Domain

10. Development should maximise the available northerly aspect and district outlooks;
11. Development must be located to reinforce the primary central axis and secondary axes;
12. Transparent elements 10m wide at ground level and above, such as atria or undercrofts, are to be provided in buildings within the precinct where a secondary view axis intersects with the proposed building location (**Figures B1-2 and B1-3**). Such transparent building elements are to retain and reinforce the visual linkages along the secondary alignments; and
13. The location of buildings at the northern extremity of the precinct shall ensure that a separation of 35m over the central north south axis is provided to ensure the expansive view cone to the north is reinforced (Refer to **Figure B1-2**).

Figure B1-2 Principle north south axis along the valley and secondary axes along the ridgelines providing view corridors and view cone.

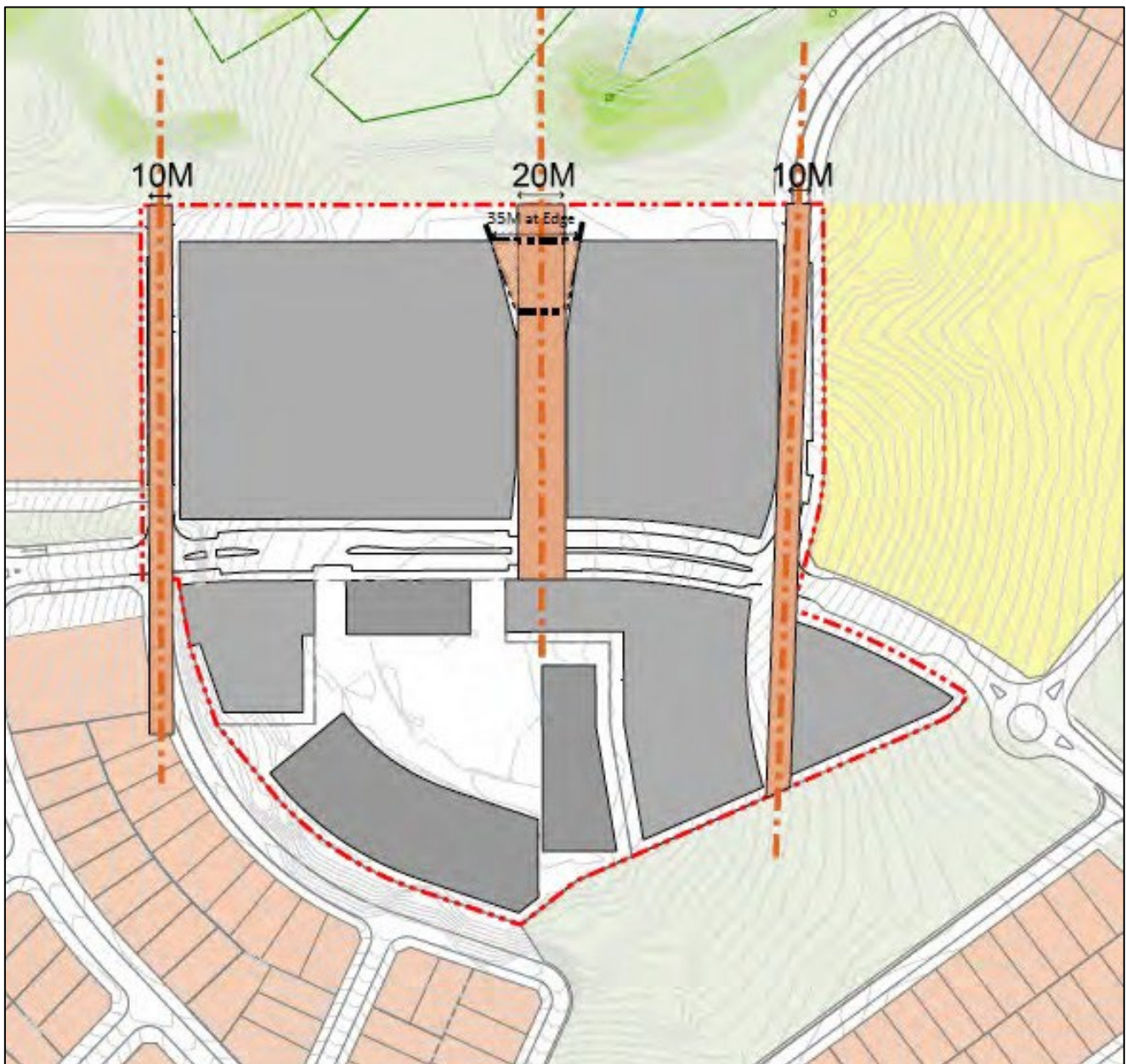
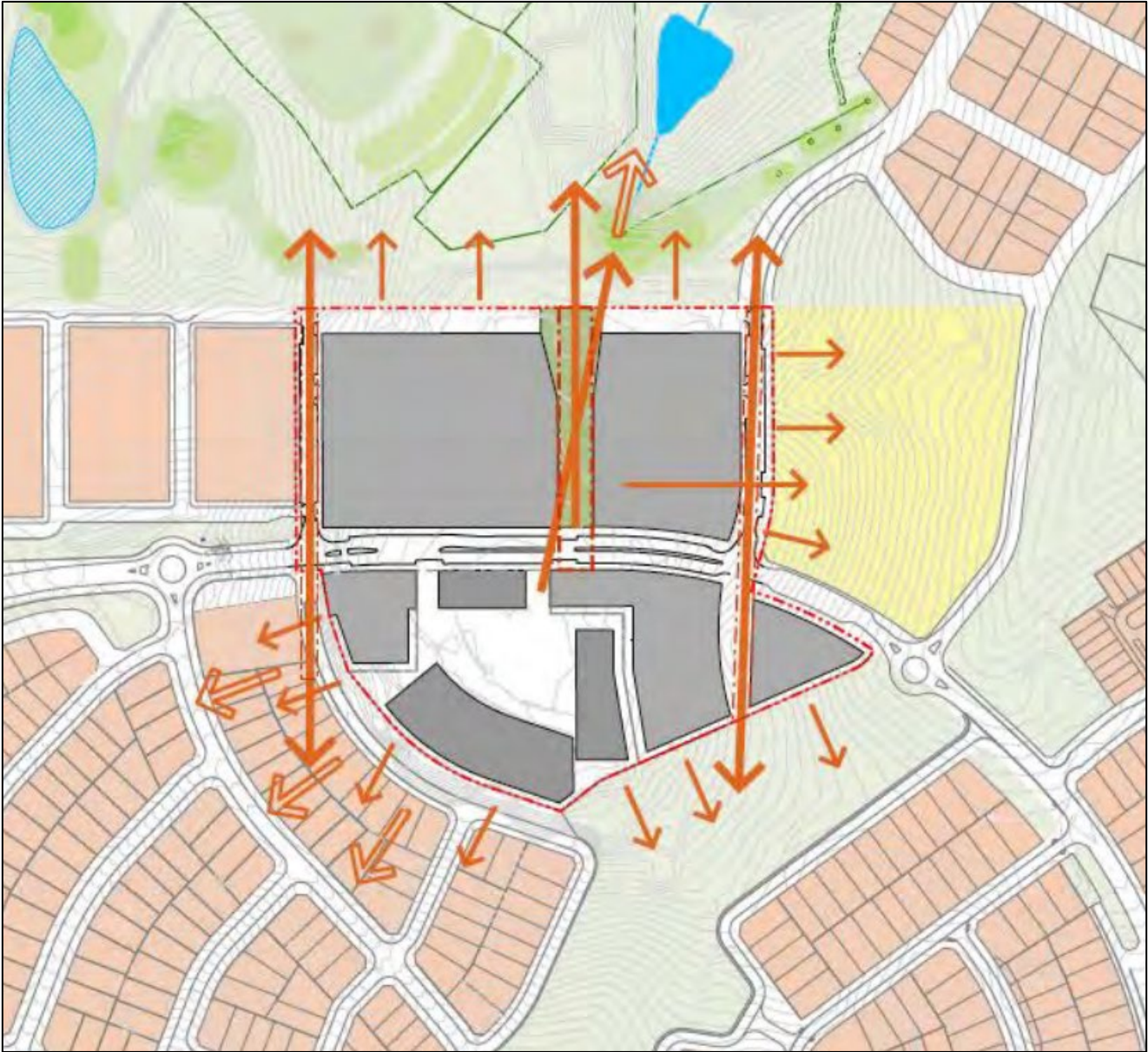


Figure B1-3 : Views and vistas available from The Entertainment Precinct.



3 Access and Movement

3.1 Introduction

Part A of the DCP identifies the arterial and sub-arterial road network for the whole of the Turner Road Precinct. This part of the DCP provides lower order circulation patterns to provide servicing for the future development within The Entertainment Precinct.

3.2 Objectives

The objectives for access and movement are:

- a. To Provide safe and clearly defined vehicular access points off The Hermitage Way;.
- b. To provide opportunities for servicing of future development that minimises the number of connections required onto The Hermitage Way;.
- c. To integrate pedestrian and cycle access options into the development of the Precinct;
- d. To ensure The Hermitage Way can accommodate public transport services;.
- e. To clearly delineate a transition into The Entertainment Precinct to signify the dominance of pedestrian traffic in the vicinity by the creation of a slow zone through The Entertainment Precinct;.
- f. To provide appropriately located car parking areas and on street car parking opportunities on The Hermitage Way that traverses the Precinct; and.
- g. To promote street activation through the provision of outdoor dining.

3.3 Controls

1. Development of The Entertainment Precinct is to respond to and demonstrate achievement of the design outcomes depicted in **Figures B1-4, B1-5, and B1-6**.
2. Development shall be generally consistent with the following design outcomes:

Layout

3. Two north-south access roads are to be provided along the secondary axes as shown in **Figure B1-4**. These access and service roads are to be located to provide rear service and access for development within the precinct and to minimise disruption and conflict with pedestrian circulation throughout the precinct by avoiding the need for individual site access points from The Hermitage Way;
4. The road treatment through The Entertainment Precinct is to incorporate appropriate traffic calming, threshold slow zones and pedestrian crossings to maximise pedestrian safety and amenity;
5. The provision of cycleways and pedestrian pathways are to be integrated into the precinct planning to provide safe and attractive options for users; and
6. The Hermitage Way is to be designed to accommodate public transport access and provision for bus stops.

Public Domain Treatment

7. The road reserve treatments are to be generally in accordance with Section 3.0 of Part A of this DCP, except where specific guidance is provided by this Part for The Hermitage Way and the north-south centre axis;
8. The treatment of The Hermitage Way through and within the precinct is to be in accordance with the typical layout at **Figure B1-5** and is to include an appropriate transition for the cycleways entering and exiting the precinct;

9. Footpaths along The Hermitage Way are to be designed to allow for the provision of future outdoor dining areas, including extended footpath widths between parking bays;
10. A break in the median along The Hermitage Way is permissible to facilitate vehicular access between The Hermitage Way and the existing country club on Lot 3 DP 1215911; and
11. The north south access roads are to comply with the minimum cross section requirements of Part A 3.0 of this DCP.

Private Domain

12. All development loading areas are to be serviced from the rear, away from The Hermitage Way and the north south axis; and
13. Driveways, service docks and waste storage areas are to be appropriately treated and designed to maximise safety and minimise their visual appearance and detract from the quality of the public domain environment.

Car parking provision

14. Car parking is to be designed and allocated to land uses in accordance with Camden Development Control Plan 2019.
15. Car parking for development within The Entertainment Precinct is ideally to be provided in below grade (i.e. undercroft or basement parking).
16. Any variations to proposed parking configurations within The Entertainment Precinct must consider the following:
 - minimise the impact of the visual appearance of car parking areas (i.e. where viewed from The Hermitage Way) to maintain the quality of the public domain environment;
 - parking areas (whether at-grade or multi-storey above ground) are to be appropriately treated, screened, landscaped and designed to maximise safety and passive surveillance opportunities; and
 - access to proposed car parking areas is to be generally in accordance with **Figure B1-4**.

Note: Development of The Entertainment Precinct is dependent upon improved access being provided to Camden Valley Way via the North Spine Road or by an appropriate alternative route.

Figure B1-4 Access configurations and cycleway provision.



Figure B1-5 Typical layout of The Hermitage Way road treatment.

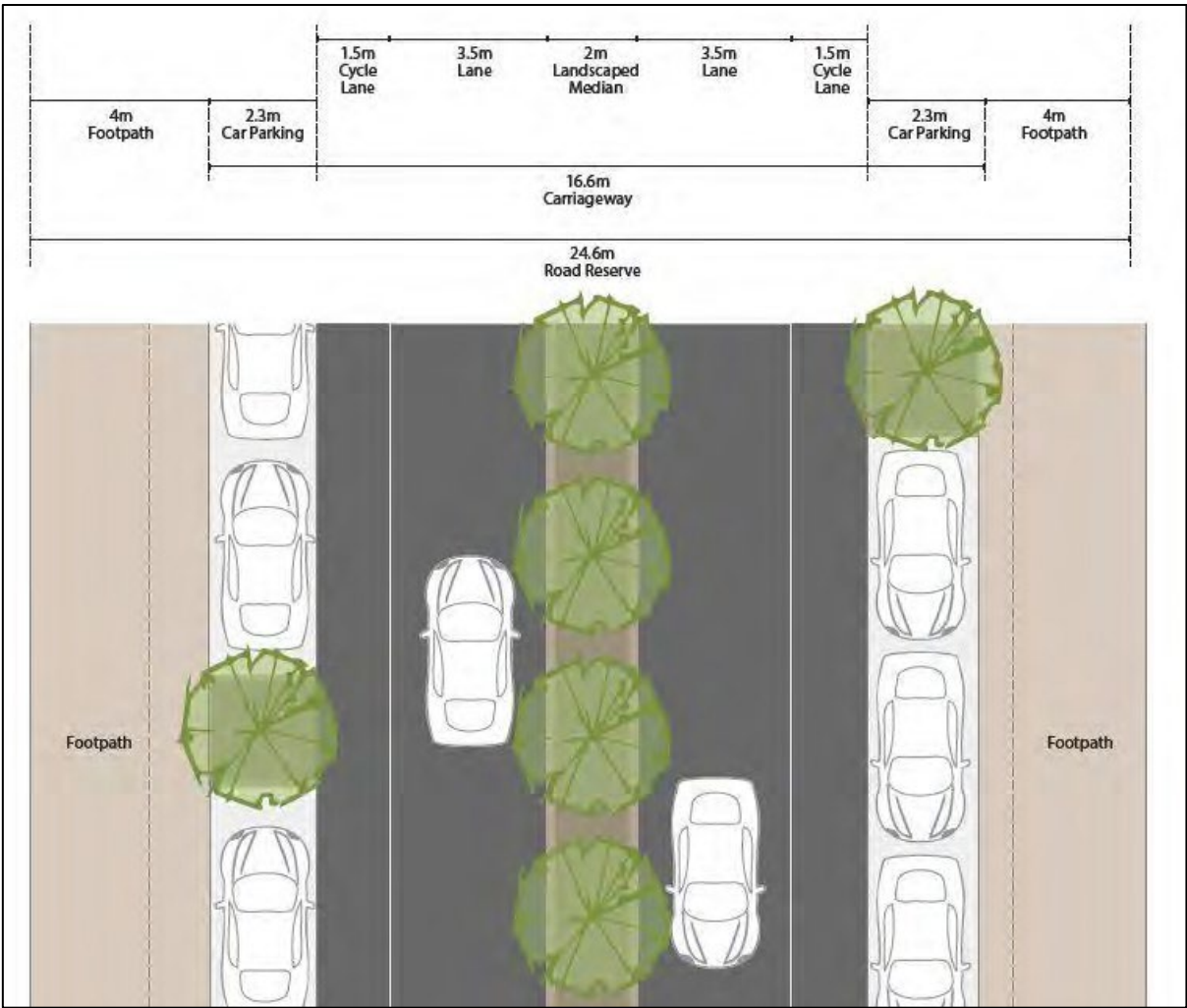
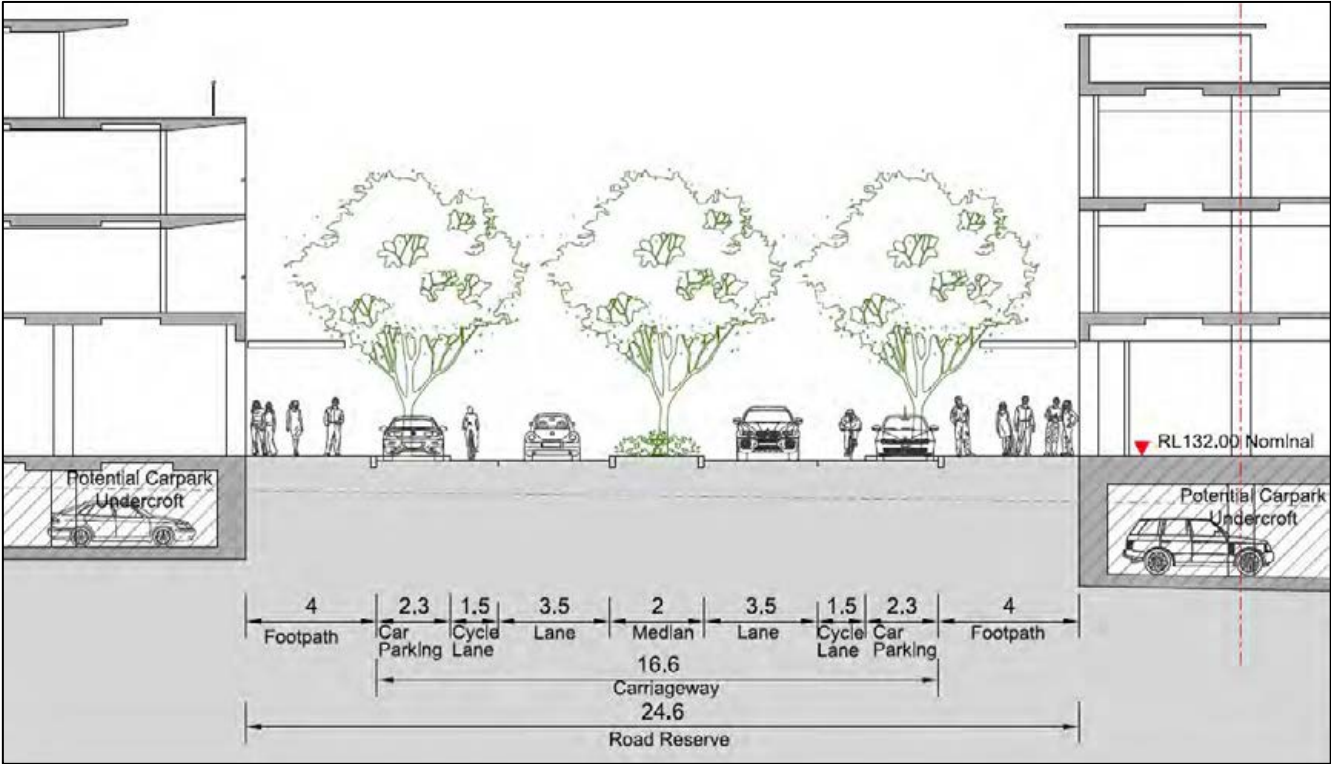


Figure B1-6 Indicative cross section of The Hermitage Way street treatment.



4 Public Domain

4.1 Introduction

For the purpose of this section of the DCP the public domain is taken to be areas that are open to be accessed, utilised and viewed by the public and includes areas such as footpaths, open landscaped areas, cycleways and circulation spaces whether or not they are owned by a public authority.

4.2 Objectives

The public domain objectives are:

- a. To create a vibrant and attractive precinct for entertainment, recreation, residential and support retail and commercial services;
- b. To create a civic space along the central north south axis as a central focus for the precinct;
- c. To create an area that encourages active and casual interaction;
- d. To create an entertainment and mixed-use precinct that is a focus for the needs and demands of future residents in the immediate and broader locality;
- e. To encourage pedestrian and cycle circulation through and around the precinct;
- f. To provide a combination of active and casual entertainment destinations and locations;
- g. To provide a built environment with strong visual linkages to the developed landscape of surrounding land uses;
- h. To provide open space areas that reinforce the division of the precinct into development quadrants that respond to the desire to provide strong visual linkages to the surrounding landscape.

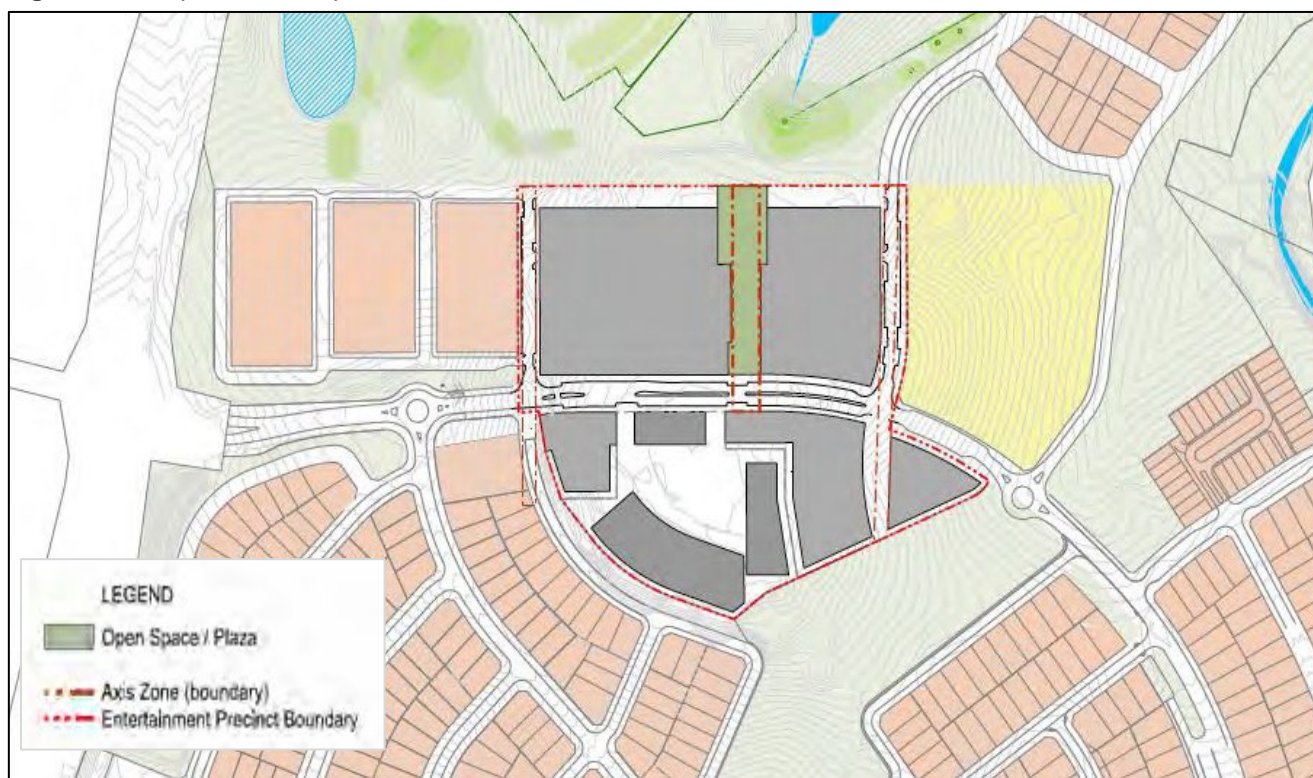
4.3 Controls

1. Development of The Entertainment Precinct is to respond to and demonstrate achievement of the design outcomes depicted in **Figures B1-6, B1-7 and B1-8**.
2. Development shall be generally consistent with the following outcomes:

Layout

3. Development is to provide open, unbuilt upon areas generally consistent with **Figure B1-6**.
4. The open unbuilt upon areas can be above car parking and vehicle circulation structures.
5. The layout of buildings is to respect and reinforce the required central and secondary axis alignments.
6. Open space areas should be configured to provide high levels of amenity and utility for adjoining development.
7. Development should be configured to provide casual surveillance of the open space areas to avoid the creation of unsafe environments.

Figure B1-7 Open unbuilt upon areas.



Public Domain Levels

8. The central north south axis and adjoining areas as depicted in **Figure B1-7** is to be provided at a preferred RL 132.00 with variation permitted between RL 131 and RL 133 (**Figure B1-7**).
9. The development of the precinct should grade down from the north-south axis to the perimeter of the precinct to respect the topography of the site and optimise district views.

Figure B1-8 Target contour levels.

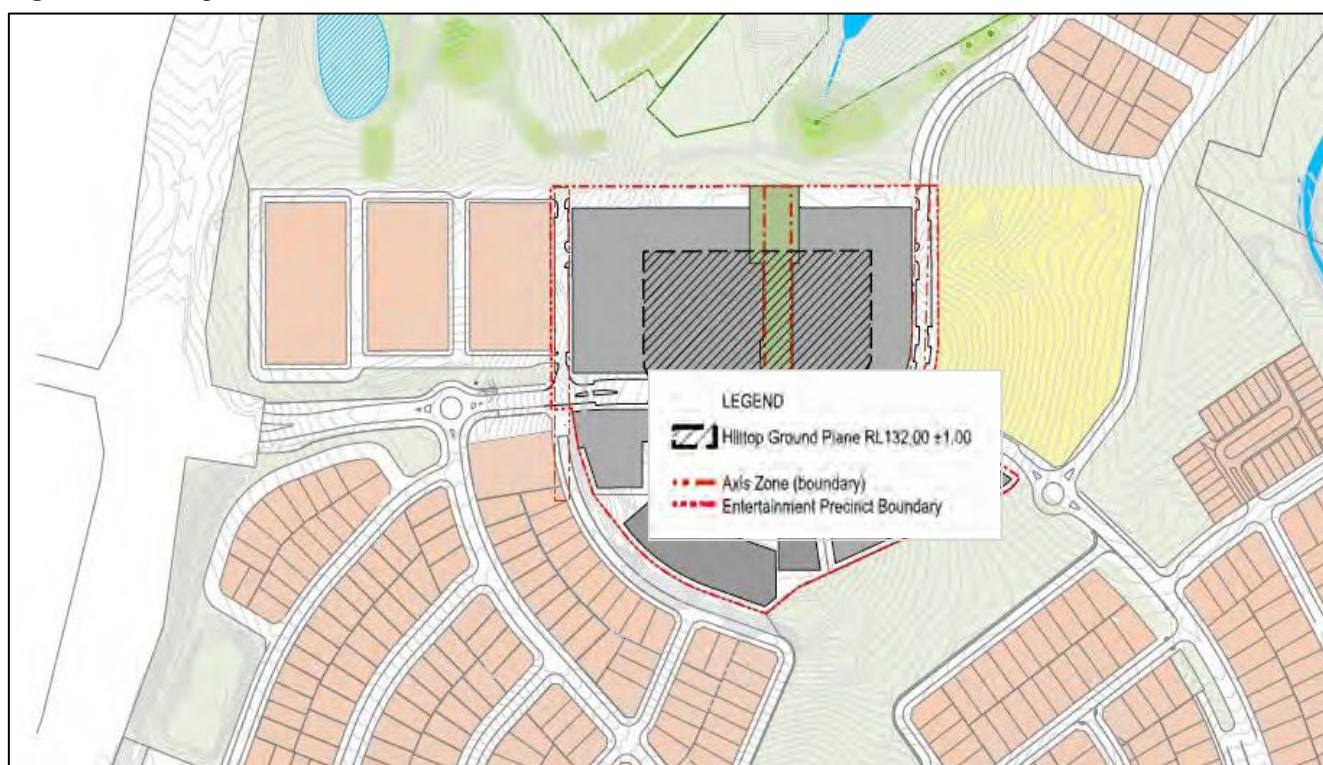


Figure B1-9 Typical east west section through quadrants 1 and 2.

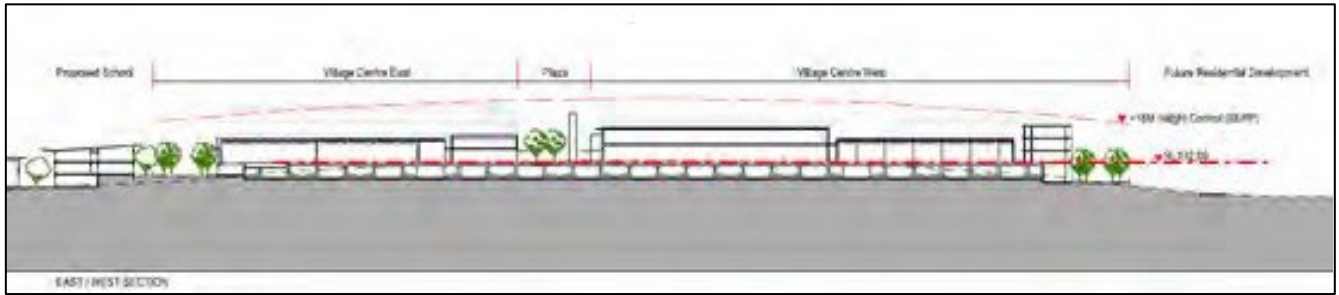


Figure B1-9 provides a typical cross section across the central East-West axis and the wider precinct to demonstrate the intended relationship of buildings and the public domain spaces. The typical section does not represent required building uses or forms but clarifies the relationship of built form to the central north south axis.

4.4 Public Domain Principles

A public domain and landscape palette is to be developed in conjunction with Camden Council prior to the commencement of any works in the public domain of the Entertainment Precinct.

The public domain and landscape palette is to address the following issues:

- Provision of a unifying landscape treatment for the precinct.;
- Guidelines for the provision of street furniture, paving treatments, signage and public art.;
- Integration of public domain landscaping with private domain landscaping.;
- Providing amenity and shaded areas.;
- Safety by design.

Note: The public domain and landscape palette may be an element of a broader urban design strategy for the entertainment precinct that addresses matters such as building materials and finishes and roof forms.

5 Land Use and Built Form

5.1 Objectives

The land use and built form objectives are:

- a. To provide a layout and configuration that reinforces the objectives and desired future character of the precinct;.
- b. To provide guidelines for the allocation of land uses that responds to the site characteristics and zoning that applies to the site;.
- c. To provide setback and orientation controls that reinforce the view axes and sight lines available from the precinct;.
- d. To provide setbacks that frame the public areas and provide an amenity and landscaped setting for residential development within the precinct; and.
- e. To encourage active street frontages in suitable locations.

5.2 Controls

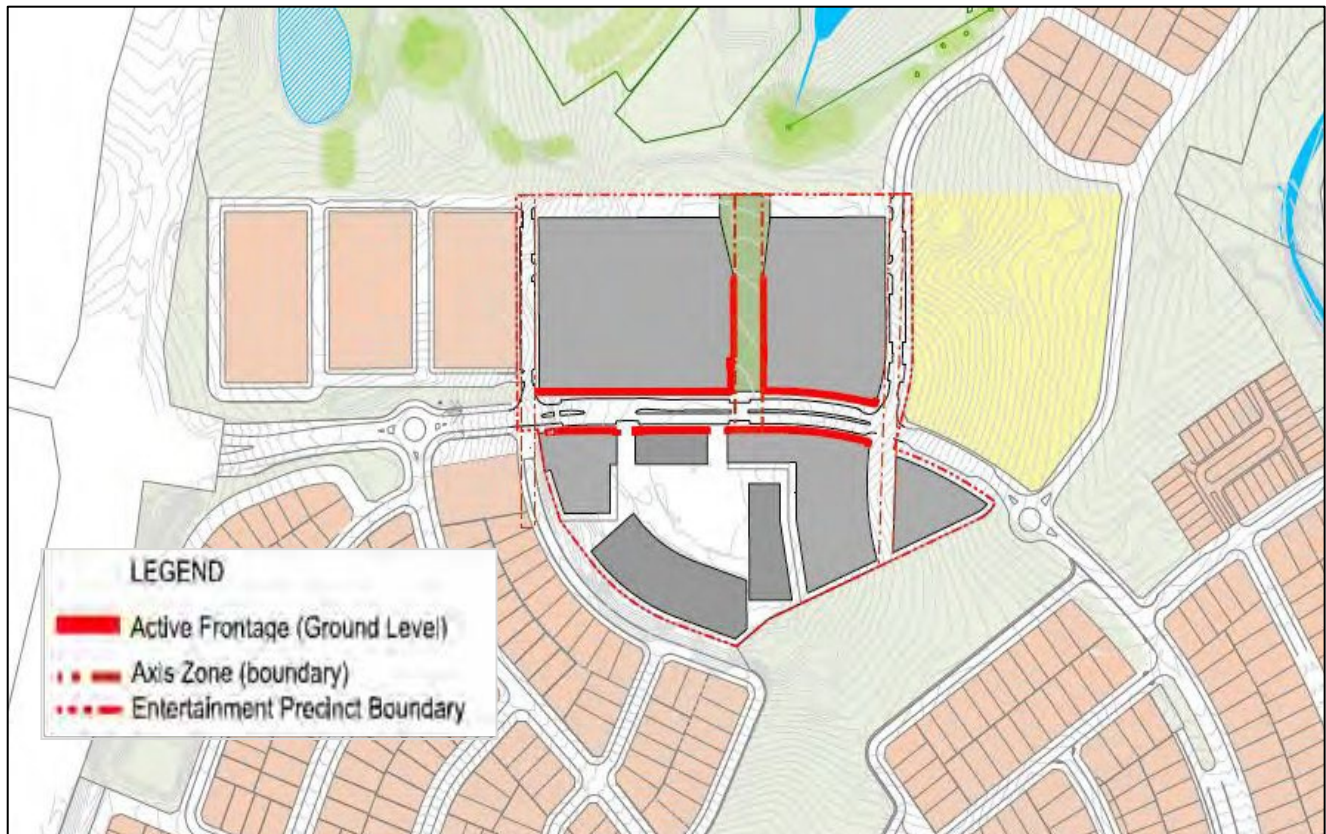
General Controls

1. The development of The Entertainment Precinct is to respond to and demonstrate achievement of the development outcomes depicted in **Figures B1-11, B1-12, B1-13, B1-14 and B1-15**.
2. Development within the precinct can contain a maximum aggregate of 3,500m² GLAR of “shop” premises;
3. All non-residential development must include a signage strategy that demonstrates the integration of business and building identification signage into the overall building design;
4. Any large format “shop” is to be located within zone 2 in **Figure B1-12**; and.
5. Development shall be generally consistent with the following outcomes:

Active Frontages

- Active frontages are to be provided generally in accordance with **Figure B1-11**;
- A building has an ‘active street frontage’ if all premises on the ground floor of the building facing the street or the north-south plaza are primarily used for the purposes of business premises or retail premises. This doesn’t preclude other uses such as residential, community facilities or entertainment, provided they are designed to create a positive relationship with the street and public domain;
- An active street frontage is not required for any part of a building that is used for any of the following:
 - entrances and lobbies (including as part of mixed- use development);
 - access for fire services; and
 - vehicular access.
- Where an active street frontage is not identified, buildings are to be designed to create a positive relationship with the street and public domain. Buildings are to be articulated through architectural treatments and materials.

Figure B1-10 Active frontages.



Land uses within the precinct

The Entertainment Precinct is divided into four development zones (**Figure B1-12**) comprising of:

- **Zone 1** – North;
- **Zone 2** - Central;
- **Zone 3** – South West; and
- **Zone 4** – South East.

The preferred land uses within each zone are provided below and grouped into land use categories. This will allow for the flexible delivery of permissible uses in accordance with the State Environmental Planning Policy (Western Parkland City SEPP) 2021. All land uses must demonstrate that the key built form objectives and principles to reinforce the axis alignments through the precinct are achieved.

Development Sequence

The north south central axis, indicative east-west service road and The Hermitage Way divide the precinct into four development zones. The development of these zones can be undertaken in any sequence. Completion of any zone is not a pre-requisite for the commencement of development within any other zone.

Zone 1

Preferred land uses: Residential, retail/commercial (adjoining open space/ plaza area)

Zone 2

Preferred land uses: mixed Mixed-use development – which may include entertainment, community, commercial, retail, residential and car parking.

Zone 3

Preferred land uses: Club, mixed use development – residential (including seniors housing), retail (maximum aggregate GLAR of “shop” space of 350m² on Lot 3 DP1215911), commercial (i.e. business and office premises).

Zone 4

Preferred land uses: Mixed use development – which includes retail, commercial and residential.

Figure B1-11 Quadrants within The Entertainment Precinct



Public Domain Relationship

Development in Zones 1 or 2 is to:

- Provide articulation / special treatment to identify the entry lobby;
- Provide transparent elements where a view axis intersects with the building (e.g. atrium, under-croft);).
- Utilise transparent materials to provide sightlines into internal public spaces (e.g. atrium);).
- Cloister or awning treatments are required to provide shading to public domain. The awning or cloister is to provide a minimum 2.0m overhang encroachment;
- Where a building frames a view axis a straight-edge treatment is required to the perimeter of the building along that alignment (**Figure B1-14** and **Figure B1-15**);).
- Buildings located on the primary building alignments as identified under **Figure B1-14** are to be a minimum height of three storeys and are to be built on a nil setback to the street edge.
- Incorporate shading to the central street north south axis public domain with either extended eave lines or a lower level awning/cloister structure treatment.
- Blank walls are to be avoided.
- Any community building should be of flat roof design incorporating shade structures to facilitate a number of different uses.
- Buildings should avoid the use of traditional hipped or gabled roof forms and be of single pitch or multi- pitch roof design. Alternate roof shapes may be considered on a merit basis.

Development in Zone 3:

- Buildings located on the primary building alignments as identified under **Figure B1-14** are to be a minimum height of three storeys and are to be built on a nil setback to the street edge.
- Any fifth (or more) storey is to be setback a minimum of 3.6m from the street edge to The Hermitage Way.
- Any fifth (or more) storey element on the eastern boundary within Lot 3 DP1215911 (the existing club) is to be setback a minimum of 3.6m from the floor below along its eastern side to provide an appropriate transition to the eastern boundary.
- Buildings along the southern boundary are to step down in height to the southern boundary to protect the amenity of the adjacent residential land to the south and south-east in terms of overshadowing and visual dominance.
- The building located on the southern boundary on Lot 3 DP1215911 (the existing club) is to be a maximum height of 2 storeys and provide a landscaped setback in accordance with **Figure B1-15** to mitigate visual and acoustic impacts on adjoining residential development to the south and south-west.
- All new commercial premises are to comply with Council's Environmental Noise Policy, the EPA's Industrial Noise Policy and where applicable, the Office of Liquor and Gaming Regulations standard conditions.

Residential flat buildings and multi dwelling housing

Residential flat building or multi dwelling housing in any zone is to:

- recognise the importance of view lines to vistas and district views;
- provide transparent elements where view axis intersects with the building (e.g. atrium, under-croft);
- buildings should frame the view axis by referencing or aligning with the axis boundary;
- the use of integrated balconies is preferred. The use of cantilevered balconies may be considered on a merit basis;
- provide eaves to shade upper balcony areas. Large eave overhangs are encouraged for architectural expression and enhanced passive solar design;
- apartment buildings should avoid the use of hipped or gabled roof forms and should be of single pitch or multi-pitch design;
- blank walls are to be avoided;
- parking is to be provided below grade where possible. Alternatively, other parking configurations may be provided but are to be appropriately treated and designed to maximise safety and minimise their detracting from the quality of the public domain environment;
- private dwellings should provide casual surveillance to public domain areas;
- private dwelling entry points should respect and respond to adjoining public domain areas.; and
- address the requirements of Section 7.12 of Part A of this DCP.

Private domain building form

Figure B1-13 represents indicative developable zones and not necessarily the form and scale of buildings.

Figure B1-12 Developable zones.



Building alignment and setbacks

Buildings are to reflect the setbacks and alignments allocated in **Figures B1-12 and B-13**. The setbacks required are to be measured from the lot boundary fronting the public roads created by future subdivision and development.

Figure B1-14 identifies building edge locations where buildings should be designed to reinforce the axis alignments created through the precinct and the locations where buildings should front and address these edges.

Figure B1-13 Primary building alignments.

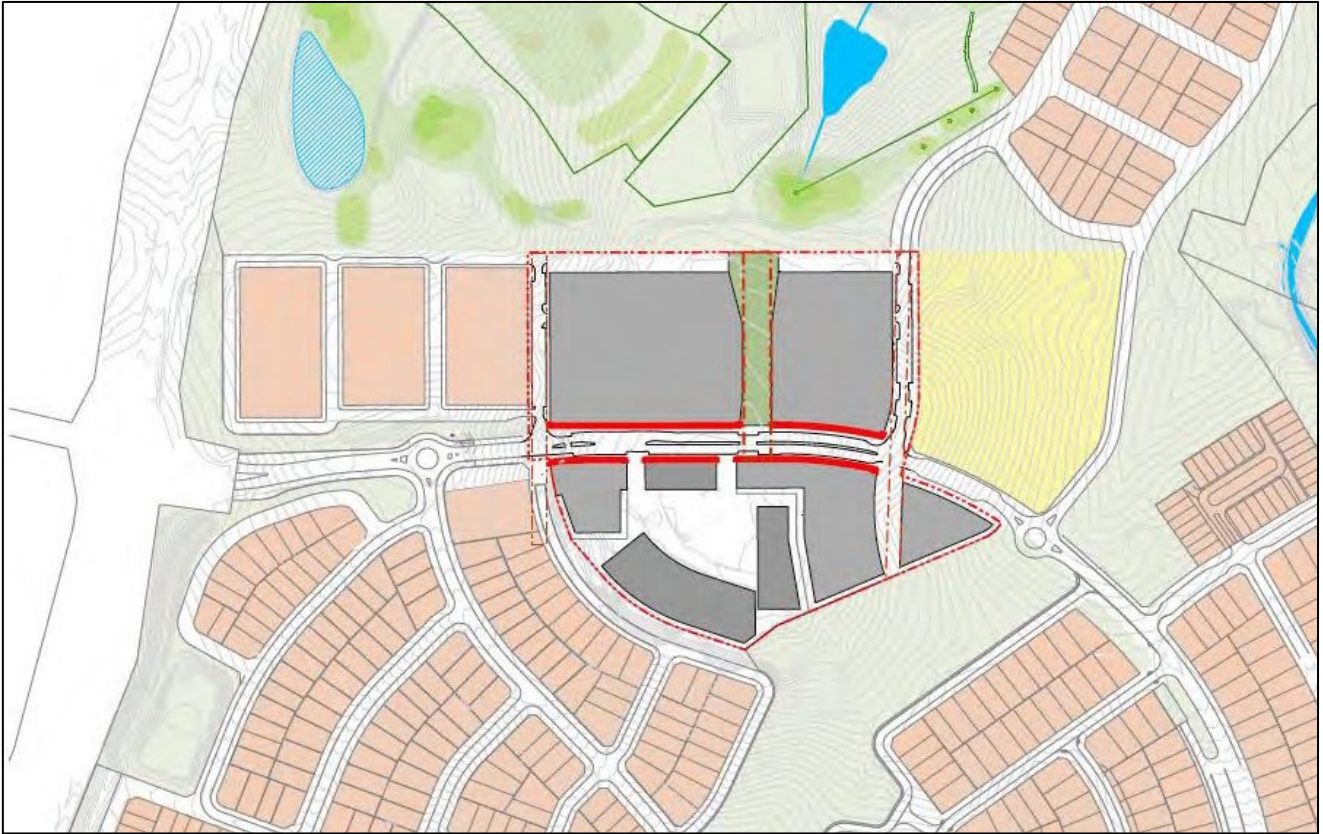
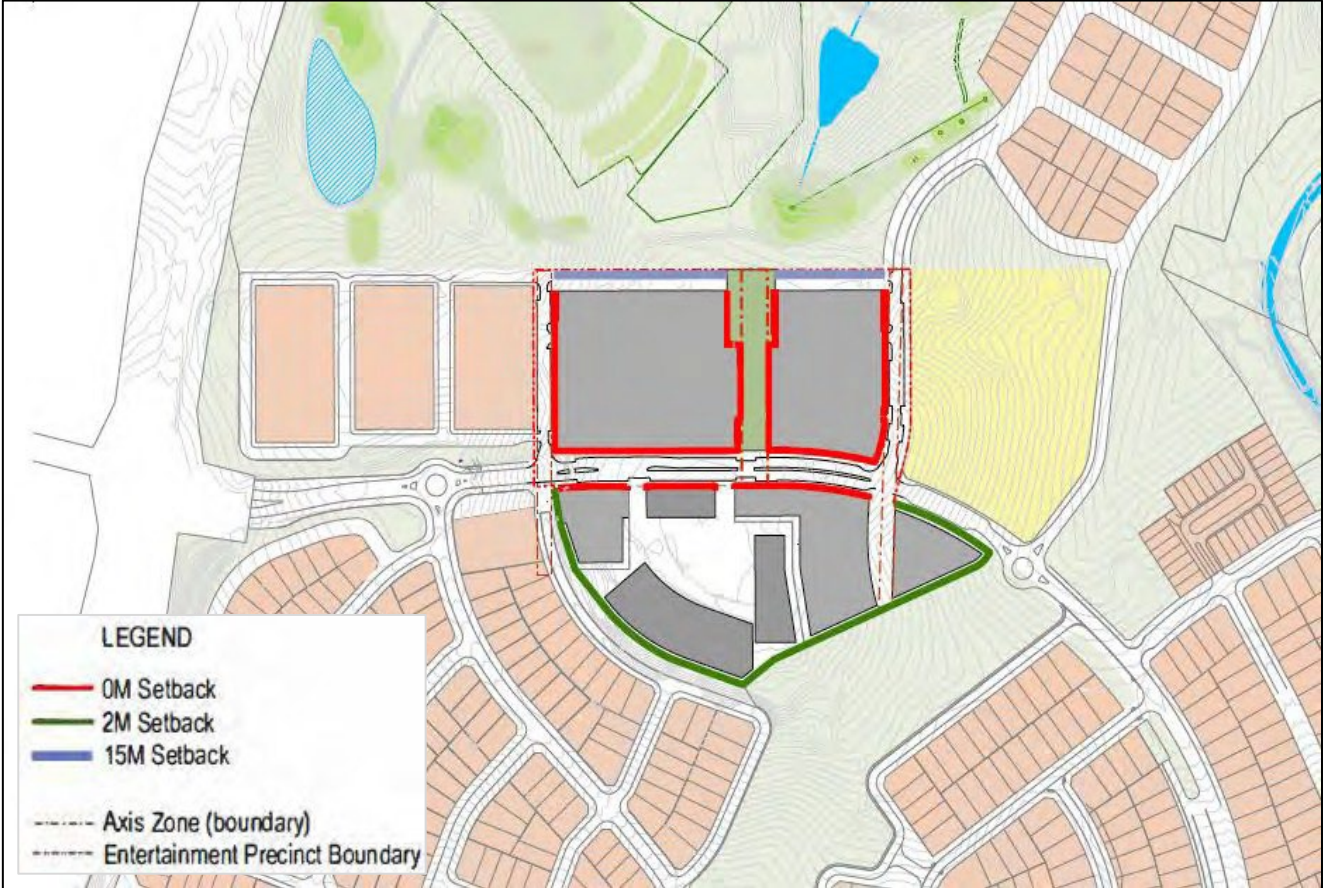


Figure B1-14 Building setbacks.



Materials finishes and colours

All applications for the construction of new buildings are to include a proposed schedule of materials and finishes. Any schedule of materials and finishes is to demonstrate that the following concepts are achieved.

- tripartite stratification of building elements (e.g. Base, middle, top-roof); and
- distinct identities for retail/community uses as compared with residential uses.

Environmental Management in non-residential development

Applications for non-residential buildings are encouraged that are ecologically sustainable and minimises waste production. As a minimum this is to be demonstrated by all development for non-residential purposes being required to achieve a minimum 4 star4-star rating under the Australian Building Greenhouse Rating (ABGR) scheme.

B2

Controls for Land Containing a Riparian Protection Area

Turner Road Precinct
Development Control Plan

B2 Controls for Land Containing a Riparian Protection Area

1 Introduction

1.1 Land to which this Part Applies

This Part applies to the land zoned C4 Environmental Living or RE2 Private Recreation that contains a riparian protection area, as shown in **Figure B2-1**.

1.2 Purpose of this Part

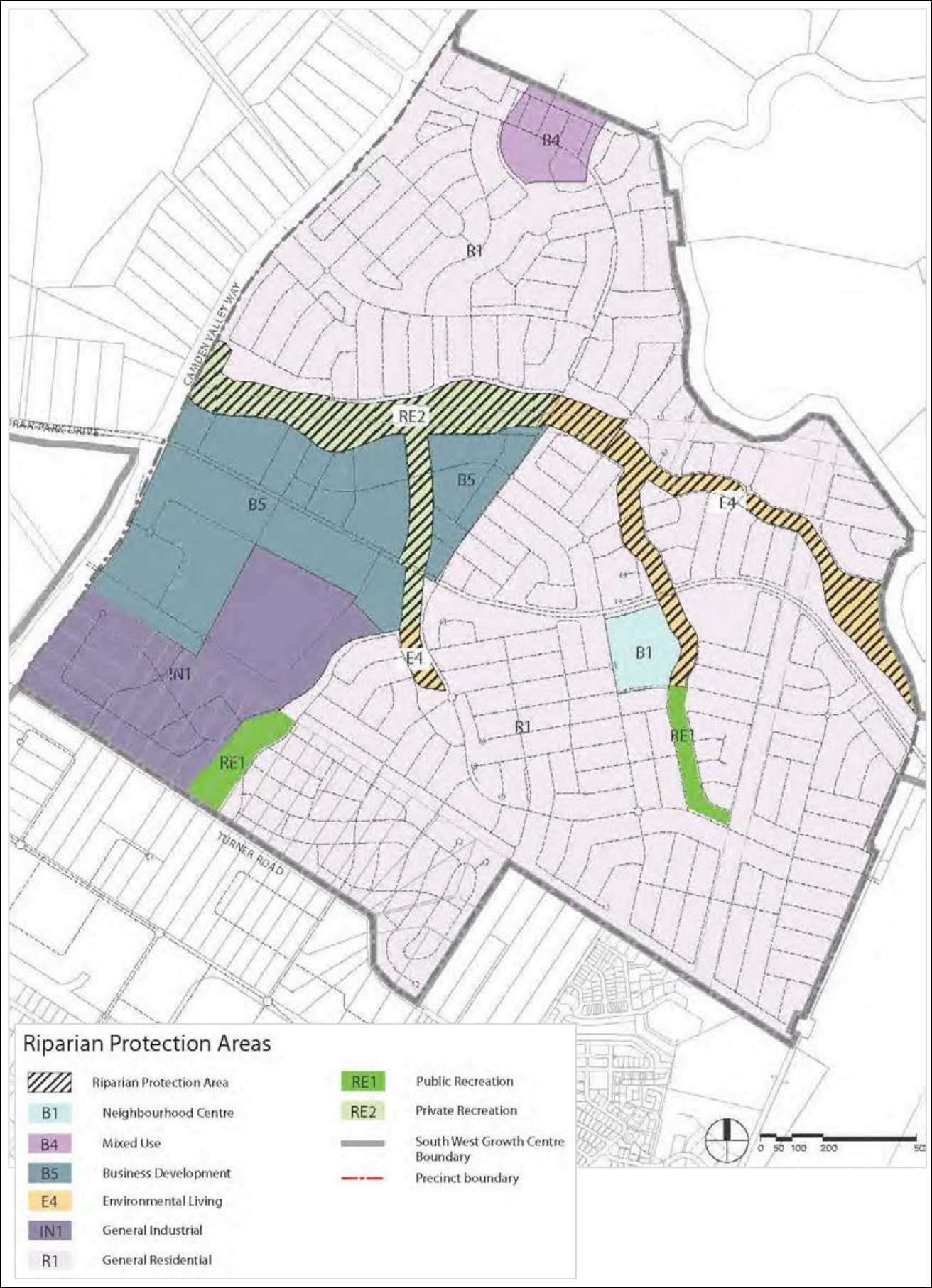
The purpose of this Part is to set the outcomes and requirements for permissible development on land containing a riparian protection area in the Turner Road Precinct.

1.3 Structure of this Part

This Part is structured as follows:

- **Section 1:** provides an introduction to the Part.
- **Section 2:** establishes the desired outcomes for riparian protection area.
- **Section 3:** outlines the controls for preferred development.
- **Section 4:** outlines the controls for alternative development.
- **Section 5:** outlines the controls for the riparian protection area.
- **Section 6:** provides maintenance, monitoring and completion procedures.

Figure B2-1 Land containing a riparian protection area.



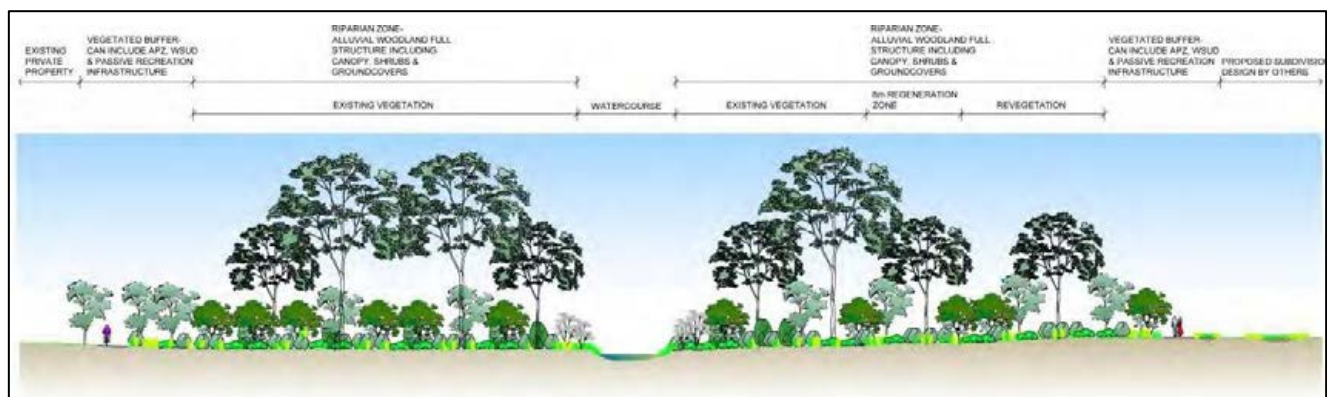
2 Outcomes

2.1 Outcomes for Category 1 Watercourses

The following outcomes must be achieved for all waterfront land relating to Category 1 watercourses as identified in the Oran Park and Turner Road Waterfront Land Strategy as demonstrated in **Figure B2-2** below:

- Outcome 1:** To maintain and improve the natural functions of the watercourse and its aquatic and terrestrial qualities and provide a continuous, vegetated riparian corridor for the movement of flora and fauna species through and beyond the catchment.
- Outcome 2:** To maintain and improve the viability of native riparian vegetation.
- Outcome 3:** To provide a continuous, viable Core Riparian Zone (CRZ) which emulates the native vegetation communities in the area to facilitate a stable watercourse, while allowing limited opportunities for vegetated dry basins in a manner that does not reduce the function of the CRZ.
- Outcome 4:** To provide a protecting Vegetated Buffer (VB) either side of the CRZ, to protect the environmental integrity of the CRZ from weed invasion, micro-climate changes, litter, trampling and pollution by emulating the native vegetation communities in the area, while allowing limited passive recreation, open space and water quality treatment in a manner that does not reduce the function of the CRZ.
- Outcome 5:** To recognise that the riparian protection areas are located within urban contexts and provide, in addition to their environmental benefits, valuable amenity, character, landscape and open space benefits to the people who live, work and play in the local area.
- Outcome 6:** Any realigned watercourse must meet all of the above outcomes.

Figure B2-2 Illustration of a category 1 watercourse that achieves the outcomes of this strategy. Source: GHD.

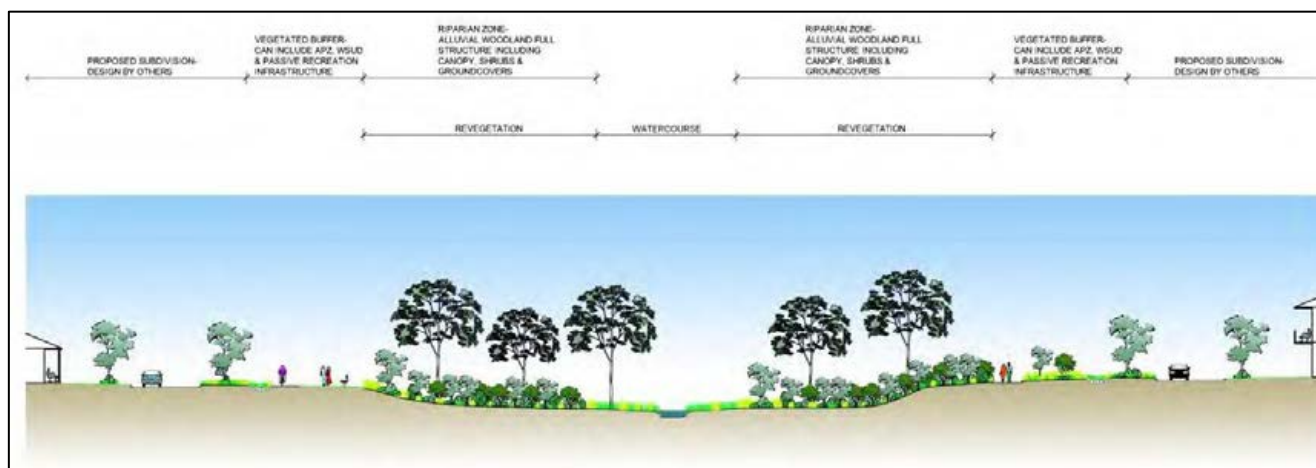


2.2 Outcomes for Category 2 Watercourses

The following outcomes must be achieved for all waterfront land relating to Category 2 watercourses as identified in the Oran Park and Turner Road Waterfront Land Strategy as demonstrated in **Figure B2-3** below:

- Outcome 1:** To maintain and improve the natural functions of the watercourse and its aquatic and terrestrial qualities and provide a continuous, vegetated riparian corridor for the movement of flora and fauna species through and beyond the catchment.
- Outcome 2:** To maintain and improve the viability of native riparian vegetation.
- Outcome 3:** To provide a continuous, viable CRZ which emulates the native vegetation communities in the area to facilitate a stable watercourse, while allowing limited opportunities for vegetated dry basins in a manner that does not reduce the function of the CRZ.
- Outcome 4:** To provide a protecting VB either side of the CRZ, to protect the environmental integrity of the CRZ from weed invasion, micro-climate changes, litter, trampling and pollution by emulating the native vegetation communities in the area, while allowing limited passive recreation, open space and water quality treatment in a manner that does not reduce the function of the CRZ.
- Outcome 5:** To recognise that the riparian protection areas are located within urban contexts and provide, in addition to their environmental benefits, valuable amenity, character, landscape and open space benefits to the people who live, work and play in the local area.
- Outcome 6:** Any realigned watercourse must meet all of the above outcomes.

Figure B2-3 Illustration of a Category 2 watercourse that achieves the outcomes of this strategy. Source: GHD.

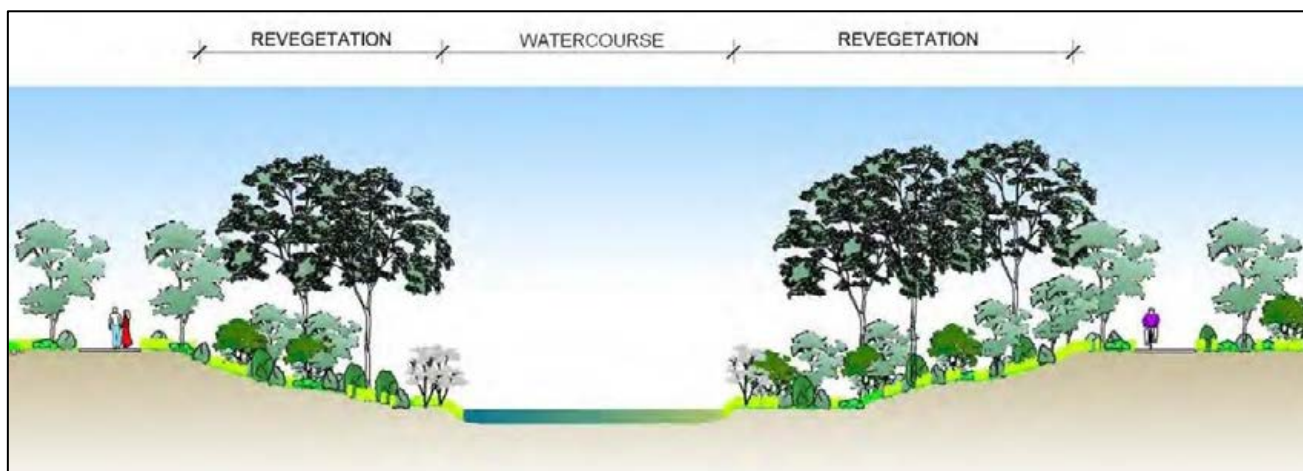


2.3 Outcomes for Category 3 Watercourses

The following outcomes must be achieved for all waterfront land relating to Category 3 watercourses as identified in the Oran Park and Turner Road Waterfront Land Strategy as demonstrated in **Figure B2- 4** below:

- Outcome 1:** To retain, maintain and restore where possible the natural functions of the watercourse including bed and bank stability to protect local water quality.
- Outcome 2:** Where the natural functions of a stream are proposed to be retained and restored, a continuous, viable CRZ which emulates the native vegetation communities in the area is to be provided to facilitate a stable watercourse.
- Outcome 3:** Where it is not possible to retain the natural functions of a stream, an engineered solution to the watercourse will be considered subject to the proposed development satisfactorily demonstrating minimal impacts on downstream riparian protection areas.

Figure B2-4 Illustration of a Category 3 watercourse that achieves the outcomes of this strategy. Source: GHD.



3 Controls for Preferred Development

1. This section applies to development on land containing a riparian protection area that is generally consistent with the Indicative Layout Plan in Part A of this DCP. This section applies to the land adjacent to the riparian protection area only. Section 5.0 contains controls for development within the riparian protection area.
2. Development to which this section applies will, in most circumstances, consist of roads or drainage or open space. In some cases, small areas of residential, commercial or industrial land immediately abuts riparian protection areas. Compliance with the relevant sections of Part A of this DCP is required.
3. For those areas where residential, commercial or industrial land immediately abuts a riparian protection area (as shown on the Indicative Layout Plan), development shall be located and designed to achieve a satisfactory interface with the riparian protection area. Consideration must be given to issues such as surveillance of the riparian protection area, built form and design, landscaping, activation of interfaces, where appropriate, and protection from bushfire threat.
4. Council may consider additional areas of residential, commercial or industrial land immediately abutting a riparian protection area as being generally consistent with the Indicative Layout Plan (and therefore being preferred development) where the development is designed to achieve a satisfactory interface with the riparian protection area. The considerations in sub-clause (3) above will apply.
5. Where a proposed development is not generally consistent with the Indicative Layout Plan, Section 4.0 shall apply. Minor variations from the Indicative Layout Plan may be considered to be generally consistent with the Indicative Layout Plan (refer to Sections 1.4 and 2.1 of Part A of this DCP).

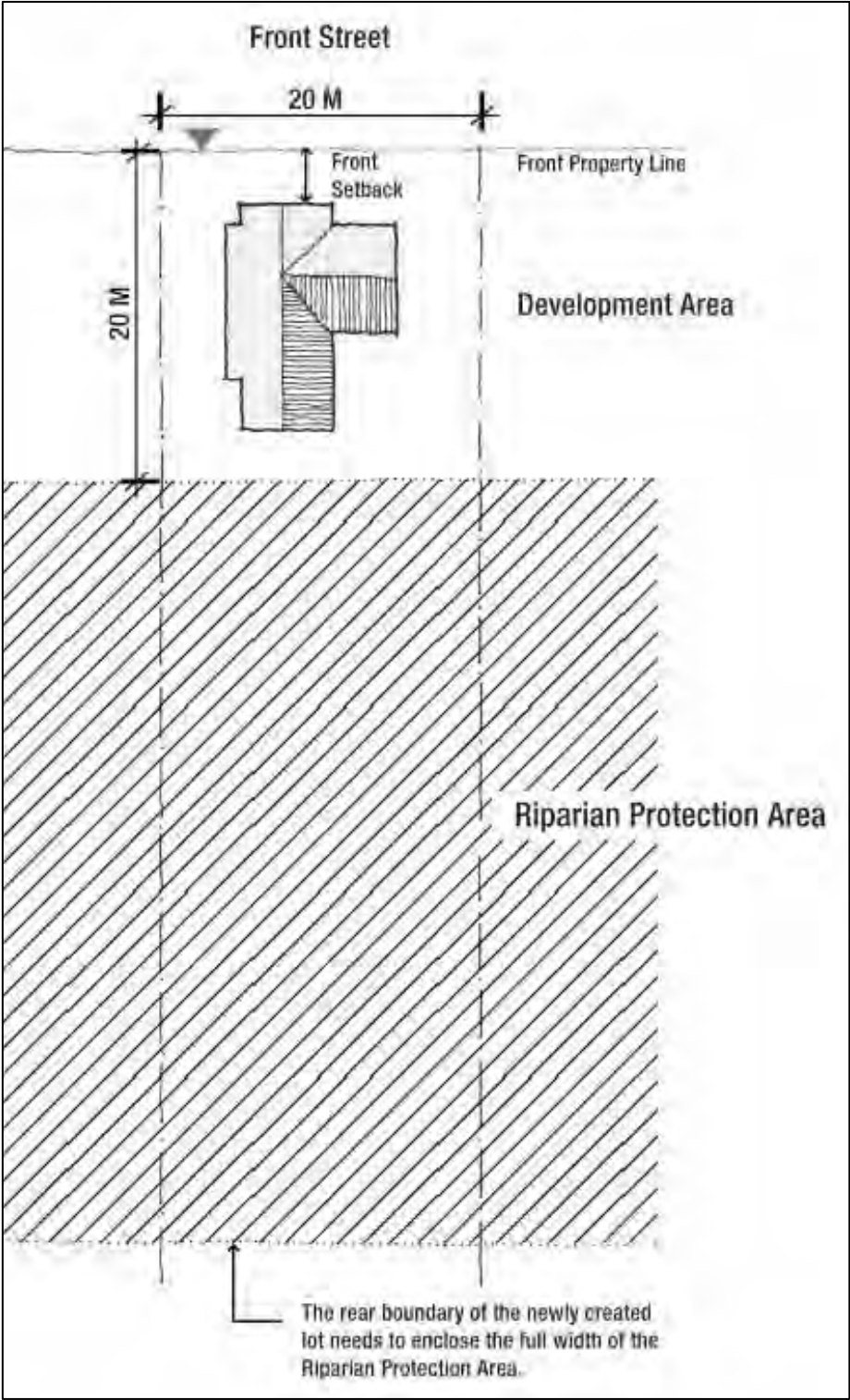
Note: Where the preferred development takes place and the riparian protection area is secured by way of public ownership or other on-going management regime, such as a Section s88B restriction on title, the riparian protection area may be rezoned to the C2 Environmental Protection Conservation Zone and the remaining land currently zoned C4 or RE2 may be rezoned to be consistent with the adjoining zone.

Note: Where a Plan of Management (pursuant to Division 2 of Part 2 of Chapter 6 of the Local Government Act) is prepared for open space adjacent to a riparian protection area, the Council shall ensure that the Plan of Management has regard to and complements the riparian objectives of the adjoining land. For all other land adjoining riparian protection areas (including road verges), consideration should be given to a landscape strategy that will not detrimentally affect the riparian protection area.

4 Controls for Alternative Development

1. This section applies to development on land containing a riparian protection area that is not consistent with the Indicative Layout Plan in Part A of this DCP. This section applies to the land adjacent to the riparian protection area only. **Section 5.0** contains controls for development within the riparian protection area.
2. Development to which this section applies must be designed in a manner that ensures the orderly and coordinated development of the land and to achieve a sustainable outcome for the riparian protection area.
3. To reduce fragmentation, new lots in the Riparian Protection Area must include the full width of the riparian protection area within the Precinct. Where the full width of the riparian protection area extends outside of the precinct, the centreline of the watercourse shall form the boundary of the new lots. Fencing will not be permitted on this boundary. See clause (13) in **Section 5.0** for more controls relating to fencing in riparian protection areas.
4. Residential development is restricted to single detached dwellings on lots with a minimum area of 1000 m² and minimum frontage (width) of 20 metres.
5. Dwellings are to be located wholly outside the riparian protection area as shown in **Figure B2-5** below.
6. Non-residential development, including all structures and open space areas proposed on land zoned RE2 are to be principally located outside of the riparian protection area. See clause (3) in Section 5.0 for more controls relating to land uses within the vegetated buffer of the riparian protection area.
7. Where the full width of the riparian corridor is contained within the precinct, a perimeter road including pedestrian and cycle paths shall be provided on the opposite side of the riparian protection area to the developable area of the lot. Where the full width of the riparian protection area extends outside of the precinct, local open space shall be located at intervals of no less than 600m along the riparian corridor to provide opportunities for public access to land adjacent to the riparian protection area. Pedestrian and cycle paths shall be located within these local open space areas and shall connect the local open spaces to each other.
8. Buildings in the developable area of the land containing a riparian protection area must either be set back the required distance from the riparian protection area or be designed and constructed in accordance with the [Planning for Bushfire Protection Guidelines 2019](#) (and subsequent revisions of this document). See clause (4) in Section 5.0 for more controls relating to asset protection zones within the vegetated buffer of the riparian protection area.
9. Fencing between developable area and riparian protection area is permitted, subject to the fencing being designed to prevent pet or weed invasion into the riparian protection area. Signage shall be placed on the fencing to discourage access into the riparian protection area by people for recreational purposes or other purposes not associated with the maintenance of the riparian protection area.

Figure B2-5 Location of dwellings in Riparian Protection Areas.



5 Controls for the Riparian Protection Area

1. Development on land to which this section applies must achieve the outcomes identified in Section 2.0 and comply with the requirements of this Section.
2. The Core Riparian Zone (CRZ) and the Vegetation Buffer (VB) are to remain, or become vegetated, with local native vegetation (trees, shrubs and groundcover species). Non-local native vegetation may be considered by Council if it is demonstrated that the proposed planting scheme will not compromise the achievement of the outcomes identified in Section 4.0.
3. Passive recreation use, or open space uses (e.g. walking and cycle paths, seating, interpretive signage) cannot exceed 40% of the area of the VB and must be designed to ensure no reduction in the function of the CRZ. The maximum 40% area should generally be located along the outer edge of the VB, however where landform or design dictates, the 40% area may meander through the VB.

Where the 40% area meanders towards the CRZ it should generally come no closer than 4m to the outer edge of the CRZ, unless the applicant can demonstrate that the outcomes for the riparian protection area will be achieved. Consideration should be given to the location of the watercourse within the CRZ when determining the proximity of the 40% area to the CRZ. The 40% area shall be applied on an individual DA basis and shall not be accumulated across DAs. Consideration should be given to aligning the location of the 40% area with the design of the VB on adjoining land where already developed or where there are approved plans.

4. An Asset Protection Zone (APZ), or any part of an APZ, must not be located within the CRZ. An APZ will only be permitted within the VB where it can be demonstrated that it achieves the functions of the VB, does not result in an increased maintenance burden and where the planting scheme is compatible for both riparian functions and minimising bushfire risk. Consideration may be given to a planting scheme in a VB that has a reduced fire load in certain locations where sensitive land uses, such as schools, retirement villages, etc, are adjacent to the riparian protection area, subject to the planting scheme and ongoing vegetation management measured continuing to achieve the functions of the VB and maintaining a reduced fuel load.
5. Constructed wetlands are not permitted within the CRZ. Constructed detention basins will only be permitted within the CRZ where it can be demonstrated that it achieves the functions of the CRZ, are vegetated dry basins only and designed in compliance with the relevant guidelines.
6. A Vegetation Management Plan (VMP) outlines the criteria for the establishment and management of a riparian protection area and will be required to be prepared and submitted to the Council for assessment and approval prior to the issuing of a construction certificate for works in a riparian protection area. The VMP shall be undertaken in accordance with the relevant guidelines.
7. A Works Plan (WP) is to be approved for any development that requires works in a riparian protection area prior to the commencement of works. The WP shall be undertaken in accordance with the relevant guidelines.
8. The design and construction of watercourse crossings and ancillary works, such as roads, should consider the potential impacts of the crossing structure on the riparian protection area. In order to minimise the effects of structures on the hydrologic, hydraulic and geomorphic functions of a watercourse, crossings should be designed and constructed in order to maintain the integrity of the existing channel as well as being sympathetic with the ecological values of the watercourse and its riparian protection area. Bed level crossings or bridges which fully span the watercourse channel provide the best opportunities for maintaining natural channel functions. However, alternative structures such as box culverts which can achieve the riparian functions will also be considered.
9. The design and construction of stormwater outlets should aim to be 'natural', yet provide a stable transition from a constructed drainage system to a natural flow regime. The design and construction footprint and extent of disturbances within the riparian protection area should be minimised while still achieving the intended discharge function.
10. The design and construction of works and activities within a watercourse should aim to be as 'natural' as possible. A watercourse 'rehabilitation' design philosophy rather than a 'construction' philosophy should be

applied. The design and construction footprint, and the extent of disturbances within the riparian protection area should be minimised while achieving the desired function and outcome. In order to minimise the impacts of in-stream works on the hydrologic, hydraulic and geomorphic functions on a watercourse, all works and activities should be designed and constructed to maintain the integrity of the existing channel, as well as being sympathetic with the ecological values of the watercourse and its riparian protection area.

11. When considering the placement of utilities in or across watercourses the design and construction footprint and the extent of disturbances proposed in the watercourse and riparian protection area should be minimised.
12. Any path (including cycleways and accessways) design and construction must be in accordance with the relevant guidelines. In particular:
 - paths should be located beyond the CRZ (except for direct crossings).
 - paths should be located so as to avoid, or minimise, disturbance of any Endangered Ecological Community or any threatened species.
 - paths that intrude into an existing vegetated area of a CRZ for a crossing should, where possible, be elevated with a minimum underside clearance of 300mm and with a natural ground surface beneath, and designed to pass light and moisture sufficiently to allow the growth of groundcover vegetation beneath the structure. In areas inundated the elevation needs to also meet any flooding requirements.
 - paths and related structures, that traverse watercourses or riparian protection areas should not adversely affect watercourse and floodplain flows, exacerbate flooding or prevent adequate rainfall and daylight reaching the watercourse and riparian vegetation (e.g. bridges or view platforms that result in extensive periods of shadow).
 - access to watercourse/foreshore edges may be provided occasionally by branch paths. Access and viewing points must be designed so they do not adversely affect any of the bio-physical functions of the CRZ.
13. Fencing within the riparian protection area is to be minimised. Where fencing is required it is to be designed to allow terrestrial and aquatic fauna to pass. Open post and rail style fencing is preferred.

6 Maintenance, Monitoring and Completion

1. A maintenance period will commence from the date of practical completion of the works.
2. Applicants must undertake a program of monitoring and reporting during the maintenance period that demonstrates how the development on land to which this strategy applies is achieving the requirements of any development consent and the outcomes and requirements of this strategy. Copies of monitoring reports shall be provided to the Principal Certifying Authority (PCA) at least once a year. If the PCA is not the Council, the PCA will make available of any such reports to Council and DPE.
3. The PCA will undertake inspections of the waterfront land under maintenance at least once a year and will advise the applicant in writing within 28 days of the date of the inspection whether the outcomes and requirements are or are not being achieved.
4. The maintenance period will end on the date at which the PCA is satisfied that the outcomes stated in Part 4 of this strategy have been achieved, or 5 years from the commencement of the maintenance period, whichever comes first. The maintenance period may extend beyond the 5 year period only where the PCA has informed the applicant that the outcomes and requirements are not being achieved in accordance with (3) above.
5. For the purposes of this section, the PCA will be satisfied that the environmental outcomes have been met where the works have been undertaken and maintained in accordance with the Vegetation Management Plan.
6. At the end of the maintenance period the applicant must provide a final written report to the PCA which demonstrates completion of the development and maintenance period in accordance with the requirements of their development consent and this strategy.
7. Applicants must provide the PCA with a Certification of Maintenance Practical Completion to current recommended practices and consistent with this strategy. The certificate must be prepared by persons suitably experienced and qualified in such certification for all stages.

B3

Controls for the Turner Road Employment Area

Turner Road Precinct
Development Control Plan

B3 Controls for the Turner Road Employment Area

1 Introduction

1.1 Land to which this Part Applies

This Part applies to the land zoned B5 Business Development and IN1 General Industrial, as shown in **Figure B3-1**.

1.2 Purpose of this Part

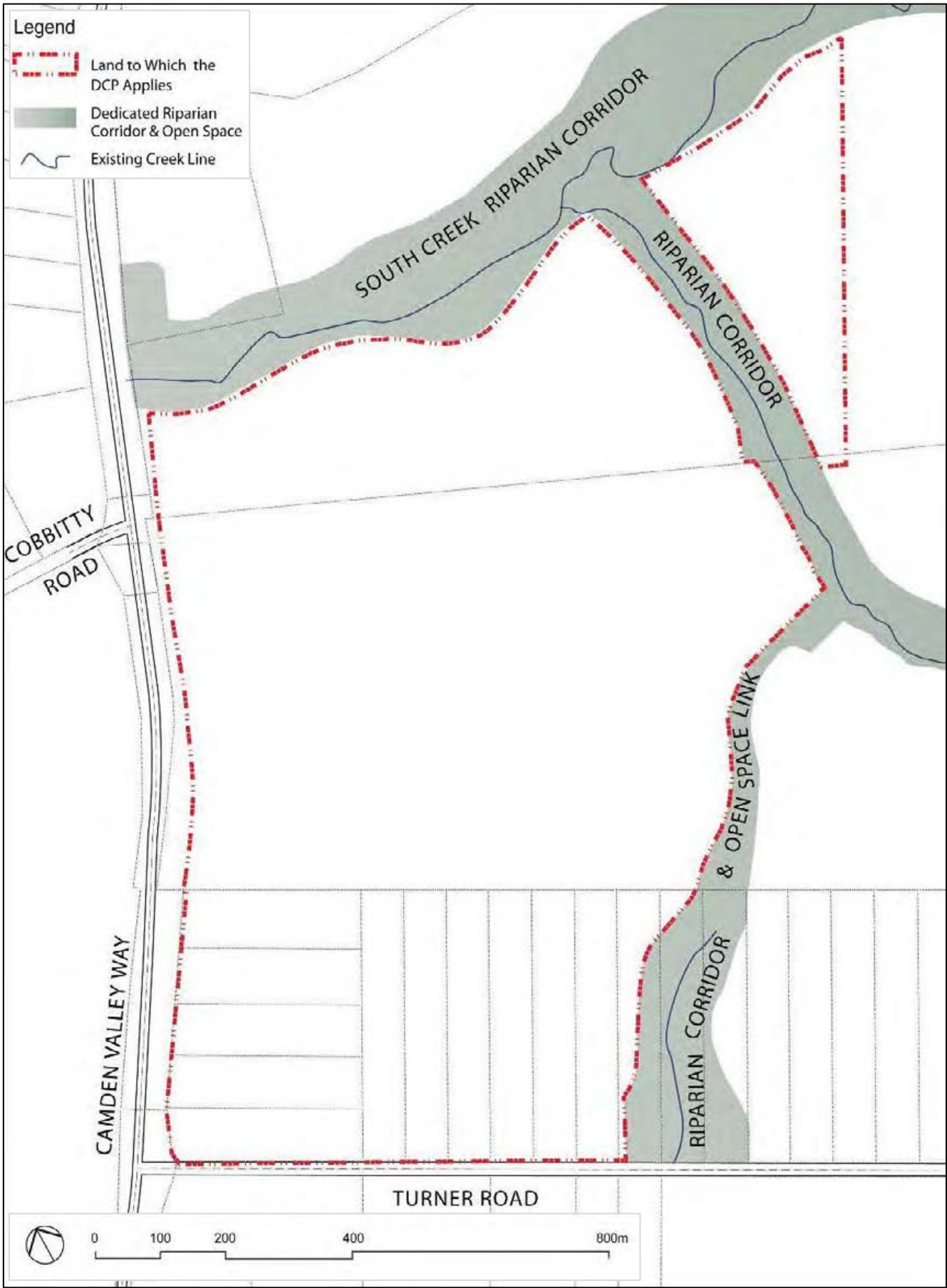
The purpose of this Part is to set the outcomes and requirements for permissible development in the Employment Area in the Turner Road Precinct.

1.3 Structure of this Part

This Part is structured as follows:

- **Section 1:** sets out the administrative provisions of the Part.
- **Section 2:** outlines the vision and development objectives
- **Section 3:** outlines the key controls and principles for the Turner Road Employment Area.

Figure B3-1 The Turner Road employment area.



2 Vision and Development Objectives

2.1 Vision for the Employment Area

A vibrant employment area that is well designed and serves a wide range of high employment generating business and industrial activities. The area is a major provider of employment and business services for the local community, in particular the future residents of the Turner Road Precinct and the initial release Precincts of the South West Growth Centre. Traffic enters the employment area with ease and moves safely throughout the area via an interconnected network of roads and pathways. Streets and visually prominent areas contain quality landscaping of trees and shrubs that resemble a welcoming streetscape. A series of local service hubs provide focal points throughout the employment area in key areas and are characterised by local support retail and business service activities (i.e. cafes, childcare centres, banks, local open space, community facilities etc).

Business Development Lands

An attractive place for a diverse range of businesses to provide services and sell goods to the local and broader community. Highly active businesses such as fast food restaurants, service stations and the like present to Camden Valley Way to take advantage of the passing traffic. A mix of uses such as bulky good retailers, function facilities, vehicle showrooms, mixed use developments and the like line Gregory Hills Drive to form an attractive streetscape, and in particular a quality entry to the residential lands of the Turner Road Precinct.

Industrial Lands

The industrial lands form the southern portion of the Precinct. To be accessed from both Gregory Hills Drive in the north and Turner Road in the south, the lands will support a range of generally industrial uses from large floor-plate warehousing and storage facilities to smaller factory unit style developments for more trade based activities. Industrial uses operate to best practice industry standards and do not impose any adverse impacts on the nearby residential lands. Buildings are appropriately designed to address the street and other public domain areas, and all street frontages contain quality landscaping that establishes a high standard of character and design.

2.2 Key Development Objectives

The objectives of this Part are to:

1. Facilitate the growth of quality development within the employment area and provide a strong employment base for the local community.
2. Provide for an active and vibrant employment area by requiring development to address Camden Valley Way, Gregory Hills Drive and prominent streets.
3. Ensure that the detailed design of the employment area is undertaken in a coordinated manner in order to achieve a high-quality urban design outcome.
4. Ensure Gregory Hills Drive and Turner Road provide attractive, landscaped entry points to the employment area.
5. Ensure traffic can enter and move throughout the employment area easily and safely from Camden Valley Way and Gregory Hills Drive.
6. Facilitate the flexible delivery of industrial activities in response to varying demands and requirements for land.
7. Ensure the operation of employment activities has a minimal impact on surrounding lands.
8. Ensure development promotes the principles of ecologically sustainable development.

3 Development Controls

3.1 Land Uses

Objectives

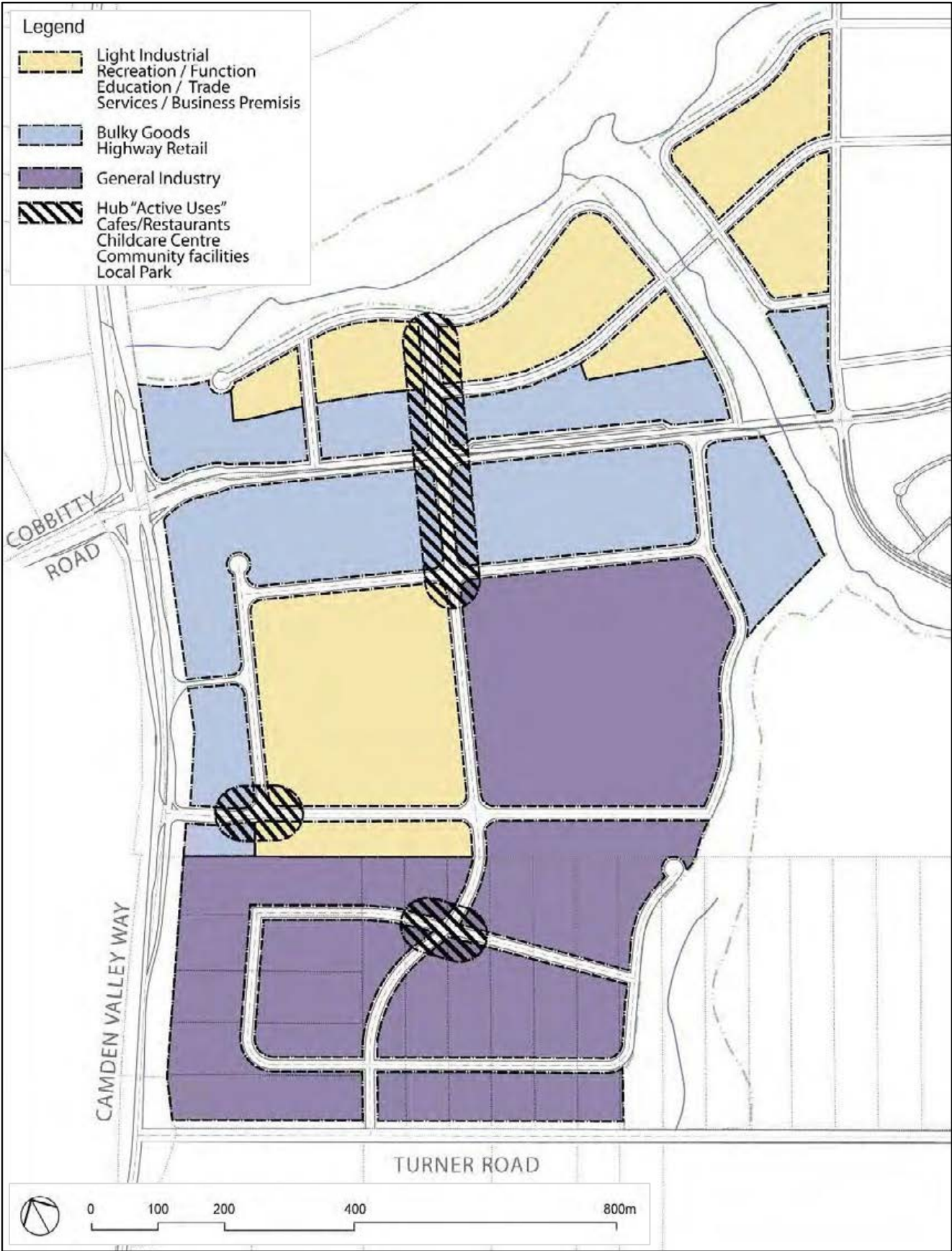
- a. To provide for a range of employment generating development with high employment levels preferred.
- b. To maximise opportunities for local employment.
- c. To provide active and attractive frontages in the Business Development Lands along Gregory Hills Drive and Camden Valley Way.
- d. To ensure industrial development provides an attractive frontage or is appropriately screened from Camden Valley Way.
- e. To locate bulky goods along Gregory Hills Drive to take advantage of its high exposure from passing traffic.
- f. To provide local convenience retail and business uses that serve the needs of the local workforce.

Controls

1. Development is to be undertaken generally in accordance with the preferred land use plan **(Figure B3-2)** subject to consistency with the objectives and development controls set out in this DCP.
2. Active uses, such as showrooms and the like, that provide visual interest, should front Gregory Hills Drive and Camden Valley Way in the Business Development Lands. Bulky goods premises and roadside services are to be located as shown at **Figure B3-2**.
3. Development adjacent to Camden Valley Way, in the Industrial Lands, should provide an active frontage to Camden Valley Way. Where an active frontage is not proposed, the development should be appropriately screened from Camden Valley Way.
4. A Local Service Hub is to be provided, in the form of a 'main street type' configuration, in the hub site that crosses Gregory Hills Drive as shown at **Figure B3-2**. This and the other hub sites are the preferred locations for local service retail such as banks, cafes, etc, as well as local businesses that serve the employment area and local open space. Alternative uses of land in the hubs may be approved where it is demonstrated that the preferred uses will not be precluded from developing in these locations.
5. A total maximum of 2,500m² of GLAR of retail premises is to be provided in the Business Development Lands. Of this maximum, no more than 1,250m² is to be provided either to the north or south of Gregory Hills Drive.

Note: References to Business Development Lands and Industrial Lands are references to the land in the Turner Road Precinct zoned B5 Business Development and IN1 General Industrial pursuant to State Environmental Planning Policy (Precincts – Western Parkland SEPP) 2021.

Figure B3-2 Preferred land use plan.



3.2 Subdivision

Objectives

- a. Allow for a range of flexible allotment sizes to facilitate a variety of uses.
- b. To establish a subdivision layout that utilises the employment area efficiently, maximises the natural attributes of the land and clearly defines and reinforces the public domain.

Controls

1. Lots sizes should be diverse to meet a range of different land uses. Irregular shaped allotments with narrow street frontages should be avoided, particularly where several of these are proposed in an adjoining manner.
2. Subdivision applications for lots less than 2000m² (excluding any access thereto) must include supporting plans and information that demonstrate that the site is capable of meeting all other relevant development controls.
3. Lots should be orientated and aligned:
 - so that future buildings can face the street to increase visual surveillance and to avoid streetscapes with loading docks and long blank walls;
 - to facilitate solar efficiency; and
 - to encourage building design that has frontage to landscaped areas.
4. Development applications for subdivision of land fronting a road that adjoins a riparian corridor or open space area (a perimeter road) shall facilitate development of a kind that:
 - will have an attractive frontage to the adjoining riparian corridor or open space land;
 - will have minimal adverse impacts on the environment or the amenity of surrounding land; and
 - will provide opportunities for passive surveillance of the riparian corridor or open space land.

Note: In sensitive locations, such as where industrial land is in close proximity to residential land, development consents for subdivision of land may include advice to future land owners that consideration must be given to the impact of development on the environment and amenity of surrounding land.

5. Where a perimeter road is not shown on **Figure B3-3**, or where an alternative road layout is proposed that provides for lots directly adjacent to riparian corridors or open space land, development applications for subdivision of land shall facilitate development of a kind that:
 - will have an articulated and landscaped appearance when viewed from the adjoining riparian corridor or open space land;
 - will have minimal adverse impacts on the environment or the amenity of surrounding land;
 - will provide opportunities for pedestrian and cyclist connections between the open space and industrial land, where appropriate; and
 - will provide opportunities for passive surveillance of the open space land, where possible.

Note: Refer to **Table B3-1** for detailed controls relating to development of lots directly adjacent to riparian corridors or open space land.

6. Battle-axe shaped allotments should be avoided, and where they are proposed they must be designed in accordance with AS 2890.2.
7. Where a Strata or Community Title subdivision is proposed, parking, landscaping, access areas and directory board signs shall be included as common property.

3.3 Movement Network

Objectives

- a. To provide a permeable road network that facilitates movement in and through the employment area.
- b. To ensure a clear hierarchy of streets that encourages pedestrian and vehicular movement by providing service lanes for trucks accessing loading and service areas, where appropriate.
- c. To minimise vehicular impacts on Camden Valley Way and on supportive road networks.
- d. To minimise impacts on surrounding residential uses.
- e. To maximise the use of roads adjacent to open space and riparian corridors.

Controls

1. The road network should be generally consistent with the Movement Network Plan located at **Figure B3-3**. Council may consider alternatives to this Plan where appropriate urban design outcomes can be demonstrated, and the overall traffic function objectives of the network are maintained or improved.
2. Roads in the employment area are to be provided in accordance with **Section 3.1** of Part A (for Gregory Hills Drive) and **Figure B3-4** of this part. **Figure B3-4** provides the minimum dimensions for roads in the employment area (except for Gregory Hills Drive). Roads may need to be wider where traffic management facilities (e.g. median strips, roundabouts, etc) are determined to be required. This may particularly be determined to be required for the Employment Collector Roads shown in **Figure B3-3**. A traffic report shall be submitted with a development application for subdivision of the employment area demonstrating that the minimum road cross-section or an alternative road cross-section is appropriate for each road. Where a traffic management facility in the form of a median strip is determined to be required, it shall be a minimum of 2.0m wide and may be raised or flush to the ground, or a combination of the two, to Council's satisfaction. The other components of the road cross-section are not to be reduced to accommodate the median. The traffic report shall also recommend appropriate traffic management facilities at all intersections in the employment area. As a general rule, 4-way intersections shall be controlled by traffic signals or a roundabout, however other treatments may be considered by Council where it is demonstrated that the intersection will operate safely and efficiently.

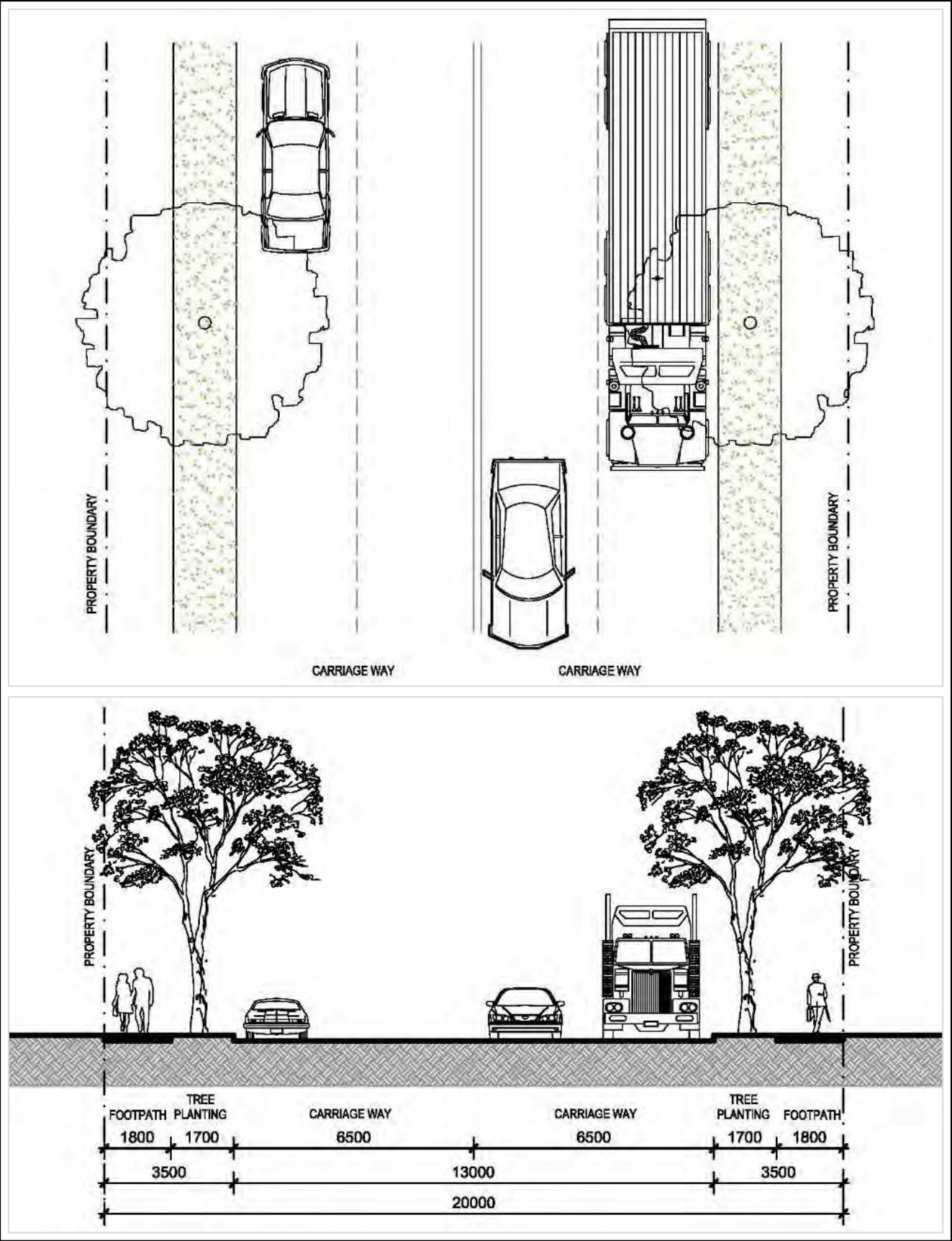
Note: The Gregory Hills Drive corridor provides for a 4-lane sub-arterial road in accordance with Part A of this DCP, on the basis of traffic reports which demonstrate a width of 26.9m is appropriate. Intersections along Gregory Hills Drive must be designed to balance traffic, pedestrian, and urban design outcomes. On the basis of the traffic reports undertaken and the desired urban design outcomes, the road corridors for Badgally Road and all intersecting roads are considered sufficient to cater for through and turning traffic.

3. A pedestrian and cycleway network (either on-street or in riparian corridors) is to be provided in accordance with **Figure B3-3**.
4. All industrial roads are designed to accommodate buses; however, it is expected that future bus routes will be planned to use Gregory Hills Drive and the Industrial Collector Roads only.
5. The road connection to Turner Road shall not be constructed until access is provided to the employment area from Camden Valley Way (via the proposed new connections shown in **Figure B3-3**) or Anderson Road (via additional potential connections to the south) and until the intersection of Camden Valley Way and Turner Road is upgraded or closed.
6. Detention and treatment of stormwater runoff from industrial roads shall be addressed with development applications to subdivide the land.

Figure B3-3 Movement network plan.



Figure B3-4 Industrial road cross section.



3.4 Public Domain and Interface Areas

Objectives

- a. To create quality streetscapes with high pedestrian amenity.
- b. To recognise special areas and key sites and apply specific controls to enhance amenity and manage potential impacts.
- c. To manage interface areas to reduce the impact of the employment area on surrounding residential uses and on riparian corridors and open space links.
- d. To provide pocket parks and recreation spaces for people working in the Industrial Lands.
- e. To create safe and permeable pedestrian pathways which encourage passive recreation.

Controls

1. The streets in the employment area are to be designed and constructed to provide pedestrian safety, amenity and visual interest. A landscape theme of predominantly native species is preferred. However, Council may consider a theme that contains exotic elements for accent planting where appropriate. Footpaths are to be provided on both sides of streets and safe pedestrian crossings are to be provided at appropriate locations.
2. Local open space within the employment area is to be designed and constructed to provide amenity to workers and visitors. Facilities such as seats, benches, bins and the like shall be provided along with public art where desired.

Note: A public domain and landscape palette is to be developed in conjunction with Camden Council prior to the commencement of any works in the public domain of the employment area. The palette may be an element of a broader urban design strategy for the employment area that addresses matters such as building materials, finishes and roof forms.

3. The principles of Crime Prevention through Environmental Design (CPTED) and the Safer by Design (NSW Police) must be incorporated into the design of all development within the employment area.
4. The following provisions apply to development fronting the locations set out in **Table B3-1** below.

Table B3-1 Design considerations for special interface areas.

Location	Provisions
Camden Valley Way	Development along the Camden Valley Way interface should: <ul style="list-style-type: none">• Provide visual interest through active frontages and articulated building facades with recessing or projecting architectural elements.• Utilise a mixture of building materials and finishes.• Minimise long expanses of blank walls.• Provide a coordinated landscape theme – open garden style landscaping where development fronts Camden Valley Way or screen planting in other cases.• Minimise the number, size and extent of signage.• Be consistent with the setback controls at Section 3.5.
Gregory Hills Drive	Development along the Gregory Hills Drive interface should: <ul style="list-style-type: none">• Provide visual interest through active frontages and articulated building facades with recessing or projecting architectural elements.• Be characterised by high quality landscaping and not be dominated by parking areas.• Provide pedestrian amenity and shelter at the entrances to buildings.• Emphasise entry points and corner elements.

	<ul style="list-style-type: none"> • Avoid long expanses of blank walls. • Provide a co-ordinated signage theme. • Be consistent with the setback controls at Section 3.5.
Riparian Corridors and Open Space Links	<p>The preferred development of land along the interface with a riparian corridor or open space link is as identified on Figures B3-2, B3-3 and B3-5 of this Part. Development shall be consistent with all relevant controls of this Part relating to subdivision, movement network, site planning, building design, employment operations, fencing, on-site landscaping and outdoor storage.</p> <p>Where lots directly adjoin riparian corridors or open space areas, the following controls will apply:</p> <ul style="list-style-type: none"> • Development of land adjoining riparian corridors or open space land shall have a minimum setback to the boundary of the riparian corridor or open space land of 2.0m. • Building facades directly facing the riparian corridor or open space land shall be both structurally and visually articulated to avoid the appearance of unduly long unbroken walls. Structural articulation may consist of additional setbacks in the wall, side boundary setbacks or architectural building elements such as awnings or fin walls, or the like. Visual articulation may be achieved through the appropriate use of colours or building materials. A range of neutral colours are preferred with darker tones at the base of buildings and lighter tones above. Simple patterns that provide visual interest are preferred. • Landscaping of the setback area is required for further articulation of the façade. Landscape plans shall be submitted with development applications for the erection of buildings on individual lots. Landscape plans must be prepared in accordance with Appendix C – Landscape Design Principles and Submission Requirements and must demonstrate how the proposed landscaping complements and softens the building bulk. Landscaping should be native and low maintenance. Access to the setback area is to be provided for maintenance purposes. No external storage is allowed in the setback area. • A 2m maintenance easement will be required to be provided in the adjoining riparian corridor or open space land to ensure maintenance access is provided. • The rear boundary must be fenced with dark-coloured, open-style fencing to a maximum height of 2.1 metres from ground level. Consistent fencing along the riparian corridor or open space land • is required. • Where side setbacks are proposed, an acoustic wall shall be provided within the setback area. • Where possible, openings shall be provided in facades fronting riparian corridors or open space areas to provide passive surveillance of the open space land. • Where appropriate, pedestrian and cyclist connections between the open space land and the industrial land shall be facilitated. Such connections shall be designed having regard to principles of accessibility and safety and minimising environmental and amenity impacts.

Residential Properties	<p>Development along the interface with residential properties should:</p> <ul style="list-style-type: none"> • Be designed and operated to minimise impacts on adjacent residential areas in terms of noise, traffic and circulation, light spill emissions, and bulk and scale. • Heavy vehicle access to lots is not permitted from the road shown at Figure B3-3.
Turner Road	<p>Development along the Turner Road interface should:</p> <ul style="list-style-type: none"> • Include a landscaped setback of at least 5m. • Retain and incorporate existing vegetation where possible. • Minimise the number, size and extent of signage • Be consistent with the setback controls at Section 3.5.

3.5 Site Planning

Note: Refer to **Section 3.4** – Public Domain and Interface Areas for further site planning controls.

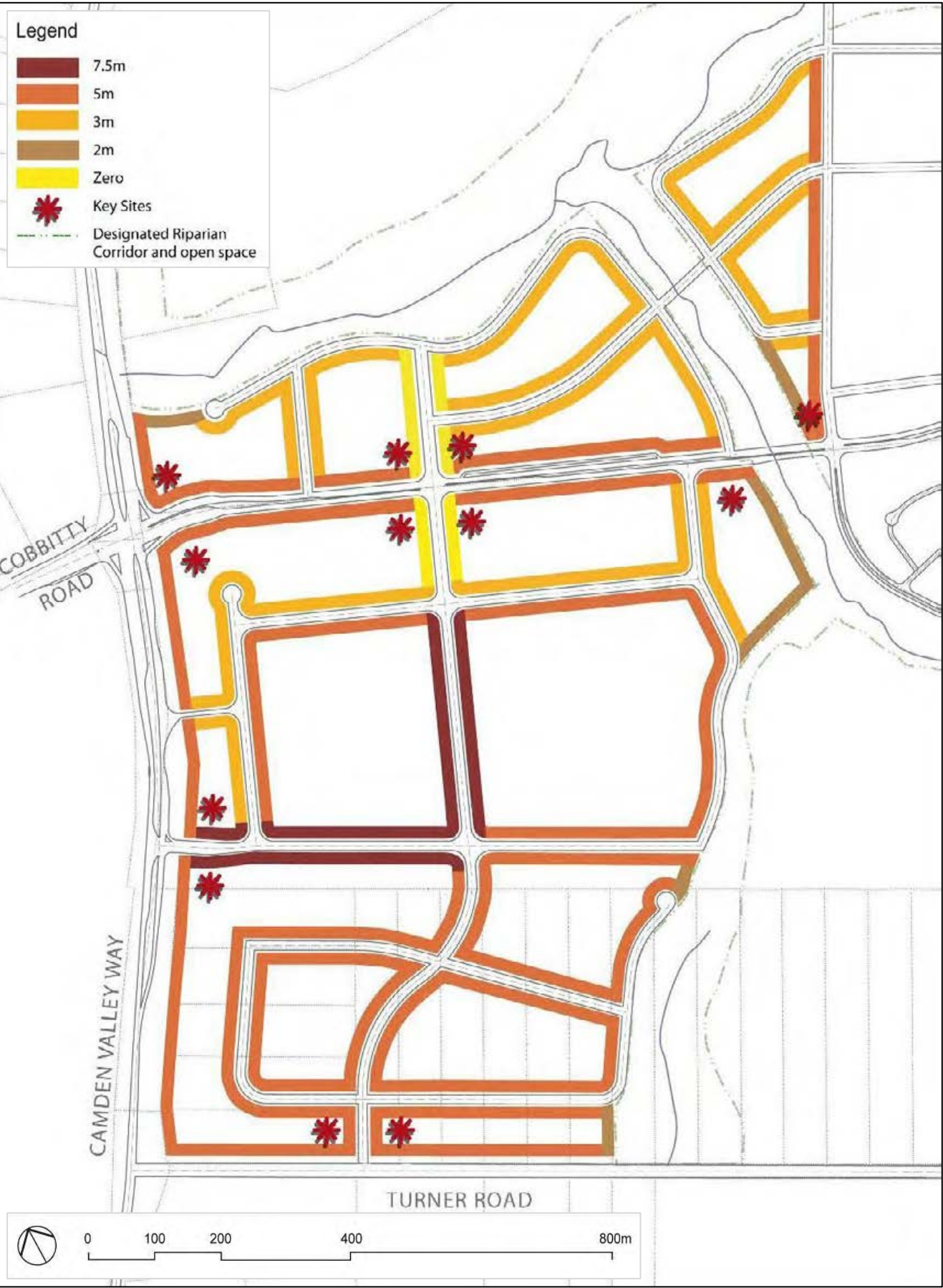
Objectives

- To ensure that the opportunities and constraints of the site and surrounding area are fully considered and incorporated into the final design.
- To provide appropriate setbacks to the proposed use of and characteristics of the location of the land.
- To achieve attractive streetscapes and quality landscaped settings for land within the precinct area.

Controls

- Development is to be consistent with the front setbacks shown at **Figure B3-5**. Lesser setbacks than those shown on **Figure B3-5** may be considered on merit having regard to the overall site layout, building form and design, landscaping, streetscape elements, signage proposals, etc. Proposals for lesser setbacks must address these and other relevant matters to the Council's satisfaction.
- Front setback areas are to be landscaped and not dominated by parking areas or loading facilities. Where parking is proposed forward of the building line the parking area is to be broken up with landscaping and designed to provide convenient, safe and comfortable pedestrian access to the building entrance.
- Where a zero setback is identified within a hub on **Figure B3-5**, such setback is only permitted for development proposing an active frontage. Blank walls will not be permitted on a zero lot line in a hub. Where a blank wall is proposed to address the street, it shall have a landscaped setback of no less than 3m.
- Each development site in the employment area is to be designed to provide on-site stormwater detention designed to minimise the impacts of stormwater run-off on adjoining riparian corridors and to demonstrate compliance with **Table 7-1** of **Part A** of this DCP.

Figure B3-5 Building setbacks and key sites plan.



3.6 Building Design

Objectives

- a. To ensure that building design enhances the existing and future desired built form character by encouraging innovation and quality architectural design.
- b. To encourage the use of quality materials and finishes that accentuates building proportions and the articulation of facades.
- c. To avoid large blank walls which are visible from prominent streets and open space/activity areas.

Controls

1. The scale and massing of buildings should reinforce the desired urban design character of the precinct. Building scale and massing should be generally consistent within a streetscape. Larger scale buildings and or building elements should be used to signify prominent corners, activity nodes and the like.
2. The office component of any development is to be incorporated into the overall design of the building, and located generally along the primary street frontage.
3. Key sites (**Figure B3-5**) are to include 'gateway buildings' which signify the entrances to the employment area. The built form and architecture of development is to enhance its location and positively respond to and emphasise the street corner.
4. Facades (visible from the public domain) are to include high proportions of glazing and be articulated using architectural elements such as the use of projecting upper stories over building entries, upper storey display windows and the like.
5. Blank building facades facing the primary street frontage are not permitted.
6. Glazing shall not exceed 20% reflectivity.
7. The use of metal cladding is discouraged on front elevations, unless it can be satisfactorily demonstrated that it forms part of an architectural design solution in association with masonry, glass and other high quality materials.
8. Materials that are likely to contribute to poor internal air quality, such as those generating formaldehyde or those that may create a breathing hazard in the case of fire (e.g. polyurethane), should be avoided.
9. Within the Business Development Lands, building design (visible from the public domain) is to include:
 - effective sun-shading for west facing windows,
 - articulated roof forms,
 - emphasis of customer entries, and
 - the use of high quality materials and finishes.
10. Where concrete roofs are proposed for the purpose of additional parking, parapeted edge conditions are preferred, with appropriate screening provided to conceal roof top car parking.
11. Rooftop structures (including plant rooms, air conditioning and ventilation systems), where visible from the public domain, are to be incorporated into the design of the building to create an integrated appearance.

3.7 Employment Operations

Objectives

- a. To ensure appropriate levels and design of access, parking and loading facilities are provided.
- b. To ensure that the operation of employment activities occurs in a manner that has minimal impacts on surrounding land.

Controls

1. Access, parking & loading is to be in accordance with Section 2.18, Section 4.2.10 and Section 6.3.11 of the Camden Development Control Plan 2019.
2. Development applications for employment developments, particularly where fronting a perimeter road, must provide the following details:
 - proposed hours of operation;
 - number and timing of deliveries expected per day;
 - nature and frequency of heavy vehicles expected to access the premises;
 - nature of machinery proposed to be operated at the premises, including noise levels generated and noise attenuation measures proposed to be implemented; and
 - proposed locations of external light sources and the extent of light spillage outside of the subject property.

3.8 Fencing

Objective

- a. To ensure boundary fencing is of a high quality and does not detract from the streetscape.

Controls

1. Any front boundary fence shall be forward of the building line and should be of the standard and style that does not detract from the overall streetscape amenity of the area. Details (including schedule of colours and finishes) must be provided at the development application/complying development certificate stage.
2. Fencing must be sited so it does not impede sight lines for drivers.
3. Fencing must be either open-style or consistent with the building style. Open-style fencing shall be designed to ensure its materials and colours blend into the landscape and allow visual access.
4. Pre-painted solid, metal fencing is to be avoided where visible from the public domain or public road.
5. Fencing along street boundaries must not exceed a height greater than 2.1m, measured from ground level (finished).
6. Fencing is to be setback at least 1m from the street with low landscaping provided in front.
7. Decorative and solid masonry fences are permitted along the primary street frontage to a maximum height of 1 metre. Open style fencing is recommended atop the masonry fence to ensure passive surveillance onto public areas is achieved.
8. Gates are to be consistent with the adjacent style and height of fencing and must be designed to open inwards.

3.9 On-Site Landscaping

Objectives

- a. To promote consistent and quality landscaped streetscapes.
- b. To ensure an overall high standard of visual amenity and character is integrated into development.
- c. To improve workplace amenity for employees.
- d. To encourage low maintenance and water use native plant species.

Controls

1. Front setbacks areas are to be landscaped. Where parking is forward of the building line, a minimum 2m wide landscape strip shall be provided along the site frontage.
2. Native plant species are to be utilised in all landscaped areas where possible. Low water usage plants are preferred.
3. A concept landscape plan is to be submitted with a Development Application, where required.

3.10 Outdoor Storage

Objectives

- a. To ensure that goods, materials and equipment which are stored outside buildings do not impose any adverse environmental impacts.
- b. To ensure that storage areas are adequately screened from public roads and places.
- c. To ensure that any storage areas are considered part of the overall design, and do not detract from the amenity and appearance of development.

Controls

1. No external storage of goods, including garbage bins, shall be permitted where such areas will be visible from the public domain.
2. The ground surfaces of outdoor storage areas, including waste collection areas, are to be sealed and are to be located behind the building line and screened with landscaping and solid fences.
3. The following information is to be provided with a Development Application, where required:
 - size of outdoor storage area;
 - maximum storage height; and
 - types of goods, materials and equipment being stored outdoors; and Details on landscaping and screening structures.

B4

Gregory Hills Neighbourhood Drive

Turner Road Precinct
Development Control Plan

B4 Gregory Hills Neighbourhood Centre

1 Introduction

1.1 Land to which this Part Applies

This Part applies to the Gregory Hills Neighbourhood Centre land, as shown in **Figure B4-1**.

1.2 The Purpose of this Part

The purpose of this part is to outline the vision for, and facilitate development of the Gregory Hills Neighbourhood Centre.

1.3 Structure of this Part

This Part is structured as follows:

- **Section 1:** sets out the administrative provisions of this Part.
- **Section 2:** outlines the vision for the Neighbourhood Centre.
- **Section 3:** outlines the key controls and principles for the Neighbourhood Centre.

Figure B4-1 Land to which this part applies.



2 Vision and Development Objectives

2.1 Vision for the Gregory Hills Neighbourhood Centre

The vision for the Gregory Hills Neighbourhood Centre is to create a focal point, and living heart of the Gregory Hills community. The Neighbourhood Centre is approximately 4.5ha in area and is located in the heart of the Turner Road Precinct adjacent to Gregory Hills Drive. The Neighbourhood Centre will provide a range of retail, commercial, social and community spaces, with integrated places to shop, work, eat and meet.

The Neighbourhood Centre will recognise and celebrate its special place in the community, providing a hub of activity associated with surrounding open space, educational and residential land uses. Given its locality, the Gregory Hills Neighbourhood Centre is uniquely placed to service both the local and regional community utilising Gregory Hills Drive. The built form and public realm will be contemporary in architecture and design, with a focus on high quality public domain outcomes.

The Neighbourhood Centre will achieve a high level of interaction and connectivity with the surrounding key pedestrian, cycle and transport linkages, creating a Neighbourhood Centre which is highly accessible for all the community. The riparian open space which adjoins the eastern edge of the Neighbourhood Centre will provide opportunities for community interaction between retail and public spaces, via direct linkages with adjoining pedestrian/cycle corridors.

3 Neighbourhood Centre Design

3.1 Neighbourhood Centre Indicative Structure Plan

The Gregory Hills Neighbourhood Centre Indicative Structure Plan has been prepared to guide future development of the Neighbourhood Centre site.

The Structure Plan demonstrates an integration of land uses promoting a vibrant Centre which maximises retail and social opportunities for both the future residents of Gregory Hills and the wider community.

The Indicative Structure Plan demonstrates that the Gregory Hills Neighbourhood Centre will provide a visible built form streetscape presence, and incorporate a range of active focal points and experiences across the site, including gateway buildings/statement features, small scale well defined areas and Neighbourhood Centre Plaza.

The Indicative Structure Plan incorporates an integrated pedestrian, cycle and public transport network, with linkages to the broader network promoting a high level of pedestrian permeability.

Figure B4-2 Gregory Hills Neighbourhood Centre indicative structure plan.

Plan prepared by the Buchan Group.



Gregory Hills Neighbourhood Centre Image Gallery

The images below represent an indicative vision for the built form, retail, dining Town Plaza and landscape outcomes for the Neighbourhood Centre.



Design walkways and open space areas in a manner which reflects their pedestrian scale and function.



Awnings should be of a high quality durable finish and use materials which add interest to the pedestrian experience.



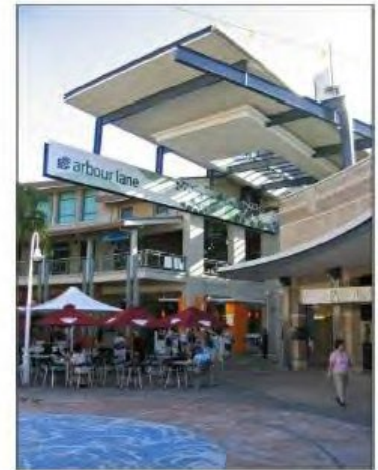
Provide high quality landscaped areas which utilise native plant species where appropriate, enhance pedestrian comfort and consider CPTED principles.



External and retail areas should be designed to identify clear circulation paths, integrate signage and provide for retail frontages which encourage activity.



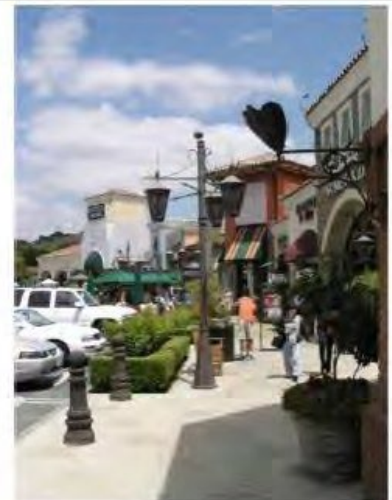
Outdoor Dining Areas should be designed to seamlessly integrate public and private domain areas and provide active frontages.



Utilise landscaping and walkway elements to assist in defining carparking area interface with retail and public domains.

Utilise landscaping features to provide shade to car park areas and

Ensure CPTED principles are observed in the design and location of lighting structures.



Pedestrian walkways should be located to reflect pedestrian desire lines, provide visual interest and relate to passive open space/ plaza areas.



3.2 Land Use Principles

The Gregory Hills Neighbourhood Centre will incorporate flexibility to allow a range of land uses over time. The design of the Gregory Hills Neighbourhood Centre is to be undertaken in a manner which is consistent with the following land use principles:

- Achieve a maximum of 15,000m² of Gross Lettable Area – Retail (GLAR) for retail premises to cater for the needs of the local and surrounding population. Gross Lettable Area Retail means the total area of a tenancy by the Property Council of Australia's 'Method of Measurement' definition of GLAR.
- Land uses may incorporate a range of retail, commercial, entertainment, childcare and community uses to serve the needs of the community.
- The Gregory Hills Neighbourhood Centre will act as a central focus for the community and is to be supported by higher residential densities in close proximity to the centre.
- Deliver and encourage employment generating development and retail areas to serve the needs of the population.
- Co-locate uses and facilities where possible to maximise the efficient use of space and car parking operation.
- The Gregory Hills Neighbourhood Centre Layout will be designed to respond to planned surrounding land uses including higher density residential, schools and open space linkages.
- The Gregory Hills Neighbourhood Centre will incorporate a vibrant and active focal point in the form of a Neighbourhood Centre Plaza or internal main street which acts as a special meeting place for residents.
- The Neighbourhood Centre should be designed to incorporate elements that contribute to activation of the town plaza area.

3.3 Building Form and Articulation

Objectives

- a. To achieve quality architecture design that is contemporary and vibrant.
- b. To achieve architectural design that incorporates distinctive elements which help to reinforce the identity of Gregory Hills and recognises the Neighbourhood Centre as a key marker and arrival destination.
- c. To ensure Architecture reflects the aspirations of the community and identifies the Neighbourhood Centre as the heart of the community.
- d. To provide a clear distinction between private and public spaces, and to encourage casual surveillance of the street.
- e. To create an attractive and cohesive streetscape through the use of simple articulated building and roof forms.

Controls

1. Building form shall be generally consistent with the layout and principles demonstrated on the Indicative Structure Plan shown in **Figure 4-2** above.
2. Buildings may be built to the property boundary to facilitate active street frontages and interaction with the riparian corridor, subject to relevant approvals.
3. Buildings shall demonstrate articulation in the built form and incorporate a variety of colours and materials which provide visual interest and articulate key areas of buildings.
4. Buildings shall be designed to clearly identify pedestrian movement and entry ways to the Neighbourhood Centre buildings.
5. Where appropriate, the visual impact of large format blank walls is to be minimised through the use of a variety of colours, materials and landscape outcomes.

6. Building form shall assist in creating special places, such as a Neighbourhood Centre plaza or internal main street, fostering a sense of place and community interaction.
7. Uses that activate frontages such as restaurants, cafes and the like are to consider providing openable shopfronts.
8. Buildings are to be designed in an energy efficient manner, consistent with the Building Code of Australia.
9. At least two retail/commercial structures shall be provided within the Street Activation Zone shown in **Figure B4-3** along the North-South Collector Road. The Structures and associated spaces shall be designed to encourage uses that will create activity along the road frontage.
10. Waste storage areas are to be designed to minimise visual and acoustic impacts in accordance with the controls in the Part A Turner Road Development Control Plan (DCP).

Note: Figures **B4-3**, **B4-4** and **B4-5** demonstrate indicative cross section design level outcomes across the site.

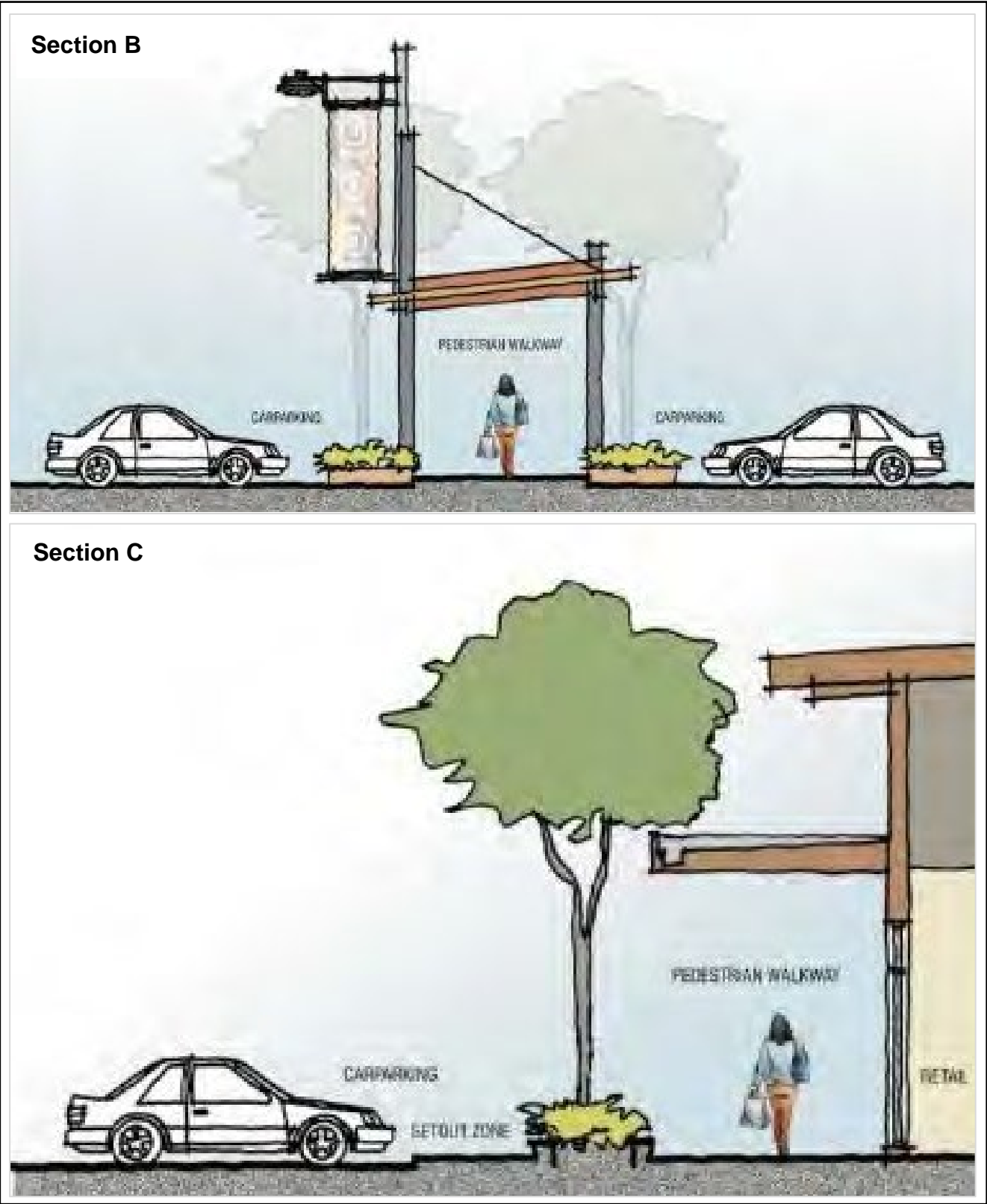
Figure B4-3 Built form sections plan. (Plans prepared by The Buchan Group)



Figure B4-4 Built form sections – A. (Plans prepared by The Buchan Group)



Figure B4-5 Built form sections B and C. (Plans prepared by The Buchan Group)



3.4 Public Domain

Objectives

- a. To deliver public domain areas which are enjoyable, amenable, of high quality and reflect the central role of the Neighbourhood Centre within the community.
- b. To ensure that public domain areas are designed in a manner which provide a seamless transition between public and private spaces.
- c. To provide a common public domain palette within and surrounding the Neighbourhood Centre.
- d. To provide a high level of connectivity with surrounding riparian corridors, open space areas and transport network.

Controls

1. High quality materials and finishes are to be utilised in the public realm / landscaping.
2. Landscape should be used to soften the visual impact of car parking and streetscape areas.
3. Shading and/or weather protection is to be provided where appropriate, particularly at key activity nodes as identified in **Figure B4-6**.
4. The northern façade of the Neighbourhood Centre building should be designed to incorporate an active retail façade with landscape elements such as low planting, seating and shade trees.
5. A landscape and street furniture palette is to be submitted with an application for retail development.
6. A Neighbourhood Centre Plaza should be incorporated into the Neighbourhood Centre. The plaza should be designed to reflect its importance as a key gathering place within Gregory Hills, and may incorporate a range of appropriately scaled retail, dining, recreation, public art and social activities.
7. The corner of Gregory Hills Drive and the North/South Collector Road is to include a key structural element which identifies the site and becomes a way finding element. Details of the way finding element are to be submitted with the first Development Application lodged for the construction of buildings on site.
8. All signage and advertising is to be designed in a co-ordinated manner. A signage strategy is to be submitted with the first Development Application lodged for the construction of buildings on site.
9. Public realm areas shall be designed in consideration of Camden Council's Safer by Design Policy.

Figure B4-6 Activity nodes and linkages.



3.5 Access

Objectives

- a. Achieve clear and legible access for all users of the Neighbourhood Centre
- b. Parking provision which generally addresses the Camden Development Control Plan 2019 while capitalising on shared parking opportunities.
- c. Parking areas which recognise the importance of pedestrian safety and enforce low traffic speeds.
- d. Ensure that opportunities for safe and efficient public transport are incorporated into the Neighbourhood Centre.
- e. To provide appropriately located car parking areas and on street car parking opportunities.

Controls

1. Access linkages as illustrated in **Figure B4-6** shall incorporate structural elements which identify the Neighbourhood Centre edge and provide for way finding through the site.
2. Where appropriate, walking and cycling leading to/from and within the Neighbourhood Centre are to have priority over traffic circulation. In this regard, the design of the roundabout entrance to the Neighbourhood Centre off the north-south road is to appropriately manage the interface of vehicle and pedestrian access points.
3. Sufficient parking is to be provided for the Neighbourhood Centre. Opportunities for shared parking provision are to be incorporated in the design of the centre, which recognise the variety of land uses, peak parking demands and other modes of transport.

4. Parking shall generally be provided in accordance with the Camden Development Control Plan 2019.
5. Bicycle parking facilities are to be provided at appropriate locations throughout the Neighbourhood Centre.
6. Where appropriate, surrounding streets shall be designed to incorporate on-street parking for convenience and to contribute to street activation and surveillance, consistent with the Gregory Hills Neighbourhood Centre Indicative Structure Plan.
7. The Neighbourhood Centre shall incorporate an appropriate number of loading docks to service the development. Loading Docks should be appropriately screened and generally located in accordance with the Indicative Structure Plan.
8. All loading, circulation and access areas shall comply with Australian Standard 2890.1.
9. Final bus stop locations and design for local routes are to be determined by the Local Traffic Committee during the assessment of the built form development application. Final bus stop locations and design for major routes are to be determined by the Roads and Maritime Services during the assessment of the built form development application.

Riparian Corridor Interface

Objectives

- a. To provide a high level of integration between the Gregory Hills Village and the adjoining Riparian Corridor and ensure that the built form responds to the Riparian Corridor interface.
- b. To create a positive relationship between the north eastern portion of site and the adjoining riparian corridor.
- c. To provide a high level of connectivity with the adjoining riparian corridor and associated pedestrian/cycle network.
- d. To ensure that the development has a neutral or beneficial impact on the quality and quantity of water in the adjoining riparian corridor.

Controls

1. The Neighbourhood Centre Plaza and associated outdoor seating areas in the north eastern corner of the site are to be designed to facilitate integration with the adjoining riparian corridor area as shown in **Figure B4-7** and **Figure B4-9**.
2. Development applications lodged for the north eastern corner of the site, including the Neighbourhood Centre Plaza / outdoor seating areas as shown on **Figure B4-8** are to demonstrate that a visual and physical interaction and passive surveillance of the adjoining riparian area is achieved.
3. Pedestrian / cycle crossings and linkages are to be provided through the Riparian Corridor between the Neighbourhood Centre Plaza in the north eastern corner of the Village Centre and the educational and/or residential land uses to the east.
4. Where buildings do not provide an active frontage to the riparian corridor, design elements shall be provided which minimise the visual impact of the built form and create an attractive visual presentation. Variation to the facade treatment is to be provided to the building frontage where no active frontage is achieved. Facade treatments may include, but are not limited to, the following:
 - variations in colour and built form materials
 - inclusion of external built form elements which project from the building facade
 - variation to the roof line to create articulation and shadowing on elevations
 - landscape screening

Development in and adjoining riparian corridors shall be consistent with Part B2 of this DCP. In the event of any inconsistency between this DCP and the Waterfront Land Strategy, the Waterfront Land Strategy prevails.

Figure B4-7 Riparian corridor interface design.



Blend Urban / Natural
Corridor Treatments



Interface Outdoor Dining Areas-
Design active frontages to the
riparian interface in an open
manner to take advantage of the
high quality amenity.



Provide pedestrian
walkways and structures
which re-enforce desire
lines and create visual
interest.



Blend Urban / Natural
Corridor Treatments



Key pedestrian connections
should be designed to
accommodate shared cycle and
pedestrian use.



Variations to the wall facade
including protruding elements
which should be encouraged
along the riparian interface
particularly where visible from the
public domain and key pedestrian
cycle links.

Figure B4-8 Neighbourhood centre plaza concept perspectives.



These images show an active plaza space with retail spaces opening on to the riparian corridor. In addition, it emphasises well defined edges to the different spaces created and high quality landscape treatment.



Figure B4-9 Riparian corridor interface indicative elevation.



This image shows an articulated wall and activated space fronting the interface with the riparian corridor. The plaza is defined as a destination point.

Appendices

Turner Road Precinct

Development Control Plan

Appendix A

Glossary

Note: Definitions for terms are also included in the Dictionary contained within the Western Parkland City SEPP.

Abutting Dwelling is a building containing one dwelling, on a single block of land, that is designed and constructed on a zero lot line immediately adjacent to another dwelling on a different lot that is also built to the zero lot line and is structurally independent of any other dwelling. See **Figure 1**.

Activation zone includes verandas, porches, awnings, shading devices, bay windows, pergolas and the like. A carport is not considered part of the activation zone.

Attic means a room within the main roof space of a one or two storey building that has a 1.5m minimum wall height at edge of the room, a minimum 30 degree ceiling slope and does not incorporate or access a balcony.

Building footprint means the area of land measured at finished ground level that is enclosed by the external walls of a building.

Detached Dwelling is a building containing one dwelling, on a single block of land, that is not attached to any other dwelling. See **Figure 1**.

Gross floor area means the sum of the floor area of each storey of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- the area of a mezzanine within the storey; and
- habitable rooms in a basement; and
- any shop, auditorium, cinema, and the like, in a basement or attic, but excludes:
- any area for common vertical circulation, such as lifts and stairs; and
- any basement:
- storage; and
- vehicular access, loading areas, garbage and services; and
- plant rooms, lift towers and other areas used exclusively for mechanical services or ducting; and
- car parking to meet any requirements of the consent authority (including access to that car parking); and
- any space used for the loading or unloading of goods (including access to it); and
- terraces and balconies with outer walls less than 1.4 metres high; and
- voids above a floor at the level of a storey or storey above.

“Flood Planning Levels (FPLs)” are the combinations of flood levels (derived from significant historical flood events or floods of specific AEPs) and freeboards selected for floodplain risk management purposes, as determined in management studies and incorporated in management plans. Flood planning area is the area of land below the FPL and thus subject to flood related development controls. The concept of flood planning area generally supersedes the “flood liable land” concept in the 1986 Manual. Flood Prone Land is land susceptible to flooding by the PMF event. Flood Prone Land is synonymous with flood liable land.

“Habitable room” means any room or area used for normal domestic activities, including living, dining, family, lounge, bedrooms, study, kitchen, sun room, home entertainment room, alfresco room and play room.

“Manor Home” means a 2-storey building containing 4 dwellings, where:

- each storey contains 2 dwellings; and
- each dwelling is on its own lot (being a lot within a lot within a strata scheme or community title scheme); and
- access to each dwelling is provided through a common or individual entry at ground level, but does not include a residential flat building or multi-dwelling housing.

“Non-habitable” room spaces of a specialised nature not occupied frequently or for extended periods, including bathrooms, toilets, pantries, walk-in wardrobes, corridors, lobbies, photographic darkrooms and clothes drying rooms.

“Landscaped area” means any part of a site, at ground level, that is permeable and consists of soft landscaping, turf or planted areas and the like. It does not include driveways, parking areas, hard paved drying yards or other service areas, swimming pools, tennis courts, undercroft areas, roofed areas (excluding eaves <450mm to fascia board), outdoor rooms, balconies, rooftop gardens, terraces, decks, verandahs and the like.

“Outdoor room”, also known as an ‘alfresco room’ is a semi enclosed space (at least 1 side open) located adjacent a living / dining / kitchen area of a dwelling that sits within the main roof line of a dwelling.

“Principal dwelling” means the largest dwelling house on a lot, measured by gross floor area.

“Principal private open space” means the portion of private open space which is conveniently accessible from a living zone of the dwelling, and which receives the required amount of solar access.

“Private open space” means the portion of private land which serves as an extension of the dwelling to provide space for relaxation, dining, entertainment and recreation. It includes an outdoor room.

“Residential net developable area” means the land occupied by development, including internal streets plus half the width of any adjoining access roads that provide vehicular access, but excluding public open space and other non residential land.

“Riparian Corridor” means the core riparian zone and vegetated buffer that together form the Riparian Protection Area identified on the SEPP Riparian Protection Area Maps.

“Site cover” refers to the percentage of the building footprint, including an outdoor room and garage, in relation to site area of an allotment.

“SEPP” means State Environmental Planning Policy (Western Parkland City) 2006.

“Studio Dwelling” means a dwelling that:

- Is established in conjunction with another dwelling (the *principal dwelling*); and
- Is on its own lot of land; and
- Is erected above a garage that is on the same lot of land as the principal dwelling, whether the garage is attached to, or separate from, the principle dwelling (refer to **Figure 1** and **Figure 2**) but does not include a semi-detached dwelling.

Figure 1 Secondary dwelling – above garages.

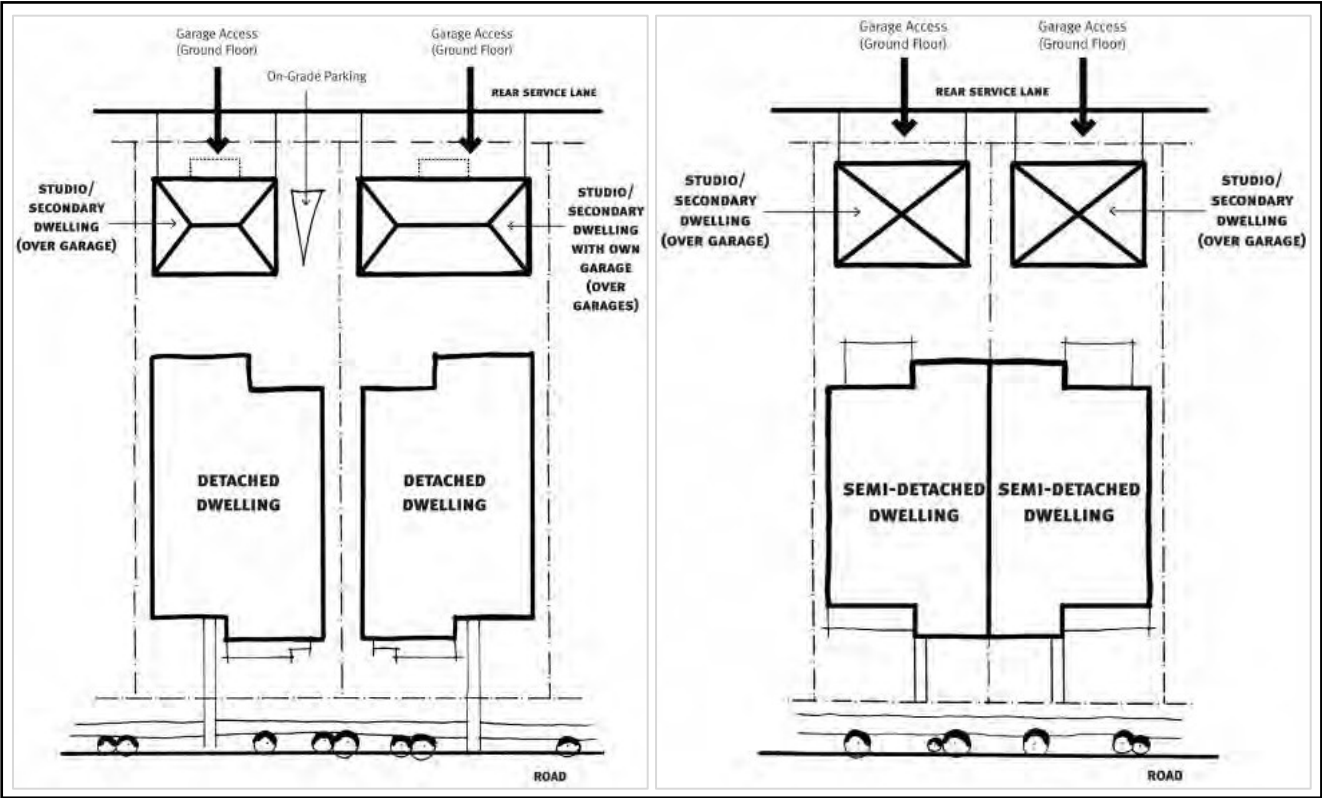
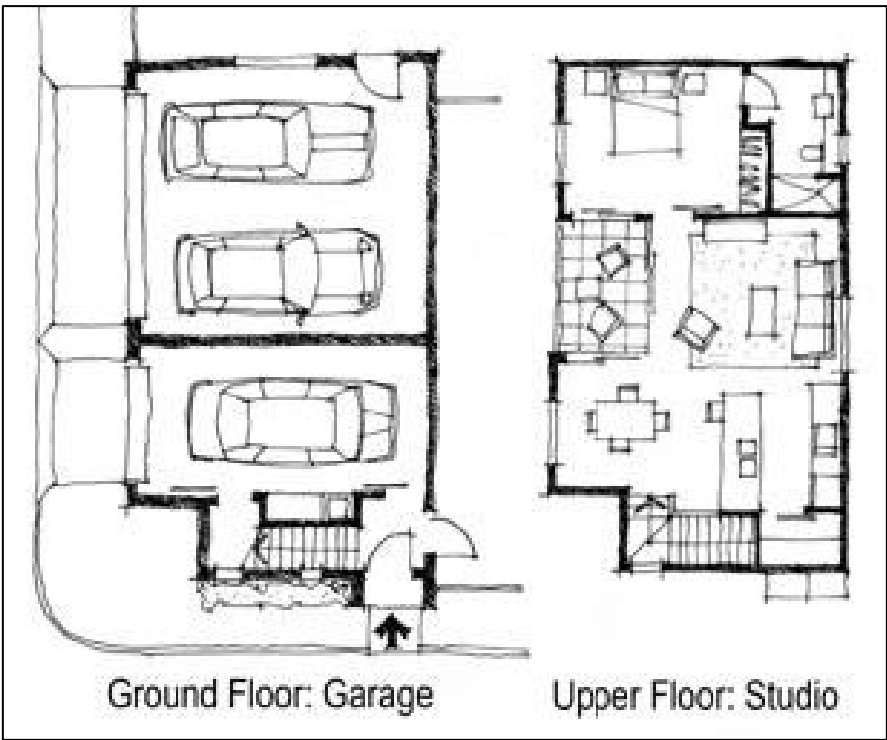
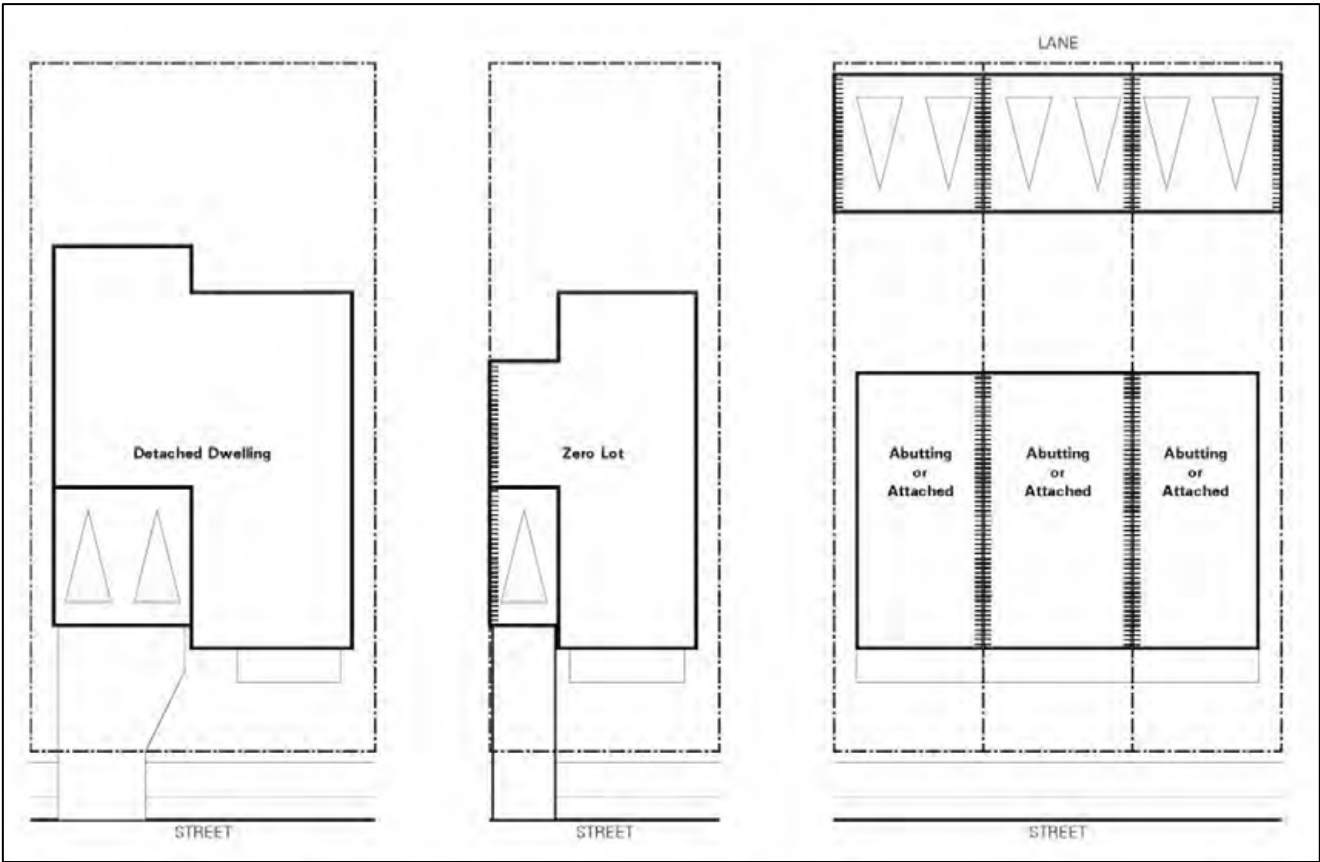


Figure 2 Indicative example of studio – above garage (strata subdivided).



Zero Lot Line Dwelling is a building containing one dwelling, on a single block of land, that is constructed with an exterior wall on one of its side boundaries but is not attached or abutting to any other dwelling. See **Figure 3**.

Figure 3 Detached, zero lot line, abutting and attached dwellings.



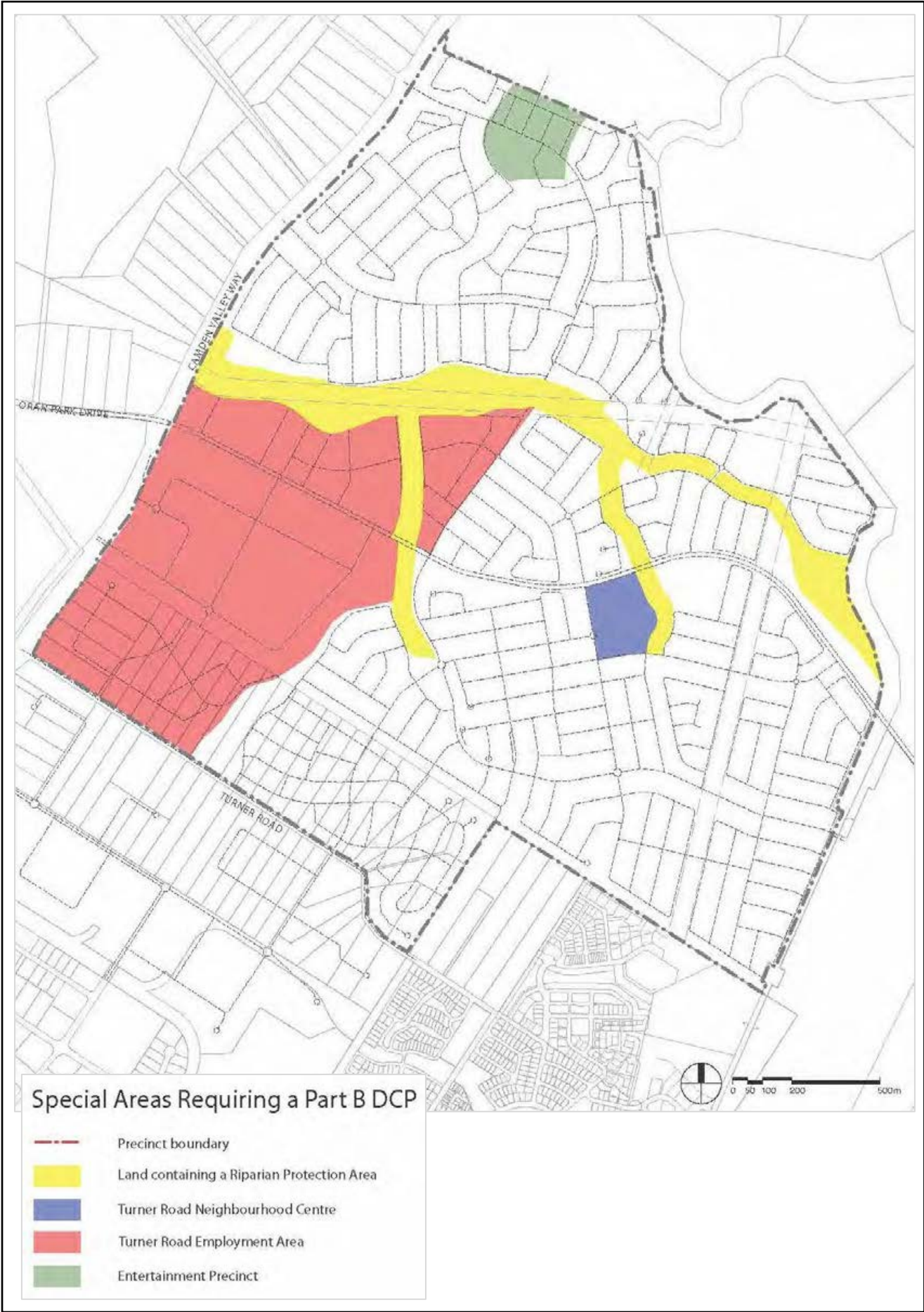
Appendix B

Part B Development Control Plans

The matters to be addressed in Part B DCPs are listed below. The Special Areas requiring a Part B DCP are shown at **Figure 4**.

Special area	Matters to be addressed
Turner Road Employment Area	Indicative subdivision layout demonstrating how a range of lot sizes will be provided to accommodate a range of land uses, building form and siting guidelines, building articulation, roofscapes, preferred palette of materials and colours, signage and advertising controls, landscaping guidelines (i.e. species), streetscape controls (i.e. cross sections including through Badgally Road, planting, street furniture), environmental amenity controls (i.e. noise, light spill, stormwater, water reuse), controls for employment / residential interface areas, outdoor loading, storage and parking areas, waste management, and special design guidelines to address visual impact of built form from Camden Valley Way and Gregory Hills Drive.
The Neighbourhood Centre	Block layout illustrating built form and land uses, building form, envelope and siting guidelines, vehicular access and parking areas and design treatment, illustrative design treatment of civic spaces and open space, pedestrian and cycle routes and facilities, mandatory and preferred active frontages, building articulation, roofscapes, architectural expression, preferred palette of materials and colours, signage and advertising controls, landscaping guidelines (i.e. species), streetscape controls (i.e. cross sections, planting, paving materials, street furniture), waste management and water cycle management.
The Entertainment Precinct	Block layout illustrating built form and land uses, building form, envelope and siting guidelines, vehicular access and parking areas and design treatment, illustrative design treatment of civic spaces and open space, pedestrian and cycle routes and facilities, mandatory and preferred active frontages, building articulation, roofscapes, architectural expression, preferred palette of materials and colours, signage and advertising controls, landscaping guidelines (i.e. species), streetscape controls (i.e. cross sections, planting, paving materials, street furniture), waste management and water cycle management.
Riparian Protection Areas	Subdivision layout illustrating lot sizes, building platforms, landscaping and revegetation details, management of the riparian corridor (including a Plan of Management), water quality management details, flood management details, bushfire management and APZs, layout of roads, pedestrian and cycle routes.

Figure 4 Special Areas requiring a Part B DCP.



Appendix C

Landscape Design Principles and Submission Requirements

Design Principles

1. Natural features on the site, such as trees, vegetation, rock outcrops, cliffs, ledges, indigenous species and vegetation communities must be retained and incorporated into the design of development and the associated landscape plan.
2. Landscaping is to be designed to integrate new development with the existing landscape character of the street and be sensitive to site attributes, existing landscape features, streetscape view and vistas (refer to Part 2 Environmental Heritage).
3. Landscaping is to enhance the visual setting and accentuate the design qualities of the built form. Landscaping solutions are to be used to create a screening effect for visually obtrusive land uses or building elements.
4. Landscaping should encourage the development of a tree canopy to soften the built environment and to encourage the continuity of the landscape pattern or urban forest.
5. Landscaping is to be designed to minimise overlooking between properties and to enhance amenity.
6. Landscape design should take into consideration solar access both within the site and adjacent sites.
7. Public / private open space areas must incorporate appropriate landscaping that is designed to maximise surveillance opportunities.
8. Landscaped areas should be designed to require minimal maintenance by using robust landscape elements and using hardy plants with low maintenance requirements. Where space and site layout permits, water tanks should be installed to provide for the watering requirements.
9. The amount of hard surface area on each site is to be minimised to reduce run-off. Run-off leaving the site should be reduced by directing the overland flow during rainfall events to permeable surfaces such as garden beds and rain gardens.

Landscape Submission Requirements

Development Type	Required	Prepared by		
		No requirements	Experienced Landscape Designer	Landscape Architect (registered or eligible for registration)
Residential subdivision up to 2 lots	Site Analysis Plan (DA)	X		
Residential subdivisions up to 10 lots	Site Analysis Plan (DA) Landscape Concept Plan (DA) Detail Plan (CC)		X	

Residential subdivisions > 10 lots	Landscape Concept Plan (DA) Detail Plan (CC) and Site Analysis Plan (DA)			X
Dual Occupancy (attached or detached)	Landscape Concept Plan (DA) Detail Plan (CC)		X	
Multi-dwelling development	Landscape Concept Plan (DA) Detail Plan (CC)			X
Residential Flat Buildings	Landscape Concept Plan (DA) Detail Plan (CC)			X
Mixed use development	Landscape Concept Plan (DA) Detail Plan (CC)			X
Business or Retail Development	Landscape Concept Plan (DA) Detail Plan (CC)		X	
Community, educational, health, aged care/housing, tourism, child care facilities, places of public worship	Context Analysis Plan (DA) and Landscape Concept Plan (DA) Detail Plan (CC)			X
Industrial development	Landscape Concept Plan (DA) Detail Plan (CC)		X	
Infrastructure projects	Landscape Concept Plan (DA) Detail Plan (CC)			X
Rural Development	Landscape Concept Plan (DA) Detail Plan (CC)		X	
Public Open Space	Refer to Camden Open Space Design Manual			X

Site Analysis Plan

A context analysis plan should capture the unique environmental setting of the proposed project. It must include (but not limited to):

1. Must be at an appropriate scale – 1:200, 1:500, show true north and 1m contours;
2. Show surrounding buildings, roads, paths, cycleways, creek lines, existing trees and vegetation and land form, pedestrian, vehicular and maintenance access;
3. Show existing and proposed services;
4. Show any easements or other site encumbrance;
5. Show overland flow path and natural site drainage;
6. Show areas of protected vegetation;
7. Show any applicable bushfire asset protection zones and other firefighting requirements;
8. Show waste storage areas and access.

Landscape Concept Plan

A landscape concept plan must provide an illustrated plan showing all key site features and design elements. It must include (but not limited to):

1. The plan should be at an appropriate scale and should include:
2. Name business address and contact details of the person or business that prepared the plans;
3. The address of the site including DP and Lot number;
4. Job, plan number, revision and date;
5. Site boundaries and surveyed dimensions;
6. North point;
7. Existing and proposed levels;
8. Show site analysis detail 1 (a) to (h);
9. Indicative planting plan and plant schedule;

Detail Landscape Plan

A detail landscape plan must provide an illustrated plan showing all key site features and design elements. It must include (but not limited to):

1. The plan should be at an appropriate scale and should include:
 - Name business address and contact details of the person or business that prepared the plans;
 - The address of the site including DP and Lot number;
 - Job, plan number, revision and date;
 - Site boundaries and surveyed dimensions;
 - North point;
 - Existing and proposed levels;
2. Show site analysis detail 1 a. to h.;
3. The positioning and construction details of hard surfaced access paths and concrete pads for maintenance vehicles, where there is any proposed or existing permanent open water bodies, rain gardens and/or detention basins;
4. The detailed landscaping plans must be consistent with and comply with any development consent, vegetation management plan, master plan or landscape concept plan applicable to this site;

5. Demonstrate compliance with universal access standards for any open space areas and public facilities;
6. The plans must include all proposed soft and hard landscaping elements and materials, e.g. type and area of lawn, plantings, garden bed areas, edging materials, volume and type of mulch, bricks, stones, volume and type of growing media, playground equipment, signage, path and cycle way placement, path and cycleway material and finish, bin collection location and storage areas (if relevant), exercise stations, seating, shelters and art if applicable;
7. Any landscape amenity elements such as boardwalks, lookouts, seating, playgrounds, picnic facilities, BBQ's, water meter, bubblers, signage, shade structures, paths, cycle ways, dog and litterbins and furniture elements;
8. Details of any fencing, bollards or other means of entry control;
9. Clearly detail how access to any open space areas for maintenance and emergency vehicles will be achieved;
10. Detailed planting schedule keyed to the plan, which includes positioning, species listed by botanical and common names, quantities, planting sizes and the estimated size of the plant at maturity;
11. Section drawings, detail planting sections and cultural and maintenance notes;
12. That the proposed landscaping is consistent with and complies with any cultural, ecological, environmental, heritage and existing amenity considerations applicable to the area;
13. Any existing trees that adjoin the Development or may be impacted by Development must be detailed in the Landscape Plans;
14. Street trees in residential areas must consist of minimum of 75lts container stock and must be provided at the rate of one (1) per lot or maximum distance of 10 metres apart. Tree guards and root barrier are to be provided for all street trees;
15. That any relevant, existing, created or significant view lines are clearly shown on the plans;

Placement of Street Trees

1. The selection and placement of street trees should have regard to the following criteria:
 - Power/Gas/Water/Sewer/Cable Services and Easements.
 - Not planted within 3m of a Sydney Water access shaft.
 - Positioning of street lights.
 - Pruning and shaping adaptability of selected trees.
 - Driveways & bus stop placements.
 - Frontages/setbacks.
 - Lateral spread of branches.
 - Road verge widths.
 - Waste services collections.
 - Pedestrian & vehicle vision. Trees must not be planted closer than 10-metres from road corners or intersections;
 - Existing amenity;
 - Above ground services and easements;

Footpaths and cycleways – (Street trees must not be planted less than 1 metre away from a concrete footpath/cycleway or other concrete structures. Further Information:

- Council's Tree and Landscape Species List
- Camden Open Space Design Manual
- Camden's Spaces and Places Strategy (as updated)
- Rural Fire Service Planning for Bushfire Protection Guidelines