

# Draft Camden Development Control Plan 2018



**Public Exhibition Version  
28 November 2018**



**camden**  
council

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# Part 1

## Introduction

## 1.1 Preliminary

### 1.1.1 What is the Name of this DCP?

This DCP is known as the Camden Development Control Plan 2018 (DCP).

### 1.1.2 What date did the DCP commence?

This DCP was made under Section 3.43 of the [Environmental Planning and Assessment Act 1979](#) and Part 3 of the [Environmental Planning and Assessment Regulation 2000](#). The DCP was adopted by Council on ## MONTH 2019. The DCP came into force ## MONTH 2019.

### 1.1.3 Where does this DCP apply?

This DCP applies to all land within the Camden Local Government Area (LGA) and zoned under *Camden Local Environmental Plan 2010*. The DCP does not apply to land zoned under [State Environmental Planning Policy \(Sydney Region Growth Centres\) 2006](#), unless specifically referred to within the respective DCPs. It is noted that as further land is rezoned under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, this DCP will not apply, unless specifically referred to with the respective DCPs.

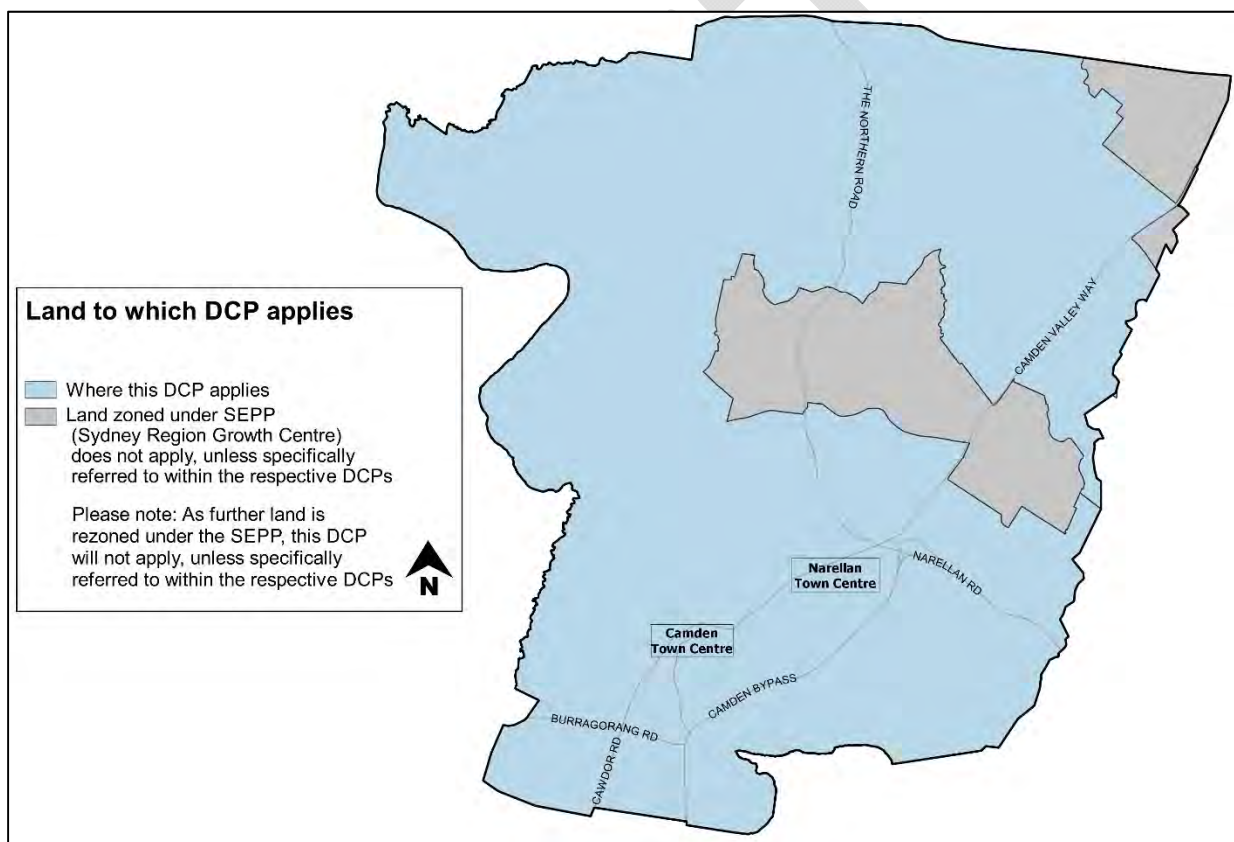


Figure 1-1: Where this DCP applies

### 1.1.4 What does the DCP seek to achieve?

The objectives of this DCP are to ensure that:

- a. Camden LGA retains its valued heritage qualities and scenic landscapes whilst providing for sustainable urban growth;
- b. New communities are planned and developed in an orderly, integrated and sustainable manner;
- c. Impacts from development on the natural environment are minimised and overall improvements to the natural systems in Camden LGA are achieved;
- d. New developments are integrated with existing and planned transport systems and promote sustainable transport behaviour in Camden LGA;
- e. Appropriate housing opportunities are provided for all existing and future residents of Camden LGA at all stages of their life cycle;
- f. New developments deliver upon the desired future character of the places in Camden LGA;
- g. New development is designed and located to ensure the health, safety and security of people and property in Camden LGA;
- h. Identified and potential Aboriginal and European heritage places are conserved and respected; and
- i. New developments are planned and constructed to contribute to the social, environmental and economic sustainability of Camden LGA.

### 1.1.5 Relationship between this DCP and Camden LEP 2010

This DCP is to be read in conjunction with Camden Local Environmental Plan 2010 (CLEP 2010). In the event of an inconsistency between the provisions of the two documents, the provisions of CLEP 2011 shall prevail to the extent of the inconsistency.

### 1.1.6 Revocation of Camden DCP 2011

Pursuant to Section 3.43(4) of the *Environmental Planning and Assessment Act 1979*, the Camden Development Control Plan 2018 revokes Camden Development Control Plan 2011 which covered land for which this development control plan now applies.

### 1.1.7 Relationship between this DCP and Council's Engineering Specification

This DCP must be read in conjunction with Council's Engineering Design Specification and the Camden Open Space Design Manual.

### 1.1.8 Structure of this DCP

The main body of this DCP is structured in six Parts containing objectives and controls which apply to all development in Camden. The DCP also contains Schedules for site specific areas.

In the event of an inconsistency between a Schedule and the main body of this DCP, the Schedule prevails.

Table 1-1: provides a summary of the content of each of the sections and the appendices.

Part	Summary
1 – Introduction	Sets out the aims and objectives of the DCP, identifies the land to which the DCP applies, explains the structure of the document and the relationship of the DCP to other planning documents.
2 – General Planning Controls	Sets out the controls that apply to all development types in the Camden LGA. Part 2 contains the objectives and controls that underpin the orderly and sustainable development of the Camden LGA. Accordingly, this part of the DCP must be consulted in the first instance.
3 – Residential Subdivision	Sets out the controls that apply to development applications which involve the subdividing of residential land in the Camden LGA.
4 – Residential Development	Provides the objectives and controls that guide residential development, including dwelling houses, semi-detached, attached dwellings, multi dwelling housing, secondary dwellings, dual occupancies and residential flat buildings. Also, covers residential amenity controls such as streetscape, safety, privacy, sustainable building design and fencing.
5 – Centres Development	Provides objectives, controls and design principles for commercial development, including Narellan and Camden.
6 – Specific Land Use Controls	Provides controls to guide the development of rural areas and industrial areas. This section also contains controls applying to specific land uses such as child care centres, restricted premises, sex service premises, exhibition homes and villages, home businesses and home industry and wood fired heaters.
Appendix A - Glossary	Explains the terms used in the DCP.
Appendix B – Landscape Design Principles and Submission Requirements	Provides landscape design principles, submission requirements and recommended street tree planting.
Site Specific Schedules	Site specific schedule provides additional objectives and controls which are specific to a specific area.

Each **Part** is subdivided into **Chapters** and **Sections** as illustrated in Figure 1-2. Each Chapter contains sections. In order to ensure the proposed development is compliant, the sections must be read, and the objectives and controls followed. Generally, the sections are broken down into:

**Background** – contains information that is essential to understanding the objectives and controls.

**Objectives** – state what is to be achieved and covers the range of desired outcomes to achieve a goal.

**Controls** – contain standards in order to achieve the objectives.

**Further Information** – provide supplementary references which also need compliance e.g. Camden Council's Engineering Specifications.

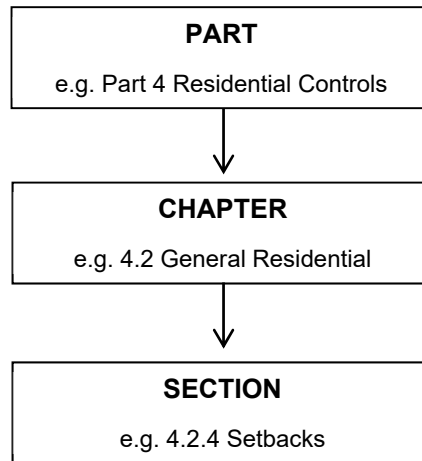


Figure 1-2: Camden DCP Structure

### 1.1.9 How to Use this DCP

Table 1-2 summaries the Parts of the DCP that apply to the main types of development that are permissible under Camden LEP 2011.

Table 1-2: Guide to which parts apply to different developments

Relevant DCP Parts	Residential Subdivision	Industrial Subdivision	Dwelling House	Dual Occupancy	Attached Dwellings	Semi-Detached Dwellings	Multi-Dwelling Housing	Residential Flat Buildings	Non-Residential Development	Shop Top Housing	Retail / Commercial Development	Industrial Development
<b>Part 1</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Part 2</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Part 3</b>	✓				✓	✓	✓					
<b>Part 4</b>			✓*	✓*	✓*	✓*	✓*	✓*		✓*		
<b>Part 5</b>									✓	✓	✓	
<b>Part 6</b>		✓							✓		✓	✓
<b>Appendices</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Specific Schedules*</b>	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

\*Additional site specific controls may also be contained within relevant Schedules

### 1.1.10 Where do I find the Relevant Controls?

The Table of Contents located at the beginning of the DCP provides a list of all matters covered by the DCP. In addition, Table 1-2 (above) is a tool to cross-reference the specific Parts of the DCP which apply to certain development types.

**1.1.11 Does the entire DCP apply from the Date of Commencement (Transitional Provisions)?**

This DCP does not apply to an application under [Environmental Planning and Assessment Act 1979](#) (EP&A Act) which was lodged with Council but not finally determined before the commencement of this DCP. Any application lodged before the commencement of this DCP will be assessed in accordance with any relevant previous DCPs or other Council’s policy which applied at the time of application lodgement.

**1.1.12 What are the standard application requirements?**

Each development application submitted to Council must include all information outlined in the relevant Development Application Checklist. Specific [Development Application Checklists](#) apply to certain types of development.

If a development is “Integrated Development” as detailed in Section 4.46 of [The Act](#), approvals may be required from one or more authorities.

Throughout this DCP specific submission requirements may be detailed with the controls relating to specific land uses or specific sites in Camden.

Table 1-3: Table of Amendments

Amendment No.	Adopted Date	Description of Changes
Original	TBA	N/A

## 1.2 Notification and Advertising Requirements

### 1.2.1 Background

Council will give notice in accordance with Part 1.2.2 of this DCP, to owners of land adjoining or opposite the land to which any development application relates. As a guiding principle, Council will limit neighbour notification to those adjoining properties affected by a proposal as shown in Figures 1-3 to 1-8.

Modifications to development applications under section 4.55(2) of [the Act](#) will be notified in the same manner as the original development application.

Notwithstanding the requirements of this DCP, Council officers may, where it is deemed necessary expand notification requirements and timeframes if, it would be in the public interest to do so.

It is advised that a fee is payable at the time of lodgement of a development application for both notification and advertising. The fee charged is in accordance with Council's adopted Fees and Charges at the time of lodgement.

### 1.2.2 Notification of Applications

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. Council will also place a notification sign on the development site during the notification period.

1. Council will notify:
  - a. major industrial and commercial developments that are generally not in keeping with the established scale and character of surrounding development;
  - b. centre-based child care facilities;
  - c. multi dwelling housing and residential flat buildings;
  - d. two storey dwellings (excluding dwellings in rural zones with significant separation distance in the opinion of Council to neighbouring properties);
  - e. first floor additions to existing dwellings;
  - f. subdivision of land (excluding Strata title subdivisions, boundary adjustments and the creation of residue lots);
  - g. major bulk earthworks and landforming operations;
  - h. new road construction (excluding minor roadworks/upgrades);
  - i. telecommunication facilities;
  - j. applications for the removal of trees which are likely to impact on local amenity; and
  - k. development where, in the opinion of Council, it would be in the public interest to notify the application.

### 1.2.3 Advertising of Applications

**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 Nominated Integrated, Designated and Advertised Developments.

Council will advertise:

- a. New hospitals;
- b. Any development that is classed as either Nominated Integrated, Designated or Advertised Development in accordance with any legislation, Environmental Planning Instrument or DCP; and
- c. Development where, in the opinion of Council, it would be in the public interest to advertise the application.

### 1.2.4 Advertised development

The form of notice for advertised development will include the requirements under the *Environmental Planning and Assessment Regulation 2000*.

### 1.2.5 Nominated Integrated Development

Nominated Integrated Development is development that requires an approval from an external authority under the following legislation:

- a. the [Heritage Act 1977](#);
- b. the [Protection of the Environment Operations Act 1997](#); and
- c. the [Water Management Act 2000](#).

All Nominated Integrated Developments must be advertised for a minimum period of 30 days.

### 1.2.6 Designated Development

Development classed as 'designated' requires particular scrutiny because of its nature or potential environmental impacts. Designated development includes development that has a high potential to have adverse impacts because of their scale or nature or because of their location near sensitive environmental areas. Schedule 3 of the [Environmental Planning and Assessment Regulation 2000](#) lists designated development types.

All Designated Developments must be advertised for a minimum period of 30 days and in accordance with the special advertisement procedures listed in the Environmental Planning and Assessment Regulation 2000.

### 1.2.7 Re-notification/advertisement

Where a Development Application has been amended by the proponent prior to determination, the responsible Council officer will renotify or advertise the application if, in the opinion of Council, it is considered that there is an overall increase in the impact of the development.

Where there is a reduction of impacts, or no impact due to the change/s, the application does not need to be renotified/advertised.

### 1.2.8 Protocol for neighbour notification and advertising

For neighbour notified and advertised development, the following procedures will apply:

- a. the owners of land adjoining or opposite a proposed development including properties separated by only a walkway, driveway or laneway will be notified as shown in Figures 1-3 to 1-8 and the following approach will be taken:
  - i. where the proposed development affects the entire site, owners of properties marked shaded in grey will be notified as shown in Examples 1-3;
  - ii. where the proposed development affects only the rear of the site (such as a rear yard garage, swimming pool, rear dwelling additions/ alterations), owners at the sides and rear will be notified as shown in Example 4. Owners on the opposite side of the roadway will not be notified. Similar notification will occur where development is proposed at the front of a premises as shown in Example 5;
- b. a sign will be placed on the development site indicating the details of the proposed development;
- c. the plans of the proposed development will be available for inspection, online at [www.camden.nsw.gov.au](http://www.camden.nsw.gov.au);
- d. submissions to Council must be in writing and be received by Council on or before the last day of notification;



- e. all written submissions will be considered by Council as part of the assessment of the application; and
- f. Council will give notice of the determination of an application to each person who makes a written submission. For a submission containing multiple signatories, the first signatory will be advised.

### **1.2.9 Notification of Owner's Corporations**

A notice to an association for a community, precinct or neighbourhood parcel within the meaning of the *Community Land Development Act*; or to an Owner's Corporation for a parcel within the meaning of the *Strata Schemes Management Act*; is taken to be a notice to the owner of each lot within the parcel concerned.

### **1.2.10 Notification period over Christmas/New Year**

For applications notified or advertised within 14 days of 25 December (before and after) the notification/advertising period will be extended a further 14 days.

Please contact Council for further information regarding extended notification periods.

### **1.2.11 Submissions**

#### **Form of Submission**

Submissions made in relation to a development application, including an application for modification of a development consent and an application for review made under Division 8.2 of the Act, must be:

- In writing and addressed to the General Manager;
- Clearly indicate the name, address, contact number and e-mail address (where available) of the person making the submission; and
- Clearly include the grounds of objection.

Submissions must be lodged with Council by the conclusion of the notification or exhibition period.

#### **Consideration of submissions**

Council officers will endeavour to resolve issues raised during the notification period. However, in some circumstances this may not be possible and will be addressed as part of the assessment.

All submissions will be considered as part of the assessment of a development application including an application for modification of development consent and an application made under Division 8.2 of the Act.

Concerns raised in submissions to the development application may be forwarded to the applicant for their response or consideration. The names and addresses of objectors will not be disclosed to the applicant where the person/s who make the submission specifically requests that their names and addresses not be disclosed to the applicant.

Submissions may be summarised in assessment reports. The report may include names and addresses of those who made submissions.

Where multiple persons within the one household lodge separate submissions, these will be counted as one single submission.

A petition is counted as a single submission despite the number of signatures contained on the petition.

### **1.2.12 Notification Areas**

The notification areas will generally comply with Figures 1-3 to 1-8 unless council officers identify the requirement for extended notification, based on an individual application or site specific characteristics.

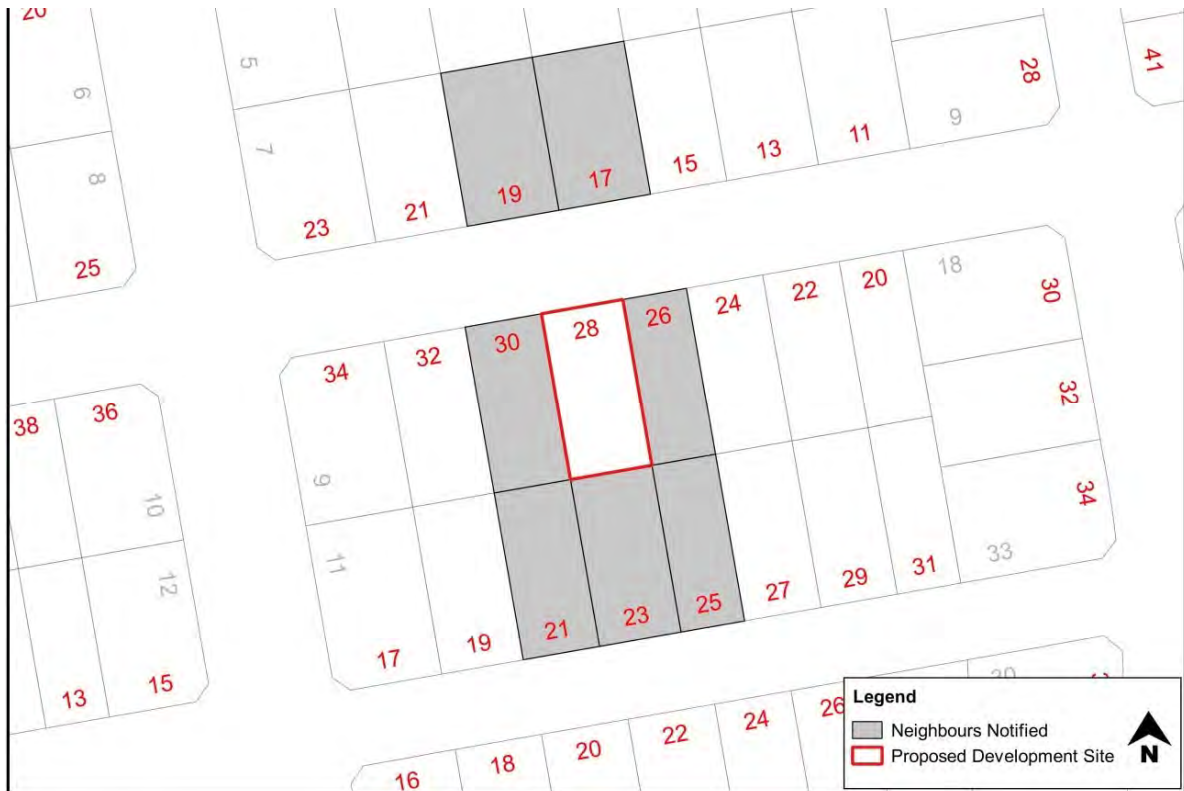


Figure 1-3: Example 1



Figure 1-4: Example 2

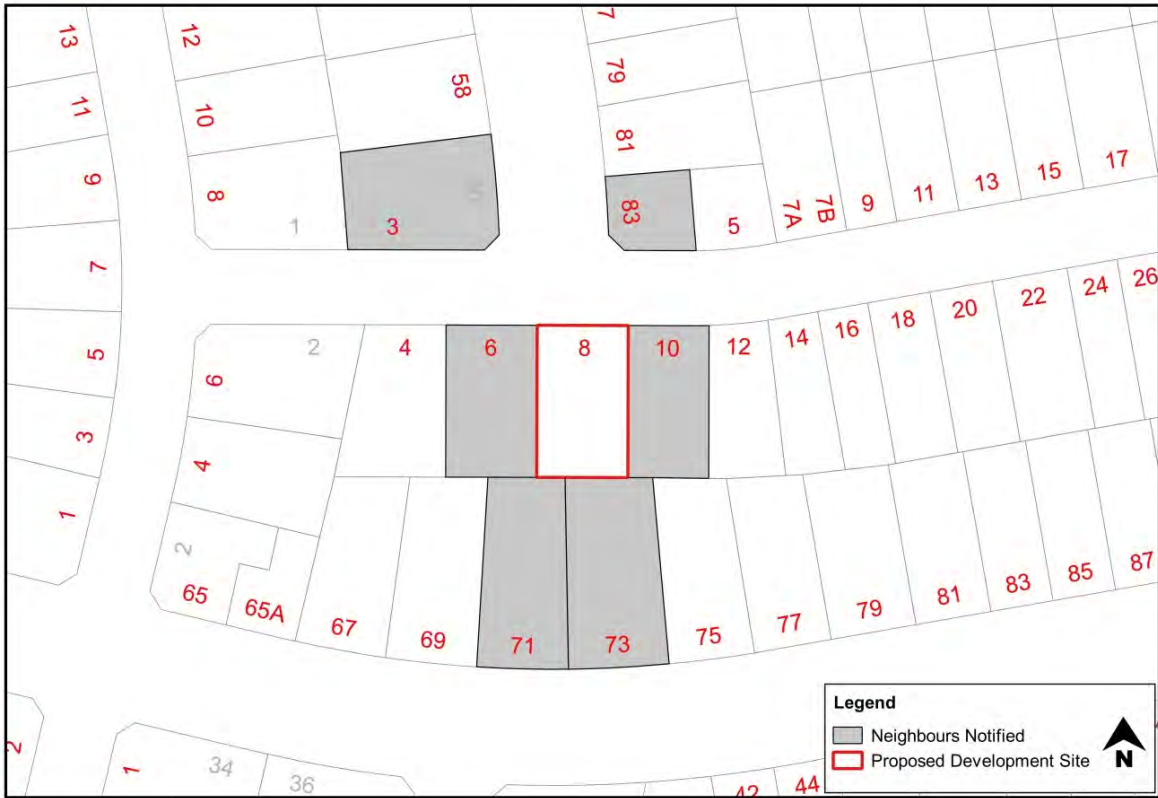
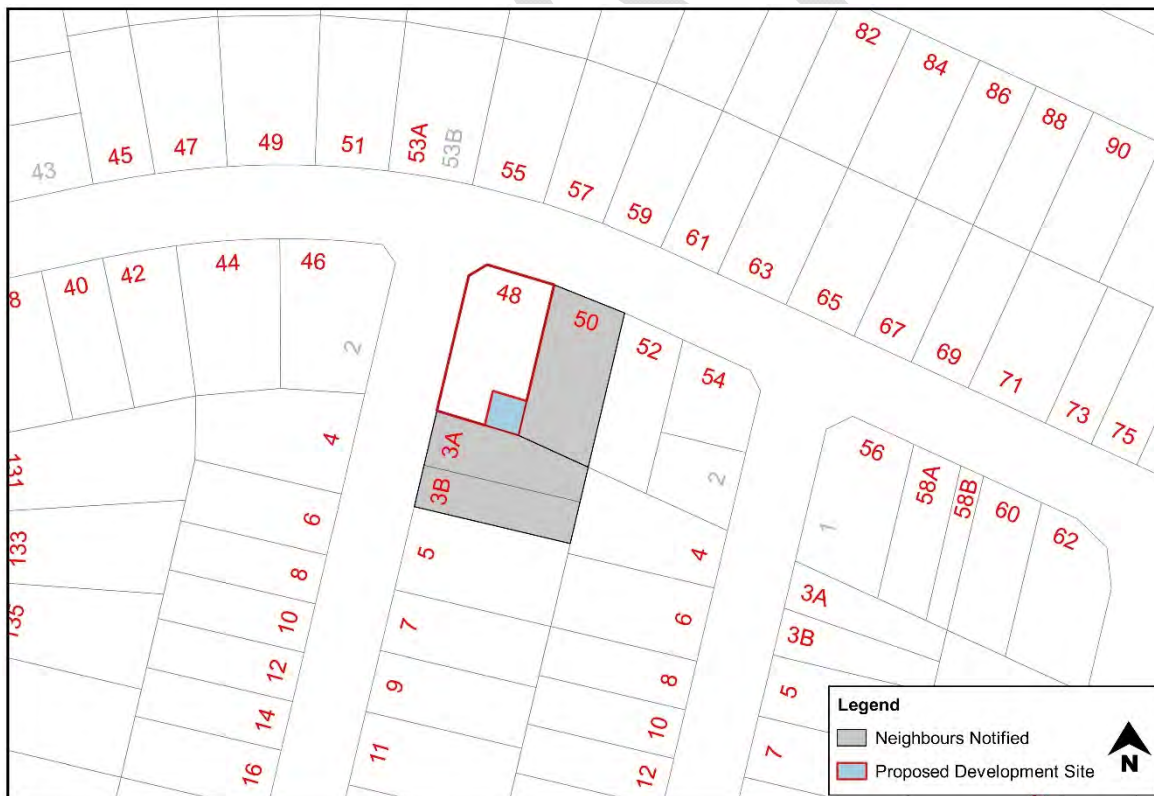


Figure 1-5: Example 3



Figure 1-6: Example 4 - Rear of site



**-End of Part-**

# Part 2

## General Land Use Controls

## 2.1 Earthworks

### Background

This section seeks to ensure that site planning for any proposed development takes into account the topography, geology, the soils of the site and surrounding land. It also aims to minimise disturbance to existing landforms, costly earthworks and to protect existing and proposed development from becoming unstable.

### Objectives

- a. To allow for the construction of retaining walls on sloping land at the subdivision works stage of a development;
- b. Minimise cut and fill through site sensitive subdivision, road layout, infrastructure and building design;
- c. Minimise additional earthworks of lots during the construction phase;
- d. Ensure land forming does not increase the potential for the inundation of water on any other land during the full range of flood events; and
- e. Protect and enhance the aesthetic quality and amenity of the area by controlling the form, bulk and scale of land forming operations to appropriate levels.

### Controls

#### General

1. Subdivision and building work should be designed to respond to the natural topography of the site wherever possible, minimising the extent of cut and fill (e.g. for steep land houses will need to be of a 'split level' design or an appropriate alternative and economical solution).
2. Subdivision and building work shall be designed to ensure minimal cut and fill is required for its construction phase.

#### Retaining Walls and Engineering works During Subdivision

1. All retaining walls that are to be of masonry construction (or the like).
2. All retaining walls proposed are to be identified in the development application.
3. The maximum height of a single retaining wall is 1 metre.
4. Where terraced retaining walls are proposed the minimum distance between each step is 1 metre.
5. A variation to the retaining wall heights can be considered with supporting justification and no adverse impacts on adjoining properties.
6. Retaining walls may be built on the boundary provided that a section 88B instrument is created on the affected lots to support the easement. Retaining walls are to be designed and constructed to allow for installation of boundary fencing without impact on the structural soundness of the retaining wall and its footings.
7. Where retaining walls are not on the boundary the retaining wall and associated infrastructure are to be wholly contained within the allotment.
8. Retaining walls that front a public place are to be finished with anti-graffiti coating.

#### Steep/Unstable Land

1. Development on land having a natural gradient of 1:6.7 (15%) or greater shall not be approved unless a geotechnical study, including guidelines for structural and engineering works on the land, has been considered by Council.

Note: Development on sites with a natural gradient of less than 15% may also require a geotechnical assessment depending upon site characteristics.

#### Use of Virgin Excavated Natural Material (VENM)

1. All land forming operations should involve the use of clean fill (also known as Virgin Excavated Natural Material or 'VENM'). The VENM must also meet the same salinity characteristics of the receiving land. Council may consider alternatives to VENM on merit.

**Further Information:**

Schedule 3 of [Environmental Planning and Assessment Regulation](#) (Waste management facility or works)

Council's [Engineering Design Specifications](#)

[Protection of the Environment Operations Act](#)

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## 2.2 Salinity Management

### Background

Some areas in the Camden LGA are affected by levels of salinity that are high enough to damage buildings and service infrastructure. 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:
    - (a) directing runoff from paved areas (roads, car parks, domestic paving etc) into lined stormwater drains rather than along grassed channels.
    - (b) lining of ponds and water sensitive urban design water bodies to avoid groundwater recharge.
    - (c) encouraging on site detention of roof runoff and use of low water demanding plants.
    - (d) encouraging tree planting, especially adjacent to watercourses.
  2. For road works within areas identified as a salinity hazard:
    - (a) disturbance of subsoil should be minimised.
    - (b) engineering designs incorporating considerations of salinity impacts are required.
    - (c) subsoil drainage is to be installed along both sides of all roads.
    - (d) roads should run along or perpendicular to the contours as much as possible.
    - (e) 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 shall 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 Office of Environment and Heritage 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:
    - (a) What impact will the development have on existing salinity levels in the soil and ground water,



- (b) What impact will salinity have on the type of construction proposed which may include the method of construction, water treatment devices, etc,
- (c) AS 2159: Piling Design and Installation,
- (d) AS 3600 Supp1: Concrete structures,
- (e) AS 3700: Masonry Structures,
- (f) AS 2870: Residential Slabs and Footings,
- (g) any other relevant standard or provision referred to for salinity under the BCA, and
- (h) Council's Engineering Design Specifications.

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.

7. Where a development site is considered a salinity hazard:
  - (a) Cut and fill must be minimised.
  - (b) Subsoil drainage should be installed along both sides of roads.
  - (c) Upgrade from Council's standard stormwater requirements to suit the saline environment.
  - (d) Building works are to be in accordance with Council's current Engineering Design Specification, or in accordance with a salinity assessment which demonstrates an acceptable solution to manage salinity impact on building works. and
  - (e) 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:
  - (a) Ensure that no leakage occurs from water, sewer and stormwater pipes.
  - (b) Services should be joint trenched where possible.
  - (c) Where services cross roads, conduit at least should be laid at the time of the road construction.
  - (d) 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.
  - (e) Water supply pipes must be copper or a non metal acceptable to Sydney Water.
  - (f) Sewer pipes must be unplasticised Poly Vinyl Chloride (PVC) or other material acceptable to Sydney Water.
  - (g) The use of recycled waste water 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.

## 2.3 Trees and Vegetation

### Background

The purpose of this chapter is to manage the removal and of tree/s and vegetation in accordance with the [State Environmental Planning Policy \(Vegetation in Non-Rural Areas\) 2017 \(VSEPP\)](#). The Vegetation SEPP regulates clearing that is not linked to development requiring consent. Clearing that is ancillary to development requiring consent will be assessed as part of the development assessment process and may require further assessment and approval under the [Biodiversity Conservation Act 2016](#).

Under the VSEPP the removal of trees and vegetation can occur in two ways, either via a permit issued by Council, or through an approval by the "Native Vegetation Panel". Where a tree or other vegetation is identified within this Chapter, a person must not clear vegetation without a permit granted by Council. This is referred to as a "removal or pruning". Council can only issue a permit for the removal or pruning of native vegetation that is below the biodiversity offsets scheme threshold. This chapter also provides guidance on the process for obtaining a permit for the removal or pruning of trees and other vegetation on land in the Camden LGA.

To avoid doubt, the entire Camden LGA (including rural zones) is regulated by the VSEPP. Council is the relevant authority for tree and vegetation clearing outside of a development application that is below the Biodiversity Offset Scheme.

To gain a permit for the removal of vegetation through this DCP, the following must be considered.

Definition of Tree or Vegetation under this DCP is prescribed as being any tree, sapling or shrub which meets or exceeds one of the following;

- (a) is 3 metres or more in height;
- (b) has a circumference of 300mm (100mm diameter) or more at a height of 1 metre above natural ground surface; or
- (c) has a branch span of 3 metres or more

### Objectives

- a. Protect trees and vegetation that contribute to Camden's Urban and Peri-urban Forest;
- b. Provide criteria for permitting removal and appropriate ongoing management of prescribed trees and vegetation;
- c. Establish exemptions that may apply under certain circumstances;
- d. Ensure stakeholders are notified of proposals involving tree removal where there is likely impact on local amenity; and
- e. Ensure where appropriate, tree removals are offset by equivalent planting so that over time there is not net loss of Camden's vegetation.

### Controls

1. A person must not cut down, fell, uproot, kill, poison, ringbark, burn or otherwise destroy a tree or vegetation without a written permit from Council authorising such works.

This control extends to a public authority except in relation to the pruning of a tree growing on, overhanging or encroaching onto land owned by Council or which is under its care, control and management.

Note: Additional assessment requirements may apply where the permit application involves the removal of threatened species or their habitat.

Where native vegetation clearing exceeds the Biodiversity Offset Scheme (BOS) Threshold Triggers or is an Area of Biodiversity Value (see the Biodiversity Values Map), approval is required from [Native Vegetation Panel](#).

2. If the Council receives an application to remove a tree, it must notify adjoining land owners in accordance with Part 1 of this DCP if, in Council's opinion, there is likely to be an impact on local amenity.
3. This DCP does not apply to or in respect of:
  - (a) routine pruning of trees or shrubs that form a continuous hedge
  - (b) a tree that is confirmed dead by a qualified arborist, provided that the tree does not contain hollows or habitat resources and is not an unacceptable risk;
  - (c) a tree that harbours fruit fly;
  - (d) Any tree identified as a noxious weed (or similar) and includes the following trees:
    - (i) Privet (*Ligustrum sp.*);
    - (ii) African Olive (*Olea africana*);
    - (iii) Honey Locust (*Gleditsia triacanthos*);
    - (iv) Cocos Palm (*Syagrus rhomanzofianum*);
    - (v) Chinese Celtis (*Celtis sinensis*)
  - (e) the destruction or removal of a tree, within 0.5 metre of the boundary between land owned or occupied by different persons, for the purpose of enabling a survey to be carried out along that boundary by a registered surveyor.
  - (f) Minor pruning of branches no greater than 50mm diameter provided that:
    - (i) pruning is undertaken in a way that does not impact on plant health; and
    - (ii) if the tree is located on a neighbouring property, the permission of the owner has been sought prior to pruning work.
4. Council must not grant a permit unless it has taken into consideration:
  - (a) the aesthetic, botanical, ecological, cultural and heritage importance of the tree/s or vegetation (refer to the Heritage Provisions within this DCP for more information).
  - (b) whether the tree presents or is likely to present a health or safety hazard to persons.
  - (c) where action is required to restrain or prevent damage to property.
  - (d) the extent to which the tree prevents solar access.
  - (e) whether the tree obstructs or is likely to obstruct accessways, footpaths, roads, utility services, drainage lines or the like or would otherwise cause a nuisance to, or endanger the movement of, persons or their vehicles.
  - (f) the impact of the action or work on the appearance, health or stability of the tree and the general amenity of the surrounding area.
  - (g) in the case of an application for a permit to remove a tree:
    - (i) whether the pruning of the tree would be a more practical and desirable alternative.
    - (ii) whether a replacement tree or trees and of a certain type should be planted.
  - (h) Suitability of the site, matters could include slope, waterfront land, soil instability etc.
5. If a permit is granted for the removal of a tree or vegetation, up to four (4) replacement trees are required to be planted for every tree removed.
6. This control does not apply to a tree or other vegetation that the Council is satisfied is dying or dead and is not required as the habitat of native fauna.
7. This control does not apply to a tree or other vegetation that the Council is satisfied is a risk to human life or property.
8. A permit cannot be issued under this DCP for the removal of a tree or other vegetation:
  - (a) that is, or forms part of a heritage item or that is within a heritage conservation area, or

(b) that is, or forms part of an Aboriginal object or that is within an Aboriginal place of heritage significance,

unless the Council is satisfied that the proposed activity:

(c) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or heritage conservation area, and

(d) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or heritage conservation area.

Note: Any removal of Exotic Trees or Weeds that do not require a permit shall be carried out as per the "Guidelines for the clearing of Exotic Tress and Dead Native Trees".

**Further Information:**

- [Tree Management Policy](#)
- [Local Biodiversity Strategy](#)
- [Australian Standard \(AS4373-2007\) Pruning of Amenity trees](#)
- [Biodiversity Values Map](#)
- [Biodiversity Offset Scheme \(BOS\) Threshold](#)
- [Guidelines for the Clearing of Exotic Trees and Dead Native Trees](#)

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## 2.4 Environmentally Sensitive Land

### Background

Council has identified areas of land within the Camden LGA as being environmentally sensitive. Land may be considered environmentally sensitive for a variety of reasons, including the presence of endemic and protected ecological communities or populations, its location as a link between larger bushland remnants, or its location adjacent to watercourses or other significant natural features. The Environmentally Sensitive Land map on Council's website illustrates the likely location of environmentally sensitive land within Camden LGA. Additional areas of environmentally sensitive land may exist and may not necessarily be shown on the map.

### Objectives

- a. Protect, manage, enhance and restore as much environmentally sensitive land as possible;
- b. Protect and enhance native vegetation for its aesthetic, cultural and heritage values and to retain the unique visual identity of the Camden landscape;
- c. Maintain and enhance ecological processes necessary for the continued protection of environmentally sensitive land as well as encourage the recovery of threatened species, communities or populations and their habitats;
- d. Ensure that all new development considers and maximises the protection of existing natural features at the site planning, design, development, construction and operation phases of the development; and
- e. Provide limited flexibility to achieve conservation outcomes through vegetation / habitat offsets.

### Controls

A development application lodged for land shown on the Environmentally Sensitive Land Map as being affected by any of the categories identified in the legend must be accompanied by information that adequately addresses the following matters:

1. Identification of potential adverse impacts of the proposed development on any of the following:
  - (a) an endemic native vegetation community,
  - (b) the existing habitat and potential habitat of any threatened species, populations or endangered ecological communities,
  - (c) a regionally significant species of plant, animal or habitat;
  - (d) a habitat corridor,
  - (e) a wetland, and
  - (f) the biodiversity values within a reserve, including a road reserve or a stock route.
2. If the proposed development is likely to significantly affect threatened species, populations or ecological communities, a Biodiversity Development Assessment Report per the requirements of the [Biodiversity Conservation Act 2016](#) is required.

Note: Development that is likely to significantly affect threatened species may require determination by the:

- Biodiversity Offsets Scheme threshold; or
- Assessment of significance; or
- Development on Areas of Outstanding Biodiversity Values (see Biodiversity Values Map)

3. If the proposed development is unlikely to significantly affect threatened species, populations or ecological communities, documentation which provides justification for that conclusion is required.
4. A description of any proposed measures to be undertaken to avoid and / or ameliorate any such potential adverse impact.
5. Development consent may not be granted to development on land shown on the Environmentally Sensitive Land Map affected by any of the categories identified in the legend, unless Council is satisfied that the development meets the objectives of this clause and ensures that:

- (a) The development is designed, sited, constructed, managed and operated to avoid potential adverse environmental impact, or
- (b) Where a potential adverse impact cannot be avoided and/or better conservation outcomes achieved, the development:
  - Is designed and sited so as to have minimum adverse impact, and
  - Incorporates effective measures so as to have minimal adverse impact, and
  - Incorporates restoration of any existing disturbed or modified area on the site and where appropriate,
  - Creates corridor linkages (where possible), expands the size of strategic remnants in accordance with equivalent vegetation / habitat replacement.

**Further Information:**

- [Threatened Species Legislation NSW](#)
- [Biodiversity Conservation Act 2016](#)
- [Fisheries Management Act 1994](#)
- [Biodiversity Values Map](#)

**Commonwealth**

- [Environment Protection and Biodiversity Conservation Act](#)

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## 2.5 Riparian Corridors

### Background

A riparian corridor forms a transition zone between the land, also known as the terrestrial environment, and the river or watercourse or aquatic environment. Riparian corridors perform a range of important environmental functions such as:

1. Providing bed and bank stability and reducing bank and channel erosion;
2. Protecting water quality by trapping sediment, nutrients and other contaminants;
3. Providing diversity of habitat for terrestrial, riparian and aquatic plants (flora) and animals (fauna);
4. Providing connectivity between wildlife habitats;
5. Conveying flood flows and controlling the direction of flood flows;
6. Providing an interface or buffer between developments and waterways; and
7. Providing passive recreational uses.

The protection, restoration or rehabilitation of vegetated riparian corridors is important for maintaining or improving the shape, stability (or geomorphic form) and ecological functions of a watercourse.

### Approvals Required

Controlled activities carried out in, on or under waterfront land are regulated by the *Water Management Act 2000*. The **Department of Industry - Water** administers the *Water Management Act 2000* and is required to assess the impact of any proposed controlled activity to ensure that no more than minimal harm will be done to waterfront land as a consequence of carrying out the controlled activity.

Waterfront land includes the bed and bank of any river, lake or estuary and all land within 40 metres of the highest bank of the river, lake or estuary.

If you are planning any work / development, in, on or under water front land, approval must be obtained from the **Department of Industry - Water (or their equivalent agency)** before commencing the controlled activity.

## 2.6 Bush Fire Risk Management

### Background

[The Camden Bush Fire Prone Lands Map](#) shows land that can be prone to a bush fire or is likely to be subject to bush fire / ember attack. The Bush Fire Prone Land Maps have been prepared by Council and certified by the Commissioner of the NSW Rural Fire Service.

In general, Bush Fire Prone Land mapping identifies vegetation types and associated buffer zones. Bushfire prone land mapping is designed to flag a property that has the potential to be threatened by bushfire and to initiate an assessment under the NSW Rural Fire Service (RFS) publication [Planning for Bush Fire Protection](#) to determine whether land management and or building construction measures need to be adopted to help safeguard the development, its occupants and neighbouring properties from bushfire.

### Objectives

- a. Prevent loss of, and damage to life, property and the environment due to bushfires by requiring development to be compatible with bushfire risk management principles;
- b. Ensure that all new and redeveloped allotments have measures sufficient to minimise the impact of bushfires;
- c. Ensure that future development does not increase the bushfire risk management and maintenance responsibilities on adjacent properties;
- d. Identify the potential bushfire threats to individual sites and ensure that there are adequate water supplies available for firefighting; and
- e. Identify asset protection zones between areas of potential hazard and development.

### Controls

1. Development on land identified as bushfire prone on Council's Bush Fire Prone Land Map must address the bush fire protection measures in the NSW RFS publication [Planning for Bush Fire Protection](#) (or equivalent).

NOTE: Applications to build within the Flame Zone or proposing a performance-based solution under the *Planning for Bush Fire Protection* Guidelines will be referred to the Rural Fire Service (RFS) for comment.

2. Asset protection zones must be contained wholly within the subdivision they are designed to protect. The asset protection zones are to be placed as a restriction as well as a positive covenant on the burdened allotments. No habitable buildings or storage structures are permitted within those zones.
3. Asset protection zones, fire trails and perimeter roads are not permitted on land that is considered or zoned environmentally sensitive.
4. For new subdivisions, compliance with Planning for Bush Fire Protection may require road design alterations (i.e. wider carriageways). In such an event the requirements of Planning for Bush Fire Protection override any road design requirements of this DCP (including Schedules) or Council's Engineering Specifications.



## 2.7 Flood Hazard Management

### Background

Flooding and the natural watercycle processes can at times detrimentally affect property, livestock and human health and safety, especially within an area such as Camden LGA where vast areas are subject to periodic inundation by flood waters.

### Objectives

- a. Minimise the potential impact of flooding on development;
- b. Limit changes in flow rate or flow duration within the receiving waterway as a result of development in order to reduce downstream flooding; and
- c. Adequately control and contain site generated flooding and prevent damage by stormwater to the built and natural environment.

### Controls

1. Development on flood prone land must comply with Council's [Engineering Design Specifications](#) and [Flood Risk Management Policy](#) for development which is located within and affected by flood prone land.

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## 2.8 Contaminated and Potentially Contaminated Land Management

### Background

Land contamination is most often the result of past uses. It can occur as a result of poor environmental management and waste disposal practices or accidental spills in industrial or commercial activities. The poor management of contaminated land can present a risk to public health and the environment. The following objectives and controls allow Council to make a full assessment of any contamination risks, prior to determining a development application. It notes that *SEPP No. 55 Remediation of Land* states that Council must not grant consent unless it has considered whether the land is contaminated.

### Objectives

- a. Make informed decisions about the capability of land to support development based on the framework for the management of Contaminated Lands in the Camden LGA as set out in the Council's adopted policy for the Management of Contaminated Lands;
- b. Minimise the risks to human health and the environment from the development of potentially contaminated land; and
- c. Ensure that potential site contamination issues are adequately identified at the proposed rezoning of land stage and remediated at the subdivision stages.

### Controls

1. An assessment is to be made by the applicant under *SEPP No. 55 – Remediation of Land* (or equivalent) as to whether the subject land is contaminated prior to the submission of a development application.

Note: The following documents prepared by NSW Environmental Protection Authority, the National Environmental Protection Council, and Camden Council, where relevant, must be used in preparing contamination assessments and all levels of contaminated site reports:

- *Contaminated Sites: Sampling Design Guidelines (Insert 52721.95 (Document Metadata))*
- *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites (Insert 52793.95 (Document Metadata))*
- *Contaminated Sites: Guidelines for Assessing Service Station Sites (Insert document)*
- *Contaminated Sites: Guidelines for the NSW Site Auditor Scheme (Insert 8783.98 (Document Metadata))*
- National Environmental Protection (Assessment of Site Contamination) Amendment Measure 2013
- *Council's Adopted Policy - [Management of Contaminated Lands](#)*

2. If contamination is present on the land, Council must consider whether the proposed land use is suitable or, if not suitable, can the land be made suitable following remediation pursuant to SEPP No. 55. Where land is proposed to be remediated, appropriate documentation is to be presented to Council supporting the works to be undertaken to achieve suitability.
3. Where development 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), a Site Contamination Investigation must be submitted with the DA. Depending on the outcome of the investigation, more detailed Environmental Site Investigations may also be required.
4. All contamination investigations (Stage 1 or 2), remediation (Stage 3) and validation work (Stage 4) must be undertaken by a suitably qualified consultant and in accordance with the protocols of Council's Policy – Management of Contaminated Lands and the NSW EPA Contaminated Sites Guideline Booklets or NEPM (2013 Amended), where relevant.
5. Development applications for land subdivision and sensitive land uses must be accompanied by a contamination investigation report as required by Council's Policy - Management of Contaminated Lands.

If a preliminary (Stage 1) contamination investigation identifies contamination, then a detailed (Stage 2) investigation will also be required. Where the detailed investigation triggers a requirement for remediation then a Remediation Action Plan (Stage 3) must also be submitted with the development application. All required remediation works will require development consent before works can commence.

**NOTE:** Council may require a Site Audit Statement issued by a NSW EPA Accredited Site Auditor to be provided at any stage of the contamination investigation, remediation, and validation stages.

## 2.9 Development near Camden Airport

### Background

The operation of the airport is subject to the provisions of the [Camden Airport Master Plan](#).

### Objectives

- a. Ensure the effective and on-going operation of Camden Airport;
- b. Ensure that airport operations are not compromised by surrounding development; and
- c. Ensure that aircraft are protected from adverse impacts from ground lighting and gas efflux.

### Controls

1. Ground lighting within the area shown in the Camden Airport Master Plan highlighting maximum lighting intensities surrounding Camden Airport, must not impact on Airport operations. Guidelines for aeronautical ground lights can be found in the [Manual of Standards Part 139 – Aerodromes](#), Section 9.21 or equivalent.
2. Stack and vent efflux installations located within 15km of the Camden Airport must comply with the requirements set out in [Advisory Circular 139-05](#) issued by the Civil Aviation Safety Authority.
3. Buildings or structures located within the area affected by the Camden Airport OLS or PANS-OPS contained in the [Camden Airport Master Plan](#) must use materials that have low reflectivity.

Note: Clause 7.2 of [LEP 2010](#) contains provisions relating to obstacle limitation surfaces and PANS-OPS, and Clause 7.3 of LEP 2010 contains provisions relating to ANEF contours and noise exposure.

## 2.10 Development affected by the Western Sydney Airport

### Background

The Western Sydney Airport (WSA) planned at Badgerys Creek (within Liverpool City Council's LGA) is located to the north of the Camden LGA. Whilst the WSA is not within the Camden LGA, the protected airspace around the airport encroaches on to certain land within the Camden LGA.

Protected airspace is also referred to as Obstacle Limitation Surface (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS).

Where proposed development impact on the protected airspace, certain approvals are required from the airport itself and the applicant must seek approval from the Secretary of the Federal Department of Infrastructure, Regional Development and Cities (as updated). It is noted that it will be rare for new buildings within the Camden LGA to encroach into the protected airspace most of the land. However, there may be circumstances for properties within Cobbitty, Bringelly and Rossmore where the OLS is relatively close to the natural ground level.

### Objectives

- a. Ensure that new developments are not detrimentally impacted by the operations of Western Sydney Airport;
- b. Ensure new development is approved in accordance with Federal legislation and guidelines; and
- c. Ensure the effective and on-going operation of the Western Sydney Airport.

### Controls

1. The WSA must be notified of all development applications buildings, structures or activities that will penetrate the Western Sydney Airport OLS and / or PANS-OPS.
2. Stack and vent efflux installations located within 15km of the Western Sydney Airport must comply with the requirements set out in [Advisory Circular 139-05](#) (as updated) issued by the Civil Aviation Safety Authority.

Note: Regarding aircraft noise please refer to 2.11 Acoustic Amenity below

## 2.11 Acoustic Amenity

## 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 and commercial and industrial areas on residential amenity and other noise sensitive uses;
- b. To achieve an acceptable noise environment whilst maintaining well designed and attractive streetscapes; and
- c. To minimise the impacts of noise on sensitive receivers through subdivision layout and building design.

## 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.  
Council may consider a preliminary assessment from a suitably qualified acoustic consultant, justifying why an acoustic report is not required.
2. Where possible bedrooms, main living areas and principal private open spaces are to be located away from noise sources (Refer to Figure 2-1).
3. Noise attenuation measures must not adversely impact upon passive surveillance, active street frontages and energy efficiency.
4. 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.
5. 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.
6. 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:

- (a) Locating less sensitive land uses between the noise source and the sensitive receivers;
  - (b) Using the built form to act as noise barriers;
  - (c) Optimising the subdivision layout to maximise shielding of principle private open space;
  - (d) Incorporating noise mitigating building façade treatments and locating bedrooms, main living areas and principle private open space areas away from the noise source;
7. 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 1m.

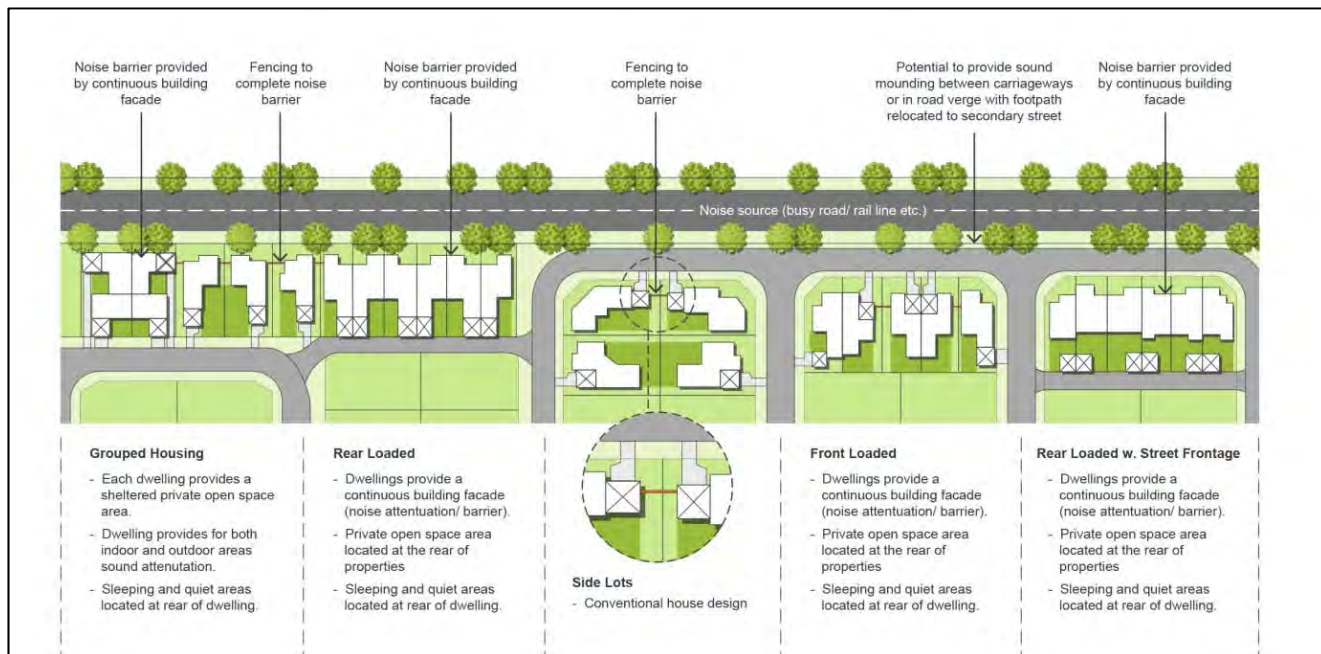


Figure 2-1: How to Mitigate Impacts from Road and Rail

### Road and Rail Noise

1. 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:
  - (a) adjacent to existing (or proposed) railwayline, arterial, sub-arterial roads, transit boulevards; or
  - (b) adjacent to a collector road that is within a 100m radius of the centre of the intersection the above roads (Refer to Figure 2-2).

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

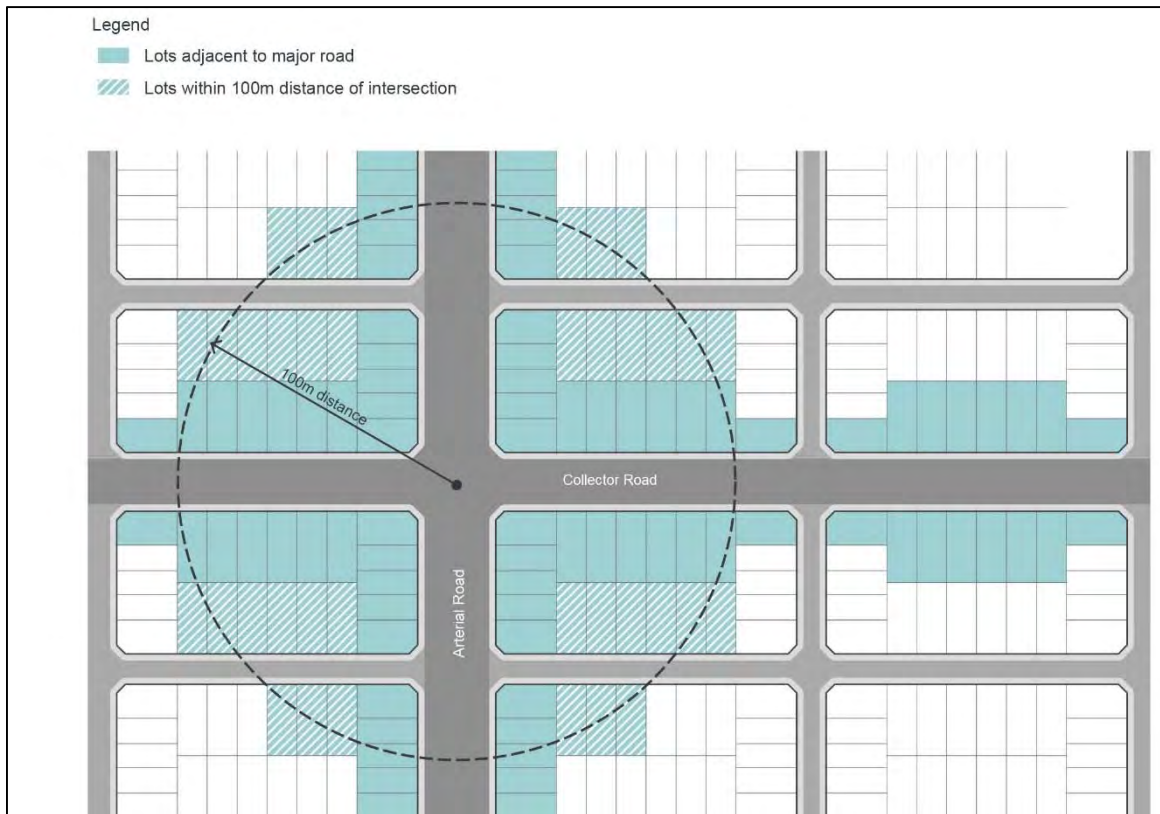


Figure 2-2: Noise from Road and Rail Noise

2. Residential dwellings adjacent to an existing (or proposed) railway line, arterial road, sub-arterial road or transit boulevards, or collector roads that are within 100m of the centre of the intersection of those roads, are to be designed to minimise the impact of noise.

Non-residential buildings such as educational institutions, child care centres, places of worship, and hospitals are also required to be designed to minimise the impact of noise.

Both 'residential dwellings' and 'non-residential buildings' must comply with the internal noise criteria in 'Table 3.1' from the 'Department of Planning: Interim Guideline – Development Near Rail Corridors and Busy Roads'

Ventilation Requirements: If internal noise levels with windows or doors open exceed the criteria by more than 10dBA, the design of the ventilation for these rooms should be such that the occupants can leave windows closed whilst also meeting the ventilation requirements of the Building Code of Australia.

3. 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').

4. 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**

1. 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](#).
2. 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 Rail Infrastructure Noise Guideline \(2013\)](#).

#### **Aircraft Noise**

1. 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)**

1. An acoustic assessment will be required for industrial and commercial development where the development:
  - (a) 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
  - (b) 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
  - (c) Proposes to operate anytime between 10pm and 6am.
2. Noise emissions from industrial development must be assessed in accordance with the NSW EPA Noise Policy for Industry (NPfI).
3. 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.
4. 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**

1. Development applications for child care centres and educational establishments must be accompanied by an acoustic report.
2. Child care centres and educational establishments are to be designed to not exceed the following noise levels:
  - (a) 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).
- (b) 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 (Education Establishment and Child Care Facilities) 2017 (and Child Care Planning Guidelines) and the DCP, the SEPP will take precedence.

#### **Noise from Licensed Premises**

1. 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:
  - (a) 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.
  - (b) 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.
  - (c) 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.

2. 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**

1. 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. 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 Guide
- NSW EPA Road Noise Policy
- Australian Standard 2021:2015
- [NSW EPA Noise Policy for Industry \(NPfI\)](#)
- Interim Construction Noise Guideline
- [Liquor and Gaming NSW Noise Emission Criteria](#)

## 2.12 Air Quality and Odour

### Background

Pollutants are emitted to the air from various sources. When these emissions are discharged unmitigated, during periods of poor dispersion, or under conditions conducive to smog formation, poor air quality may result. It is imperative the following objectives and controls are adhered to in order to minimise adverse air quality impacts.

### Objectives

- a. Preserve air quality, minimise pollution and improve environmental amenity; and
- b. Ensure appropriate levels of air quality for the health and amenity of residents.

### Controls

1. Development that is likely to result in the emission of atmospheric pollutants, including odours, as determined by Council shall include operating practices and technology to ensure that such emissions are acceptable. Details of these measures are to be provided at development application stage.
2. Development that is likely to be impacted upon by atmospheric pollutants and/or odours from existing land uses, may require the undertaking of an odour impact assessment or similar assessment dependent on the type of pollutant being assessed. For odour impact, assessment will be undertaken in accordance with the [NSW EPA Technical Framework "Assessment and Management of Odour from Stationary Sources in NSW"](#). For other pollutants, assessment may be required to determine if pollutants comply with the [Protection of the Environment Operations Act 1997](#) and [supporting Regulations](#). The assessment may need to be undertaken at rezoning stage for rezoning and subdivision proposals, or at development application stage for other proposed land uses where relevant.

**Note:** Emissions from premises of any matter, whether solid, liquid or gaseous must comply with the Protection of the Environment Operations Act and its Regulations, or a pollution control consent provided by the Department of Environment and Conservation for Scheduled Premises.

## 2.13 Waste Management

### Background

This section outlines the requirements for the management of waste from new developments. This section of the DCP is to be read in conjunction with Council's *Waste Management Guideline*, where more detail will be provided for different development types. For further information on Waste

Management Plans (WMPs), waste management technical requirements and traffic requirements for all development refer to Council's *Waste Management Guideline*.

### Objectives

- a. Ensure that an appropriate waste service is provided to all new development;
- b. Ensure waste collection vehicles have safe, reliable access to all collection points and can manoeuvre to all waste collection points during all stages of a development; and
- c. Ensure provision of adequately designed and constructed storage and collection areas for all developments that allows for responsible storage and collection of all waste types that are generated at the development.

### Control

1. A Waste Management Plan (WMP) must be submitted for all new development, including demolitions, construction and the ongoing (or change of) use. A WMP outlines the waste that will be generated and how the development proposes to manage the waste.

For further information on WMPs refer to Council's *Waste Management Guideline*.

Note: In addition to this section, other chapters provide additional controls for waste storage and waste collection i.e. Part 3 Residential Subdivision and Part 4 Residential Development.

**Additional controls below provide guidance for specific development types.**

### Commercial Developments

#### Controls

1. The WMP must show:
  - (a) The location of the designated waste and recycling storage room(s) or areas, sized to meet the waste and recycling needs of all tenants (refer to Council's *Waste Management Guideline*);
  - (b) The location of temporary waste and recycling storage areas within each tenancy. These are to be of sufficient size to store a minimum of one day's worth of waste;
  - (c) An identified collection point for the collection and emptying of waste bins;
  - (d) The path of travel for moving bins from the storage area to the identified collection point. There must be step-free access between the point at which bins are collected/emptied and the waste/recycling storage room(s) or area(s); and
  - (e) The on-site path of travel for collection vehicles (if collection is to occur on-site).

***(INSERT LINK) Checklist / Template for waste management plan***

### Mixed Use Developments (Residential/Non-Residential)

#### Controls

1. Mixed Use development must incorporate separate and self-contained waste management systems for the residential component and the non-residential component.

### **Industrial Development Controls**

1. There must be convenient access from each tenancy and/or larger waste producing area of the development to the waste/recycling storage room(s) or area(s). There must be step-free access between the waste storage and collection areas.
2. Every development must include a designated general waste/recycling storage area or room(s), as well as designated storage areas for industrial waste. These must be designed in accordance with specific waste and environmental laws, protocols, workplace health and safety guidelines and technical design guidelines and standards.
3. The waste/recycling storage room/areas must be able to accommodate storage bins that are of sufficient volume to contain waste generated from the site.
4. Waste management storage rooms/areas must be suitably enclosed, covered and maintained to prevent ingress of rainwater and stormwater into the stormwater system.
5. Production, storage and disposal of liquid or hazardous waste (such as contaminated or hazardous material or products) must be designed according to the appropriate NSW EPA, SafeWork NSW and other technical standards.
6. Appropriate vehicle access must be made for the collection of each waste type, designed to Australian Standard AS 2890.2

### **Further Information**

- [Protection of the Environment Operations Act 1997](#)
- [Waste Avoidance and Resource Recovery Act 2001.](#)
- [Protection of the Environment Operations \(Waste\) Regulation 2014](#)
- [NSW Waste Avoidance and Resource Recovery Strategy 2014 - 2021.](#)
- [Better Practice Guide for Waste Management in Multi-unit Dwellings 2008.](#)
- [Collection of Domestic Waste Code of Practice.](#)
- [Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities 2012.](#)

## 2.14 Development adjoining Upper Canal System

### Background

The Upper Canal System (including its corridor) is listed on the State Heritage Register. The Upper Canal extends generally through the Australian Botanic Garden Mount Annan, crossing under Narellan Road then passes north through Currans Hill and the Central Hills. The Upper Canal and corridor are classified as a *controlled area* under the provisions of the [Water NSW Act 2014](#). This Act is administered by [WaterNSW](#).

Development adjacent to the Upper Canal can potentially impact on the Canal corridor and the water within it. These impacts include, but are not limited to, the following:

- The potential impacts on the integrity of the infrastructure including changes to drainage such as increased risk of flooding and stormwater flows from the proposed development entering the corridor, resulting in erosion and slippage, and impacts during construction such as vibration and cut and fill.
- The potential impacts of the development on the quality of water within the Upper Canal, include impacts on water quality from flooding and stormwater from adjacent development. Any development should have a neutral or beneficial impact on water quality within the Upper Canal.
- The potential impacts of the proposed development on the security of the infrastructure and associated corridor including fencing.
- The potential impact of the proposed development on the ability of WaterNSW to manage and maintain the infrastructure, including maintenance of unrestricted access to the existing entry points to the Upper Canal corridor by WaterNSW staff, plant and vehicles.

### Objectives

- a. Ensure the Upper Canal and associated corridor is taken into account in siting, designing constructing and operating any proposed development adjoining or in the vicinity of the Upper Canal.

### Controls

1. Development proposals adjacent to or in the vicinity of the Upper Canal and associated corridor with the potential to impact on the Upper Canal, should be prepared in liaison with WaterNSW prior to lodging a development application. Development Applications are to refer to WaterNSW's [Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines](#).

The Upper Canal System is shown in Figure 2-3.

2. All development shall include the provision of appropriate security/delineation fencing and/or other mitigation strategies in consultation with WaterNSW.

### Notes:

Proposals to access or enter the Upper Canal corridor at any time will require authorisation in writing from WaterNSW.

Refer to the provisions within the Environmental Heritage Chapter within this DCP and the [Heritage Act 1977](#) in relation to impact on the heritage significance of the Upper Canal.

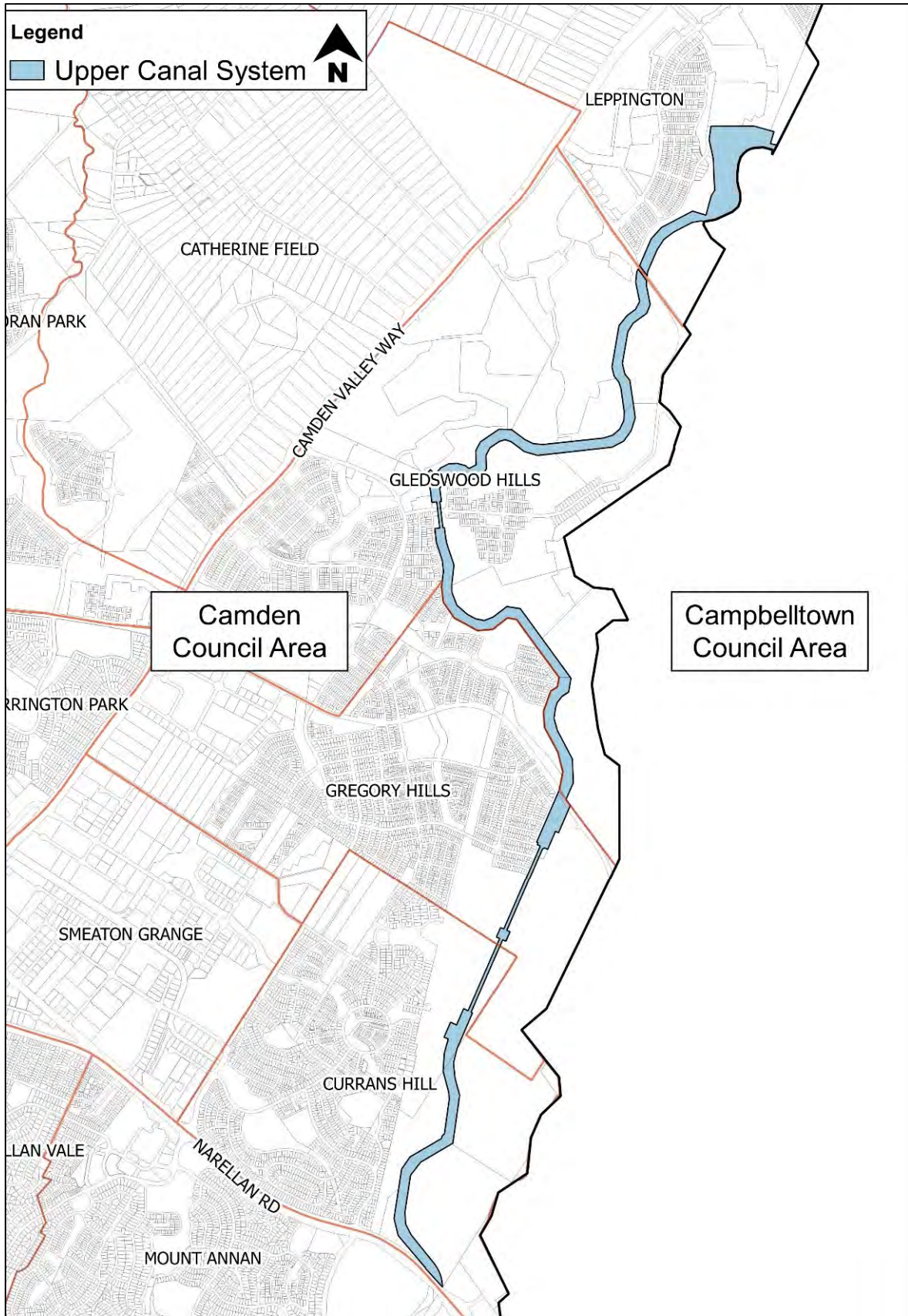


Figure 2-3: Upper Canal System

## 2.15 Environmental Heritage

### Background

Camden's unique environmental heritage is made up of a combination of significant places, buildings, works, relics, moveable objects and precincts. It comprises elements of both the natural and built environment and their related landscape settings; as well as Aboriginal items and places.

Heritage is an integral part of the character of the Camden LGA and has been identified as such consistently over many years by the Camden community. It is important that heritage significance is protected for the benefit of current and future generations.

This chapter of the DCP is focused on ensuring that there is sufficient understanding of the significance of Camden's Heritage and that development and activities in both the private and public domains are sympathetic and contribute to its conservation.

Importantly, heritage listing does not prevent development or changes to a property. It just means that work must be done in a manner that is sensitive to the heritage significance of the site. A balance between protecting heritage significance and alteration to meet modern needs and desires is encouraged.

### 2.15.1 Aboriginal Culture and Heritage

#### Background

Aboriginal people are the cultural owners and managers of information relating to their heritage. It is vital to Aboriginal people and to the richness of Camden's heritage, that these important spiritual and cultural links to land are maintained by preserving and protecting places of cultural significance.

#### Objective

- a. To manage Aboriginal heritage values to ensure enduring conservation outcomes.

#### Controls

1. Development applications must identify any areas of Aboriginal heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that are to be retained and protected (and identify the management protocols for these).

#### Notes:

Developments or other activities that will impact on Aboriginal heritage may require consent from the Office of Environment and Heritage (OEH) under the National Parks and Wildlife Act 1974 and consultation with the relevant Aboriginal communities.

Any development application that is within or adjacent to land that contains a known Aboriginal cultural heritage site, must consider and comply with the requirements of the National Parks and Wildlife Act, 1974.

Where the necessary consents under the National Parks and Wildlife Act, 1974 have been obtained, the development application must demonstrate that the development will be undertaken in accordance with any requirements of that consent.

Further Information on Aboriginal cultural heritage please refer to the website below:

<http://www.environment.nsw.gov.au/>

### 2.15.2 Heritage Concepts

The following heritage concepts are fundamental to the heritage conservation provisions of this chapter.

### The Burra Charter

The [Burra Charter](#) is a document prepared by the Australian National Committee of the International Charter for the Conservation and Restoration of Monuments and Sites (Australia ICOMOS). It provides guidance for the conservation and management of places of heritage significance.

Table 2-1: Description of Heritage Concepts

Heritage Places	A collective term used for Heritage Items, Heritage Conservation Areas, culturally significant Built Environment, Landscapes and Archaeological Sites.
Heritage Items	Heritage items can include buildings, sites, places, archaeological items, mature trees and landscapes of both state and local significance. Items of state significance are identified on the State Heritage Register ( <a href="http://www.heritage.nsw.gov.au">www.heritage.nsw.gov.au</a> ). Items of State and Local significance are identified in <a href="#">Schedule 5 of the LEP 2010</a> .
Heritage Conservation Area	<p>A Heritage Conservation Area is more than a collection of individual Heritage Items. It is an area in which the historical origins and relationships between various elements creates a sense of place that is special and therefore worth keeping.</p> <p>Two Heritage Conservation Areas are identified in LEP 2010. One is focused on the Camden Town Centre (Camden Heritage Conservation Area Figure 2-4) and the other on Struggletown Heritage Conservation Area, in Narellan (Figure 2-7). In addition to the general controls, an overview of the character, future character aspirations and the unique controls for each Heritage Conservation Area are detailed in this chapter. These additional controls must be read in conjunction with the General Heritage Provisions.</p>
<p>Culturally Significant Place:</p> <ul style="list-style-type: none"> <li>-Built Environment</li> <li>-Cultural Landscape</li> <li>-Archaeological Sites</li> </ul>	<p>Heritage as a concept is not static. Over time, culturally significant places evolve to warrant their listing as heritage items. As an area, Camden demonstrates a mixture of culturally significant built heritage, and landscapes. Although not listed as Heritage items, these heritage places are still considered to contain heritage significance and are listed in Tables 2-4, 2-5 and 2-6 and Figures 2-10 and Figure 2-11. Further investigation of heritage significance is required to be carried out on each identified place when a development application is lodged.</p> <p>An archaeological site may be a known site (as listed in Table 2-6); or a site that is discovered as part of site investigations and development.</p> <p>Where a development proposes disturbance to an archaeological site or relic, the applicant must contact the NSW Heritage Branch for compliance with the statutory requirements.</p>
Development in the Vicinity of a Heritage Place	A development within the vicinity of a heritage item, culturally significant heritage place or heritage conservation area; must be assessed to determine whether it will have any impact on the significance of the heritage place and how this can be mitigated. A Heritage Impact Statement (HIS) may be required.
Aboriginal Heritage	Aboriginal Heritage includes places and objects which show evidence of Aboriginal occupation of the Camden LGA, as well as places which are of spiritual importance to Aboriginal culture or customs, but which contain no physical remains.



	Where a development proposes harm to an Aboriginal site or relic, the applicant must contact the Office of Environment and Heritage for compliance with the statutory requirements.
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### Heritage Significance

The Heritage Branch of NSW Office of Environment and Heritage has established widely accepted criteria to be used in ascertaining heritage significance. In summary, a building, relic, object or place may have heritage significance for reasons of historical, aesthetic, scientific or social significance; or a combination of these. In addition, a place could be considered to be of particular note due to its rarity or representativeness.

It is important to note that a heritage place does not have to be completely intact or in good condition for it to be of heritage significance. Rather it is the place's ability to demonstrate the criteria discussed above that is important. Many heritage places have undergone change overtime such as extensions or alterations, and these have not had an adverse impact upon the identified significance of the place. Before any alterations or new works are proposed to a heritage place, there must be a thorough understanding of its heritage significance. Once this is known decisions about changes can be more easily and appropriately made.

#### NOTE:

The Development Application fees charged by other Authorities such as for Integrated Development will not be waived.

If in the opinion of Council, a development application restores, improves or conserves a heritage item, a building or dwelling within a heritage conservation area, the development application fees may be waived.

### Heritage Impact Statement (HIS)

Council requires a HIS to be provided with a development application where, in the opinion of Council, the heritage significance of the following could be affected:

- a heritage item (see Schedule 5 of LEP 2010).
- a heritage conservation area (Figures 2-4, 2-5 and 2-6).
- a Culturally Significant Place (Built Environment, Cultural Landscape or an Archaeological Site) identified in Table 2-2, 2-3 and 2-4 and Figures 2-8 and 2-9.
- development in the vicinity of any of the above and in the vicinity of St Thomas Chapel and Figure 2-7.

The size and content of the HIS will vary depending on the heritage place involved, and the scale and impact of the proposed development. Further guidelines for the preparation of Heritage Impact Statements can be found on the Office of Environment and Heritage website or by using the following link.

<http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/hmstatementsofhi.pdf>

### Conservation Management Plan (CMP)

A CMP is generally required for items listed in the State Heritage Register. It may also be required for any major development or subdivision proposals to local heritage items, or where requested by Council. In addition to the above, it is to provide a conservation policy and associated strategy.

A HIS and CMP must be prepared by a qualified and experienced Heritage Consultant and be carried out in consultation with Council.

## 2.15.3 General Heritage Provisions

### Background

This subsection sets out general objectives and controls for various types of work and is applicable to all Heritage Items, Heritage Conservations Areas, Culturally Significant Places and for development in the vicinity of Heritage Places.

### Objectives

#### Conservation

- a. Retain and conserve heritage items and their significant elements and settings including views and visual catchment;
- b. Retain and conserve where possible, the significant character of heritage places;
- c. Retain original elements such as verandahs, balconies, characteristic roof forms, traditional materials, finishes and associated details and traditional planting schemes;
- d. Retain and conserve culturally significant items if they are found to have heritage significance;
- e. Encourage new and sympathetic uses of buildings to conserve their heritage significance;
- f. Protect and conserve heritage in accordance with the principles of the Burra Charter;
- g. Ensure that development is undertaken in a manner that acknowledges a heritage place/s, archaeological potential or protects sites of archaeological significance;
- h. Encourage routine maintenance for the ongoing conservation of heritage places; and
- i. Ensure that adequate consideration is given to the significance of a heritage place, where demolition or partial demolition proposed.

#### Compatibility of new work

- a. Ensure development is based on, and sympathetic to, an understanding of the heritage significance of the place;
- b. Ensure that any development within a heritage conservation area is compatible with and sympathetic to the significant characteristics of the conservation area as a whole and makes a positive contribution to the area; and
- c. Ensure that the development in the vicinity of a heritage place is undertaken in a manner that does not detract from the heritage significance of the place.

#### Development details

- a. Ensure the integrity of the heritage item and its setting (including landscape visual catchment and significant characteristics); or the Heritage Conservation Area is retained by the careful design, scale and siting of new buildings and alterations and additions to existing buildings;
- b. Encourage the removal of unsympathetic work, the conservation of original elements and the reinstatement of significant missing building elements where documentary evidence of their detail or location exists;
- c. New development may use contemporary design, materials and construction techniques; but must maintain not adversely impact the heritage significance of the place, and the significant elements that make up the character of the Heritage Conservation Area;
- d. Promote the use of high quality design, materials, finishes and detailing which is appropriate sympathetic to the architectural style, building type and historic context of a heritage place; and
- e. Promote the use of colour schemes that are sympathetic to the character of the individual building, group of buildings and the historic context a heritage place.

#### Associated details

- a. Ensure that fences, gates, and outbuildings and other ancillary structures are sympathetic to the significance of the heritage place;
- b. Promote landscaping that is consistent with appropriate to the significance of the heritage place; and

- c. Minimise the impact of new driveways on heritage items and the streetscape; and retain an active retail street frontage.

### **Controls**

#### **Design**

1. New buildings shall be of a simple, contemporary design that avoids “heritage style” replication of architectural or decorative detail.
2. New work must be easily identified as such and is required to be sympathetic to the heritage place.
3. When alterations or additions are proposed, the removal of any existing unsympathetic elements is encouraged.
4. Where significance permits modification, alterations to the original room layout of a heritage item is permissible provided the original details such as joinery, plasterwork and wall nibs and can still be interpreted.
5. New development must be designed to interpret and complement the general form, bulk, scale, height, architectural detail and other significant elements of the surrounding heritage place.
6. Where an addition is not visible from a street or public place, greater flexibility in design may be considered.
7. The significant internal and external fabric and building elements of the principal building are to be retained and conserved.

#### **Siting**

8. Alterations and additions to a heritage item or within a conservation area will be sited and designed to retain the intactness and consistency of the streetscape and the significance of the conservation area;
9. Additions to buildings in the conservation area are to be predominantly to the rear of the existing building. Additions should not visually dominate the existing building.
10. Additions to the side of existing buildings will be considered where it is substantially set back from the front building alignment and the style and character of the building or conservation area will not be compromised.
11. Where there is a uniform building front setback, new development must recognise this.
12. The existing informal and irregular pattern of rear property building alignments is to be retained.

#### **Roofs and Roofscape**

13. The existing pattern, pitch, materials and details of original roof forms within the Heritage Conservation Area shall be retained.
14. Secondary roof forms should be subservient in form, scale and location to the main roof.
15. Missing roof elements shall be reinstated when unsympathetic roofs are replaced.

#### **Verandah's and Balconies**

16. Original verandah's and balconies are not to be removed, altered or enclosed.
17. Verandah's and balconies may be reinstated on street front elevations where historical evidence supports their previous existence. In such circumstances, the detail and design should be representative of the original.
18. Verandah's and balconies on new buildings should generally be of a contemporary design and materials that respond to the character, scale and from setting of the heritage place.

#### **Height**

19. Additional floor space may be permitted within attic roof space where no significant external changes are made to the existing wall heights and roof forms.
20. Dormers with traditional proportions and sympathetic detailing that complements the style and details of the roof may be considered.

21. Loft type structures in the conservation area may be appropriate only where the bulk, size and scale does not overwhelm the existing or surrounding buildings and can be included in the roof space of a pitch that reflects surrounding existing development.

#### **Materials and Finishes**

22. Surviving original materials, finishes, textures and details shall be retained and conserved where appropriate.
23. Materials, finishes, and textures must be sympathetic to the historic context of the original significant buildings within the streetscape.
24. Contemporary materials are permitted where their proportions, detailing and quantities are in compatible with the character of the area. Large expanses of glass and reflective wall and roof cladding are not appropriate.
25. The significant original internal elements of a building, such as distinctive joinery, fireplaces, decorative plasterwork are generally to be retained and conserved in heritage places.
26. Reconstruction or restoration of missing significant elements is encouraged and should be based on documentary evidence when available.

#### **Colours**

27. Colour schemes on heritage items must be appropriate and sympathetic to the building type period and architectural style.
28. New buildings need not employ traditional colour schemes, but should use colours sympathetic to surrounding development and contribute to the cohesiveness of the Heritage Place.
29. Original significant masonry that is unpainted or unfinished must not be rendered, bagged, painted or otherwise refinished in a manner inappropriate to the architectural style of the building.

#### **Fences and Gates**

30. Existing fences that have been identified as being significant or that contribute to the overall setting or character of a heritage place are to be retained, rather than replaced.
31. New fences should be sympathetic to the original fencing in terms of design, materials, colour and height. If the original fence type is not known, it should be representative of the architectural period of the heritage building. Old photographs or inspection of remaining fabric can often reveal the original fence type.
32. Removal of unsympathetic fences and reinstatement with fencing appropriate to the architectural era is encouraged.
33. Traditional fence heights and styles that do not obscure heritage items or visually dominate Heritage Conservation Areas are to be used.
34. On sloping sites fences and walls should be stepped down the slope.

#### **Landscaping**

35. Front gardens should predominately be landscaped in a style appropriate to the building type and to embellish the street front elevation.
36. Landscaping in a heritage place should, retain the original design elements, paths, significant trees and established gardens.

#### **Garages, Carports and Outbuildings**

37. Garages, carports and outbuildings shall be simple, ancillary structures, that are designed and sited so that they do not dominate the principal building and not detract from the Heritage Conservation Area.
38. Parking structures are not to be located in the front setback area, unless documentary evidence of their location in the front setback exists.

#### **Vehicle Access**

39. Vehicle access shall not impact adversely upon the architectural character and significance of buildings or the streetscape.
40. Driveways should be constructed of gravel, crushed sandstone, bricks or plain concrete or be designed as separated wheel strips. Stencilled concrete is generally not appropriate.

41. Hard stand areas should be kept to a minimum.

**Signage**

42. Refer to Part 2.15 of this DCP for signs on Heritage Items or in Heritage Conservation Areas.

**Associated structures**

43. Where shutters and grills are considered necessary for property protection, they shall be designed to suit the character of the building, be set back from the face of the surrounding wall, be of an open nature and have minimal impact on the existing building fabric.
44. Appropriate external lighting may be used to highlight the architectural features of significant buildings.
45. Skylights, air conditioning units, antennas, solar panels, satellite dishes etc. shall not be visible from the street.

**Demolition**

46. The demolition of a heritage place is contrary to the intent of heritage listing. It will only be considered as a last resort, where a Heritage Impact Statement is submitted covering the following:
- (a) Documentation that all alternatives for retention have been investigated and ruled out.
  - (b) It can be satisfactorily demonstrated that the building does not satisfy the criteria for listing established by the NSW Heritage Branch.
  - (c) It has been sufficiently documented and justified that the structure is considered incapable of repair.
47. Where consent is issued for demolition, or part demolition, of a heritage place a comprehensive diagrammatic and photographic archival record is to be made of the structure to be demolished. This must be submitted to Council's satisfaction prior to commencement of any demolition works. A heritage consultant experienced in the preparation of an archival recording is required to undertake the recording.

**Minor Works and Maintenance**

48. LEP 2010 defines maintenance of heritage places. Routine maintenance, and minor work which is "like for like" or which Council considers will not impact on the heritage significance of the place; may be carried out without consent. Council must be contacted in this regard and approval issued in writing before work is carried out. See [Clause 5.10](#) of the LEP 2010.
49. All maintenance shall involve use of traditional materials or those that will not have an adverse impact on the heritage significance. Guidelines for the use of traditional material and conservation methods can be found on the Office of Environment website using the following link:  
<http://www.environment.nsw.gov.au/Heritage/publications/index.htm>

### 2.15.4 Camden Heritage Conservation Area

#### Background

This subsection sets out the objectives and controls specific to development within the Camden Heritage Conservation Area, the area of which is shown in Figure 2-4. It must also be read in conjunction with the general heritage provisions and heritage controls in Part 5 within the Camden Town Centre.

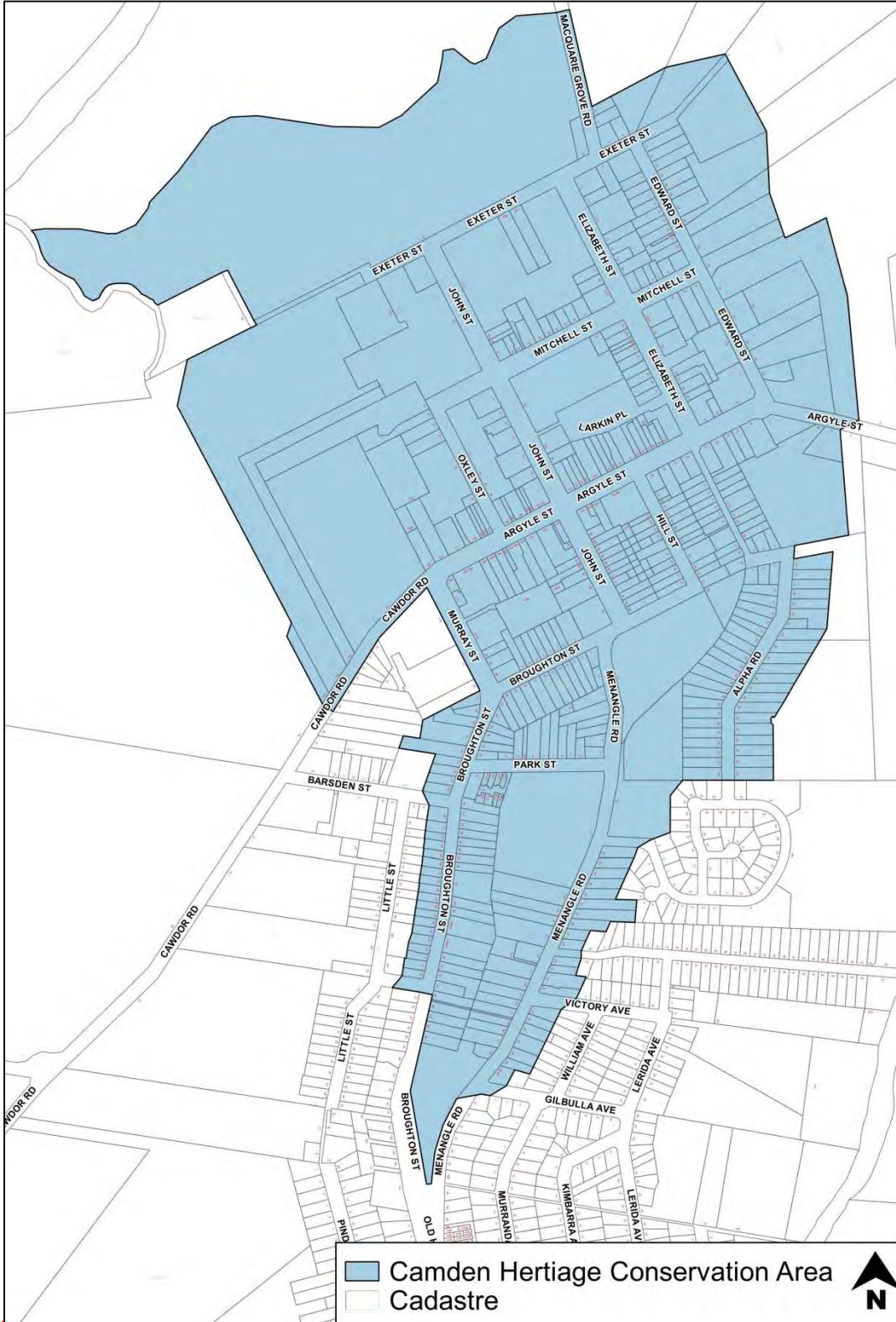


Figure 2-4: Camden Heritage Conservation Area

## Character Elements

The distinguishing natural and built character elements of the Camden Heritage Conservation Area include:

1. Distinct tree lined visual gateways as viewed from rural floodplain on the fringes of Camden town.
2. A topographical form which rises from the floodplain.
3. A town which is surrounded by rural hinterland containing transitional community uses.
4. Prominent landmark buildings dominated by St John's Church and in particular it's spire.
5. Cowpasture Bridge which opened land to the west of the Nepean River.
6. A strong grid street network of Camden town.
7. A pronounced "High Street" in Argyle Street, performing a traditional shopping and commerce role and thoroughfare function.
8. A distinctive tree lined and landscaped medium strip with minimal landscaping fronting the shops along Argyle Street.
9. Street lights delineating the carriageway and communicating "seasonal" festive and event information.
10. Buildings covering a range in stylistic periods reflecting the evolution of the town centre and reflecting a diverse palette of building materials and finishes.
11. Uniform single to two storey shop fronts along a wide main street.
12. An important historical, visual and social axis is formed by John Street.
13. A cluster of civic and community buildings in lower John Street.
14. A range of residential premises, from the stately to workers cottages, largely converted to commercial functions; but still some with a residential use.
15. A unique roofscape of smaller roof forms viewed throughout the town.
16. Remnants of a rural service town, particularly in Edward Street.
17. A modest workers cottage precinct in View Street, transitioning into large middle class housing in Alpha Road.
18. Federation cottages and interwar bungalows radiating out from the town centre, with adaptive reuse of these in Broughton Street.
19. A health precinct surrounding Camden Hospital.
20. A series of informal pathways linking parking precincts.
21. The grand Macarthur Park is on the fringe of the Town Centre.

**Objectives**

- a. Retain the unique heritage significance of Camden town, recognising it as a rare and distinctive area;
- b. Retain and promote evidence of the historical development of the town and enable interpretation of that historical development;
- c. Retain the cohesive character particularly evident in the scale of development in each street;
- d. Retain distinctive features which unite the place. Such as parapets, chimneys, veranda's, the mixture of roofs, the road network, subdivision patterns, pathway connections, consistency of colours and the limited building material palette;
- e. Seek to foster a balance between historic character and sensitive contemporary development;
- f. Promote the concept of adaptive reuse as a major conservation tool;
- g. Reflect an embellishment of public spaces and places in a manner which is sympathetic and does not compete with the period qualities of the township;
- h. Retain the rural character of Camden town centre; and
- i. The collection of distinctive worker's cottages in View Street, will be conserved with sensitive and appropriate development encouraged.

**Controls**

1. Views associated with the St John's Church spire must not be compromised.
2. The tree lined "gateway" entrances to the township must be retained and embellished.
3. The rural-urban interface shall be sensitively addressed in new development proposals.
4. The strong street grid shall be maintained and not compromised by closures and/or permanent malls.
5. Opportunities for enhanced pedestrian linkages shall be sensitively promoted
6. Additional development on the fringe of the town should complement and not detract from the viability of the "main street".
7. Original uses of significant buildings should be encouraged and facilitated. Where this is no longer possible, appropriate adaptive re-use opportunities can be used to facilitate the conservation of these buildings.
8. Existing cottage dominated streetscapes shall be retained, new development such as extensions/additions should be compatible with the existing streetscape.
9. A two storey height limit shall prevail except for significant architectural features incorporated into the design of buildings in significant locations.
10. Large built forms in cottage dominated precincts shall be avoided through the use of various roof forms and pitches, wall openings and recesses, materials, recessive colours and landscaping
11. Development of the flood affected fringes of the town shall not compromise the prevailing character.
12. In commercial areas where historical evidence exists, awnings and/or veranda's shall be provided on the front elevation and shall complement existing awnings and verandahs on adjacent buildings.

**2.15.5 View Street Workers Cottages****Background**

On the entrance to the Camden town, View Street is an important street which demonstrates the early development of residential housing in Camden (Figure 2-5). This street forms part of the Camden Heritage Conservation Area. The original built forms are exhibited as smaller one storey, closely settled cottages, on narrow lots located close to the street, with front verandahs, small front garden areas and picket fences. A regular character is established in the street through consistent setbacks, lot sizes and



spacing between cottages. The cottages present simple hipped roof forms, finished in either corrugated metal or tiles. Some buildings provide projecting gables to the front elevation.



Figure 2-5: View Street, Camden

### Controls

1. Any additions or alterations to the original cottages shall be of a minor nature and appear subservient to the original sections.
2. Additions shall only occur at the rear of the cottage and not be visible from the street.
3. Additions shall not extend further than half the width of the original cottage, nor include any roof openings.
4. Open front verandahs shall be retained or reinstated to their original form.
5. New development on a site shall be approved only where the faithful restoration and conservation of the existing cottage is assured and supported by appropriate heritage management documentation.
6. New development will contribute to the streetscape by interpreting features of the prevailing character, including roof pitch and form, materials, bulk and scale, fencing styles, and front and side setbacks.
7. Building height for front building must not exceed one storey, and rear building must not exceed two storeys.
8. Fencing height for the front fence must not exceed 1.0m; rear fence must not exceed 1.8m and side fence shall be 1.0m grading to 1.8m at the front building alignment.
9. The area of private open space per residential unit (located behind the primary building line) must have a minimum area of 25m<sup>2</sup> (with a minimum dimension of 5m).
10. Car parking for residential development must be provided at a minimum rate of 1 space for each 1 bedroom unit and 2 spaces for all other units.
11. Car parking for commercial development must be provided at a minimum rate of 2 spaces for each unit.

12. All car parking is to be provided behind the front building line.
13. Basement car parking is encouraged provided the visual impact of the entrance to the basement car park is minimised.
13. Basement car parks on the high side of the street shall drain by gravity to the street. For properties on the lower side of the street, drainage shall be provided to an inter-allotment drainage easement.
14. All other general heritage provisions must be complied with.

### 2.15.6 Struggletown Heritage Conservation Area, Narellan

#### Background

This subsection sets out the objectives and controls specific to development within the Struggletown Heritage Conservation Area. It must be read in conjunction with the general heritage provisions.

The Struggletown Heritage Conservation Area consists of remnants of original cottages along Sharman Close (Figure 2-6). This street is prominently located at the junction of Camden Valley Way and The Northern Road. It contains early examples of housing and is one of the last remaining intact groups within Narellan.

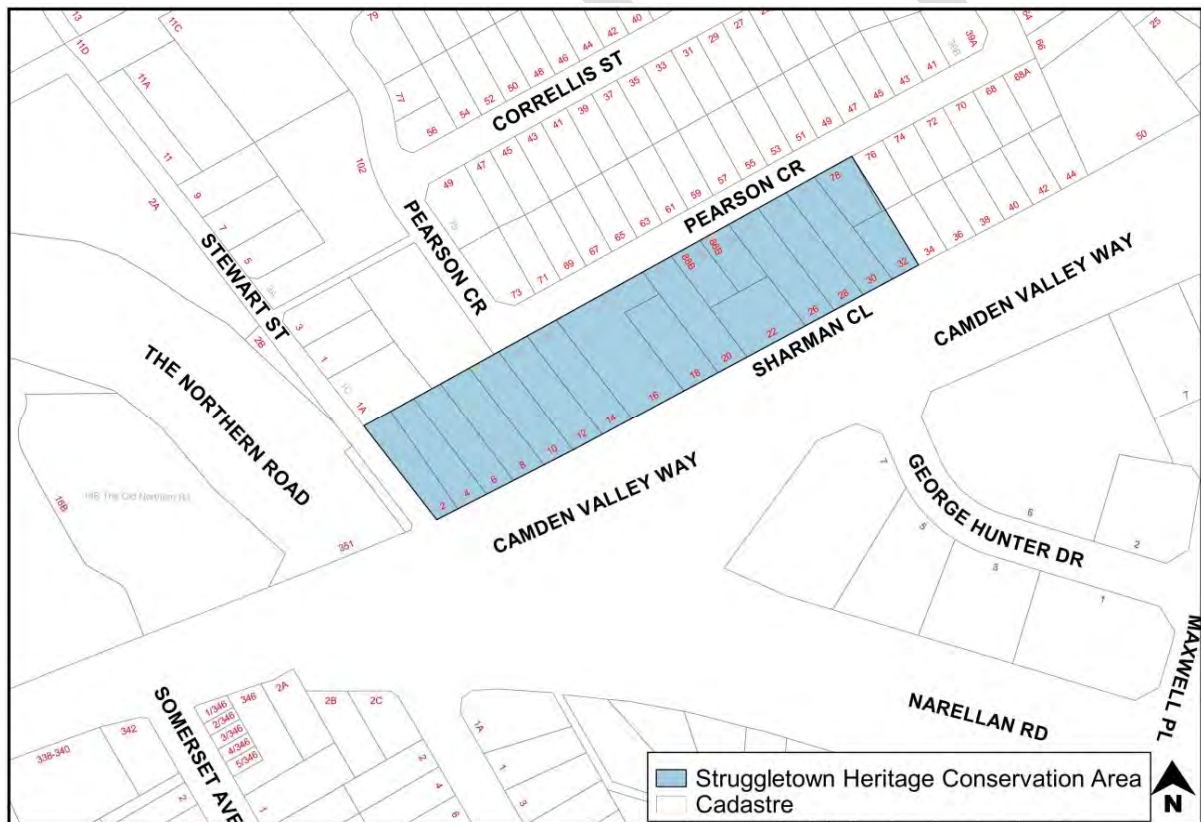


Figure 2-6: Struggletown Heritage Conservation Area, Narellan

**Objectives**

- a. Retain significant fabric and promote evidence of the historic development of the area and enable interpretation;
- b. Promote tourist /commercial uses, especially small boutiques that generate limited parking requirements such as art galleries, cafes, boutique retail;
- c. Retain the cohesive character particularly evident in the small scale of development;
- d. Retain distinctive features which unite the place, such as parapets, chimneys, verandahs, the mixture of roofs, subdivision patterns, consistency of colours and limited building material palette;
- e. Seek to foster a balance between historic character and sensitive contemporary infill development;
- f. Promote the adaptive reuse as a major conservation tool; and
- g. Conserve original significant fabric of early period housing and replace inappropriate additions/development with more sympathetic development and compatible uses.

**Controls**

1. Original uses of significant buildings should be encouraged and facilitated. Where this is no longer possible, compatible adaptive re-use opportunities should be explored to facilitate the conservation of these buildings.
2. Existing cottage dominated streetscapes shall be retained and complemented with compatible extensions/additions and infill developments.
3. Large built forms in cottage dominated precincts shall be avoided. New built forms are to be sympathetic in terms of scale, form, fenestration and siting. Architectural detail materials, recessive colours and landscaping can be used to reduce impacts.
4. All other general heritage provisions for design, siting, verandahs, colours, signs, demolition etc must be complied with.

**2.15.7 St Thomas Chapel, Narellan – View Corridors****Background**

This subsection sets out objectives and controls specific to development within and in the vicinity of St Thomas Chapel, the School Church, cemetery and Narellan Hotel. These are some of the historic buildings of the original Narellan Township. The School Church is a significant rare example of a rural colonial Church. The cemetery is one of the earliest in the district. The dominance of St Thomas Chapel and the School Church on a hill surrounded by open space is significant. The views between all buildings are important and are illustrated in Figure 2-7. This subsection must also be read in conjunction with the general heritage provisions.



Figure 2-7: St Thomas Chapel, Narellan – View Corridors

### Objective

- a. The buildings, surrounding open space and the significant view corridors between St Thomas Chapel, the School Church, Narellan Hotel, cemetery and Camden Valley Way, shall be retained.

### Controls

1. St Thomas Chapel, the School Church, Narellan Hotel, the cemetery and associated significant elements, including the open space and the semi-rural setting shall be retained and conserved as outlined in 'St Thomas' Anglican Church and School Church, Narellan – Conservation Plan by Paul Davies Pty Ltd (CMP).
2. No building, structures, signage, trees or shrubs are permitted within the primary view corridors identified in Figure 2-7.
3. No development of the ovals/open space fronting Camden Valley Way is permitted. These ovals/open space are located north of the child care centre and school and are within the Narellan Public School (on the east and western corner Richardson Road). These areas should be retained as open space and a view corridor.
4. New development within the filtered view corridors or within the vicinity of the site (as identified

on Figure 2-7); must be in accordance with the relevant provisions of the “Macarthur Anglican School Site – Site Analysis (Heritage) and Proposed Development Guidelines” by Design 5 Architects Pty Ltd, draft, dated 2 April 2003 and the CMP.

5. New development must be lower than and/or not dominate St Thomas Chapel, the School Church or the cemetery.
6. The cemetery shall continue to be used as a cemetery and shall retain its semi-rural character and heritage significance in accordance with the CMP.
7. Any development of the Hope School site must ensure the physical reconnection of the cemetery with the Church buildings via the Hope School site. This may be achieved by way of pathways, roads or open parklands.
8. All other relevant general heritage provisions.

### 2.15.8 Cross References

1. The following Schedules also contain Heritage Objectives and Controls specific to these areas.
  - (a) Schedule 1 – Elderslie
  - (b) Schedule 5 – Mater Dei
  - (c) Schedule 6 – Camden Lakeside
  - (d) Schedule 7 – El Caballo Blanco and Gledswood
  - (e) Schedule 10 – Yamba

**Note:** The item name is not an indication of what is significance on the site. This will be determined by further heritage investigation.

### 2.15.9 Culturally Significant Places

#### Background

This section is applicable to all Culturally Significant Places listed in Table 2-2, 2-3, 2-4 Figures 2-8 and 2-9 or in the vicinity of these places as described in Table 2-1. In addition, where applicable to the site, all other sections must be considered.

#### Objectives

- a. Conserve, protect, enhance and interpret Camden’s unique Cultural Landscapes;
- b. Promote the importance of broader Cultural landscapes and an awareness of the impact that individual developments can have on these; and
- c. Promote view sharing of the Cultural Landscapes where appropriate.

#### Controls

1. A Heritage Impact Statement is required for any development identified as a Culturally Significant Place; Built Environment, Cultural Landscape or Archaeological Sites, as identified in Table 2-2, 2-3 and 2-4 and / or shown in Figures 2-8 and 2-9.
2. Development should optimise the preservation and interpretation of the identified Culturally Significant Places as listed in Table 2-2, 2-3 and 2-4 and shown in Figures 2-8 and 2-9.
3. Curtilages for heritage items established in Conservation Management Plans shall be preserved.
4. Avenue plantings and building alignments shall reinforce view corridors where appropriate.

**Note:** The item name is not an indication of what is significance on the site. This will be determined by further heritage investigation.

Table 2-2: Culturally Significant Place – Built Environment

Suburb	Item Name (see note above)	Address	Property Description
Bickley Vale	House "Boorabee"	35 Burragorang Road	Lot 391 DP 136254
Camden	House	13 Alpha Road	Lot 5 DP 6261
Camden	House	41 Alpha Road	Lot 19 DP 6261
Camden	House	14 Barsden Street	Lot 14 SP 42398
Camden	Houses	18 Broughton Street	Lot 13 DP 343009
Camden	House	6-10 Elizabeth Street	Lot 100 DP 1007469
Camden	Former Picture Theatre	39-41 Elizabeth Street	Lots 8 & 9 DP 13105
Camden	House	42 Elizabeth Street	Lot B DP 378788
Camden	House	44 Elizabeth Street	Lot 1 DP 707531
Camden	House "Chellaston"	38 Menangle Road	Lot 1 DP 202352
Camden	House "Craig-y-nos"	45 Menangle Road	Lot B DP 319830
Camden	House "Coonac"	47 Menangle Road	Lot 1 DP 946375
Camden	House "Weetalabah"	57 Menangle Road	Lot 1 DP 970145
Camden	House	59 Menangle Road	Lot 1 DP 530480
Camden	Swimming Pool	43 Mitchell Street	Lot 1 DP 231794
Camden	House	24, 26 & 28 Murray Street	Lot 6 DP 37602 Lot B DP 152812 Lot A DP 152812
Camden	House "Mount Mellick"	1 Park Street	Lot 2 DP 1122806
Camden	House "Cooinda"	3 Park Street	Lot 1 DP 1122806
Camden	House "Karoola"	18 Park Street	Lot 1 DP 928268
Camden	Camden Bowling and Recreation Club	10, 10A and 10B Cawdor Road	Lot 1 DP 1170259 Lot 1 DP 1112588 and Lot 1 DP 668712
Cobbitty	House	95 Coates Park Road	Lot 22

Suburb	Item Name (see note above)	Address	Property Description
			DP 730360
Elderslie	House	64 Harrington Street	Lot 8 DP 1105408
Elderslie	Residence	175A Lodges Road	Lot 10 DP 1008863
Elderslie	Residence and associated structures	175B Lodges Road	Lot 100 DP 1018456
Elderslie	House	46 Macarthur Road	Lot 1 DP 112789
Elderslie	House	34 River Road	Lot B DP 360735
Elderslie	House	71 Springs Road	Lot 1 DP 1043066
Elderslie	House and associated structures "Camden Acres House"	6 McLeod Place (formerly 13 Whyte Place)	Lot 161 DP 1087243
Ellis Lane	House	83 Ellis Lane	Lot 12 DP 260656
Grasmere	House "Fairview"	95 The Old Oaks Road	Lot 162 DP 819731
Spring Farm	House	2 Ettlesdale Road	Lot 10 DP 38392
Spring Farm	House, garden and curtilage	170 Macarthur Road	Lot 31 DP 635271
Spring Farm	Outbuildings and curtilage associated with 170 Macarthur Road	172 Macarthur Road	Lot 32 DP 635271
Spring Farm	House	214 Macarthur Road	Lot 1 DP 587631

#### Other Relevant Documents

The following culturally significant landscapes were identified in the *Camden Scenic and Cultural Landscapes Study February 1998* (Lambcon Associates).

Table 2-3: Culturally Significant Place– Cultural Landscape

Suburb	Item Name	Address	View Description
Bickley Vale, Cawdor	Cultural Landscape	Westbrook Road	Westbrook Road corridor pastoral landscapes and sequential vistas and view corridors
Bringelly and Greendale	Cultural Landscape	Bringelly Road / Greendale Road	Rural Cultural Landscape
Camden	Cultural Landscape	Camden Valley Way (Approaches to Camden)	Includes sections of Camden Valley Way & Argyle Street, the Cowpasture Bridge & avenue of memorial trees along Camden Valley Way
Camden to Leppington	Cultural Landscape	Camden Valley Way	The former “Cowpastures Road” road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes
Camden, Cobbitty and Harrington Grove	Cultural Landscape	Macquarie Grove Road	Macquarie Grove Road corridor pastoral landscapes and sequential vistas and view corridors
Camden South	Cultural Landscape	Remembrance Drive	Remembrance Drive road corridor including trees
Cobbitty	Cultural Landscape	Cobbitty Road	Cobbitty Road cultural landscape
Cobbitty	Cultural Landscape	Cut Hill Road and Coates Park Road	Pastoral landscapes perceived from both roads and sequential vistas and view corridors
Elderslie	Rheinberger’s Hill reserve	30 Rheinberger’s Circuit	Lot 162 DP 1087243
Elderslie	Cultural Landscape (V1 on Figure 2-8)		Views between: <ul style="list-style-type: none"> <li>• Studley Park House and Kirkham, Camelot and St John’s Church, Camden</li> <li>• views to St John’s Church from Rheinberger’s Hill and Lodges Road.</li> <li>• Views from the Camden By-pass to Camden and beyond to the Blue Mountains</li> </ul>
Elderslie	Cultural Landscape (V2 on Figure 2-8)		Views to and from Studley Park House from Camden Valley Way, Hilder Street, Kirkham Recreational Park and from



Suburb	Item Name	Address	View Description
			within the Elderslie Release Area.
Elderslie	Cultural Landscape (V3 on Figure 2-8)		Views to and from Rheinburger's Hill
Kirkham	Cultural Landscape	Kirkham Lane	Kirkham Lane road corridor, pastoral landscapes and sequential vistas and view corridors
Narellan, Harrington Park, Oran Park	Cultural Landscape	The Northern Road	The Northern Road corridor pastoral landscapes and sequential vistas and view corridors.
Narellan Vale	Cultural Landscape	William Howe Regional Park	Turkey Nest Dam
Spring Farm, Camden, Camden South, and Ellis Lane, Cobbitty	Cultural Landscape	Flood Plains along Nepean River	Camden flood plain pastoral landscape
Spring Farm	Cultural Landscape		<ul style="list-style-type: none"> <li>Views from Belgenny Farm to the Spring Farm release area, between St Johns Church and Camden Park Estate and Mount Annan</li> <li>Views from Macarthur Road to Galvin Cottage, its immediate garden setting, alluvial flats and eastern ridgeline.</li> </ul>
Spring Farm	Cultural Landscape		<ul style="list-style-type: none"> <li>Views from within the Spring Farm Release area to the Blue Mountains and Razorback Range.</li> <li>Views from William Howe Reserve, across Jacks Gully and the Spring Farm release area.</li> <li>Views from Camden By-pass across the alluvial flats.</li> </ul>
Spring Farm	Cultural Landscape	Vicinity of Macarthur Road	Macarthur Road cultural landscape
Spring Farm	Cultural Landscapes	Vicinity of Nepean River and Camden By-pass	Vineyard and turf farming areas

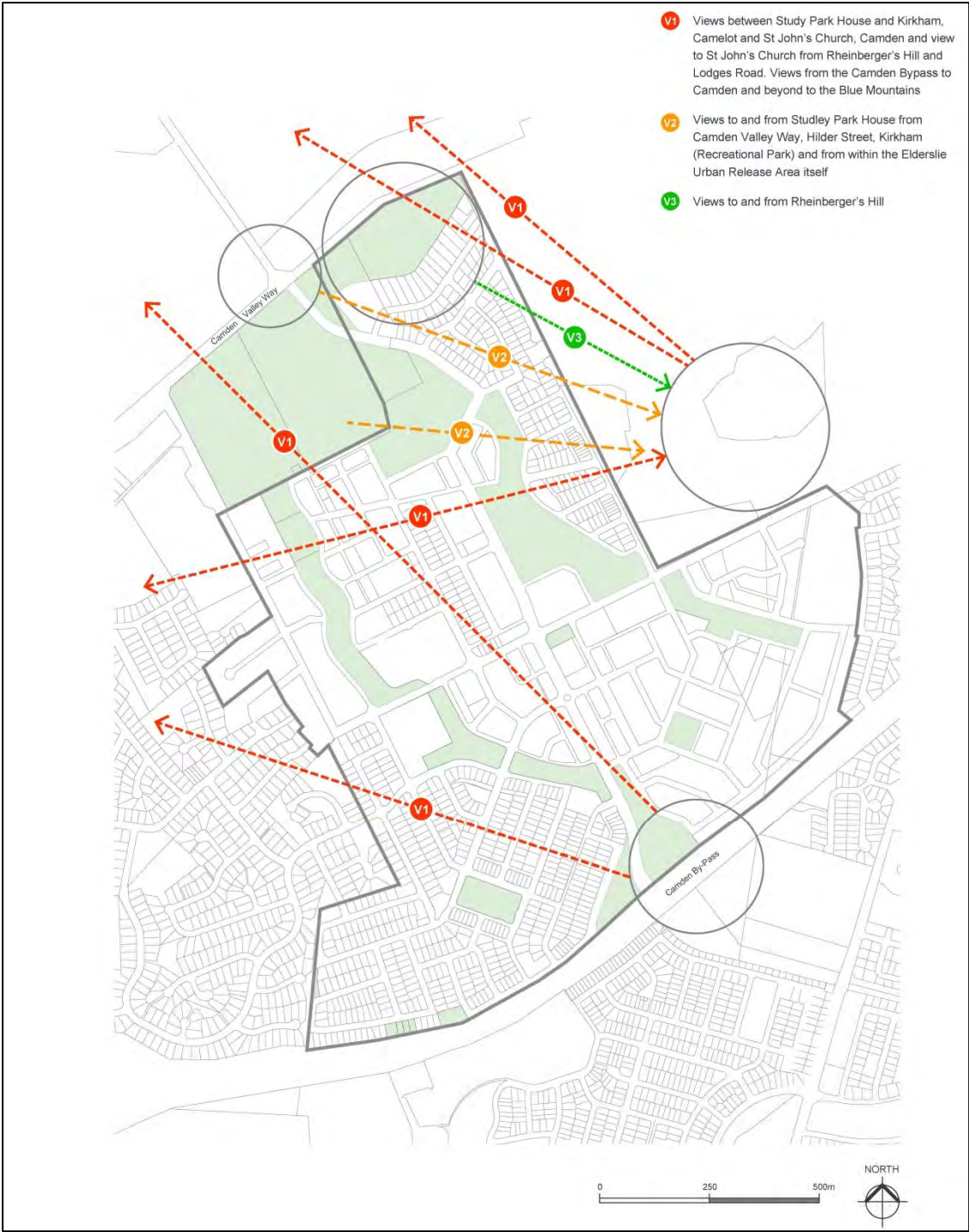


Figure 2-8: Elderslie Cultural and Visual Landscape

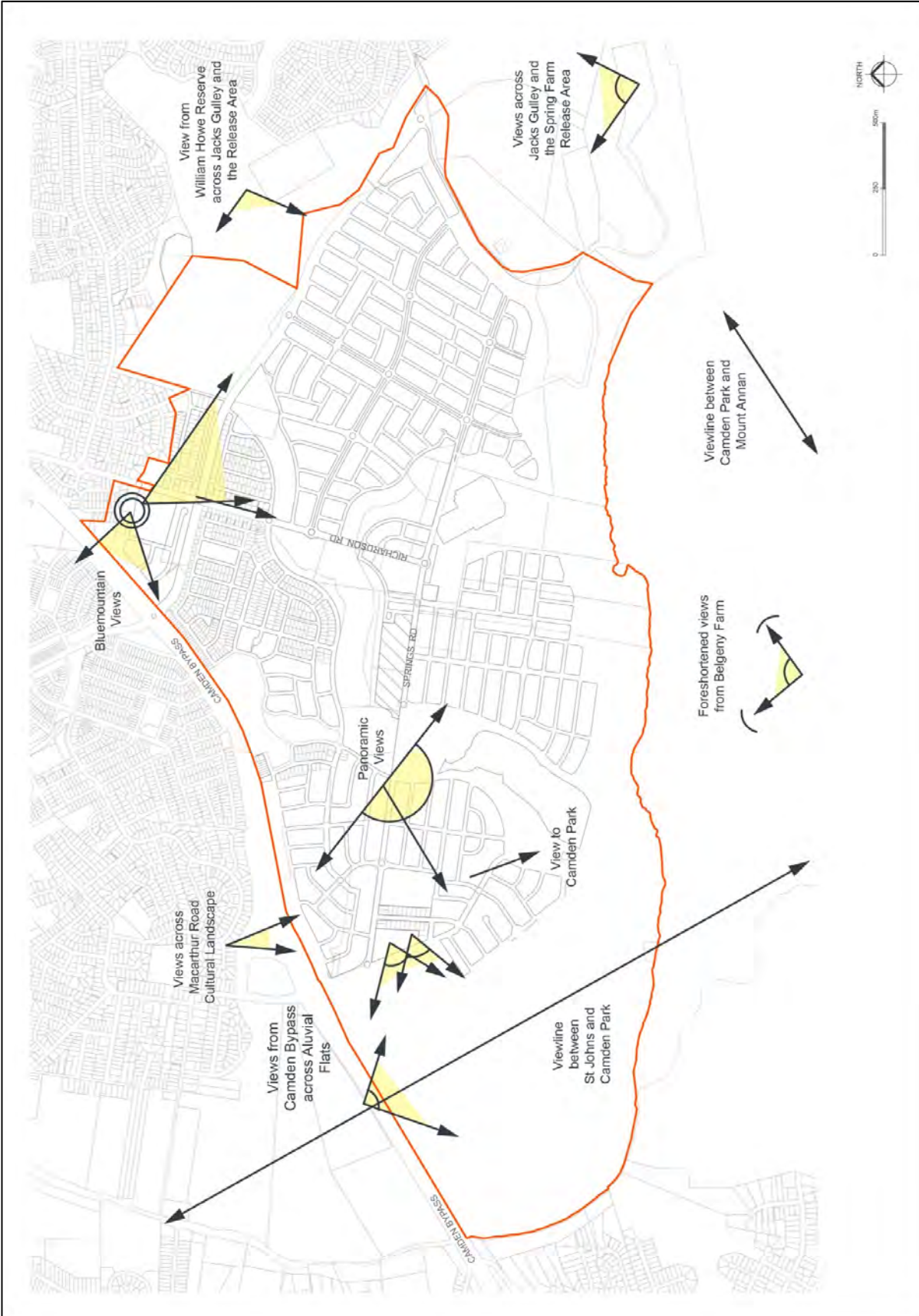


Figure 2-9: Spring Farm Cultural and Visual Landscapes

Table 2-4: Culturally Significant Place - Archaeological Sites

Suburb	Item Name	Address	View Description
Currans Hill, Narellan, Elderslie, Camden	Archaeological sites	Narellan Road and Camden Valley Way	Remnants of the Tramway Stations
Grasmere	Archaeological sites	5 Smalls Road	Underground cistern and archaeological remains of cottage
Kirkham	Archaeological Sites	Kirkham Lane	Former Camden Tramway
Kirkham	Archaeological Site	Kirkham Lane	Former Camelot underground brick water tanks

## 2.16 Signage

### Background

The purpose of this section is to establish Council's specific objectives and development controls for the provisions of signage in the Camden LGA. This section should be read in conjunction with *State Environmental Planning Policy No. 64 Advertising and Signage (SEPP 64)*. For the purposes of this section, signage has the same meaning as defined in SEPP 64 (or equivalent),

- Advertisement;
- Business identification sign; and
- Building identification sign.

### Inappropriate signage

Consent will not be granted to the following advertisements:

- a) Above awning signs;
- b) Roof or sky signs;
- c) Vertical or horizontal projection signs;
- d) Flashing, electronic, running or moving signs – for example a variable message board sign (other than those signs authorised for traffic management, road traffic and road safety purposes);
- e) Illuminated advertising street name signs;
- f) Inflatable balloons or other inflatable devices;
- g) Banners, bunting, flagging and bill/fly posters (other than those erected by Council);
- h) Advertising on shipping containers, parked cars and / or trailers (registered or not registered);
- i) Temporary signage erected in or on a public place (other than temporary non-commercial signs); and
- j) Feather fan banners (where erected on public property).

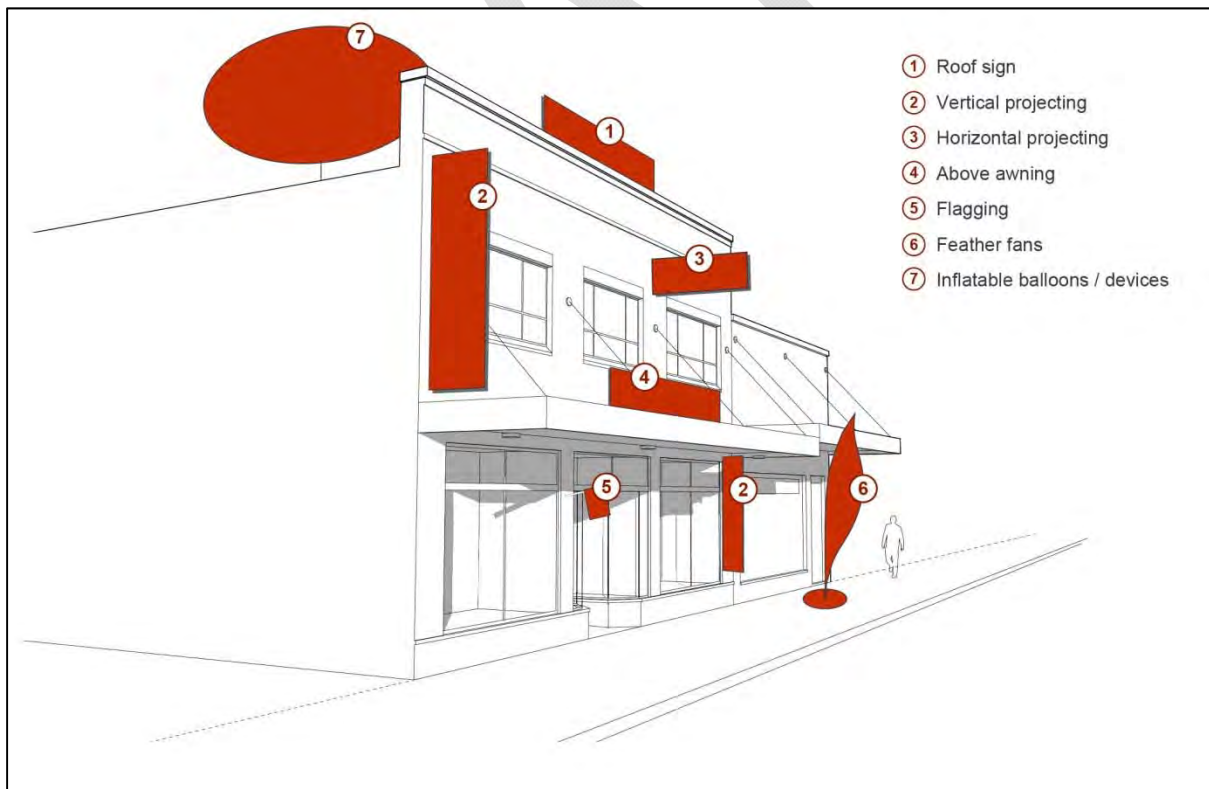


Figure 2-10: Inappropriate. Signage



Figure 2-11: Acceptable Signage

Note: Not every sign above is appropriate on the one building, particularly heritage buildings.

### 2.16.1 General Requirements for Signage

#### Objectives

- a. Encourage signage of a high quality design and finish that is compatible with the architectural character of building or sites;
- b. Limit signage to not adversely impact on the amenity of the streetscapes through visual clutter;
- c. To ensure that signage presents as a secondary, subservient feature of the development;
- d. Protect the heritage integrity of the Camden LGA by ensuring all signs remain sympathetic to the heritage character of buildings or heritage conservation area; and
- e. Ensure signage does not interfere with road traffic and pedestrian safety.

Note: Signage types which are specified in an Environmental Planning Instrument as exempt development do not require development consent. These include State Environmental Policy (Exempt and Complying Development Codes) 2008 and Camden Local Environmental Plan 2010.

The following controls apply to all signage as defined in this section:

1. The location, quantity, type, colour, design and size of all signage shall not detract from the amenity and character of the land or building to which it relates.
2. All signage must be consistent with the scale of the building or the property on which it is located.
3. All signage must align with an approved or exempt land use being conducted on the land to which the sign is displayed. Signs or banners approved by Council under [Policy 2.8 Signs and Banners](#) are exempted.
4. All signage must remain within the property boundary except in the case of a sign attached to an awning over the footpath.

Note: Notwithstanding the controls within this chapter, signage requirements may differ within a heritage item or in a heritage conservation area (refer to 2.16.4 of this DCP). The extent of

permitted signage may be limited to minimise impacts upon the heritage item or heritage conservation area.

### **Signs and Road Safety**

Signage must not interfere with road and pedestrian safety and must adhere to the following controls:

1. The location of signs must not obscure views of traffic signs or traffic signals or have the potential to cause confusion with traffic signs or traffic signals.
2. The location of signs must not interfere with the view of oncoming vehicles, pedestrians or a road hazard or obstruction which should be visible to drivers or other road users.
3. Signs must not be located at a major intersection, pedestrian crossing or at merging or diverging lanes.
4. Signs must not consist of flashing, electronic, running or moving signs or signage with an intensity of lighting sufficient to impair driver vision or distract driver attention.

## **2.16.2 Commercial and Mixed Use Zones**

### **Objectives**

- a. Permit adequate identification and business advertising;
- b. Ensure that signs are in keeping with the scale of the building they are on and do not detract from the character of the business or commercial area; and
- c. Reduce the visual complexity of the streetscape by encouraging fewer and more effective signage types in this zone.

### **Controls**

1. The total combined signage area on a building elevation shall not exceed 20% of that building elevation that is visible from a public place.
2. With the exception of under awning signs, all signs shall be located wholly within the property boundaries.
3. All Illumination signage must comply with AS 1158 - Lighting for Roads and Public Spaces and AS 4282 - Control of the Obtrusive Effects of Outdoor Lighting.
4. Window signs shall be affixed to the inside of the window. The total combined window signage area shall not exceed 20% of the visible window area.
5. A maximum of one pole or pylon sign per street frontage, not exceeding 6m above existing ground level is permitted.
6. In multiple tenancy developments:
  - (a) Not more than one business identification sign per tenancy shall be permitted;
  - (b) Such signage may only display the business name, unit number, address and/or any associated logos or graphics;
  - (c) Signage shall not exceed 20% of the visible wall area of the primary elevation of the unit or tenancy;
  - (d) All signage visible from a public place shall be of a complementary size, shape and style throughout the development;
  - (e) Signage should be designed using one pole or pylon sign (including a business directory board) not exceeding 6m above existing ground level.

### 2.16.3 Additional Controls for the Narellan Town Centre

#### Objectives

- a. Environment graphics associated with the building and façade treatments are to be clearly distinguished from advertising and should take the form of abstracted architectural elements rather than “lifestyle” advertising images.

#### Controls

1. All signage (advertising, business identification, environmental graphics and the like) must be provided in accordance with General Requirements for Signage except where otherwise stated by the following controls.
2. All signage must be integrated into the architectural form and building elements.
3. Signage and environmental graphics should not adversely detract from significant views or vistas to and from heritage items.
4. Signage is permitted for the purpose of business identification for any retail, restaurant, commercial or banking use that has an active street or town square frontage. The provision of signage for each tenancy must comply with the following:
  - a) Where a unit or tenancy is visible from a public place, not more than one business identification sign per unit or tenancy is permitted;
  - b) Signage must only identify the business name, unit number, address and/or any associated logos or graphics;
  - c) Signage must not exceed 20% of the visible wall area of the primary elevation of the unit or tenancy;
  - d) All signage visible from a public place must be of a complimentary size, shape and style throughout the development; and
  - e) Signage must be provided in accordance with Figure 2-11.
5. Signage must be scaled appropriately in proportion to the building mass.



## 2.16.4 Signage on Heritage Items or in Heritage Conservation Areas

### Objectives

- a. Encourage well designed signage that complements and enhances the visual quality and character of heritage items and heritage conservation areas.
- b. Encourage new signage that references traditional advertising methods such as painted signage, lettering style, location and style and spot lit illumination.

### General Controls

1. Council may require a Heritage Impact Statement to accompany a development application for signage on a heritage item or in a heritage conservation area prior to the granting of development consent.
2. The development application will be required to demonstrate that the proposed signage will complement the historic character of the building or conservation area in terms of colour, material, proportion, positioning and font.
3. The number of signs permitted shall not exceed two per elevation that is visible from a public place.
4. New signage should have minimal impact on the character of the heritage item or heritage conservation area.
5. Signage should be appropriately designed and located, to allow the character of the building or conservation area to remain prominent.
6. The design and location of new signage should not dominate or obscure the architectural details of a heritage item. For example, signage should not break the parapet or roofline of a building or buildings, be placed on cast iron balustrades or in front of cast iron verandah frieze work or on top of awnings.

Note: A Heritage Impact Statement should comply with the guidelines prepared by the [NSW Heritage Council](#)

### Location Controls

1. Signage should be located in areas of the building which have been traditionally used for signage. If such areas do not exist, signage may be considered inappropriate.
2. Opportunities for new signage located on the side of a building are limited and may only be considered where it is surface painted and of a complementary design.
3. Painted signs on windows should be discreet, and not clutter or dominate the shop window.

### Design Controls

1. The design of new signs should be in harmony with the character of the heritage item and heritage conservation area.
2. The design should incorporate traditional materials, colours, fonts and size, with a high standard of materials, construction and graphics.
3. Materials for new signage should be sympathetic to the character of the heritage item and heritage conservation area, and preferably be of a painted surface finish.
4. Fixings for new signage should be designed to allow for easy installation and removal, causing minimal damage to building fabric.

### Lighting Controls

1. External surface illumination should be discreet or concealed and is the preferred method for signage illumination.
2. External surface illumination fittings should have minimal impact on the external fabric and be consistent with the character of the building.
3. Internally illuminated signage is restricted to under awning signs only.
4. Neon, flashing, pulsing or moving signage is not permitted.

### Other Controls

1. Original and early signs should be conserved and not be covered or painted over by new signs.
2. Building name signs on the pediments and parapets of the facades are to be encouraged where appropriate, and historically accurate.
3. Temporary signage such as promotional or 'special offer' signage is to complement permanent commercial signage and the character of the heritage item and/or conservation area.
4. Corporate and franchise signage is not appropriate unless it is in harmony with the character of the heritage item or conservation area. Standard corporate signage is usually not considered

appropriate in the context of the character of heritage items and heritage conservation areas and may require some modifications to suit the location.

5. Pole signs are preferred over pylon signs. Pole and pylon signs, if appropriate, shall not exceed the predominant roof height of the conservation area or item.

**Note:** Reference should be made to the heritage provisions within this chapter.

### 2.16.5 Residential, Rural and Environmental Zones

#### Objectives

- a. To protect residential areas from the adverse impacts of inappropriate signage; and
- b. To ensure signage does not detract from the visual and physical amenity of rural and environmental areas.

#### Controls

1. Only one business identification sign with a maximum area of 0.7m<sup>2</sup> shall be permitted for an approved or exempt land use.
2. Pole or pylon signs shall not exceed 2m above ground level.
3. The location, type, colour, design and size shall not detract from the amenity and character of the area.
4. All signs shall be located wholly within the property boundaries.
5. Illuminated signs are not permitted.

### 2.16.6 Industrial Zones

#### Objectives

- a. Ensure signs are consistent to the scale of the building they are on and do not detract from the character of the industrial area;
- b. Encourage a coordinated approach to advertising for multiple tenancy developments in an industrial zone; and
- c. Minimise a proliferation in signage, to prevent visual clutter at entry points to industrial areas.

#### Controls

1. All illumination must comply with AS 1158 – Lighting for Roads and Public Spaces and AS 4282 – Control of the Obtrusive Effects of Outdoor lighting.
2. Window signs shall be affixed to the inside of any window. The total combined window signage must not exceed 20% of the visible window area.
3. In multiple tenancy developments:
  - (a) The total combined display-area of all signage shall not exceed 20% of visible wall area
  - (b) Only one business identification sign is permitted at the entrance to each occupied unit;
  - (c) Such signage may only display the business name, unit number, address and/or any associated logos or graphics;
  - (d) All signage visible from a public place shall be of a complimentary and consistent size, shape and style throughout the development;
  - (e) Signage should be designed using one pole or pylon sign (including a business directory board) not exceeding 6m above existing ground level.
4. In large stand-alone developments:
  - (a) The total combined signage area on a building elevation shall not exceed 20% of that building elevation;
  - (b) All signage visible from a public place shall be complimentary and consistent size, shape and style throughout the development;
  - (c) One pole or pylon sign not exceeding 6m above existing ground level is permitted.

## 2.16.7 Open Space Zones (Public and Private Recreation)

### Objectives

- a. Ensure that signs are compatible with the use, scale and character of the land to which they relate; and
- b. Allow for business identification signs for approved business within these areas.

### Controls

1. Pole or pylon signs shall not exceed 2m above existing ground level.
2. All signs shall be located wholly within the property boundaries.
3. Illuminated signs are not permitted

## 2.16.8 Estate Development – Place Entry Sign

### Objectives

- a. Recognise the need for identification and promotion of new residential and employment estates, during the initial release of lots;
- b. Ensure place entry signage is compatible with the character and amenity of the locality; and
- c. Allow for estate identification to be located at justified strategic entrance points to residential and employment subdivisions.

### Controls

1. Place entry sign(s) must be located at the strategic entrance point of a major subdivision and will only be considered in the context of the locality.
2. The number, type, colour, design and size of place entry sign(s) shall not detract from the amenity and character of the land to which it relates.
3. Place entry sign(s) and associated structures must be entirely located within private property and not within the road reserve.
4. Design, materials, construction and detailing shall be robust to minimise maintenance and vandalism.
5. A place entry sign(s) shall generally comprise of a temporary fence or masonry constructed wall or other materials of solid construction and may incorporate banners, flags, sculptures and the like.
6. Each sign may only include the estate name and suburb name.
7. Illumination of a place entry sign(s) will generally not be permitted.

## 2.16.9 Exhibition Homes, Villages & Unit Signs

### Signs erected on privately owned land

#### Objectives

- a. Ensure that outdoor advertising is compatible with the amenity of the surrounding locality.

#### Controls

1. Types of exhibition identification signs shall be limited to:
  - (a) One Pole / Pylon sign having maximum dimensions of;  
Height: 3.5m x Width: 1.2m per exhibition home.
  - (b) Two Wall signs having a maximum area of 1m<sup>2</sup> per sign per exhibition home.
2. The location, type, colour and design of advertisements are not to adversely affect;
  - (a) the amenity of the area,
  - (b) any adjoining/adjacent dwellings.

- (c) existing signage located on adjoining.
- 3. Signs are to be of a consistent shape, size and presentation throughout the exhibition village.
- 4. All signs shall be located wholly within the property boundaries.
- 5. Illuminated signage will only be permitted where it is not readily visible from residential properties. In cases where illuminated signage becomes readily visible to surrounding residential development (development that is approved after the illuminated signage), illumination of the signage shall cease. All illuminated signage must comply with AS 4282: Control of Obtrusive Effects of Outdoor Lighting.
- 6. All advertising signs and structures must be removed and the site rectified when the exhibition home / village ceases to operate.

### **2.16.10 Child Care Centres**

#### **Objectives**

- a. Ensure child care centre signage is compatible with the amenity of the surrounding locality.

#### **Controls**

- 1. Types of business identification signs shall generally be limited to:
  - (a) Flush wall sign
  - (b) Pole / pylon
- 2. A maximum of two wall signs to a total combined area of 4m<sup>2</sup> shall be permitted.
- 3. The signs shall be limited to the display of the business name, address and any associated logos/graphics, address, phone number, any other information required to be displayed by the Department of Education
- 4. All signs shall be located wholly within the property boundaries and shall not impact on the operation and safety of the child care centre.
- 5. A pole or pylon sign shall not exceed 2m above existing ground level.
- 6. Illuminated signs are not permitted.

## 2.16.11 Service Stations

### Objectives

- a. Ensure signage is compatible with the amenity of the surrounding locality.

### Controls

1. Types of business identification signs shall generally be limited to:
  - (a) Fascia signs
  - (b) Top hamper signs
  - (c) Pole/pylon signs
  - (d) Wall signs
  - (e) Entry / exit signs
2. The location, type, colour, design and size shall not detract from the amenity and character of the area to which it relates.
3. One pole or pylon sign not exceeding 6m above existing ground level is permitted per development.
4. The display of fuel prices shall be incorporated into the pole or pylon sign.
5. The location and design of signs (including their illumination) are not to adversely affect the amenity of adjacent development and the character of the locality and not to obstruct any traffic lights or traffic signs.

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## 2.17 Traffic Management and Off-Street Parking

### Background

All land use and development generates demand for parking facilities. This chapter outlines Council's requirements for the design and provision of car parking, motorcycle parking, bicycle parking and storage and loading facility requirements for specific developments.

This chapter also provides general requirements for the assessment and management of traffic impacts associated with development.

In the event of any inconsistency between the requirements of this chapter of the DCP and other Parts of this DCP, the other Parts of the DCP shall prevail to the extent of the inconsistency.

### Objectives

- a. Ensure pedestrian and traffic safety;
- b. Ensure quality of parking areas in terms of safety, amenity and integration with surrounding areas;
- c. Ensure a balance is achieved between the needs of proposed development and the needs of vehicular and pedestrian traffic;
- d. Ensure the provision of sufficient and suitably located parking for persons with a disability, cyclists, and motorcyclists within developments;
- e. Ensure landscaping and the materials of construction improve the amenity of the parking areas;
- f. Provide parking areas which promote ease of access as well as suitable internal circulation patterns;
- g. Ensure that adequate provision is made for off-street parking of passenger and service vehicles generated by new developments and redevelopments;
- h. Ensure adequate facilities are provided within a development for the loading and unloading of persons and goods; and
- i. Provide acceptable alternatives in lieu of on-site parking which:
  - i. enable Council to responsibly consider development proposals which do not comply with the on-site parking requirements of this DCP;
  - ii. provide a mechanism to avoid the development of numerous small-scale dispersed car parks;
  - iii. promote the establishment of strategically located larger parking facilities; and
  - iv. provide an equitable system of monetary contribution in lieu of on-site parking provision in a Contributions Plan. This will ensure Council is able to responsibly approve development applications that cannot provide all the required parking on-site or where such on-site provision is inappropriate.

### 2.17.1 Access to Classified Roads and Sub Arterial Roads

1. No direct vehicular site access is permitted to Camden Valley Way or Camden Bypass. Direct vehicular site access to proposed four (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 two (2) lane sub-arterial roads will be determined on merit having regard to traffic volumes, traffic speeds and the location of cycleways.

## 2.17.2 Off Street Car parking rates/requirements

### Calculation of Spaces

Parking is to be provided for a development in accordance with Table 2-5 and 2-6 – **Schedule of Parking Requirements**

1. Calculations for the number of parking spaces will primarily be based on the gross floor area of the development, unless otherwise specified.

Council may consider variations to parking rates in certain circumstances that do not warrant demand and may be supported by a car parking and traffic impact assessment study submitted with a development application. Council will give consideration to other features of the development, such as proposed maximum staffing levels, expected customer levels etc. where warranted.

Note: In the circumstances where the car parking and/or other requirements are not defined by this chapter for a particular land use in the Camden LEP 2010, a detailed Car Parking and Traffic Impact Assessment Study may be required to be prepared for the proposed development.

2. Where the calculation in respect of the level of parking required results in a fraction of a space, the requirement shall be taken to the next highest whole number, unless otherwise specified. The number of off-street car parking spaces required for a development must be calculated in accordance with the methodology demonstrated in the following hypothetical development example:

#### **EXAMPLE:**

A combined industrial/warehouse development contains:

Industrial gross floor area =  $1,500\text{m}^2 / 70 = 21.43$

Warehouse gross floor area =  $1,050\text{m}^2 / 300 = \underline{3.5}$

**TOTAL = 24.93**

Therefore, this development would require 25 off-street car parking spaces.

### Parking Credits for Existing Development

1. Council recognises that, in certain cases, land uses may have been lawfully established without any off-street parking or with only a proportion of the parking that would now be required for those uses under this DCP.
2. An estimate of this “historic deficiency” may be obtained by calculating the relevant car parking requirements under this DCP for the existing lawful development on a site and subtracting any existing off-street parking spaces. The resultant figure will then be treated as a “credit” in any parking calculations which may be required for new development on the site (including changes of use).

**EXAMPLE:**

**CURRENT USE** – 375m<sup>2</sup> of industrial with 1 parking space provided

Parking requirement =  $1/70\text{m}^2 = 5.36$  spaces

Credit = 5.36 spaces required take away 1 space provided = 4.36 spaces = 5 spaces

**PROPOSED USE** – 200m<sup>2</sup> of retail and 175m<sup>2</sup> of commercial

Parking requirement =  $1/22\text{m}^2$  for retail = 9.09 spaces

=  $1/40\text{m}^2$  for commercial = 4.37 spaces

**Total requirement under DCP** = 13.46 spaces = 14 spaces

FINAL REQUIREMENT WITH CREDIT

Proposed parking requirement (14 spaces) – Credit (5 spaces) = 9 spaces

Final Requirement = 9 spaces

3. Credits are not possible where a site is being fully redeveloped. That is the existing building is being removed and another rebuilt, or extensively changed. Gutting of a building with retention of the facade would be assessed as a redevelopment not eligible for parking credits.
4. Credits will not be allowed when there is a significant differing pattern of parking demand between the existing and proposed use.
5. Credits may be disallowed or only partially granted in situations where the local area is particularly sensitive to increases in parking demand on-street or in circumstances where the rates in this chapter of the DCP may be inappropriate;
6. Credits may not be allowed if the building has been vacant for any substantial length of time. When this is the case it effectively removes the justification that the parking demand is currently being catered for on-street.

In circumstances where it is considered that credits may not be strictly appropriate, the logistics and significance of the building or site may be taken into account and a concession for reduced parking granted. In these circumstances, the applicant will need to demonstrate that there is insufficient room in the building to accommodate parking on-site without compromising its heritage or architectural worth, or that the streetscape and overall amenity will be unreasonably damaged.

### Monetary Contributions In Lieu Of Off-Street Parking

1. In certain circumstances Council may accept a monetary contribution pursuant to [Section 7.11 of the Environmental Planning and Assessment Act 1979](#), in lieu of off-street parking being provided as part of the development. Details are set out in the relevant Contributions Plan. The acceptance of a monetary contribution in lieu of off-street parking is not guaranteed and will be at Council's discretion.
2. The amount of contribution will be in accordance to the rate fixed from time to time in the [Contributions Plan](#).

### Schedule of Parking Requirements

The parking rates specified in Table 2-5 - Schedule of Car, Bicycle and Motorcycle Parking Requirements are based on a consideration of rates published in the [RTA Guide to Traffic Generating Developments version 2.2, October 2002](#) (or as updated) and local requirements particular to Camden.



Table 2-5: Schedule of Car, Bicycle, and Motorcycle Parking Requirements

LAND USE	MINIMUM CAR PARKING REQUIREMENT
Residential	
Dwelling House	1 car parking space for dwellings with 1 to 2 bedrooms. 2 car parking spaces for dwellings with more than 2 bedrooms. In both instances, at least one car parking space behind the building line.
Dual Occupancy and Semi-Detached Dwellings	1 car parking space for each dwelling with 1 to 2 bedrooms. 2 car parking spaces for each dwelling with more than 2 bedrooms.
Multi Dwelling Housing and Attached Dwellings	1 car parking space per dwelling, plus 0.2 car parking spaces per 2 bedroom dwelling, plus 0.5 car parking spaces per 3 or more bedroom dwelling. 1 visitor car parking space per 5 dwellings.
Residential Flat Buildings	1 car parking space per unit, plus 0.2 car parking spaces per 2 bedroom unit, plus 0.5 car parking spaces per 3 or more bedroom unit. 1 visitor car parking space per 5 units. 1 bicycle space per 3 units.
Hostels, Permanent Group Homes and Transitional Group Homes (excluding Seniors Housing)	1 car parking space per full time equivalent staff member. Parking rate for residents to be assessed on the merits of the application.
Boarding House	As per the <a href="#">State Environmental Planning Policy (Affordable Rental Housing) 2009</a>
Home Business, Home Industry, Home Occupation, and Home Occupation (Sex Services)	As per Dwelling House, plus 1 car parking space per staff member other than permanent residents. Note: Additional car parking spaces may be required for visitors depending on the nature of the business.
Affordable Housing	Refer to State Environmental Planning Policy (Affordable Rental Housing) 2009.
Seniors Housing	
Residential Care Facility, Hostel, Self-Contained Dwelling	Refer to State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.
Non-Residential Housing	

LAND USE	MINIMUM CAR PARKING REQUIREMENT
Exhibition Home / Village	<p>2 visitor car parking spaces per exhibition home to be provided in a separate car park.</p> <p>Where it can be demonstrated that the use of on-street parking within the village for visitors will not adversely affect traffic flows and the operation of the display village, then the on-street parking may be treated as a credit against the overall requirement for a separate car park. A detailed assessment identifying all on street parking spaces proposed to allocate to visitors will be required to obtain this concession.</p> <p>Exhibition homes are to be designed to ensure they will provide the required amount of off-street car parking for when they are converted into dwelling houses.</p>
Health Consulting Rooms	<p>3 car parking spaces per consulting room, plus 1 car parking space per 2 employees.</p> <p>A reduction in the parking requirement will be considered if it can be shown that not all consulting rooms will be in concurrent operation and/or if convenient on-street parking is available, providing that the use of such parking does not adversely affect the amenity of the immediate area.</p>
<b>Casual Accommodation</b>	
Hotel or Motel Accommodation / Tourist and Visitor Accommodation / Serviced Apartment	<p>1 car parking space for each unit, plus 1 car parking space per 2 employees, plus</p> <ul style="list-style-type: none"> <li>• 15 car parking spaces per 100m<sup>2</sup> GFA of restaurant / public entertainment / function / reception room / bar, or</li> <li>• 1 car parking space per 3 seats (whichever is the greater)</li> </ul> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p> <p>Provision for coaches to pick up and set down may be required.</p>

LAND USE	MINIMUM CAR PARKING REQUIREMENT
Backpackers' Accommodation	<p>1 car parking space per 10 beds or 1 car parking space per 5 bedrooms (whichever is the greater), plus</p> <p>1 car parking space per 2 employees.</p> <p>1 bicycle space per 10 beds.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>
Bed & Breakfast Accommodation	<p>1 car parking space for each bedroom, plus</p> <p>1 car parking space for the permanent residents of the dwelling.</p>
Farm Stay Accommodation	1 car parking space for each dwelling.
Tourist	
Caravan Park	<p>1 car parking space per van/mobile home/campsite, plus</p> <p>1 car parking space per 2 employees, plus</p> <p>1 visitor car parking space per 10 sites.</p>
Office and Commercial	
Office Premises and Business Premises	<p>1 car parking space per 40m<sup>2</sup> of GFA.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>
Public Administration Buildings and Community Facilities	<p>Assessment to be based on merit taking into consideration the proposed uses and equivalent rates for similar uses as prescribed in this DCP.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p> <p>.</p>
Mortuary/Funeral chapels / Funeral homes	<p>1 car parking space per 4 seats plus</p> <p>1 car parking space per funeral service area</p>
Emergency Services Organisation / Emergency Services facility	Assessment to be based on merit taking into consideration the proposed uses and equivalent rates for similar uses as prescribed in this DCP.

LAND USE	MINIMUM CAR PARKING REQUIREMENT
Place of Assembly / Place of Public Worship	<p>1 car parking space per 6 seats.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p> <p>A detailed parking assessment may be required identifying impacts of overflow parking on surrounding land uses and the road system.</p>
Industry	
Service Station	<p>4 car parking spaces per service work bay for up to 2 bays, plus</p> <p>6 car parking spaces per service bay for each additional bay, plus</p> <p>1 car parking space per 22 m<sup>2</sup> GFA of Convenience Store;</p> <p>Plus, if a restaurant is present, the following rates apply for this component in addition:</p> <ul style="list-style-type: none"> <li>• 7 car parking spaces per 100m<sup>2</sup> GFA ,or</li> <li>• 1 car parking space per 3 seats (whichever is the greater).</li> </ul>
Vehicle Body Repair Workshop	<p>4 car parking spaces per service work bay for up to 2 bays, plus</p> <p>6 car parking spaces per service bay for each additional bay.</p>
Vehicle Repair Station	<p>4 car parking spaces per service work bay for up to 2 bays, plus</p> <p>6 car parking spaces per service bay for each additional bay.</p>
Vehicle Sales or Hire Premises	<p>0.75 car parking spaces per 100m<sup>2</sup> of display site area, plus</p> <p>6 car parking spaces per service work bay.</p>
Boat Repair Facility	<p>1 car parking space per work bay plus</p> <p>1 car parking space per 2 employees.</p>
Industry / Light industry	<p>1 car parking space per 70m<sup>2</sup> of GFA.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p> <p>The parking provision rate is increased when:</p> <ul style="list-style-type: none"> <li>- Retailing is permitted on-site. The rate for Industrial retail outlets is applied for this component of the development.</li> </ul>

LAND USE	MINIMUM CAR PARKING REQUIREMENT
	<p>- The office space component is in excess of 20% of the floor area. The rate for Office Premises and Business Premises applies for the amount of this floor space in excess of 20% of GFA.</p>
Industrial retail outlet	<p>1 car parking space per 30m<sup>2</sup> GFA.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>
Warehouse or Distribution Centre / Storage Premises	<p>1 car parking space per 300m<sup>2</sup> GFA.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p> <p>The parking provision rate is increased when the office space component is in excess of 20% of the floor area. The rate for Office Premises and Business Premises applies for the amount of this floor space in excess of 20% of GFA.</p>

LAND USE	MINIMUM CAR PARKING REQUIREMENT
Retail	
Shopping Centres	<p>Assessment to be based on merit taking into consideration the proposed mix of uses within the shopping centre. The following formula determines the minimum rate to be provided:</p> <p>Peak Parking Demand (per 1,000m<sup>2</sup>)</p> $= 24 A(S) + 40 A(F) + 42 A(SM) + 45 A(SS) + 9 A(OM)$ <p>where:</p> <ul style="list-style-type: none"> <li>• A(S): Slow Trade GLFA, includes major Department stores such as David Jones and Myer, furniture, electrical and utility goods stores.</li> <li>• A(F): Faster Trade GLFA, includes discount department stores such as K-Mart, Big W, and Target.</li> <li>• A(SM): Supermarket GLFA, includes stores such as Franklins and large fruit markets.</li> <li>• A(SS): Speciality Shops and Secondary retail GLFA, includes speciality shops and take-away stores such as McDonalds. These stores are grouped since they tend not be primary attractors to the centre.</li> <li>• A(OM): Offices, medical GLFA.</li> </ul> <p>It is recognised that a shopping centre may require more parking than the standard in certain circumstances and less in other circumstances. An application for a shopping centre should include a traffic and parking study identifying this parking requirement. Comparisons with similar sized shopping centre developments will be taken into consideration if the minimum requirement specified by Council is considered inappropriate.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>
Retail Premises / Shop / Kiosk	<p>200m<sup>2</sup> or greater - 1 car parking space per 22m<sup>2</sup> GFA. less than 200m<sup>2</sup> – 1 car parking space per 30m<sup>2</sup> GFA.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>
Neighbourhood Shop	1 car parking space per 30m <sup>2</sup> GFA.
Shop top housing	Shops 200m <sup>2</sup> or greater – 1 car parking space per 22m <sup>2</sup> GFA Shops less than 200m <sup>2</sup> - 1 car parking space per 30m <sup>2</sup> GFA.

LAND USE	MINIMUM CAR PARKING REQUIREMENT
	Residential rates apply to the housing component.
Bulky Goods Premises	<p>1 space per 50m<sup>2</sup> GFA.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p> <p>Comparisons with similar developments will be taken into consideration if this minimum requirement is considered inappropriate for a particular development.</p>
Landscape and garden suppliers	<p>15 car parking spaces or,</p> <p>0.5 car parking spaces per 100m<sup>2</sup> of site area (whichever is the greater).</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>
Market	<p>2.5 car parking spaces per stall for customers.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p> <p>Parking for stallholders is to be provided separately. The amount of stallholder parking required is to be assessed as part of the Development Application.</p>

LAND USE	MINIMUM CAR PARKING REQUIREMENT
Take away food and drink premises	<p><u>Developments with no on-site seating:</u> 12 spaces per 100m<sup>2</sup> GFA.</p> <p><u>Developments with on-site seating:</u> 12 spaces per 100m<sup>2</sup> GFA or greater of 1 space per 5 seats (internal and external) or 1 space per 2 seats (internal).</p> <p><u>Developments with on-site seating and drive through facilities:</u> The greater of: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) Plus queuing area for 5 to 12 cars. <i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i> <i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>
Restaurants and Cafés	<p><u>Where located within a business or industrial zone:</u> 1 car parking space per 30m<sup>2</sup> of GFA</p> <p><u>All other zones:</u> 15 spaces per 100m<sup>2</sup> GFA; or 1 space per 3 seats (whichever is greater)</p>
Roadside stall	Minimum of 4 car parking spaces.
Education	
Educational Establishments	<p><u>Schools:</u> 1 car parking space per full time equivalent staff member, plus 1 car parking space per 100 students, plus 1 car parking space per 5 students in Year 12 where appropriate. On street car parking cannot be considered as a parking. Adequate space is also required for delivery vehicles, a drop off / pick up area and buses as appropriate.</p>



LAND USE	MINIMUM CAR PARKING REQUIREMENT
	<p><u>Tertiary Institutions:</u></p> <p>1 car parking space per 5 seats or 1 space per 10m<sup>2</sup> GFA, whichever is the greater.</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p>
Information and Education Facility	Comparisons should be drawn with similar developments.
Child Care Centre	<p>1 car parking space per 4 children.</p> <p>1 of the car parking spaces shall be designed for people with a disability.</p>
Home-Based Child Care	Residential rates apply plus adequate provision for parent pickup and drop off.
Recreation Facility	
Cinemas	1 car parking space per 5 seats
Entertainment Facility	Car parking will be determined on the characteristics of the facility. A submission based on parking arrangements for similar facilities may be required.
Function Centre	<p>Single room function centre:</p> <p>15 car parking spaces per 100m<sup>2</sup> GFA room; or</p> <p>1 car parking space per 3 seats (whichever is greater).</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p> <p>For larger function centres a separate parking study will be required.</p>
Recreation facility (indoor or outdoor)	<p><u>Squash / Tennis Courts:</u></p> <p>3 car parking spaces per court</p> <p><u>Bowling Alley:</u></p> <p>3 car parking spaces per alley</p> <p><u>Gymnasiums:</u></p> <p>7.5 spaces per 100m<sup>2</sup> GFA</p> <p><u>Local Soccer, Football and Similar Sporting Fields:</u></p> <p>50 car parking spaces per field.</p>

LAND USE	MINIMUM CAR PARKING REQUIREMENT
	<p><u>Other Recreation Uses</u></p> <p>Council may require a Car Parking and Traffic Impact Assessment Study for recreation uses other than those listed above.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>
Recreation facility (major)	Assessment to be based on merit taking into consideration the proposed uses and equivalent rates for similar uses as prescribed in this DCP.
Amusement Centre	<p>200m<sup>2</sup> or greater - 1 car parking space per 22m<sup>2</sup> GFA less than 200m<sup>2</sup> – 1 car parking space per 30m<sup>2</sup> GFA.</p> <p>One bicycle space/rail for every 5 machines.</p>
Health Care	
Health Service Facility / Medical Centre	4 car parking spaces per 100m <sup>2</sup> GFA
Hospital / Veterinary hospital	Assessment to be based on merit taking into consideration the proposed uses and equivalent rates for similar uses as prescribed in this DCP.
Registered Premises	
Pub / Registered club / Restricted Premises	<p>A detailed car parking submission is required.</p> <p>Provision for coaches to pick up and set down may also be required for large establishments.</p> <p>1 car parking space per 2m<sup>2</sup> GFA of public bar area, plus 1 car parking space per 5m<sup>2</sup> GFA of lounge, beer garden, auditorium, billiard room, restaurant, plus 25 car parking spaces per 100m<sup>2</sup> of remaining public floor area.</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p> <p><i>1 bicycle space per 25 car parking spaces in excess of the first 25 car parking spaces; and</i></p> <p><i>1 motorcycle space per 50 car parking spaces in excess of the first 50 car parking spaces.</i></p>

LAND USE	MINIMUM CAR PARKING REQUIREMENT
Restricted Premises	200m <sup>2</sup> or greater - 1 car parking space per 22m <sup>2</sup> GFA less than 200m <sup>2</sup> – 1 car parking space per 30m <sup>2</sup> GFA.
Sex service premises	1 car parking space per room where sex services are provided, plus 1 car parking space per two employees working at any one time on the premises. At least 1 of the spaces is to be suitable for a driver with a disability.

Assessment of the following uses as defined in Camden LEP 2010 are to be assessed on merit taking into consideration the proposed uses, staffing, servicing requirements and local requirements:

- Agricultural Produce Industry
- Animal Boarding or Training Establishment
- Freight transport facility
- Hazardous storage establishment
- Liquid fuel depot
- Livestock processing industry
- Offensive storage establishment
- Research station
- Resource recovery facility
- Rural industry
- Stock and sale yard
- Transport depot
- Truck depot
- Turf farming
- Waste disposal facility
- Waste management facility
- Waste or resource management facility
- Waste or resource transfer station
- Water recycling facility
- Water treatment facility

#### **Adoption of relevant standards and guidelines**

For the purposes of this chapter of the DCP, the provision of the following standards and guidelines shall be complied with:

- (a) [AS 2890.1 Part 1: Parking Facilities: Off-street Car Parking](#);
- (b) [AS 2890.2 Part 2: Parking Facilities: Off-street Commercial Vehicle Facilities](#);
- (c) [AS 2890.3 Part 3: Bicycle Parking Facilities](#);
- (d) [AS 2890.5 Part 5: On-street parking](#); and
- (e) [AS 2890.6 Part 6: Disabled parking](#).
- (f) [AUSTROADS Guide to Traffic Management](#).
- (g) [Building Code of Australia \(BCA\)](#)

The following documents may also be used as best practice guidelines where specific

development controls are not contained in this DCP.

(a) RTA "[Guide to Traffic Generating Developments version 2.2, October 2002](#)".

(b) [AUSTROADS](#) "[Guide to Road Design](#)".

Note: Where the above mentioned standards and guidelines are superseded by updated versions, the version current at the date of lodgement of the Development Application shall apply to the development.

### **Traffic Impact Assessment**

A Car Parking / Traffic Impact Assessment Study must be prepared by a suitably qualified and experienced traffic engineering consultant. The Car Parking / Traffic Impact Study shall be submitted in support of the following Development Applications:

- a. All Development Applications required to be referred to the Roads and Maritime Services (or equivalent) under Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007; and
- b. Other Development Applications where, in the opinion of Council, the development may cause a potential significant adverse traffic impact upon the surrounding road network.

The Car Parking / Traffic Impact Assessment Study shall address (but is not necessarily limited to) the following matters / aspects:

- a. Assessment of the proposed location and number of car parking spaces within the proposed development, including a breakdown of car parking numbers;
- b. Full details of the proposed location of any loading dock / servicing areas and waste storage and collection areas;
- c. Assessment of the performance of the existing road network / traffic environment, including the existing level of service of key intersections in the locality;
- d. Assessment of the anticipated traffic generation from the development;
- e. Cumulative impact assessment upon traffic flow movements and traffic safety in the locality, taking into account the traffic generation rates of the development;
- f. Assessment of the predicted performance of the surrounding road network and predicted level of service for each key intersection in the locality;
- g. Whether road upgrading and/or traffic improvement works are necessary in the locality as a result of the proposed development;
- h. Whether public transport (i.e. either on-site and / or in the immediate locality) is necessary to satisfactory cater for public transport demands in relation to the proposed development;
- i. Whether the proposed ingress/egress access arrangements of the development are satisfactory taking into account the proposed car parking and loading / servicing facilities within the development and the location of the proposed access points within the surrounding road network and proximity to key intersections in the locality;
- j. Whether sight line distance and other safety issues are satisfactory;
- k. Whether the construction of new pedestrian facilities or the upgrading of pedestrian areas / footpaths is required as a result of the proposed development; and
- l. Other relevant matters based on the locality or the nature of the proposed development.

### **State Environmental Planning Policy (Infrastructure) 2007**

Under State Environmental Planning Policy (Infrastructure) 2007, Council is required to formally forward a Development Application to the Roads and Maritime Service (RMS) for certain developments listed in Columns 2 & 3 of Schedule 3 of the policy and to consider any representations made by the RMS.

**Service vehicle provisions**

1. Council will assess the extent and size of service vehicle parking area to be provided having regard to the nature of a particular development and its likely servicing requirements.

In cases where provision of separate off-street loading/unloading areas may prove difficult Council may consider requests from applicants to allow:

- shared parking and loading areas, with limitations on the hours during which vehicular loading/unloading may take place; or
- creation of kerbside loading zones.

Access by a garbage collection vehicle, where necessary, shall be provided to development.

Table 2-6: Schedule showing Service Vehicle Requirements

LAND USE	MINIMUM SERVICE VEHICLE REQUIREMENT
Commercial Premises (Offices and Showrooms)	1 space per 4,000m <sup>2</sup> GFA or part thereof for areas up to 2,000m <sup>2</sup> ; thereafter  1 space per 8,000m <sup>2</sup> GFA or part thereof (50% of spaces adequate for trucks)
Department Stores	1 space per 1,500m <sup>2</sup> GFA or part thereof for the first 6,000m <sup>2</sup> and  1 space per 3,000m <sup>2</sup> GFA or part thereof thereafter (all spaces adequate for trucks)
Hotels and Motels	1 space per 50 bedrooms or bedroom suites or part thereof for the first 300 bedrooms or bedroom suites or part thereof; and  1 space per 100 bedrooms or bedroom suites thereafter; plus  1 space per 1,000m <sup>2</sup> GFA or part thereof of public area set aside for bar, tavern, lounge and restaurant (50% of spaces adequate for trucks or coaches)
Residential Flat Buildings	Multiple unit developments with long access driveways to provide for access by furniture removal van, garbage collection and emergency vehicles
Road Transport Terminals, Bus Stations and Liquid Fuel Depots and the Like	1 space per car/truck/van/bus at the time of estimated peak parking accumulation
Supermarkets, Shops and Restaurants	1 space per 400m <sup>2</sup> GFA or part thereof for the first 2,000m <sup>2</sup> GFA; and

	1 space per 800m <sup>2</sup> GFA or part thereof thereafter (50% of spaces adequate for trucks)
Warehouses, Industrial Including Automotive Industries, Bulky Goods Retail Outlets	1 space for the first 800m <sup>2</sup> GFA or part thereof and thereafter developments will be assessed on merit
Other Uses	At Council's discretion

### Disabled Parking Requirements

Design of off-street parking for people with a disability must comply with AS 2890.6 and the Commonwealth Disability Discrimination Act (1992). The car parking rates for accessible car parking spaces are to comply with the Building Code of Australia except where the requirements are specifically referred to in **Table 2-5**.

A continuous accessible path of travel must be provided between designated car parking spaces for people with a disability and lift lobby or access points servicing the development.

The designated car parking spaces for people with a disability must be appropriately signposted and line marked.

### Parking for Motorcycles and Bicycles

The design of the bicycle spaces should be in accordance with AS2890.3. Alternative designs for bicycle racks will be considered.

The design of motorcycle spaces (on and off street) shall be in accordance with the on-street design requirements specified in AS2890.5.

### Arcades - Consideration in Parking Calculations

This subclause applies to arcades being pedestrian corridors traversing a building, which provide a link between two public places within a development, where their floor space shall normally be incorporated within the overall gross floor space of the development and generate additional car parking requirements at the applicable rates.

Arcades may qualify to be exempt from the car parking calculations where the developer can establish the following:

- a. the arcade will provide a practical pedestrian link to parking facilities used by the public.
- b. that the arcade will remain open to the general public for an appropriate period daily to serve as an unrestricted functional pedestrian link.
- c. the arcade will provide an attractive public area, with seating and landscaped features which do not impede pedestrian flow.
- d. the arcade floor space will not be utilised for retail, commercial, or like purpose by tenants of the complex or others.
- e. where the developer provides a legally binding undertaking to maintain the arcade and to open the arcade at specified times as agreed upon by the developer/owner and Council or as required in development consent.

### 2.17.3 Car parking design criteria

#### Parking for Visitors

1. Visitor parking spaces should be clearly marked and conveniently located to encourage their use by their intended users. Spaces should be freely accessible, preferably in front of the building.

#### Coaches and Car/Taxi Set-down

2. Taxi, private vehicle and coach drop-off/set-down areas should be provided for larger developments in a convenient off-street location close to pedestrian entrances, with consideration given to the design of the front of the building, safely and interruption to traffic.
3. The use of on-street space for set-down areas may be possible if off-street provision is impractical or detrimental to pedestrian amenity. However, this would be subject to negotiation with Council.

#### Public Transport

4. Access to public transport services from developments should be maximised. Garbage Vehicles

#### Garbage Vehicles

5. Garbage storage and collection areas should be conveniently located and designed so as not to cause unacceptable on-street conflicts. Information should be gained from Council regarding specific garbage collection requirements for the site. Refer to [Council's Waste Management Guideline](#).

#### Landscaping and Aesthetics

##### General Appearance and Design Considerations

1. The design of parking areas should take into account the likely visual impact of these areas in the context of the surrounding development and streetscape. Landscaping is the most effective means of "softening" the appearance of large paved surfaces and multiple rows of vehicles, as well as providing shade for users and assisting with surface water run-off. A landscape plan is required to be prepared by a suitably qualified person and submitted with the development application, showing the proposed layout of each design.

##### Planting Principles

2. The planting of trees and shrubs can improve the appearance of car parks considerably and enhance user amenity through sun control. Species should be selected and located to avoid maintenance problems such as interference with overhead wires, underground conduits, damage to paved areas by root systems, and leaf and branch litter.
3. Trees to avoid for parking areas are those with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds. In most cases landscaping can be integrated into parking layouts without the need for additional area or loss of spaces.
4. A 2.5m wide landscape bay should be provided between every 6-8 car spaces in car parks associated with commercial and industrial developments. A minimum 1 metre landscaping strip is to be provided at the end of parking aisles. Car parking areas with high visibility to the public domain requires additional vegetation treatment. See Figure 2-12.
5. A minimum 1 metre landscaping strip is to be providing along the boundary (the 1 metre landscaping strip can be included in any front or secondary landscaping requirement e.g. Smeaton Grange).

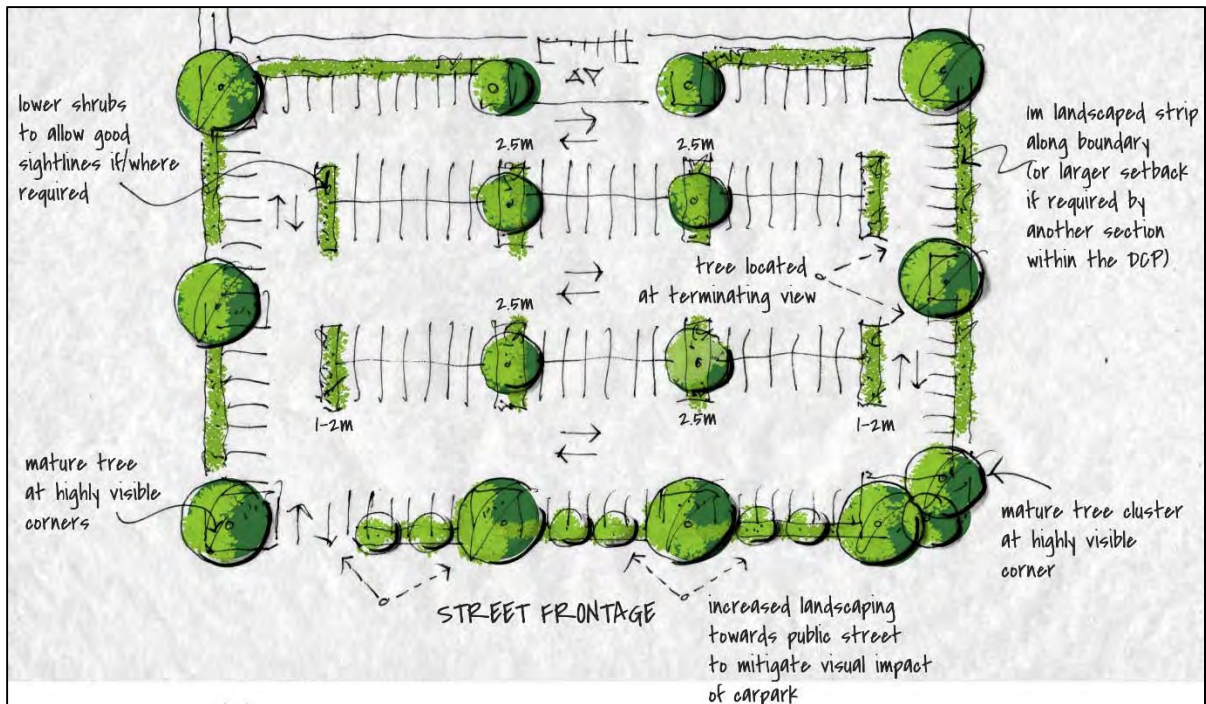


Figure 2-12 Design features of car park

### Planting Preparation

- Planting areas should be prepared with quality growing media to a minimum depth of 1 metre and have appropriate sub surface drainage. The planted area should be covered with weed free organic mulch to a depth of 100mm.

### Landscaping Provision

- Landscaped areas for car parks must be provided in the form of tree planting, garden beds, mounding, shrubberies, lawns and the like.
- In multi-storey parking facilities, the use of planter boxes on the external face of the parking structure is encouraged. Likewise, exposed retaining walls may be planted with suitable trailing or climbing species.
- Planting is also encouraged between parking spaces to maximise shaded areas and to further enhance the appearance of the car park. Trees should, where possible, be planted every four car parking spaces. To ensure greater sight distances, tree species should have thin trunks with high canopies and garden beds should include low shrubs.

### Basement Car parking

- Where basement car parking extends beyond the building envelope, a minimum soil depth of 1.0m is to be provided, measured from the top of the slab and will not be calculated as part of the deep soil zone.



## 2.18 Landscape Design

### Background

This chapter sets out the provisions for landscape design within developments including residential, commercial, industrial and community facilities. Additional information is provided within *Appendix B Landscape Design Principles and Submission Requirements*.

### Objectives

- a. Ensure that any new development considers and maximises the protection of vegetation in the site planning, design, development, construction and operation of the development;
- b. Ensure developments make an equitable contribution to the landscape setting of the locality;
- c. Encourage the planting of local indigenous, salt tolerant and low water consumption plants and trees;
- d. Provide and protect privacy and amenity;
- e. Promote energy efficiency by balancing both solar access and shade;
- f. Provide for the infiltration of water to the water table, minimise run-off and assist with management of stormwater volumes and quality; and
- g. Manage non-native vegetation in accordance with its cultural heritage and landscape significance.

### Controls

1. A landscape plan is to be submitted for all development that, in Council's opinion, will significantly alter the existing and intended landscape character of the land. In general, all development applications other than single dwelling house or minor alterations to an existing building will require the lodgement of a landscape plan.

#### Note:

For submission requirements refer to Appendix B Landscape Submission Requirements.

Any Landscape plans submitted for developments in Bushfire Prone Land must be prepared in accordance with the Planning for Bushfire Protection Guidelines.

#### Further Information:

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

-End of Part-

# Part 3

## Residential Subdivision

### 3.1 Introduction

#### Background

This part applies to land zoned R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential and Zone R5 Large Lot Residential. This part focuses on the broad issues associated with the subdivision of land which need to be addressed including lot dimensions, street block and lot configuration, street network and public transport.

In addition to these subdivision controls, further controls are provided within the following Schedules of this DCP that apply to site specific localities. Refer to Figure 3-1 which shows the location of the schedules;

1. Schedule 1 – Elderslie
2. Schedule 2 – Spring Farm
3. Schedule 3 – Manooka Valley
4. Schedule 4 – Harrington Grove
5. Schedule 5 – Mater Dei
6. Schedule 6 – Camden Lakeside
7. Schedule 7 – El Caballo Blanco and Gledswood
8. Schedule 8 – Emerald Hills

If subdividing in r5 zone refer to the following schedules;

9. Schedule 9 – Catherine Field Village
10. Schedule 10 – Yamba
11. Schedule 11 – Grasmere
12. Schedule 12 – 121 Raby Road

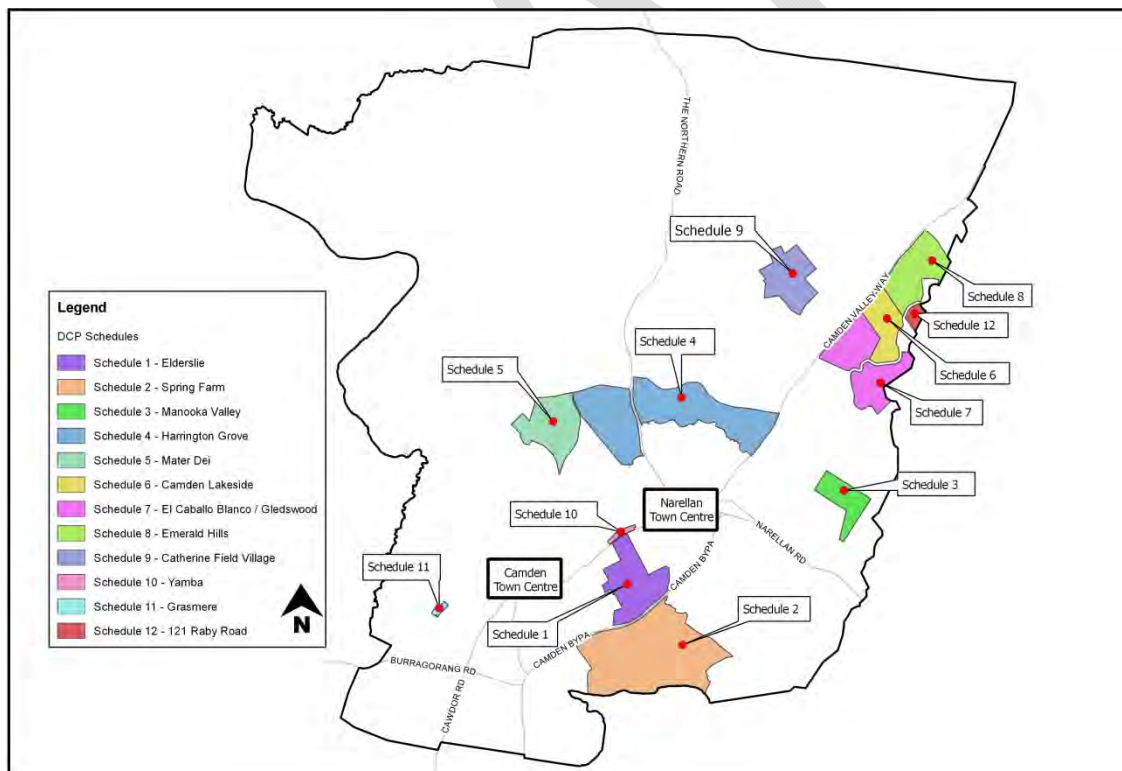


Figure 3-1: Map of Schedules

In the event of an inconsistency between a Schedule and the main body of this DCP, the Schedule prevails.

This Part must be read in conjunction with the requirements set out in Part 2 and Part 4 of this DCP, where relevant.

The flow chart below (Figure 3-2) explains how to work your way through Part 3 – Residential Subdivision, depending on the type of subdivision development application and the subdivision category.

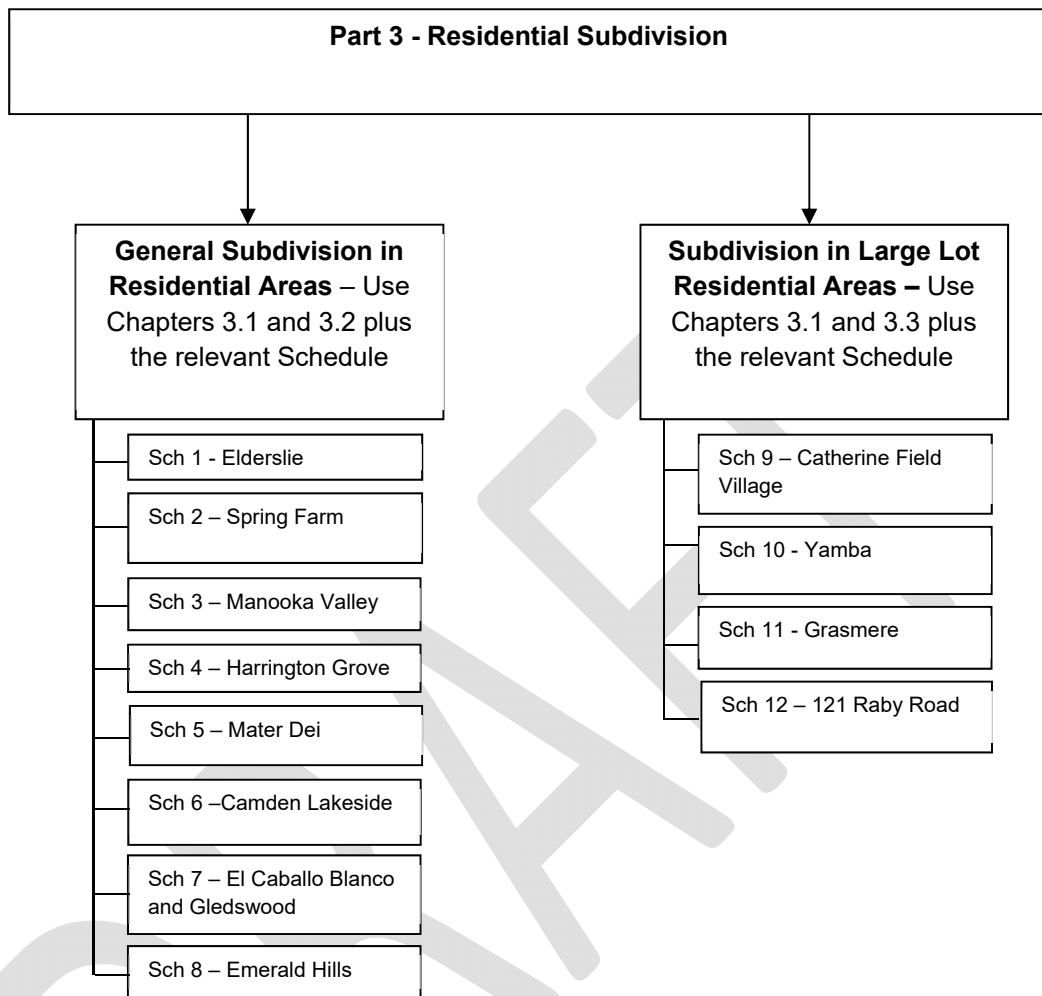


Figure 3-2: Residential Subdivision Flow Chart

**Integrated Development (Small Lot) Application Subdivision Approval Process**

**Background**

Integrated Development involves the subdivision and construction of dwellings on small lots (less than 300m<sup>2</sup>).

An Integrated Development Application can be either categorised as Pathway 1 or Pathway 2 depending on the development type as shown in Table 3-1.

**Objectives**

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

**Controls**

- 1. The subdivision of land must comply with Camden Local Environmental Plan (LEP) 2010 which prescribes minimum lot size requirements for land in the Camden Local Government Area.
- 2. The subdivision approval process for small lot development is to be consistent with the requirements outlined in Table 3-1 below.

Table 3-1: Subdivision Approval Pathway for Integrated Development

	<b>Pathway 1</b>	<b>Pathway 2</b>
	DA for Subdivision with Detached Dwellings or Abutting Dwellings	DA for Subdivision with Attached Dwellings or Semi-Detached Dwellings
Application	Lots less than 300m <sup>2</sup>	Lots less than 300m <sup>2</sup>
Dwelling Design s88B restriction required	Yes, only the approved dwellings can be built as shown on the s88B instrument	No (as the dwellings must be constructed with the subdivision as integrated housing)
Timing of subdivision (release of subdivision plan)	At any time with a s88B instrument, or No earlier than post a satisfactory frame inspection from a principal certifying authority (PCA)	No earlier than post a satisfactory frame inspection from a principal certifying authority (PCA)

## 3.2 General Subdivision Controls in Residential Areas

### 3.2.1 Introduction

This section provides general residential controls for subdivision within the Camden LGA.

#### Objectives

- a. Manage subdivision throughout the Camden LGA to ensure sense of place is maintained by ensuring that development density and scale are in harmony with the existing or planned character of places;
- b. Ensure minimal adverse impacts on environmental systems; and
- c. Consider any building and/or land of heritage significance being present on, adjacent or in proximity to the site.

#### Controls

1. Subdivision design must take into consideration existing site attributes and be generally consistent and compatible with the existing/approved subdivision pattern of the surrounding area.

### 3.2.2 Lot Dimensions

#### Objectives

- a. To establish minimum lot dimensions for different residential dwelling types;
- b. To encourage a variety of lot sizes, type and design to promote housing choice and create attractive streetscapes with distinctive characters;
- c. To ensure sense of place is maintained by ensuring that density and scale is in harmony with the existing or planned character of places; and
- d. To ensure that subdivision reflects and reinforces the predominant subdivision pattern of the area.

#### Controls

1. Final residential lots must comply with the below table.

Table 3-2: Minimum Lot Dimensions

Minimum Lot size as stated in LEP	Minimum Lot Width	Minimum Lot Depth
450m <sup>2</sup> or greater	15m	25m
300m <sup>2</sup> and less than 450m <sup>2</sup>	9m	25m

2. Lots between 225m<sup>2</sup> and 300m<sup>2</sup> or less than 9m in width, may be considered, where the plan of subdivision includes a building envelope plan which demonstrates compliance with the requirements of this DCP. The approved building envelope plan must be included as part of a s88B Instrument attached to the lot.
3. Lots less than 225m<sup>2</sup>, may be considered where, a development application for both the subdivision of land and the construction of a dwelling on the lot is proposed. If approved, a s88B instrument will be placed on the lot to only permit the approved dwelling to be constructed.
4. Lots should generally be rectangular in shape.

Note: Some Schedules contain additional lot dimension controls (including locational requirements) that should also be complied with.

## **Battle-axe Lots**

### **Objectives**

- a. To limit the number of battle-axe lots;
- b. To provide battle-axe lots that can accommodate residential development; and
- c. To ensure that where a battle-axe lot is proposed the amenity of the lot and the amenity of neighbouring lots is not compromised.

### **Controls**

1. A battle-axe lot shall be considered where:
  - a. it has a minimum lot area of 600m<sup>2</sup> (excluding the access handle);
  - b. A building envelope is provided which demonstrates compliance with the provisions for solar access, private open space, setbacks and site coverage of this DCP;
  - c. A satisfactory building envelope is provided with adequate distance from existing or proposed dwellings, to ensure privacy.
2. The lot is designed so that the future dwelling house will be orientated to face the park, access denied road or resolve residual land issues (see Figure 3-3). Where lots are addressing open space or access denied roads, no privacy/rear fencing is to be erected between the dwelling and its boundary. The only exception is if the boundary is a noise attenuation barrier
3. Dual Occupancy development must not be located on a battle-axe lot.
4. Battle-axe access handles must:
  - be at least 3.5 metres wide, if servicing one additional lot;
  - be at least 5 metres wide if servicing two lots;
  - not service more than 2 lots;
  - have a maximum length of 50m and have reciprocal rights of way;
  - have a 3m x 3m splay in accordance with Figure 3-3

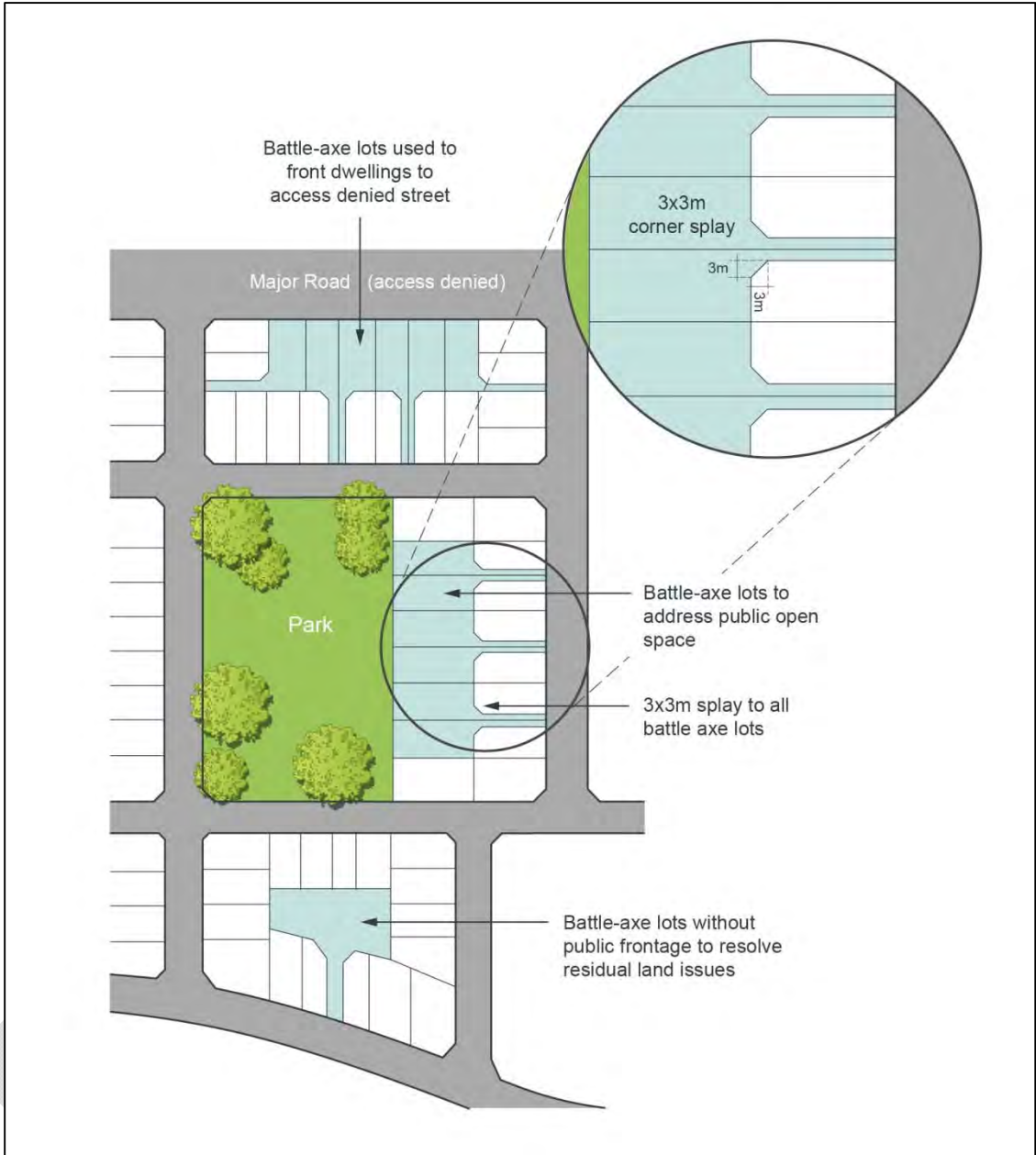


Figure 3-3: Examples of locations of battle-axe lots



## Zero Lot Line Development

### Objectives

- a. To ensure that where zero lot boundaries are proposed the amenity of the lot and the amenity of neighbouring lots are not compromised.

### Controls

1. Zero lot line development is only permitted on lots less than 400m<sup>2</sup>.
2. An easement is required on the neighbouring lot 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 easement for two storey zero lot walls to enable servicing, construction and maintenance of the adjoining dwelling.
3. 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.
4. On all lots where a zero lot line is proposed, the side of the allotment that may have a zero lot alignment must be shown on the approved subdivision plan.
5. 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.

Note: Part 4 provides additional built controls for development on the zero lot.

## 3.2.3 Street Block and Lot Configuration

### Objectives

- a. To respect the natural attributes of the site; and
- b. To optimise outlook, solar access and proximity to public and community facilities, parks and public transport with increased residential density in proximity to those areas.

### Controls

1. Street blocks are to be a maximum of 250m long x 70m deep where the layout is grid formation. Block length and widths in excess of 250m may be considered by Council where it can be demonstrated that pedestrian connectivity, stormwater management and traffic calming objectives are achieved.
2. Lot orientation and configuration is to be generally consistent with the subdivision principles shown at Figure 3-4. The preferred lot orientation is either on a north-south or east-west orientation. In locations which have views and vistas which may offer future residents a high level of visual amenity (e.g. views to bushland, open space, valleys or distant hills) an alternative lot orientation may be considered.
3. Residential lots must generally be rectangular and the use of battle-axe lots is to be minimised.
4. Where smaller lots are permitted they must be located close to neighbourhood centres, public transport or adjacent to high amenity areas such as parks.
5. Where possible, plans of subdivision are to identify the location of utility infrastructure and / or existing or proposed substations, kiosks, sewer man holes and/or vents affecting corner lots.

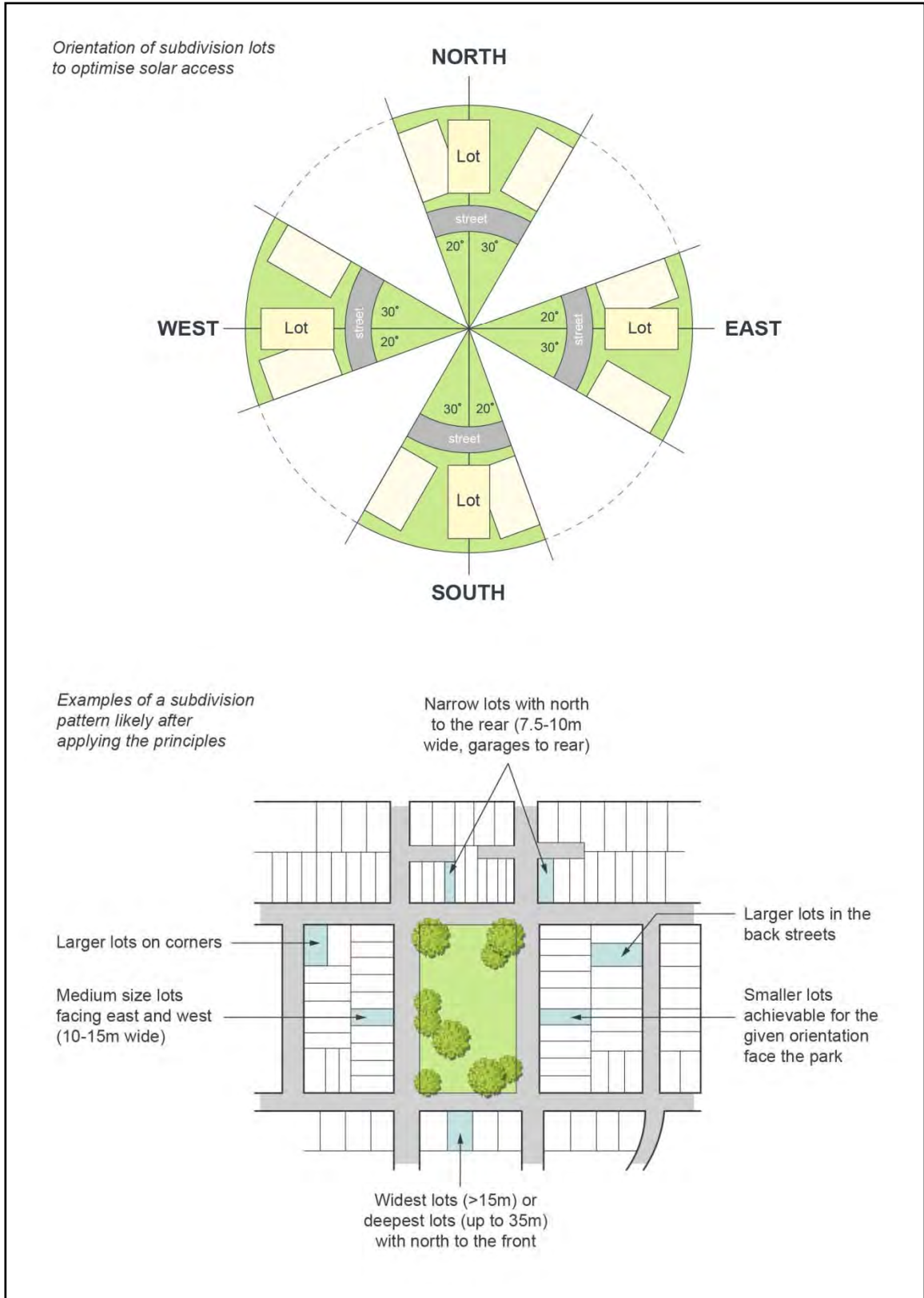


Figure 3-4: Subdivision, Lot Orientation and Lot Frontage Variation Principle

### 3.2.4 Street Network

#### Background

The residents of the Camden LGA rely heavily upon private motor vehicles as the primary means of transport. The design and layout of the street network is fundamental to promoting the safe and efficient movement of all types of vehicles, including private vehicles, trucks, buses, emergency vehicles and waste collection vehicles. The design of streets also contributes to the streetscape and local character of each neighbourhood by providing a range of street cross-sections, pedestrian and cycle path locations, and street trees.

#### Objectives

- a. Provide a hierarchy of interconnected streets that provides safe, convenient and legible access within and beyond the Camden LGA;
- b. Provide a safe and convenient public transport, pedestrian and cycleway network; and
- c. Ensure a high quality, functional, safe, legible and visually attractive public domain.

#### Controls

1. 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 Council's *Engineering Design Specification* and *Engineering Construction Specification*. 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 are to be designed to accommodate heavy vehicles.

Note: For subdivisions on bush fire prone land, refer to Part 2.6 Bush Fire Risk Management of this DCP.

2. For 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 development application stage.
3. Where roads are adjacent to public reserves or riparian corridors, the verge widths may be reduced to a minimum of 1m. This is subject to footpaths, public utilities, bollards and fencing being adequately provided for and bush fire asset protection zones and riparian corridors requirements being addressed.
4. Laneways and private roads are to be designed and built in accordance with the Camden Council Engineering Design and Construction Specifications.
5. The street network must reduce the need for reversing of waste management vehicles. This includes temporary turning heads as a result of staging and construction works (refer to Council's Waste Management Guideline)
6. Where properties are proposed to be accessed from cul-de-sacs, laneways, rear lanes or private driveways:
  - a. Waste bin collection points must not obstruct other major traffic or property use, including garage access;
  - b. The road / lane must accommodate Council's waste collection vehicles;
  - c. consideration for bin collection must account for a side loading waste collection vehicle and the arc that the arm will take in the process of collecting waste bins;
  - d. Each lot must identify a waste collection area that is suitable for the presentation of three bins to be collected

For further details, please refer to Council's Waste Management Guideline.

### 3.2.5 Additional Controls for Street Network within Urban Release Areas

#### Objectives

- a. Provide a hierarchy of interconnected streets that provides safe, convenient and legible access within and beyond the Camden LGA;
- b. 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. Provide a safe and convenient public transport, pedestrian and cycleway network; and
- d. Ensure a high quality, functional, safe, legible and visually attractive public domain.

#### Controls

1. The street network shall be designed generally in accordance with the indicative master plan that applies to each urban release area. Where a variation to the indicative master plan is sought, or where a new urban release area is being designed, the street network shall be designed to achieve the following principles:
  - i. establish a permeable network that is based on a modified grid system but limits four-way intersections.
  - ii. encourage walking and cycling and reduce travel distances.
  - iii. maximise connectivity between residential areas and community facilities, open space and centres.
  - iv. take account of topography and accommodate significant vegetation.
  - v. optimise solar access opportunities for dwellings.
  - vi. provide frontage to and maximise surveillance of open space and riparian corridors.
  - vii. provide views and vistas to landscape features and visual connections to centres and centres.
  - viii. maximise the use of water sensitive urban design measures.
  - ix. minimise the use of cul-de-sac. If required, the maximum number of dwellings to be served by the head of a cul-de-sac is 6 and the maximum number of overall dwellings to be served by the cul-de-sac is 12.
2. Streets are to be designed in accordance with the cross-sections and plans prepared for each urban release area. 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. When a new urban release area is being designed, the standard street cross-sections in Camden Council Engineering Design and Construction Specifications shall be used as a guide.
3. Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in the Camden Council Engineering Design and Construction Specifications. In particular:
  - (a) intersection treatments are required to clearly identify the road hierarchy and create well defined intersections.
  - (b) 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.
  - (c) roundabouts are to be designed to accommodate heavy vehicles.

### 3.2.6 Street Trees

#### Objectives

- a. Ensure trees are planted to enhance the local environment.

#### Controls

1. Street trees are to be provided on all streets and must:

- (a) be used consistently to distinguish between public and private spaces and between different classes of street within the street hierarchy.
  - (b) minimise risk to utilities and services and minimise ongoing water consumption.
  - (c) be durable and suited to the street environment and include endemic species.
  - (d) maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners.
  - (e) provide appropriate shade.
  - (f) provide an attractive and interesting landscape character without blocking the potential for street surveillance.
  - (g) ensure street tree design and species selection complement and define the neighbourhood area, ecological linkages, street hierarchy, precinct entries, significant intersections, items of environmental heritage, heritage conservation areas and significant view lines.
2. 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 vehicles, 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.
  3. Trees for verge planting are to be in accordance with Camden Council Indicative Planting List and in accordance with Appendix B.

### 3.2.7 Parks and Open Space

#### Background

Open space performs an important community/civic function for the Camden LGA. It is imperative it is functionally integrated with the surrounding movement network in a visual and structural sense. It must be positioned and designed to provide access to and balance aesthetic, scenic and recreational demands from the diversity of surrounding land uses.

#### Objectives

- a. Meet the public open space and recreational needs of residents;
- b. Ensure high quality design and embellishment of all public open space; and
- c. Create a variety of public parks within the suburb that fulfil functional requirements such as accommodating sporting activities while also being beautiful and memorable places that contribute to the legibility and character of the suburb.

#### Controls

1. Public parks (neighbourhood, local and regional open space), other open space areas (i.e. riparian corridors) and areas with landscape value are to be provided, generally in accordance with the master plan or Indicative Layout Plan provided within each new release area.
2. The embellishment of public parks are to be generally consistent with Council's approved Open Space Design Manual.

### 3.3 Subdivision in Large Lot Residential Areas

The purpose of the Large Lot Residential area (R5 zones) is to provide low density rural residential subdivisions free from commercial and industrial type uses. Objectives for this zoning can be found in the **LEP 2010**.

Site specific controls for the subdivision of land within these areas are located within Schedules towards the end of this DCP. The Schedules specifically apply to:

- Catherine Field Village (Schedule 9)
- Yamba (Schedule 10)
- Grasmere (Schedule 11)
- 121 Raby Road (Schedule 12)

#### 3.3.1 Lot Sizes and Dimensions

##### Objectives

- a. To ensure sense of place is maintained by ensuring that density and scale is in harmony with the existing character;
- b. To ensure that subdivision reflects and reinforces the predominant subdivision pattern of the area; and
- c. To ensure that large residential lots are able to accommodate new dwellings that do not hinder the orderly development of the site.

##### Controls

###### Minimum Lot Sizes

1. The minimum lot size must comply with the minimum lot sizes as stated within the **LEP 2010** written statement and associated maps for the minimum allotment sizes.
2. The lot should be rectangular in shape and consistent with the existing subdivision pattern.

Note: Lot sizes within the R5 zone varies depending on the location.

###### Minimum Lot Width

3. The minimum lot width in the R5 zone is 24m.
4. The lot must be able to accommodate a dwelling that is compliant with the residential controls within Part 4 this DCP.

**-End of Part-**

# Part 4

## Residential Controls

## 4.1 Introduction

### 4.1.1 Background

There are a range of zones in the Camden LGA to provide for a variety of residential accommodation types and densities, both within existing urban areas and urban release areas. This chapter establishes the objectives and controls which will guide the design of residential development in the Camden LGA zoned under the **Camden LEP**. This excludes land zoned under *State Environmental Planning Policy (Sydney Region Growth Centres 2006)* where separate DCPs apply.

### 4.1.2 How to use this part?

Part 4 establishes the objectives and controls that guide residential development, including dwelling houses, secondary dwellings, dual occupancies and semi-detached dwellings, attached dwellings and multi-dwelling housing, residential flat buildings and shop top housing. Part 4 also covers residential amenity controls such as streetscape, safety, privacy and fencing.

### 4.1.3 What Chapters apply for my development?

Chapter 2 (below) provides general controls for residential development. Additional controls for specific development are also located in Chapters 3-6. In the event of any inconsistency between Chapter 2, controls in Chapters 3-6 prevail.

Controls for shop top housing (permitted within the R1, B1, B2 and B4 zones) are contained within Chapter 7. Chapter 7 also provides controls for residential flat building development. Additional controls for residential flat buildings and shop top housing may be contained in *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* (SEPP 65) or equivalent.

Chapter 9 provides controls for outbuildings (i.e. sheds, carports, decks etc.)



Table 4.1 Summary

A summary of key residential dwelling controls are provided in Table 4-1 below.

**[CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)**

Element	Control	
Site Analysis	Provide a site analysis plan	
Cut and Fill	Maximum cut 1m Maximum fill 1m	
Streetscape / Architectural Elements	Two design features incorporated into the design	
Front Setbacks	As per average setback	
Front setback Articulation	<ul style="list-style-type: none"> <li>- Primary street frontage 1.5m (max)</li> <li>- Secondary frontage 0.5m (max)</li> </ul>	
Secondary setback	lot <450m <sup>2</sup> (min) 2m	lot >450m <sup>2</sup> (min) 3m
Side Setbacks	0.9m	
Rear Setbacks	Single storey 4m	Two storey component 6m
Garages and carports (including garages on secondary setback)	<ul style="list-style-type: none"> <li>- Minimum 1m behind the building line of the dwelling at least 5.5m from the primary road.</li> <li>- Garages on the secondary setback must be setback a minimum of 5.5m from the primary road.</li> </ul>	
Height	Two storeys and per Camden LEP	
Site coverage	Less than 450m <sup>2</sup> <ul style="list-style-type: none"> <li>- Single storey development 60%</li> <li>- Two storey development 50%</li> <li>- upper floor 30%</li> </ul>	450m <sup>2</sup> and Greater <ul style="list-style-type: none"> <li>- Single storey development 50%</li> <li>- Two storey development 50%</li> <li>- upper floor 30%</li> </ul>
Landscaped Area	Minimum 30% of allotment area	
Principal Private Open Space	Lot width 10m and less = 16m <sup>2</sup>	Lot width greater than 10m = 24m <sup>2</sup>
Solar Access	<ul style="list-style-type: none"> <li>- Dwellings must be orientated to maximise solar access to living rooms having regard to future and existing site constraints.</li> <li>- One living area must receive a minimum of 3 hours of direct sunlight between 9am and 3pm on 21 June</li> </ul>	

## 4.2 General Residential Development Controls

### 4.2.1 Site Analysis

Site analysis for each individual lot is an important part of the design process. Development proposals need to illustrate design decisions which are based on careful analysis of the site conditions and their relationship to the surrounding context. By describing the physical elements of the locality and the conditions impacting on the site, opportunities and constraints for development can be understood and addressed in the design.

The Site Analysis Plan should show the existing features of the site and its surrounding area, together with supporting written material. A Site Analysis Plan must show at least the following features:

- the position of the proposed building in relation to site boundaries and any other structures and existing vegetation and trees on the site;
- any easements over the land;
- the location, boundary dimensions, site area and north point of the land;
- location of existing street features adjacent to the property, such as trees, planting, street lights;
- contours and existing levels of the land in relation to buildings and roads and, whether the proposed development will involve any changes to these levels;
- location and uses of buildings on sites adjoining the land;
- a stormwater concept plan (where required); and
- For Battle-axe blocks, On-site Stormwater Detention (OSD) is to be designed in accordance with Council's Engineering Specifications.

### 4.2.2 Cut and Fill

#### Objectives

- a. To minimise the extent of cut and fill within residential allotments;
- b. To protect and enhance the aesthetic quality of the area by controlling the form, bulk and scale of land forming operations; and
- c. To ensure that the amenity of adjoining residents is not adversely affected by any land forming operation.

#### Controls

1. Development Applications (DA's) are to illustrate where it is necessary to cut and/or fill land and provide justification for the proposed changes to the land levels.
2. The maximum amount of cut must not exceed 1m.
3. The maximum amount of fill must not exceed 1m.
4. Fill greater than 300mm within 1m of a property boundary must be fully contained by the use of deepened (drop) edge beam construction with no fill permitted outside of this building footprint.
5. The use of a deepened edge beam must not exceed 1m above natural ground level.

On steeply sloping sites, Council may consider deepened edge beams greater than 1 metre where it can be demonstrated that there will be no detrimental impacts on neighbouring properties, and can meet the objectives,

6. Council will consider permitting greater cut for basement garages, split level designed development and steeply sloping sites.
7. Where excavation or filling is required alongside a driveway, it must be retained by a retaining wall.
8. Where the same builder or developer is developing adjoining sites simultaneously, Council may vary Controls No. 2, 3 or 4 subject to a merit based assessment of the impacts upon each affected property.
9. All retaining walls (including associated footings and drainage etc.) are to be contained wholly within subject property boundaries. Excavations affecting adjoining properties are to be retained or shored immediately. All other approved retaining walls are to be in place prior to the issue of an occupation certificate.

10. Where retaining walls are proposed to be built on the boundary (on side and / or rear boundaries), an s88B Instrument stipulating a positive covenant is required on the lots affected by the retaining wall.
11. The maximum height of voids within individual allotments is 3m, as illustrated in Figure 4-1.

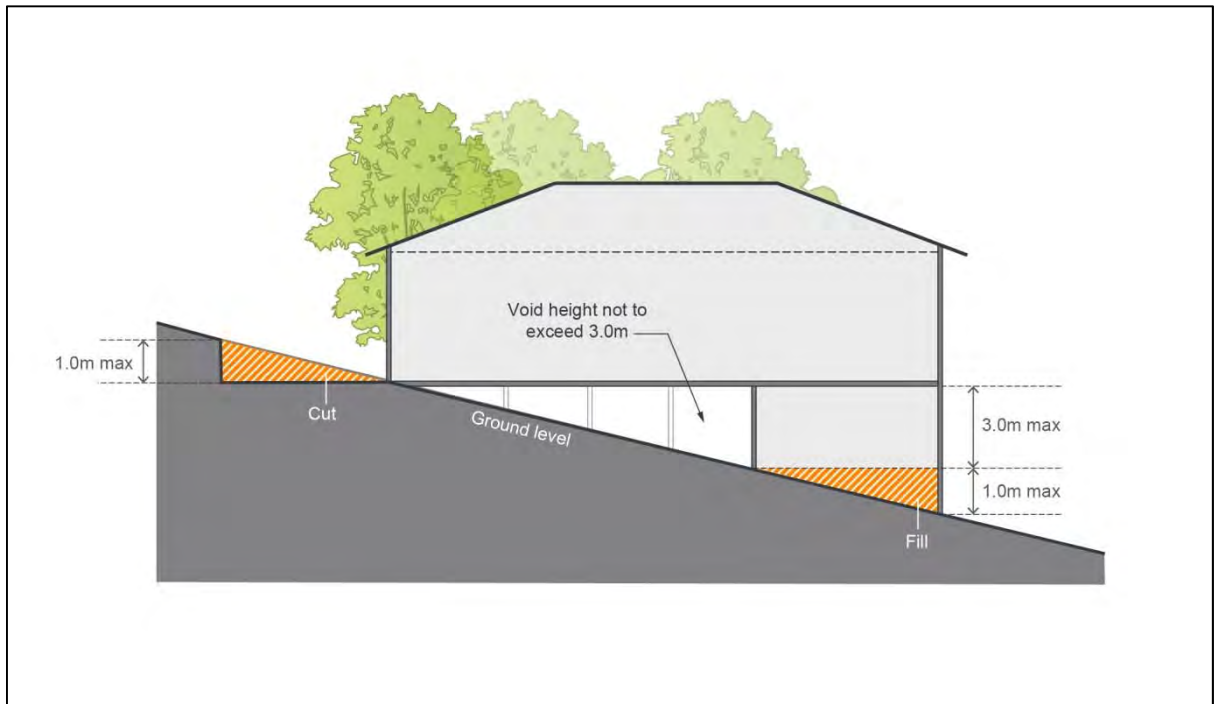


Figure 4-1: Maximum height of voids within residential lots

### 4.2.3 Streetscape and Architectural Design

#### Objective

- To encourage innovative and quality designs that enhances the built form and character of the neighbourhood;
- To encourage a diversity of built form design;
- To encourage casual surveillance of the street; and
- To encourage visual interest through articulation.

#### Controls

- The primary street facade of a dwelling must address the street and incorporate a visible front entrance of the dwelling. At least two of the following design features are to be incorporated into the primary street façade:
  - 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. Front facades are to feature at least one ground floor habitable room with a window facing onto the street.
3. 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.
4. Modulation of the façade should be integral to the design of the building, rather than an unrelated attached element.
5. Eaves must be provided. Eaves provide sun shading and protect windows and doors from extreme weather. Eaves also 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.
6. The pitch of hipped and gable roof forms on the main dwelling house should be between 18 degrees and 35 degrees. Skillion roofs, roofs hidden from view by parapet walls, roofs on detached garages and ancillary buildings on the allotment are exempt from this control.
7. On corner lots, garages are encouraged to be accessed from the secondary street or a rear lane.

#### 4.2.4 Setbacks

##### Objective

- a. To minimise the impacts of development on neighbouring properties with regards to view, privacy and overshadowing;
- b. To ensure garages do not dominate the streetscape; and
- c. To ensure buildings on corner sites provide an appropriate secondary street setback and maintain sight lines for the safety of pedestrians and vehicles.

##### Controls

1. The general numerical setback requirements for residential accommodation are listed in Table 4-2 below.

Note: These apply to all areas except where a specific setback control is provided for that area elsewhere in this DCP, or where a registered building envelope applies to the lot.

2. Setbacks shall be measured between the principal wall closest to the boundary and the boundary line, excluding any architectural building design element encroachments as permitted by this DCP
3. Front setbacks on irregularly-shaped lots (e.g. those which are not perpendicular to the street) shall be calculated in accordance with control 2 above.
4. Architectural building design elements on the front façade may encroach 1.5m into the prescribed front setback area where it can be demonstrated that such elements have a positive effect on the streetscape. For further information regarding architectural building elements refer to subsection 2.3 – Control 1.
5. Building elements such as eaves, fascias, gutters, down pipes, flues, light fittings, electricity or gas meters, rainwater tanks and hot water units may encroach upon the prescribed side boundary setbacks, provided they do not impact upon adjoining properties and achieve compliance with the National Construction Code (NCC).
6. Walls along the side boundary setbacks shall be articulated to avoid the appearance of excessively long walls. Articulation may be provided in the form of a window, wall return or architectural feature.
7. Where there is a large or potentially large tree in the road reserve or public open space adjacent to the site, a setback will be required that is sufficient to avoid damage to the tree or future problems with the development.
8. For steeply sloping sites the front setbacks specified in this clause may be inappropriate and may need to be varied. The siting of buildings on such sites must take into consideration the grade of the resultant access driveway and allow for the need to provide batters and/or retaining walls for any areas of cut and filling. Generally front boundary setbacks need to be increased for steeply sloping sites.

9. In exceptional circumstances, Council may consider a reduced rear setback on corner allotments where it can be demonstrated that there is no adverse impact on the adjacent properties, streetscape in general and lot coverage. The following factors will be taken into consideration, but are not limited to:
- Bulk, mass and scale of the structure;
  - Privacy impact;
  - Overshadowing;
  - Streetscape and architectural treatment; and
  - Provision of Private Open Space and landscaping requirements

Note: In the case of corner allotments, the primary street frontage is taken to be the boundary which is the shorter of both frontages. The rear setback is taken to be the opposite boundary to the primary frontage.

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Table 4-2: Setbacks

Element	Control								
Front setback (min)	<p>The setback of a dwelling house and any attached development from a primary road must not be less than the average setback from the primary road of the 2 nearest dwelling houses on the same side of the primary road.</p> <p>If there are not 2 dwelling houses within 40m of the lot on the same side of the primary road, the dwelling house and any attached development must have a minimum setback from the primary road as shown in the following:</p> <table border="1"> <thead> <tr> <th>Lot size</th> <th>Minimum setback from primary road</th> </tr> </thead> <tbody> <tr> <td>&lt; or equal to 900m<sup>2</sup></td> <td>4.5m</td> </tr> <tr> <td>&gt;900m<sup>2</sup>–1,500m<sup>2</sup></td> <td>6.5m</td> </tr> <tr> <td>&gt;1,500m<sup>2</sup></td> <td>10m</td> </tr> </tbody> </table>	Lot size	Minimum setback from primary road	< or equal to 900m <sup>2</sup>	4.5m	>900m <sup>2</sup> –1,500m <sup>2</sup>	6.5m	>1,500m <sup>2</sup>	10m
Lot size	Minimum setback from primary road								
< or equal to 900m <sup>2</sup>	4.5m								
>900m <sup>2</sup> –1,500m <sup>2</sup>	6.5m								
>1,500m <sup>2</sup>	10m								
Front setback for Battle-axe block (min)	4.5m								
Secondary street setback on a corner lot <450m <sup>2</sup> (min)	2m								
Secondary street setback on a corner lot >450m <sup>2</sup> (min)	3m								
Garages and carports (including garages on secondary setback)	<p>Minimum 1m behind the building line of the dwelling at least 5.5m from the primary road.</p> <p>Garages on the secondary setback must be setback a minimum of 5.5m from the primary road.</p>								
Articulation <ul style="list-style-type: none"> <li>Primary street frontage</li> <li>Secondary frontage</li> </ul>	<ul style="list-style-type: none"> <li>1.5m (max)</li> <li>0.5m (max)</li> </ul>								
Side setback	0.9m								
Rear setback – single storey dwelling or single storey portion of a two storey dwelling (min)	4m								
Rear setback – two storey portion of a two storey dwelling (min)	6m								
Rear lane setback (min)	1.2m								

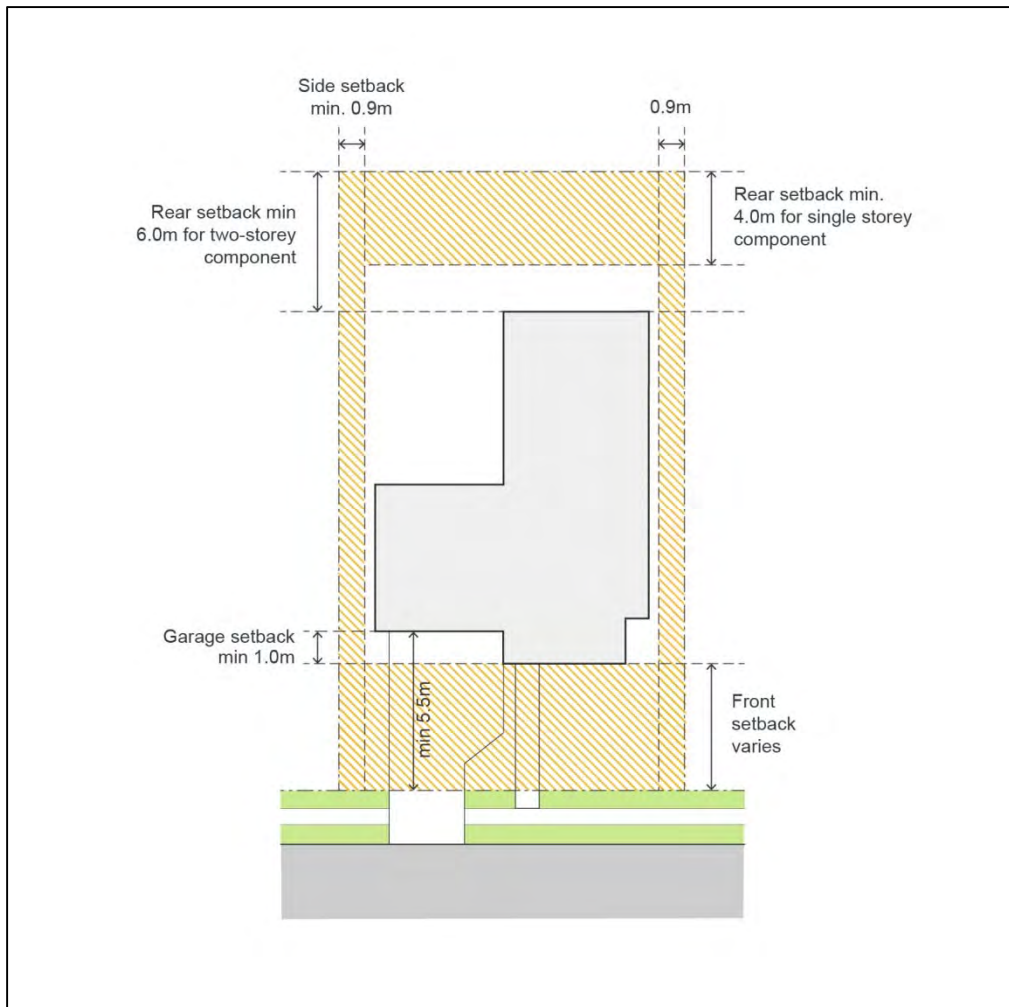


Figure 4-2: Setbacks

### Setbacks for Battle-axe Lots

#### Background

Due to an existing subdivision pattern, or a particular landform, there may be an opportunity to create an additional allotment known as a battle-axe lot. Dwelling houses on battle-axe lots have some different impacts from dwelling houses on lots that face the street. There is a need to be more sensitive to neighbouring properties in terms of privacy, overshadowing and built form.

#### Objectives

- a. To ensure setbacks between neighbouring dwellings provide visual and acoustic privacy.

#### Controls

1. Front setback for Battle-axe blocks is 4.5m.
2. Side and rear setbacks for battle-axe blocks are to be measured in accordance with Figure 4-3 (below).

**NOTE:** The garage can utilise the side setback control, while the remainder of the house must be setback as per the rear setback control.



Figure 4-3: Setbacks for Battle-axe blocks and dual occupancies

## Zero Lot Line Development

### Background

To facilitate the most efficient use of land on smaller lots, a dwelling may be designed so that a side wall of the dwelling is built on or close to the side boundary. This is referred to as 'zero lot line' development.

**NOTE:** Zero lot line development has a zero lot line on one side boundary only. This is distinct to semi-detached dwellings or attached dwellings which may also be attached to other dwelling/s.

### Objectives

- a. Maximise the efficient use of small allotments where no adverse impact is created for adjoining properties.

### Controls

1. An easement for 'support and maintenance' (servicing, construction and maintenance) of the zero lot line wall (and any services along the side of the dwelling) is to be provided on the adjoining property, except where a 450mm side boundary setback is provided. Refer to Figure 4-4.
2. No overhanging eaves or services will be permitted within the easement, however roof gutters from the burdened lot may project into the easement. Any services and projections within the



easement to the burdened lot should not impede the ability for maintenance to be undertaken to the benefited lot (refer to Figures 4-5 and 4-6).

3. For single storey development, walls must not exceed 50% of the length of the boundary that the zero lot applies to.
4. For two storey development, walls must not exceed 30% of the length of the boundary that the zero lot applies to.
5. No section of a wall built on a side boundary (including walls setback 450mm) should be longer than 10 metres (i.e. an internal courtyard or light well will be required to achieve this standard).
6. Excavation is not permitted within an easement for 'support and maintenance' (servicing, construction and maintenance). All filling adjacent to an easement for 'support and maintenance' shall be contained within the building footprint i.e. drop edge beams.
7. Access to the rear yard of zero lot line development must be provided via a minimum 1.2m metre side setback on the opposite side of the dwelling, or via a rear garage door provided as a 'drive through garage'.

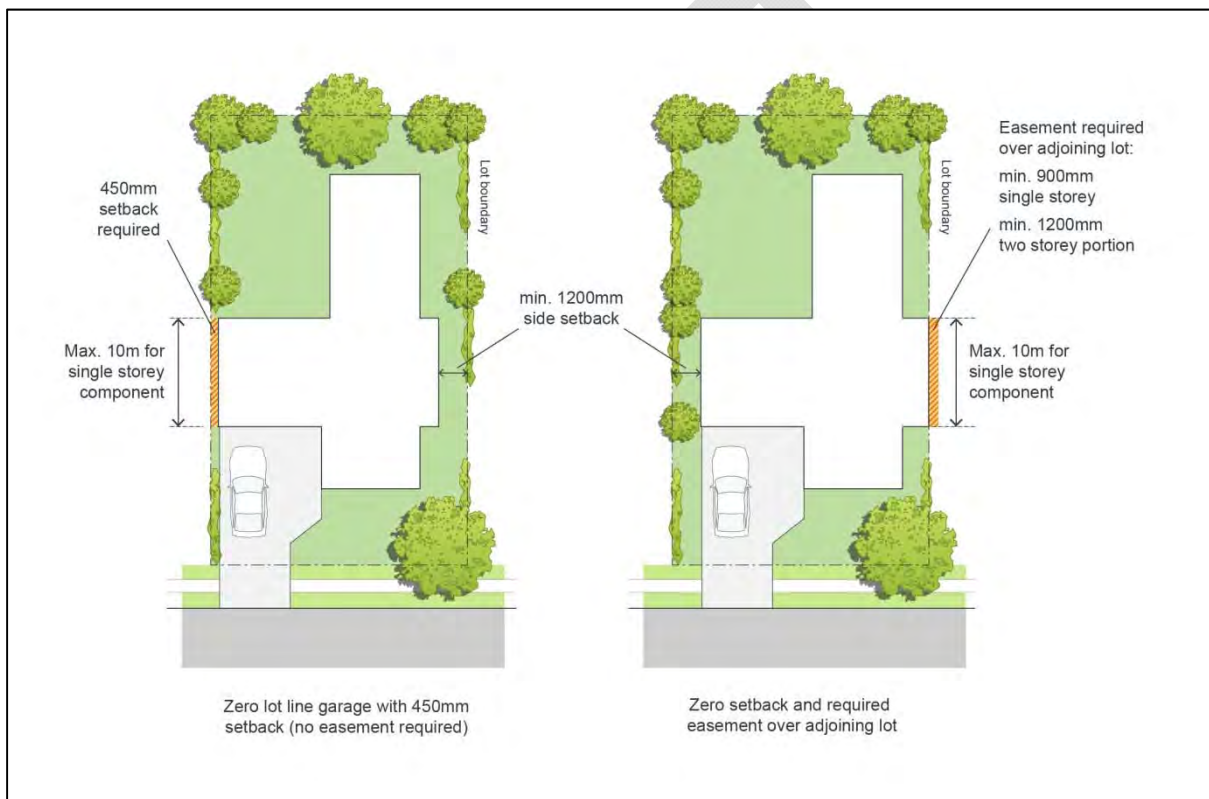


Figure 4-4: Zero Lot Line Development

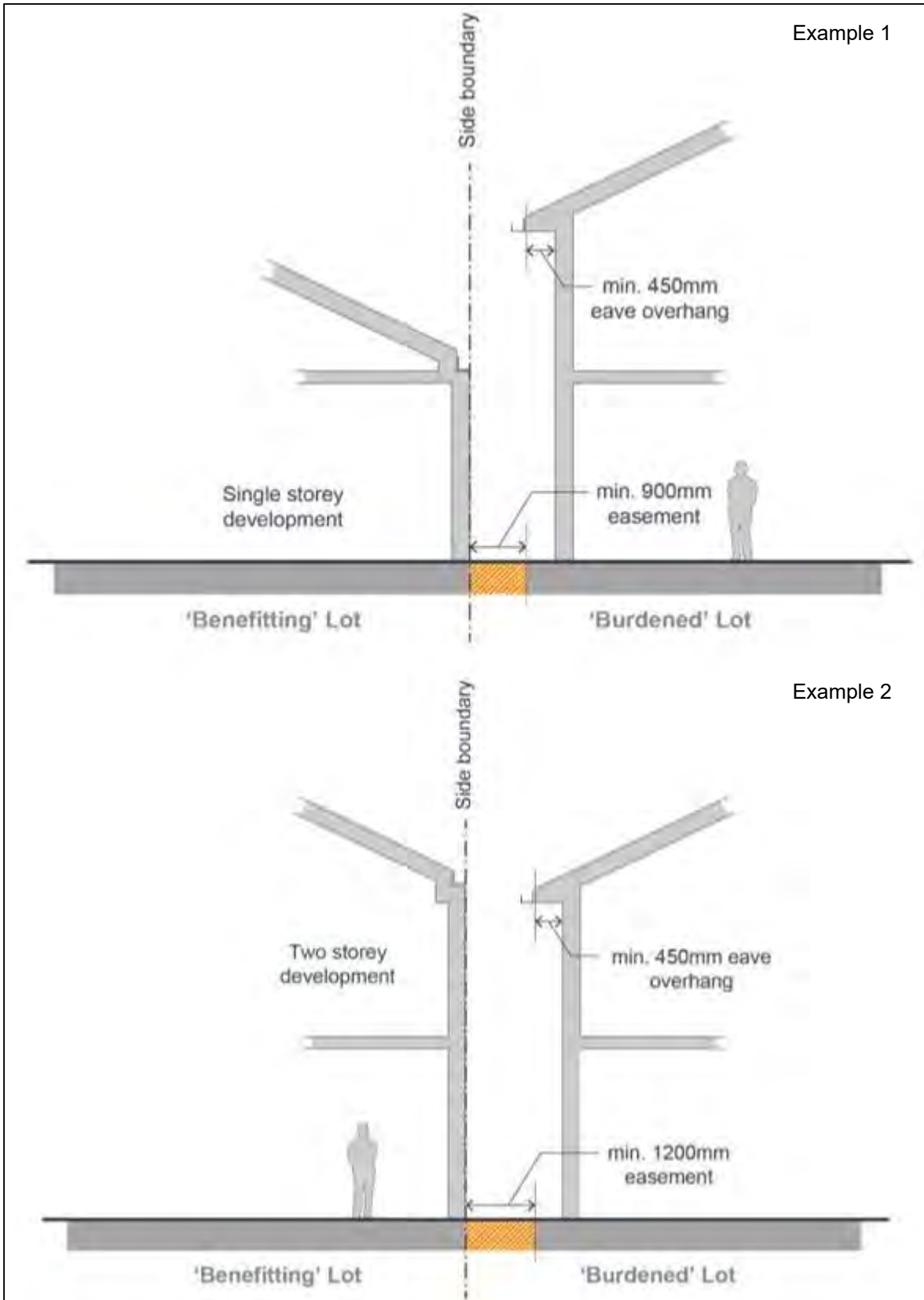


Figure 4-5: Cross sections of zero lot setback requirements (examples 1 and 2)

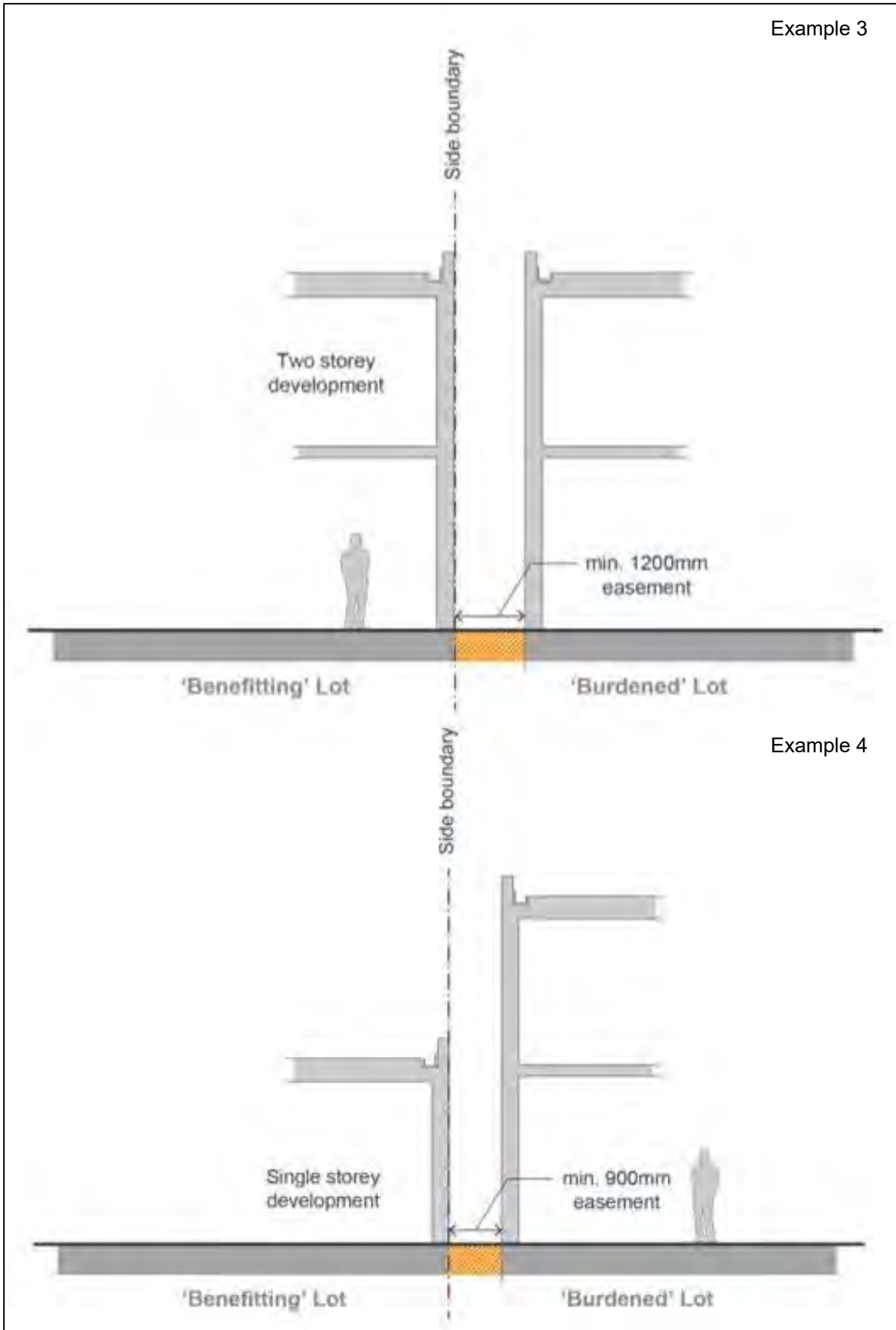


Figure 4-6: Cross sections of zero lot setback requirements (examples 3 and 4)

## 4.2.5 Height, Site Coverage and Siting

### Objectives

- To ensure development is of a scale appropriate to protect residential amenity; and
- To ensure building heights achieve built form outcomes that reinforce quality urban and building design.

### Controls

- The highest point of a building containing residential accommodation must not exceed the height specified on the Height of Buildings Map in Camden LEP 2010. In those areas which have a maximum height of 9.5m under LEP 2010, the height of a dwelling house shall not exceed two storeys above existing ground level.
- Attic rooms may be provided in the roof void where the roof pitch does not exceed 45 degrees. Such rooms are not considered a storey.
- Sub-floor garages may be considered on sloping sites where it will achieve a better design outcome.
- Dwellings must not exceed the site coverage as shown in Table 4-3 below.

Table 4-3: Site Coverage

Lot Size	Coverage (maximum)
less than 450m <sup>2</sup>	Single Storey development – 60%
	Two Storey Development – 50% Ground Floor, 30% upper floor
450m <sup>2</sup> or greater	Single Storey Development – 50%
	Two Storey Development – 50% ground floor, 30% upper floor

### **Site Coverage Definition Camden LEP 2010**

*site coverage means the proportion of a site area covered by buildings. However, the following are not included for the purpose of calculating site coverage:*

- any basement,
- any part of an awning that is outside the outer walls of a building and that adjoins the street frontage or other site boundary,
- any eaves,
- unenclosed balconies, decks, pergolas and the like.

## 4.2.6 Landscaped Area

### Objective

- To ensure that each site has sufficient area for landscaping, including deep soil planting areas, to facilitate the establishment of attractive and functional streetscapes;
- To enhance the quality of the built environment by providing opportunities for landscaping; and
- To create the desired street character.

*Landscaped area means a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area.*

### Controls

1. A minimum of 30% of the site must consist of landscaped area (Figure 4-7).
2. Areas less than 1.5 metres in width are not to be included in the calculation of landscaped area.
3. A minimum of 50% of the front setback (as measured from the building line) must be landscaped area.
4. Plans submitted with the development application must include a landscape plan.

Note: Synthetic or artificial grass is not to be included in landscaped area calculations. It is also noted that Council does not permit the use of artificial turf within public land adjacent to the road and footpaths. Artificial turf can have detrimental impacts with regard to maintenance, access to utilities, natural drainage and offers no ecological or long term amenity benefits. It is an offence to install artificial turf on public land without the prior approval of Council. Council may pursue regulatory action in these instances, including requiring removal of any such installation.

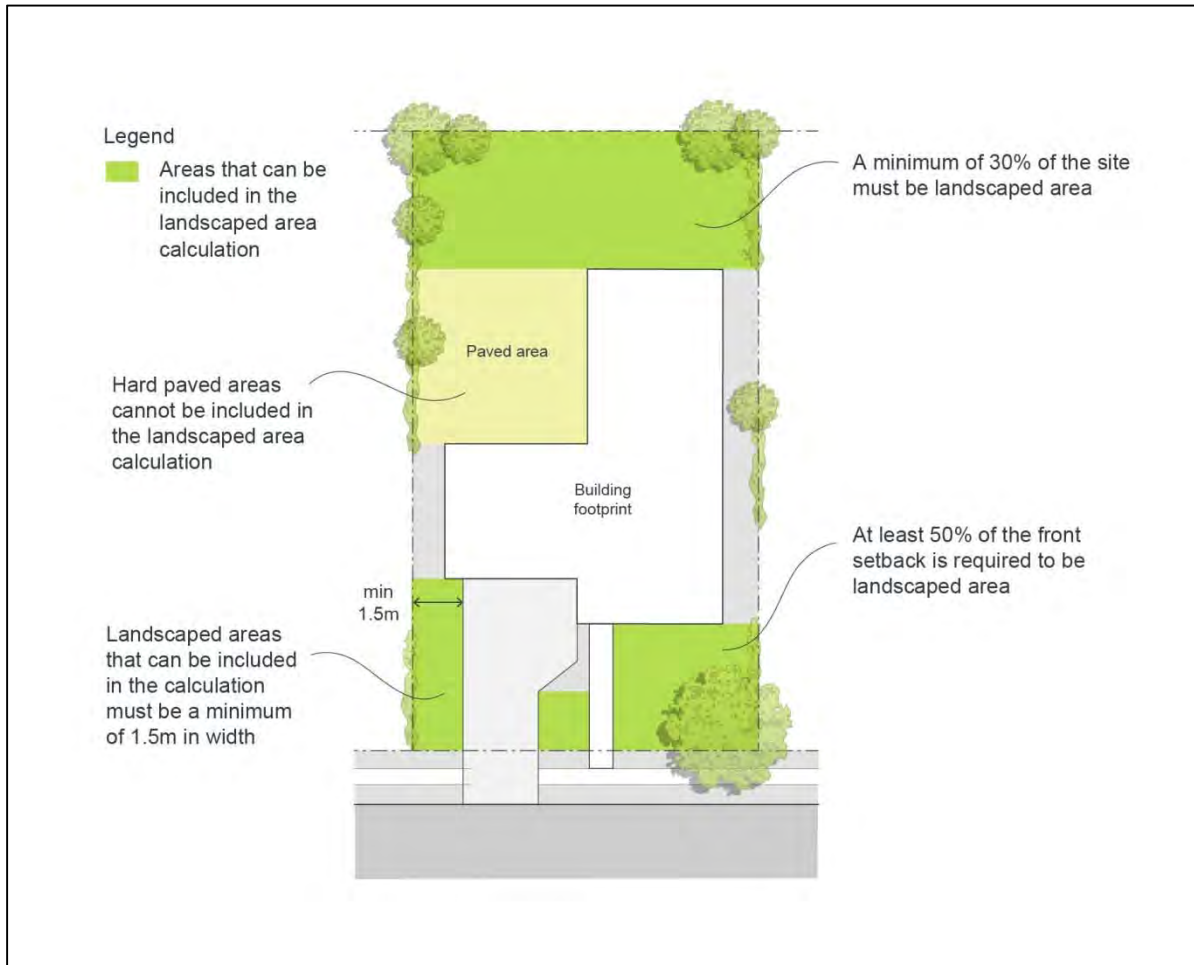


Figure 4-7: Landscaped Area

#### 4.2.7 Principal Private Open Space

##### Objective

- a. To provide a high level of residential amenity with opportunities for outdoor recreation and relaxation within the property.

##### Controls

1. The total area of Principal Private Open Space (PPOS) for each dwelling is to comply with Table 4-4 below.
2. Each dwelling shall be provided with quality, useable PPOS behind the building line.
3. The PPOS shall be adequately screened for privacy from adjacent dwellings and passers-by.

PPOS means an area that:

- i. is directly accessible from, and adjacent to, a habitable room, other than a bedroom, and

- ii. is at least 4m wide, and
- iii. is not steeper than 1:10 gradient.

Table 4-4: Principal Private Open Space

Principal Private Open Space (Minimum)	
Lot width of 10m or less	16m <sup>2</sup>
Lot width of more than 10m	24m <sup>2</sup>

### 4.2.8 Solar Access

#### Objective

- a. To facilitate solar access to the living areas and private open spaces of the dwelling; and
- b. To ensure that dwellings are designed to minimise overshadowing of adjacent properties and to protect minimum standards of sunlight access to private outdoor living space of adjacent dwellings.

#### Controls

1. Dwellings must be orientated to maximise solar access to living rooms having regard to future and existing site constraints.
2. At least one living area must receive a minimum of 3 hours of direct sunlight between 9:00am and 3:00pm on 21 June.
3. Direct sunlight must reach at least 50% of the PPOS of both the subject dwelling and of any adjoining dwelling, for not less than 3 hours between 9:00am and 3:00pm on 21 June.
4. At least one window to a living area of dwellings on neighbouring properties must receive a minimum 3 hours of sunlight between 9:00am and 3:00pm on 21 June.

There may be circumstances where existing solar access on neighbouring properties will not be able to be retained due to:

- (a) Existing living areas of neighbouring properties being inappropriately located regarding solar access;
- (b) Existing site topography;
- (c) Existing shadowing from other neighbouring dwellings, structures and trees; and
- (d) Orientation of existing lots.

### 4.2.9 Visual and Acoustic Privacy

#### Objective

- a. Locate and design dwellings to enhance visual and acoustic privacy, whilst minimising visual and acoustic impacts of development on adjoining properties.

#### Controls

1. 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.

2. Direct overlooking of the main living 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.  
A privacy screen or obscure glass must be provided for any part of a window (on the first floor) to a habitable room (excluding bedroom) that is less than 1.5m above the finished floor level of that room, if the room overlooks an adjacent dwelling or the private open space of an adjacent dwelling.
3. Active recreation facilities (e.g. swimming pools) should be located away from the bedroom areas of adjoining dwellings.
4. First floor balconies or decks facing the side or rear boundaries are not permitted, unless it can be demonstrated that there will be no adverse privacy impacts to neighbouring properties. The depth of the first floor balcony or deck is not to exceed 2 metres.

#### 4.2.10 Parking, Garages and Site Access

##### Objectives

- a. Provide safe and secure onsite parking for residents and visitors;
- b. Reduce the visual impact of garages, carports and parking areas on the streetscape and improve dwelling presentation; and
- c. Ensure the design of garages do not dominate the frontage of the house.

##### Controls

1. One to two (1-2) bedroom dwellings will provide at least 1 car space.
2. Three (3) bedroom or more dwellings will provide at least 2 car spaces.
3. At least one car parking space must be located behind the building line where the car parking space is accessed from the street on the front property boundary.
4. The width of garage doors must not be greater than:
  - a) 60% of the dwelling's front elevation width on lots between 12.5m -15m, wide.
  - b) 50% of the dwelling's front elevation width on lots greater than 15m wide.
5. Double and triple garages are not permitted on lots less than 12.5m in width.
6. For lots equal to or less than 7m, garages must be accessed from a rear lane.
7. Garages should not be a dominant feature of the building façade. The garage must be subservient in scale to the dwelling, and integrated and compatible with the overall design of the dwelling in terms of height, form, materials, detailing and colour.
8. Where a triple garage is proposed, the garage doors must not exceed 50% of the dwelling's front elevation and 1 garage must be setback a minimum of 1m behind the other garages.
9. Driveways are to have the smallest configuration possible (particularly within the road verge) to serve the required parking facilities. Driveway widths crossing the road verge, setbacks to existing infrastructure and surface gradients must comply with Council's Design and Construction Specification for Access Driveways.

Vehicle turning movements and gradients of internal driveways must comply with AS2890. Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and motorists.

10. For Battle-axe blocks, vehicles are to enter and exit the site in a forward direction.

##### Corner Lots

11. Driveway locations are not to conflict with utility services and street infrastructure.

##### Secondary Driveways

1. Generally, only one driveway is permitted per residential property. Separate, specific Council approval (non-standard driveway approval) is necessary for any proposed additional driveways. In considering a request for a secondary driveway, the following is considered:
2. A second crossing will not be considered where:
  - (a) The properties total road frontage is less than 20 metres wide.
  - (b) The proposal will cause an unacceptable reduction in the available room for on-street parking caused by the additional driveway is not desirable.
  - (c) Sight distance for the new driveway is limited because of a crest or curve in the road.
  - (d) The removal of one or more street trees is required.
  - (e) The driveway is within 6 metres of the tangent point of the kerb return at intersections, as per AS/ NZS 2890.1:2004 and Council's Engineering Specifications.
  - (f) The site is located on a classified road, and the NSW Roads and Maritime Services (RMS) have not consented to a second driveway.
  - (g) The driveway is otherwise constrained or not considered appropriate, as determined by Council.

A second crossing will only be considered where:

- (a) Sight distance for the existing driveway is restricted. In these instances, the existing driveway will likely have to be removed when creating the new driveway.
- (b) A second garage, carport or parking area has been approved by Council.
- (c) The property has frontage to two roads.
- (d) The property fronts a busy road/s, is located in a school area, or near a bus stops etc; and the purpose of the second driveway is to provide for access into and out of the site in a forward direction.

## 4.2.11 Fencing

### Objectives

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

### Controls

1. Front fencing shall be a maximum of 1.2m high above ground level (existing) and shall be an open style incorporating pickets, slats, palings or the like or lattice style panels with a minimum aperture of 25mm.
2. Front fences and walls are not to impede safe sight lines for traffic.
3. Side and rear fences are to be a maximum of 1.8m high commencing 2m behind the building line (refer to Figure 4-8).
4. Side fences not on a street frontage are to be a maximum of 1.2m high to a point 2m behind the primary building line.
5. On corner lots or lots that have a side boundary that adjoins open space or drainage, the front fencing style and height is to be continued along the secondary street or open space/drainage land frontage to at least 4m behind the building line of the dwelling. Principles for corner lots are illustrated at Figure 4-8.
6. On boundaries that adjoin open space or drainage land, fencing is to be of a high quality material and finish. The design of the fencing is to permit casual surveillance of the public space by limiting fence height to 1.2m or by incorporating see-through materials or gaps for the portion of the fence above 1.2m high.
7. Pre-painted steel or timber paling or lapped/capped boundary fencing is not permitted adjacent to open space or drainage land or on front boundaries.
8. Fencing that adjoins mews or rear access ways is to permit casual surveillance.



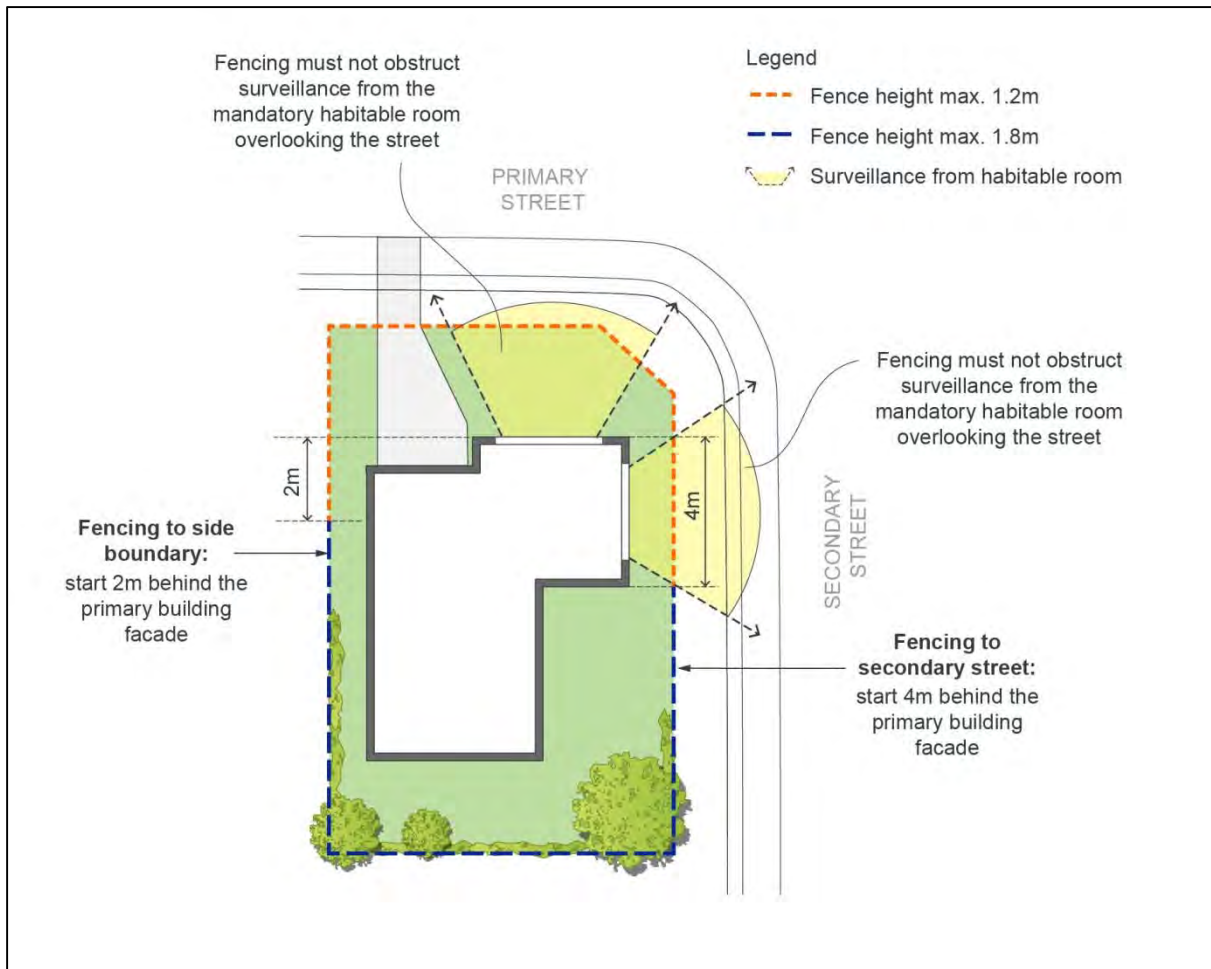


Figure 4-8: Fencing controls

#### 4.2.12 Waste Storage Areas and Waste Collection Areas

##### Objectives

- To ensure efficient storage and collection of waste and quality design of facilities.

##### Controls

- Waste storage areas should be provided behind the main building line.
- A waste collection area is to be shown on the landscaped plans. The waste collection area shall be on level ground, running parallel to the rear of the kerb and measure 3.0 metres x 0.9 metres x 3.9 metres high (allowing for the trucks lifting arm arc).

### 4.3 Secondary Dwellings

##### Objectives

- To enable the development of a diversity of dwelling types;
- To contribute to the availability of affordable housing; and
- To promote innovative housing solutions that are compatible with the surrounding residential environment.

##### Controls

- Secondary dwellings must comply with the controls in Sections 2.1- 2.12, except where the controls in this chapter differ, in which case the controls below prevail.
- Site coverage of the principal dwelling, secondary dwelling and all ancillary development on a lot must not be more than 50% of the area of the lot,
- Secondary dwellings shall be designed to complement the design of the principal dwelling and be subservient to the principal dwelling in terms of visual bulk and scale.

4. Windows and private open spaces of secondary dwellings must not overlook the private open space of any adjacent dwellings.
5. No additional car parking or private open space area is required for secondary dwellings; however, provisions must be made for clothes drying facilities in a location with adequate solar access.
6. Any secondary dwelling must be setback behind the front building alignment of the principal dwelling.
7. The front entrance of a secondary dwelling may be located behind the primary street façade.
8. Internal fences separating the principal and secondary dwelling are not permitted.
9. Strata or Torrens title subdivision of secondary dwellings is not permitted.
10. The conversion of garages to a secondary dwelling may only be permitted if at least one car parking space is provided behind the front setback of the principal dwelling (in addition to one space in front of the building line)

## 4.4 Dual Occupancies and Semi Detached Dwellings

### Objectives

- a. Ensure dual occupancies and semi-detached dwellings are compatible with existing housing and do not adversely affect the local environment or the amenity of adjacent residents.
- b. Provide housing choice for the residents of the Camden LGA.

### Controls

1. Dual Occupancy and semi-detached dwelling development must comply with the controls in Sections 2.1- 2.12, except where the controls in this section differ, in which case the controls in this clause and Table 4.6 take precedence.
2. Dual occupancy and semi-detached development on corner lots must be designed to address both street frontages.
3. Each dwelling must provide a minimum storage area of 8m<sup>3</sup>. This space is to be provided exclusively for storage purposes and must be provided in addition to any garage space.
4. Mirror-reversed or replicated built form is not permitted. Forms of differentiation and interest shall be provided to all dwellings.
5. The architectural treatment and building materials of both dwellings should be compatible.
6. Each dwelling should have a separate driveway.
7. Dual Occupancy development is not permitted on battle-axe lots.

**Note:** Dual occupancies and semi-detached dwellings are types of residential accommodation that are very similar in terms of built form (both consist of two dwellings). The distinction between the two is that dual occupancies are located on one lot of land and may only be strata subdivided, whereas semi-detached dwellings are located on their own lot of land (Torrens title). Accordingly, semi-detached dwellings are generally suitable for locations which have a smaller minimum lot size, and development consent must be sought for both semi-detached dwellings and Torrens title subdivision concurrently when lodging a development application in order to satisfy the LEP definition.

Table 4-6: Controls for Dual Occupancies and Semi-Detached Dwellings

SITE REQUIREMENTS	
Lot size (min)	600m <sup>2</sup> For corner lots 800m <sup>2</sup>
Lot width primary frontage (min) <ul style="list-style-type: none"> <li>• For development where the dwellings are side by side</li> <li>• For development where one dwelling is directly behind the other (battle axe formation) –Figure 4-7</li> </ul>	22m (at the building line)  18m (at the building line)
SETBACKS	

Dual Occupancies	Consistent with <b>4.2.4 Setbacks</b>
Setbacks for Dual Occupancies where one dwelling is directly behind the other (battle axe formation)	The setbacks for the rear dwelling in accordance with Figure 4-3.
Secondary street setback (min)	4.5m
<b>SITE COVERAGE</b>	
Site coverage (max)	Single storey development - 60%
	Two storey development – 60% ground floor, 30% upper floor
<b>GARAGE DESIGN</b>	
Car parking Requirements	1 car parking space for each dwelling with 1 to 2 bedrooms. 2 car parking spaces for each dwelling with more than 2 bedrooms



Figure 4-9: Dual Occupancy with 18 metre frontage

## 4.5 Multi Dwelling Housing and Attached Dwellings

### Objectives

- Encourage high quality residential developments which feature a high standard of urban design and provide a high level of amenity for residents;
- Ensure that development sites have sufficient site area to accommodate appropriate setbacks and open space areas, including areas for deep soil planting and natural site drainage;
- To ensure that each new dwelling provides a sufficient amount of storage for elements such as garden equipment and bicycles; and
- To ensure waste storage areas and waste collection areas are designed to be compatible with the streetscape, accessible, clean and safe for all users and collectors.

### Controls

- Multi dwelling housing and attached dwelling development must comply with the controls in Sections 2.1- 2.12, except where the controls in this chapter differ, in which case the controls in this clause and Table 4-7 take precedence.
- Multi-dwelling housing sites are to have direct frontage to a public road (i.e. not on battle-axe lots).

3. Multi dwelling housing and attached dwellings should have a unified design for the whole development, a coordinated style and base colour palette. Individuality can be added as small details or accent colours, rather than strikingly different forms.
4. At least one habitable room is to be located at the front of each dwelling addressing the street and / or internal driveway.
5. PPOS must be directly accessible from the main living area (Figure 4-10).
6. PPOS is permitted within the front setback provided that:
  - (a) the dwelling is of a two-storey construction which provides casual surveillance to the street from a first-floor balcony; and
  - (b) the location in the front setback provides improved solar access to the PPOS.
7. Multi dwelling housing should provide a clear differentiation between private areas (open space, private front and side yard areas, private car parking spaces) and communal open space and car parking.
8. Controls for adaptable dwellings (requirement triggered by minimum number of dwellings in development, (located in 4.7 Residential flat buildings and shop top housing) 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.
9. Communal visitor and/or resident's parking areas should be located within view of residents to facilitate passive surveillance of these areas.
10. Traffic calming measures should be provided to ensure a safer vehicle and pedestrian environment.
11. Driveways, manoeuvring areas, parking areas and garages are to be located away from bedrooms.
12. Internal driveways must be the smallest configuration possible while allowing for vehicle manoeuvrability and landscaping.
13. Internal driveways should avoid long gun barrel appearance. The alignment of driveways should:
  - (a) be varied to avoid a straight gun barrel appearance, particularly when parking is at grade; and
  - (b) be flanked by landscaped verges to soften development on either side.
14. Each dwelling must provide a minimum storage area of 8m<sup>3</sup>. This space is to be provided exclusively for storage purposes and must be provided in addition to any garage space.
15. Where possible, garages for attached dwellings are located at the rear of the lot.

### **Image and legibility**

16. The proposed development should:
  - (a) blend in with its surroundings and/or be in keeping with the character of the area.
  - (b) be designed to be compatible with the streetscape and be attractive when viewed within the site.
  - (c) create an appearance of a single or grouped dwellings that are separated by gardens and ancillary structures, with facades designed to incorporate a variety of materials and shading structures.
  - (d) avoid repeating designs used in other developments, particularly those located in close proximity to the proposal. It is, however, recognised that there may be instances in a planned development where repetition of a design element is used to create a theme development. These proposals will be considered on the merit of the design. Forms of differentiation and interest are encouraged in all dwellings.
  - (e) provide a clear differentiation between private areas (open space, private front and side yard areas, private car parking spaces) and communal open space and car parking.
  - (f) provide a minimum of 12m between front facades within the development so that the layout does not create gun-barrel vistas.
  - (g) clearly identify each unit, its entrance, visitor carparking to enable a visitor to easily understand the development's layout.



Figure 4-10: Multi-dwelling housing setbacks and PPOS

### Access and entries

17. The proposed development should:

- (a) minimise vehicular and pedestrian entry and exit points to the site.
- (b) provide a defined and well-lit pedestrian 'safe route' which can be clearly viewed by residents for passive surveillance.
- (c) consider site accessibility to people in wheelchairs and with lesser mobility.

18. The proposed development should be designed to comply with '[Safer By Design](#)' Guidelines.

### Communal open space and landscaping

19. A landscape plan is to be submitted with every application for multi dwelling housing.

20. Landscaping shall take into account probable day and night use by residents, seating, shade and it should allow surveillance by residents i.e. the plants are either high (canopy trees) or low (ground covers).
21. Landscaping is to be provided to the side and rear boundary setback areas and along driveways to improve visual amenity.
22. If the area is fenced, the fence shall be dark in colour and permeable to maximise passive surveillance of the area.
23. Communal open space landscaping shall be designed to minimise water usage and maintenance requirements.
24. Communal open space should be provided in locations which help to retain existing trees wherever possible.

### Waste Storage Areas and Collection

25. A detailed Waste Management Plan (WMP) must be submitted for the ongoing use of the site. A WMP must outline the waste that will be generated from the site, how the development proposes to manage the waste on site and collection.
26. Waste collection areas must not obstruct traffic flows on the road, vehicle entry to the property or pedestrian foot traffic in front of the property.
27. Waste storage area/s and waste collection area must be provided for (including bulky waste) within the development (refer to Council's Waste Management Guideline).
28. Where a development is under a strata or community title the owners' corporation must take responsibility for the management of waste and recyclable materials generated upon the site as well as cleaning and maintenance of associated facilities.
29. Where waste collection is taking place on site, waste collection vehicles must enter and exit the site in a forward direction, so that the movement of waste collection vehicles does not cause a major safety hazard to both the drivers and surrounding traffic, pedestrian activity and residents. Reversing of a truck on site must only be done in the vicinity of a turning bay. Trucks will not reverse past resident's driveways or use private driveways or carparks as a turning area.
30. Where properties are proposed to be accessed from cul-de-sacs, laneways, rear lanes or private driveways:
  - (a) consideration for bin collection must account for a side loading waste collection vehicle and the arc that the arm will take in the process of collecting waste bins;
  - (b) Each lot must identify a waste collection area that is suitable for the presentation of three bins to be collected.

Table 4-7: Controls for Multi Dwelling Housing and Attached Dwellings

<b>SITE REQUIREMENTS</b>	
Lot size (min)	1,500m <sup>2</sup>
Lot width primary frontage (min)	18m
<b>SETBACKS</b>	
Secondary street setback (min)	4.5m
Side setback (ground floor)	0.9m
Side Setback first floor (min)	4m
Rear setback first floor (min)	6m
<b>SITE COVERAGE, LANDSCAPING AND PRINCIPAL PRIVATE OPEN SPACE</b>	
Site coverage (max)	50%
Landscaped Area (min)	30%

Principal private open space (PPOS) (min)	16m <sup>2</sup> with a minimum dimension 4m at ground level;  10m <sup>2</sup> with a minimum dimension of 2.5m as balconies
<b>GARAGE DESIGN</b>	
Garage door width (max)	Multi Dwelling Housing - 50% of front elevation of the width multi dwelling housing unit.
Car parking Requirements	1 car parking space per dwelling, plus  0.2 car parking spaces per 2-bedroom dwelling, plus  0.5 car parking spaces per 3 or more-bedroom dwelling.  1 visitor car parking space per 5 dwellings

## 4.6 Large Lot Residential Areas (R5 Zones)

### Background

The Camden LGA features an R5 Large Lot Development residential zone which permits a specific type and density within the area. Dwelling houses within R5 zones must comply with the controls in Sections 2.1- 2.12, except where the controls in this chapter differ, in which case the controls in this chapter takes precedence.

### Objectives

- a. To provide controls for dwellings in R5 zones to ensure that it achieves a high standard of urban design and that it is compatible with the amenity and character of the R5 zone; and
- b. To provide a variety of attractive and cohesive streetscapes within the R5 zone.

Note: Additional objectives are listed in the detailed controls below.

### Unsewered Sites

#### Objective

- a. To ensure that unsewered sites are provided with appropriate effluent management.

#### Control

1. On unsewered sites, effluent and household waste water is to be disposed in accordance with Council's Sewage Management Strategy.

### Setbacks

#### Controls

1. The general numerical setback requirements for dwellings in R5 development are listed in Table 4-8 below. These apply to all areas except where a specific setback control is provided for that area elsewhere in this DCP, or where a registered building envelope applies to the lot.
2. Notwithstanding the numerical setback requirements in Table 4-8, all setbacks shall be consistent with the prevailing setback established by existing adjacent development. The prevailing setback is calculated as being the average distance of the setbacks of the nearest two dwelling houses having a boundary with the same primary road.
3. Setbacks shall be measured between the principal wall closest to the boundary and the boundary line, excluding any architectural building design element encroachments as permitted by this DCP.

Table 4-8: Dwelling Setback Controls

Front setback (min)	20m
Secondary street setback on a corner lot <4000m <sup>2</sup>	5m
Side setback	5m
Rear setback	5m
Primary setback - (min) lots 2000m <sup>2</sup>	10m
Secondary setback – (min) lots 2000m <sup>2</sup>	3m
Primary setback – lots <2000m <sup>2</sup>	7.5m

### Colours and Materials

#### Objective

- a. To protect the rural setting by minimising impacts on environmentally sensitive locations and scenic quality.

#### Control

1. Materials and colours for buildings (including ancillary structures) must adopt neutral / earthen colours such as tones or greys, grey-greens, blue-greys, browns or fawns. Bright colours, stark whites and blacks must be avoided.
2. Non-reflective materials for external use must be utilised.

### Fencing

#### Objectives

- a. Ensure boundary fencing is of a high quality and constructed using materials and finishes which are consistent with the character of the locality and do not detract from the streetscape; and
- b. Permit appropriate fencing for the screening of courtyards and private open space areas.

#### Controls

##### Front fences and dividing fences

1. Front fences shall be a maximum of 1.5m in height and be of traditional picket, open post and wire, post and rail, or masonry utilising only brick or stone construction.
2. Dividing fences and returns to dividing fences shall be a maximum of 1.5m in height and be open post and wire or post and rail in construction.
3. Front fences and dividing fences shall be erected on the alignment of the common boundary of the land.
4. Front fences on corner lots shall be designed to maintain adequate sight line distances for motorists.
5. Special feature entrances and special feature front fencing which does not comply with the above may be considered on a case-by-case basis and will be assessed on merit.
6. Continuous front and dividing fencing of masonry, paling, painted or unpainted or metal sheet, fibrous cement or the like in either part or full shall not be used in the construction of a front fence or dividing fence.
7. Fences constructed over or adjacent to easements must include appropriate means of access (e.g. gates) to enable the servicing of the easements.
8. Fences constructed on land affected by drainage easements, watercourses or drainage waterways shall be designed and constructed so as not to obstruct the free flow of stormwater.

##### Courtyard and screen fences

1. Courtyard and screen fences shall not be erected forward of the front building line.



2. On lots 4000m<sup>2</sup> or greater, courtyard and screen fences shall not be erected within 3m of any side or rear boundary.
3. Courtyard and screen fences shall be a maximum of 2m in height.
4. Where courtyard and screen fences are constructed using painted, unpainted or metal sheet, the materials used must be a recognised fencing-grade product with a profile, design and colour which integrates with the surrounding development.
5. Courtyard fences which enclose a part or portion of the allotment of land shall have a maximum internal area of 50m<sup>2</sup>.
6. The maximum length of any side of a court yard fence or screen fence shall be 40 metres.
7. The exterior of all courtyard fences and screen fences shall be provided with appropriate landscaping to minimise the impact on the adjoining premises and the area generally.

#### **Feature entrances and special feature front fencing**

1. Feature entrances and feature front fences are to be constructed of materials, and be a size, style and design to complement and be consistent with, the existing development on the site, are to impact minimally on the area generally.
2. Continuous brickwork incorporated in feature front fencing shall be a maximum of 500mm above the natural ground surface beneath the fence.
3. Posts and/or columns incorporated in feature front fences shall be maximum of 1.5 metres in height.
4. Fencing panels between the posts or columns in feature front fencing shall be of the open, decorative type with the structure of the panel covering a maximum of 30% of the area of the panel.

## **4.7 Residential flat buildings and shop top housing**

The controls in Sections 2.1- 2.12, do not apply to residential flat buildings 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 *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* (SEPP 65) or equivalent.

#### **Objective**

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

#### **Controls**

1. All residential flat buildings and shop top housing are to be consistent with the design quality principles outlined in SEPP No. 65 and the objectives, design criteria and design guidance outlined in the Apartment Design Guide (or equivalent).
2. In addition to the controls in this section, the controls within Part 2 General Land Use Controls of this DCP must also be taken into consideration when preparing a development application for residential flat buildings.
3. 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).
4. Residential flat buildings are not to 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.
5. A minimum of 10% of all residential flat building developments containing 10 dwellings or more, 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 visitability is achieved.

Note The proportion of adaptable dwellings in a development should be rounded up to the nearest figure.

6. 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.

7. The development application must be accompanied by certification from a suitably qualified (and experienced) 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).
8. Car parking and garages allocated to adaptable dwellings must comply with the requirements of Australian Standards for disabled parking spaces.
9. The proposed development should be designed to comply with 'Safer By Design' Guidelines.
10. Each dwelling shall be provided with a separate secure storage space of 8m<sup>3</sup>. This space is to be provided exclusively for storage purposes and must be provided in addition to any garage space.

#### **Access and entries**

11. The proposed development should:
  - minimise vehicular entry and exit points to the site.
  - provide a defined and well-lit pedestrian 'safe route' which can be clearly viewed by residents for passive surveillance.
  - consider site accessibility to people in wheelchairs and with lesser mobility.

#### **Building height, bulk and scale**

12. The maximum height of buildings is established by Clauses 4.3A, 4.3B and 4.3C of Camden LEP 2010 and the associated Height of Buildings Map.
13. Residential flat buildings may be designed with flat roof forms in order to maximise the number of storeys within a building. However, such buildings must feature a high level of architectural design and incorporate appropriate treatments to minimise the visual bulk and scale of the building.
14. Basement car parks that do not exceed more than 1m above natural ground level are not considered to be a storey.

#### **Communal open space and landscaping**

15. Landscaping shall take into account probable day and night use by residents, seating, shade and allows surveillance by residents i.e. the plants are either high (canopy trees) or low (ground covers).
16. If the area is fenced, the fence shall be dark in colour and permeable to maximise passive surveillance of the area.
17. Communal open space landscaping shall be designed to minimise water usage and maintenance requirements.
18. Communal open space should be provided in locations which help to retain existing trees wherever possible.
19. A landscape plan is to be submitted with every application for residential flat buildings.
20. Deep soil zones should adjoin the deep soil zones of neighbouring properties where possible to provide for a greater contiguous area of deep soil and vegetation. Additionally, deep soil zones should be designed and located around the existing retained vegetation on site.

#### **Waste Management**

21. A detailed Waste Management Plan (WMP) must be submitted for the ongoing use of the site. A WMP must outline the waste that will be generated from the site, how the development proposes to manage the waste on site and collection.
22. Waste storage area/s and waste collection area must be provided for (including bulky waste) within the development.
23. The site plan and floor layout plans submitted with a development application must show:
  - The location of individual waste/recycling storage areas or a communal waste/recycling storage room(s);
  - An identified collection point for the collection and emptying of the waste;
  - The path of travel for moving bins from the storage area to the identified collection point (if collection is to occur away from the storage area). The path of travel must be free of steps and kerbs and provide a suitable gradient to ensure safe transfer of the bins from the storage area to the collection point.
24. Any waste collection areas must not obstruct traffic flows on the road, vehicle entry to the property or pedestrian foot traffic in front of the property.

25. Waste collection vehicles must enter and exit the site in a forward direction, so that collection vehicles do not impede.
26. The owners' corporation must take responsibility for the management of waste and recyclable materials generated upon the site. Arrangements must be in place in regards to the management, maintenance and cleaning of all waste/recycling management facilities.

Please refer to Councils Waste Management Guideline which will assist in determining:

- The Waste collection system;
- The dimensions of the Waste Storage Area; and
- The specifications of any Waste Storage Area.

Note: Shop top housing over two stories are to be assessed against the Residential Flat Building Controls

Table 4-9: Key controls for residential flat buildings and shop top housing

SITE REQUIREMENTS	Shop top housing	Residential flat buildings
Lot size (min)	On Merit	1,000m <sup>2</sup>
Lot width primary frontage (min)	On Merit	30m
<b>SETBACKS</b>		
Front setback (minimum)	As per the existing street setback	6m In certain circumstances a variation may be considered if consistent with <i>Considerations</i> within Part 2G of the ADG.
Front setback encroachments	No	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.
Secondary street setback (min)	3m	6m
Side Setback (min)	2m	3m In certain circumstances a variation may be considered if consistent with <i>Considerations</i> within Part 2H of the ADG.
Rear setback (min)	6m	6m
Site coverage (max)	50% or site area	50% or site area
Landscaped Area (min)	30% of site area	30% of site area
Communal open space	Refer to Apartment Design Guideline <i>or equivalent</i>	Refer to Apartment Design Guideline <i>or equivalent</i>
Principal private open space (PPOS) (min)	Refer to Apartment Design Guideline <i>or equivalent</i>	Refer to Apartment Design Guideline <i>or equivalent</i>
<b>GARAGE DESIGN</b>		
Garage dominance	N/A	A maximum of two garage doors per 20m of lot frontage facing any one street frontage.
Car parking Requirements	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 car parking space per dwelling, plus  0.2 car parking spaces per 2-bedroom dwelling, plus

SITE REQUIREMENTS	Shop top housing	Residential flat buildings
		0.5 car parking spaces per 3 or more-bedroom dwelling.  1 visitor car parking space per 5 dwellings  Bicycle parking spaces: 1 per 3 dwellings

## 4.8 Seniors Housing

### Objectives

- To ensure that the design of seniors housing is consistent with the character of surrounding residential areas.

### Controls

- Applications for seniors housing are to comply with the controls within **Section 4.5** of this DCP for multi-dwelling housing or controls for residential flat buildings in **Section 4.7**, as appropriate to the proposed development.

Note: SEPP (Housing for Seniors or People with a Disability) 2004 is the primary environmental planning instrument controlling seniors housing. Applicants considering development of this kind should refer to that SEPP for specific controls and to determine the permissibility of seniors housing.

## 4.9 Outbuildings

### Objectives

- Ensure outbuildings in the residential zones and environmental living zones are appropriately sited and designed to minimise impacts on adjoining properties, the streetscape and the character of the locality;
- Ensure the visual impact of the outbuilding is minimized and integrated into the existing surrounding environment;
- Preserve the existing natural vegetation on site.

### Controls

The following controls apply to outbuildings in the E4, R1, R2, R3 and R5 zones.

- Outbuildings should be sited to retain existing vegetation on site and in a location where the future growth of vegetation can be retained and protected.
- Unless otherwise approved by Council, the use of the outbuilding must be of domestic storage and hobby use only, which is ancillary to the use of the dwelling on the site.
- Outbuildings should be sited so as they are not to encroach or impact on any existing service infrastructure, onsite sewerage management systems and associated effluent areas.

### Site Requirements

- The floor area of an outbuilding on a lot must not be more than the following:
  - 36m<sup>2</sup>, if the lot has an area of less than 300m<sup>2</sup>;
  - 45m<sup>2</sup>, if the lot has an area of 300m<sup>2</sup> but less than 600m<sup>2</sup>;
  - 60m<sup>2</sup>, if the lot has an area of 600m<sup>2</sup> but less than 900m<sup>2</sup>;
  - 100m<sup>2</sup>, if the lot has an area of at least 900m<sup>2</sup>.
- The maximum height of an outbuilding or alterations and additions to an existing outbuilding must not be more than 4.8m above ground level (existing)
- Despite sub clause (5) above, a one storey structure with an attic above is permissible provided the height does not exceed 5.4m and amenity to adjacent sites is maintained and the roof pitch, of the building, must not exceed 45 degrees.
- Despite sub-clauses 5 and 6 the maximum height of an outbuilding or alterations and additions to an existing outbuilding must not be more than 4.5m above ground level (existing) for 121 Raby Road, Leppington.

8. Stormwater discharge must be disposed of solely within the property boundary without causing any nuisance to the adjacent properties.
9. For outbuildings greater than 20m<sup>2</sup> in floor area, stormwater must be collected and discharged to:
  - Existing onsite stormwater lines; or
  - To a collection tank with an overflow connected to the existing onsite stormwater lines.
  - Absorption trenches or existing watercourse as deemed suitable by Council.
10. All outbuildings must comply with the cut and fill requirements within Part 4 of this DCP.

### **Setbacks**

11. All outbuildings must be planned and organized in a group and must be located behind the building line, so it is predominantly hidden from view from the public domain.
12. All outbuildings must comply with the relevant outbuilding setback provisions within *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.
13. Greater setbacks may be required to minimize any adverse impacts on the amenity of adjoining residents due to the proposed use of the outbuilding.

### **Building Design and Style**

14. The roof pitch for any outbuilding must not exceed 36 degrees.
15. The external wall cladding of outbuildings should be of masonry, metal sheet or other approved material which is compatible with the surrounding development in terms of profile, colour and finish.
16. The roof cladding of outbuildings should be of tiles, metal sheet or other approved material which is compatible with the surrounding development in terms of profile, colour and finish.
17. The colours of roof and wall cladding should generally be of low reflective natural earth and vegetation tones.

NOTE: The external materials should be constructed of non-combustible materials if the outbuilding is located on bush fire prone land.

**-End of Part-**

# Part 5

## Centres Development Controls

## 5.1 Introduction

### Business Zone Hierarchy

Camden LEP 2010 contains four business zones. These are described below:

#### Zone B1 Neighbourhood Centre

This zone generally covers small neighbourhood centres including small scale convenience retail premises, business premises or community uses that serve the needs of the surrounding area.

Centres zoned B1 in the Camden LGA are: Bringelly, Catherine Field, Cobbitty, Currans Hill, Harrington Park, Leppington, Mount Annan South, Narellan Vale and South Camden (Flinders Avenue). In addition, there are proposed neighbourhood centres in the new urban release areas of Elderslie and Spring Farm.

#### Zone B2 Local Centre

This zone generally covers centres that provide a range of retail, business, entertainment and community functions that typically service a wider catchment than a neighbourhood centre.

Centres zoned B2 in the Camden LGA are: Camden; Narellan and Mount Annan.

#### Zone B4 Mixed Use

This zone generally covers land where a wide range of land uses are encouraged, including retail, employment, residential, community and other uses.

Centres zoned B4 in the Camden LGA is that area surrounding the central core of the town of Camden.

#### Zone B5 Business Development

This zone is generally intended for land where employment generating uses such as offices, warehouses and bulky goods are to be encouraged.

Centres zoned B5 in the Camden LGA are: The Narellan Business Park; land bounded by Narellan Road, The Northern Road and Camden Valley Way; and a portion of land at the rear of Elyard Street Narellan.

## 5.2 General Controls Applying to all Business Zone Areas

### Objectives

- a. Ensure an appropriate supply, distribution, and mix of retail, commercial and employment floor space across the Camden LGA;
- b. Ensure that the retail floor space within the Camden LGA does not undermine the potential of existing and proposed centres within the region;
- c. Encourage the early investment and delivery of employment generating development and retail uses to serve the population;
- d. Achieve high quality urban design outcomes which deliver economic, social and environmental benefits to existing and new residents;
- e. Promote business development which is designed to facilitate an active public domain; and
- f. Ensure business zones in the Camden LGA are supported by adequate and appropriate public infrastructure and amenities.

### Controls

#### Function and Uses

1. Development within business zones shall incorporate a range of local retail, commercial, entertainment, childcare, residential and community uses to serve the needs of the local community.

### **Layout/Design**

1. The layout and location of business zone uses must consider potential future noise and amenity conflicts for both the subject development and adjoining/nearby development.
2. Where development fronts the street or any other public place (including car parking areas and pedestrian thoroughfares) the development must be designed so that it addresses the street or public place.
3. New development must not detract from significant existing views and vistas.

### **Built Form and Appearance**

1. Buildings should have a similar mass and scale to create a sense of consistency. Within business zones, generally there will be gradation of massing from a dense inner core to a less dense outer edge to provide an appropriate interface with land uses in the adjoining zones and symmetry to the building.
2. Business development must feature high quality architectural design and a built form that promotes a 'sense of place' and contemporary character for all business zones
3. Development in business zones must be compatible with surrounding business development in terms of appearance, type, bulk and scale, design and character.
4. Building wall planes must contain variations and architectural design features in their front facades in order to provide visual interest.
5. Where multiple tenancies are located within the one building, each tenancy must be defined by appropriate architectural design features (e. g. the integration of vertical elements into the façade).
6. Consideration is to be given to the interface where the building and awning abuts an adjoining development to ensure compatibility.
7. Roof forms should be appropriately designed to respond to the built form of other nearby business development. The design of roofs may adopt traditional forms found in the immediate locality, or alternatively they may adopt a more contemporary appearance to a juxtaposition to traditional roof forms. However, it must be clearly demonstrated that the proposed roof form relates appropriately to the existing adjoining development.
8. New development must not cause significant overshadowing or overlooking of public places, relative to the patterns of usage of those places.
9. Where a building addresses a corner:
  - i. the entrance should be on or near the corner;
  - ii. the building should have positive frontage to both streets (i.e. windows and doors that overlook the streets and provide passive surveillance); and
  - iii. the corner should be emphasised through a built form element such as a landmark feature.
10. Buildings on corner lots may have feature elements that exceed the building height limit prescribed in LEP 2010 subject to compliance with Clause 5.6 of the LEP.
11. Where a building addresses a public space, buildings must always address and embellish that public space. Public spaces may include a street, any form of urban open space (e.g. courtyard, plaza, etc), or any form of landscaped open space. This must also help contribute towards place-making.
12. Service infrastructure such as air conditioning and other plant must be screened from public view and must be incorporated into the design of the building.
13. Site facilities such as loading, waste storage, servicing and other infrastructure shall be designed to minimise the visual impact on the public domain and impacts on neighbours.
14. Security devices shall be integrated with the design of the building and shall enable design features to be interpreted outside centre trading hours.

### **Pedestrian Amenity**



1. Business development must be designed to facilitate high levels of pedestrian amenity and permeability, including access and facilities for cyclists.
2. Development is to incorporate appropriate measures for convenient, weather sheltered access for pedestrians, including access to other land.
3. Buildings should be designed to minimise overshadowing of pedestrian thoroughfares and footpaths wherever possible.

**Public Domain**

1. Development must include a high quality landscape design including a co-ordinated package of street furniture and lighting that enhances the character of the business zone. The design of landscaping and the public domain must be generally in accordance with Council's Landscape and Streetscape Elements Manual (or equivalent).
2. The building and landscape design is to be complementary to ensure legible, safe, comfortable and easy access for pedestrian from the street frontages, within the business zone and to adjoining land, where appropriate.
3. Street tree and open space plantings are to provide generous shade for pedestrians.
4. All signage and advertising is to be designed in a coordinated manner.

**Parking and Access**

1. 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.
2. 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
3. Car parking shall be provided in accordance with Part 2 of this DCP.

## 5.3 Camden Town Centre Development Controls

### 5.3.1 Camden – B2 Local Centre

#### Background

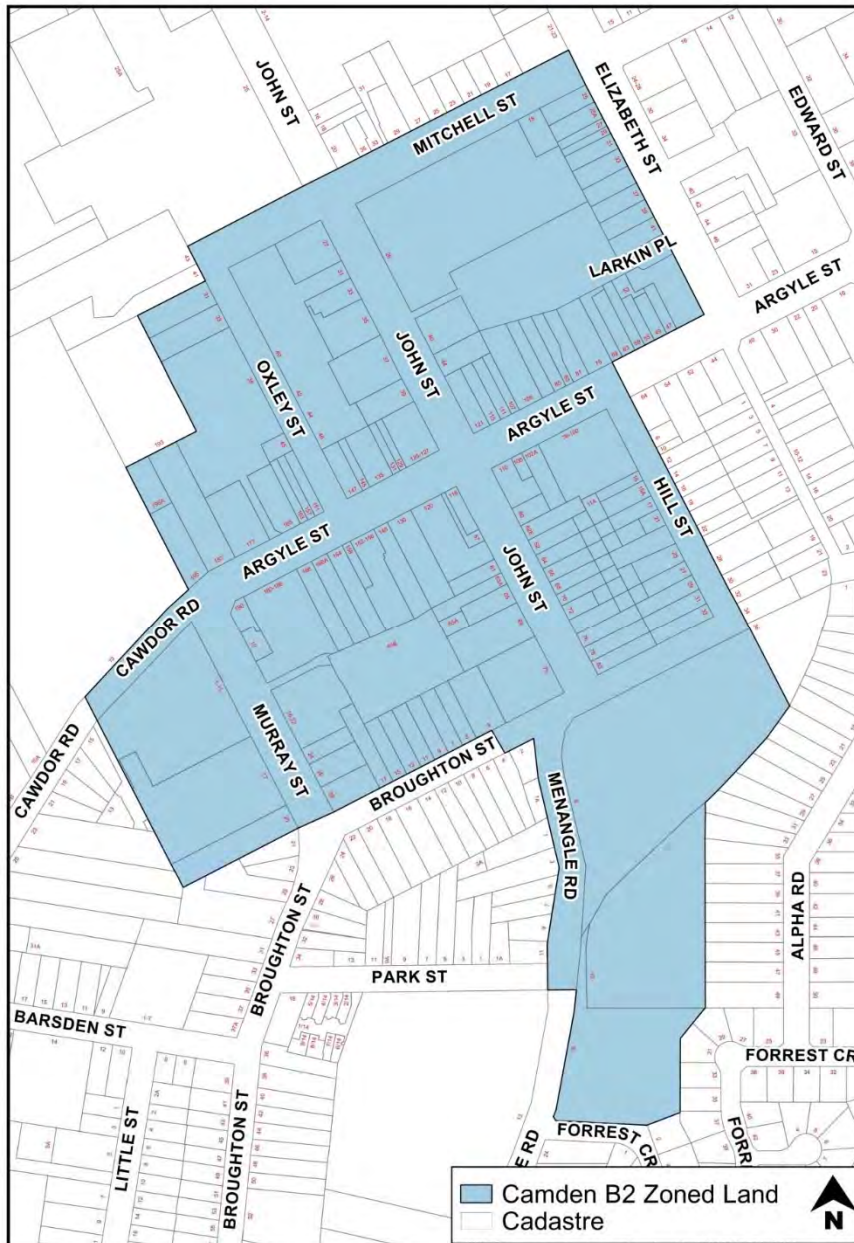


Figure 5-1: Camden Local Centre

This section applies to the B2 zoned land which forms the core of the Camden town centre (Figure 5-1)

#### Controls

##### Layout/Design

1. New development should complement or reinforce the retail functions of the centre, particularly along Argyle Street frontages and associated pedestrian accessways.
2. Buildings should maintain and enhance the historic character of Argyle, Hill and John Streets in the town centre.
3. Buildings fronting Argyle Street should incorporate awning structures into their front facades in a manner consistent with the prevailing character of existing buildings. These awnings will convenient and sheltered access for pedestrians at the frontage of the premises.

### Heritage and Character

1. The Camden township is located within the Camden Heritage Conservation Area. Reference must be made to Part 2 of this plan, with specific regard to Chapter 17.
2. Development within the B2 Local Centre zone at Camden must be consistent with the [Camden Town Centre Urban Design Framework](#).

### 5.3.2 Camden Heritage Conservation Area – B2 and B4 Zoned Land

#### Background

This subsection sets out the objectives and controls specific to development within The Camden Heritage Conservation Area, specific to the B2 and B4 zoned land. It must also be read in conjunction with the general heritage provisions within Part 2 of this DCP.

### 5.3.3 Camden – B4 Mixed Use

#### Background

This section applies to the B4 zoned land which fringes the B2 zoned land at Camden (Figure 5-2).



Figure 5-2: Camden Mixed Use

#### Controls

##### Layout/Design

1. Development in the B4 Mixed Use zone should be complementary to the existing land uses in the B2 Local Centre zone which forms the core business and retail precinct of the Camden township.

##### Built Form and Appearance

1. Buildings shall contribute to the local distinctiveness of the Camden township by using a varied palette of colours, materials and finishes.
2. Buildings in full corporate colours will not be permitted. Corporate colours can, however, be sensitively integrated as part of an overall design and signage strategy.

### **Light Industrial Development**

1. Light industrial development shall be consistent with the objectives and controls contained in Part 6.3 of this DCP.

### **Heritage and Character**

1. The Camden township is located within the Camden Heritage Conservation Area. Reference must be made to Part 2 of this DCP.
2. Development within the B4 Mixed Use zone at Camden must be consistent with the Camden Town Centre Urban Design Framework.

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## 5.4 Narellan – Town Centre

### Background

The purpose of this part is to outline the vision for and facilitate development of the Narellan Town Centre.

#### 5.4.1 Narellan B2 Local Centre

This section applies to land known as the Narellan Town Centre and surrounding land within the B2 - Local Centre zone (Figure 5-3).

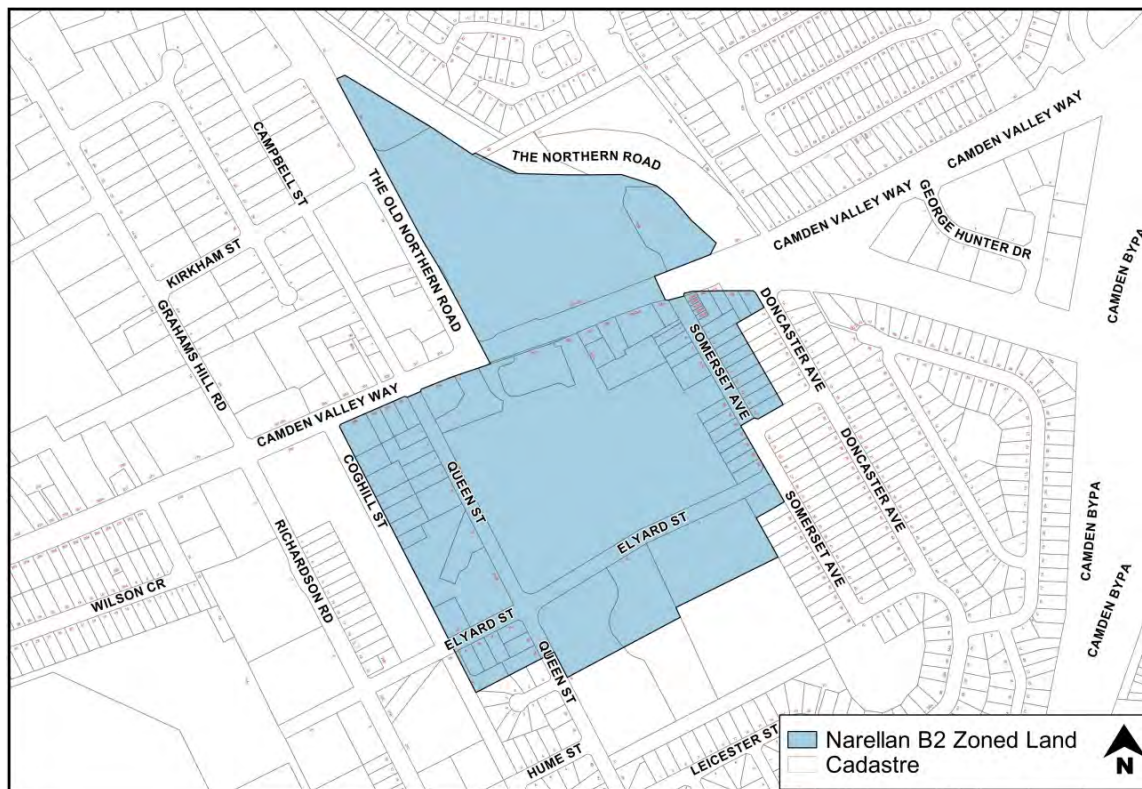


Figure 5-3: Narellan Local Centre

#### Desired future character for Narellan Town Centre

- a. Narellan is a town centre anchored by a large shopping centre and supported by a range of other uses.
- b. There is opportunity to demonstrate leading edge urban design principles in an integrated way which balances the challenge of achieving a sense of place and attractive streetscape within the constraints imposed by a traffic dominated environment.
- c. Build on the existing character and history of Narellan in a contemporary manner.
- d. Camden Valley Way to become a community heart with strong emphasis on integrated design and linkages at multiple levels.
- e. A variety of uses brings the community together in a central destination.
- f. Highly accessible place for all modes of transport.
- g. A place of high amenity and quality - a genuine Town Centre.
- h. A successful commercial hub that encourages ongoing growth.
- i. A place that reflects the history and promotes heritage items as an asset of Narellan while charting a new course to meet the aspirations of the growing community.
- j. The vision for Narellan Town Centre is to create a people orientated and pedestrian friendly environment, where the built form has a human scale at street level, with cultural and civic expression.

- k. Narellan Town Centre forms the heart of the existing region and community. Providing employment opportunities in a range of industries and professions is a critical element to ensure success of the Town Centre.
- l. Narellan Town Centre is prosperous and vibrant during the day and at night and all people feel safe and comfortable moving through the Narellan Town Centre at any time.
- m. Narellan Town Centre is not only a shopping centre; it is a true community hub providing all the services and facilities that a community needs.
- n. The design of the public and private realms is integrated to provide a sense of openness and space.
- o. Narellan Town Centre is designed to be used during a twenty-four hour cycle. A variety of spaces are located and designed for community interaction in large and small groups. Places are provided for recreation and entertainment, including community activities and cultural events

### **Town Centre Structure Plan Layout**

1. The Narellan Town Centre Structure Plan (refer to Figure 5-4 Town Centre Structure Plan) has been prepared to guide the future development of Narellan Town Centre. The Structure Plan describes the layout and land uses proposed for Narellan Town Centre.
2. The Structure Plan demonstrates an integration of land uses, with active street frontages to promote a vibrant Town Centre, maximise employment generation, promote economic development together with social and cultural interaction and provide a wide range of public and private services.
3. The Narellan Town Centre Structure Plan promotes a pedestrian friendly environment with integration of surrounding buildings at street level via two public plazas addressing Camden Valley Way and elevated walkway over Camden Valley Way. The structure plan incorporates an integrated pedestrian, cycle and public transport network, with linkages to the broader network.

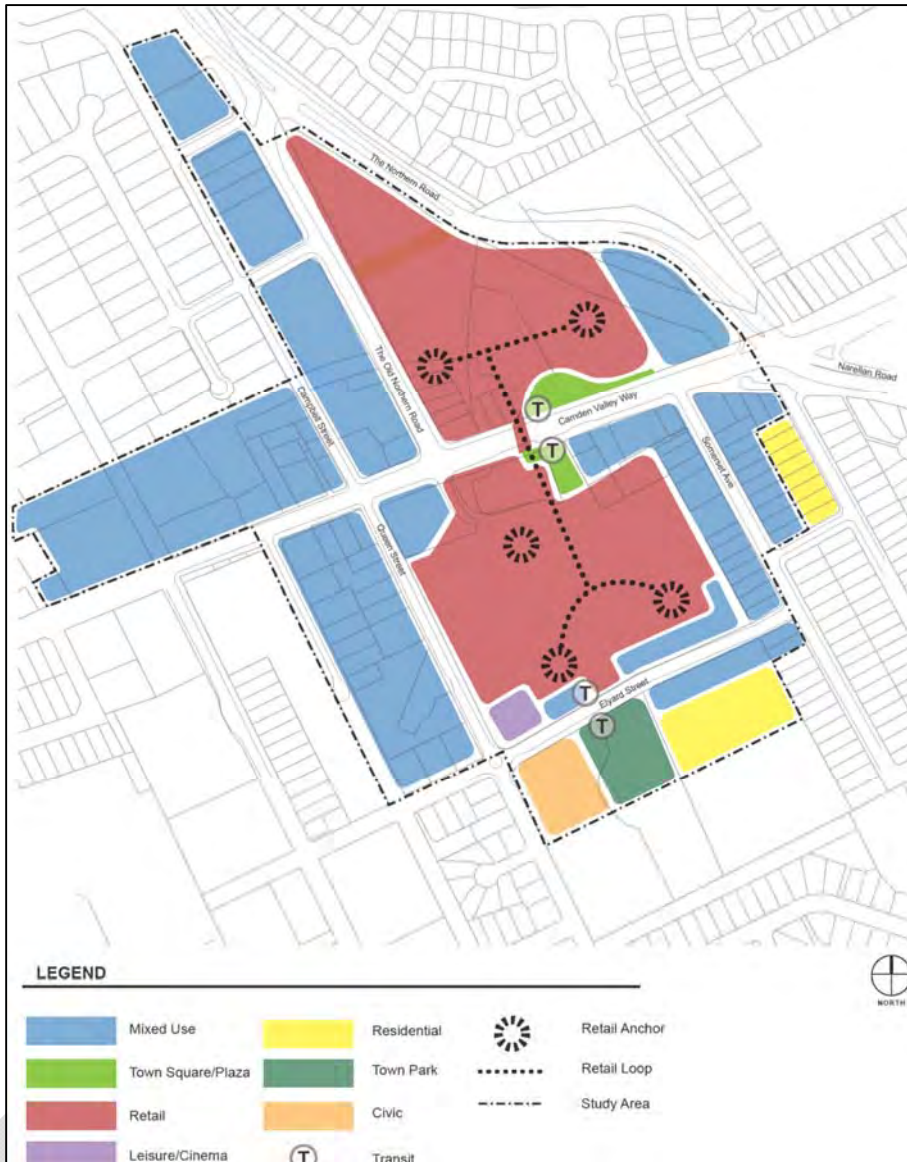


Figure 5-4: Town Centre Structure Plan

### Objectives

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

- Incorporate a pedestrian focused central heart consisting of two large public open spaces located on Camden Valley Way that act as the focal point for the retail precinct;
- Establish a clearly defined Town Centre core and frame differentiated through varying uses and intensity of development;
- Consider potential future noise and amenity conflicts in the layout and location of Town Centre uses;
- Provide legibility by emphasising sight lines to gateways, places of key cultural significance, civic buildings and public open space; and
- Locate bus stops within easy walking distance of the central heart of Narellan Town Centre.

### Controls

- Development should be generally in accordance with the principles set out in Figure 5-4 - Town Centre Structure Plan.

## Land Uses

### Objectives

- a. Narellan Town Centre is to incorporate a variety of integrated land uses to meet the needs of the existing region future residents;
- b. Two large Urban Squares are proposed as the heart of the future Narellan Town Centre, providing a key focal point for surrounding land uses and future visitors to the Town Centre; and
- c. Land uses within Narellan Town Centre will incorporate a range of retail, civic, community, recreational, commercial, residential and mixed-use types.

## Retail Precinct

### Objectives

- a. The Retail Precinct constitutes modern centre-based retailing. The Retail Precinct seeks to create a vibrant entry to Narellan Town Centre, which maximises employment generation and economic prosperity.

### Controls

Narellan Town Centre is to be consistent with the following controls as demonstrated in Figure 5-4 Town Centre Structure Plan, although it is acknowledged that land uses within Narellan Town Centre will change over time. Figure 5-4 illustrates land uses which demonstrate consistency with the following controls:

1. Achieve a large scale focus of retail premises within the B2 Local Centre Zone, limited by a maximum floor space ratio (FSR) of 1:1. Additional retail premise floor space and uses are also acceptable, as appropriate, within the 'Mixed Use Area' identified on the Structure Plan.
2. Incorporate a variety of retail, commercial, entertainment, recreation, accommodation, and community uses to serve the needs of the wider community and promote an active and vibrant town centre.
3. Maximise employment opportunities within Narellan Town Centre.
4. Focus a mix of active retail, restaurants, commercial and banking uses at ground level along, and fronting the town squares/plaza, Camden Valley Way, Somerset Avenue, Queen and Elyard Street, with large-scale retail developments located within the retail precinct.
5. Co-locate uses and facilities where possible to maximise the efficient use of space.
6. Incorporate the needs of health and aged care providers, facilities for young people, civic and emergency services within the Town Centre.

## The Town Squares

### Objectives

- a. The Town Squares should be located at the centre of Camden Valley Way, at the heart of the Narellan Town Centre;
- b. The Town Square should be provided as early as possible in the delivery of the Town Centre development to provide a place for people to meet, recreate and dine;
- c. The Town Squares should function as a traditional 'European' style town square or 'Piazza', with coffee shops, restaurants and shop fronts spilling onto the plaza areas, with no clear delineation of public and private property boundaries;
- d. The town square will incorporate appropriate levels of retail, commercial development and landscaping elements, enhancing the feeling of enclosure intimacy, activity and sense of place;
- e. The Squares should have places for people to sit and could include kiosk outlets and/or shade elements;
- f. The town Square should be designed to incorporate water elements that contribute to the activation of the town square and modify the microclimate; and
- g. domain should be provided to create a unique sense of place. Public art elements should reflect the history of Narellan.



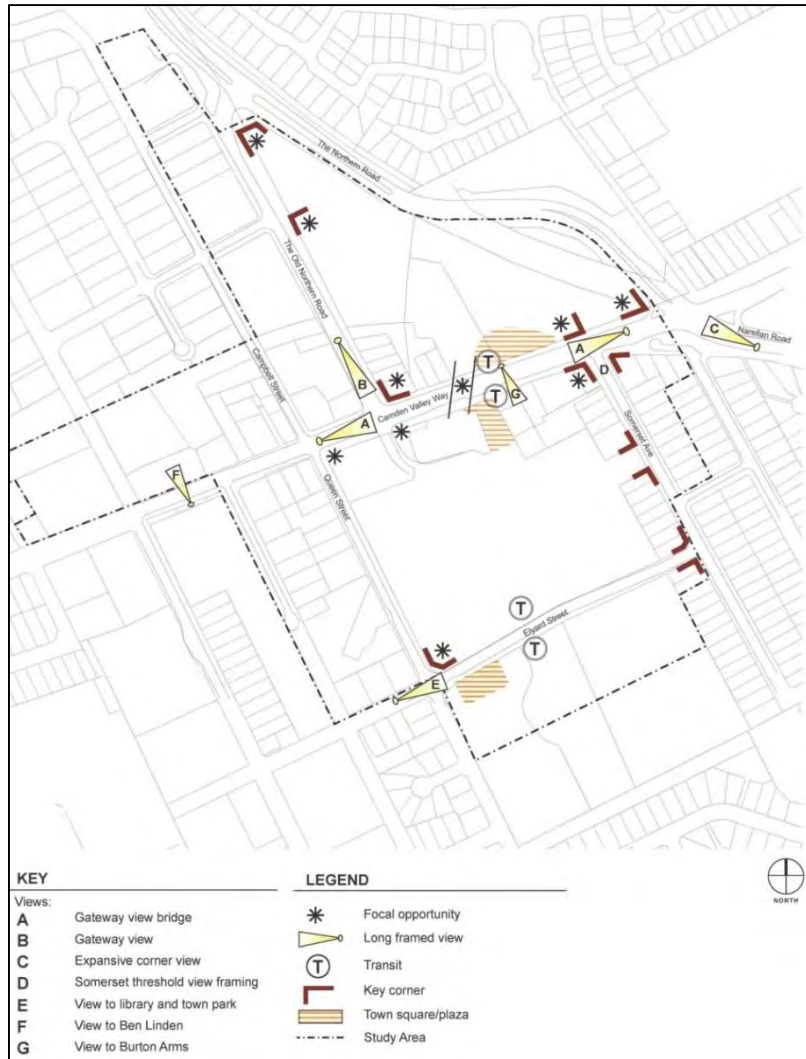


Figure 5-5: Views

**Controls**

1. Development must include the provision of two Town Squares generally in accordance with the principles for Special Places – Town Squares.
2. The two Town Squares should not be over scaled but should have a minimum useable area in the order of 2,000sqm (Northern Square) and 1,000sqm (Southern Square) clear of covered circulation areas or colonnades.
3. The Town Squares must contain appropriate public art elements.

**Views, Vistas and Gateways**

**Objectives**

- a. The Narellan Town Centre Structure Plan has been designed to emphasise sight lines and define key gateways with key built form articulation.

**Controls**

1. Development should protect key sight lines. Refer to Figure 5-5.

**Interaction with Surrounding Land Uses**

**Objectives**

- a. The Narellan Town Centre Structure plan has been designed to respond to existing key land uses including residential, educational, open space and commercial development outcomes.

**Controls**

Detailed design of Narellan Town Centre should take into consideration proposed adjoining land uses and ensure provision for a high level of pedestrian connectivity between Narellan Town Centre and the surrounding development. With particular reference being made to the Elyard Street proposed residential / commercial future developments and the existing civic uses including the Urban Forest Park, The Library and Council annex.

**Access and Movement****Vehicle Movement Network****Objectives**

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

**Controls**

1. Traffic management measures are to be utilised within and surrounding Narellan Town Centre to produce a low speed pedestrian friendly traffic environment particularly on Somerset Avenue, Queen and Elyard Street. Such traffic management devices are to be identified at the time of lodgement of any Development Application directly affecting the local road network.
2. Principles of CPTED (Crime Prevention through Environmental Design) to be incorporated in the design of the access and movement system.

**Pedestrian and Cycle Movement****Objectives**

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

**Controls**

1. Narellan Town Centre is to be designed to provide clear and legible pedestrian and cycle connections as identified in Figure 5-5 Transport & Access.
2. Streets and pathway networks should be designed to ensure that walking and cycling within Narellan Town Centre takes priority over traffic circulation.
3. Continuous weather protection for pedestrians is to be provided in key locations by colonnades or awnings.
4. Bike parking facilities should be provided at key locations on streets within Narellan Town Centre and within the two public plaza areas located on Camden Valley Way. Refer to Figure 5-5 Transport and Access.

**Public Transport****Objectives**

- a. To encourage the provision and use of public transport as a preferred method of access to and from Narellan Town Centre;
- b. To provide a high level of access to public transport services within and surrounding Narellan Town Centre;
- c. To ensure that the Town Centre layout responds to the provision of a future public transport interchange to the Camden, Campbelltown and the future Leppington Regional Centre; and
- d. Bus stops to be located on both sides of Camden Valley Way and will be subject to detailed design.

**Controls**

1. The location of bus stops to Camden, Campbelltown and Leppington Centre is to achieve a high level of access to key places of interest such as residential and commercial development.
2. Bus stops are to be located to allow for integration of local and regional transport services.
3. Bus stops are to be located in areas of high pedestrian, active commercial / café's and vehicle activity and designed to ensure a high level of passive surveillance.
4. Bus stops are to be located to allow for integration of local and regional transport services.
5. Bus stops are to be located in areas of high pedestrian, active commercial / café's and vehicle activity and designed to ensure a high level of passive surveillance.

Note: Bus stops are to be provided generally in accordance with Figure 5-6 Transport and Access

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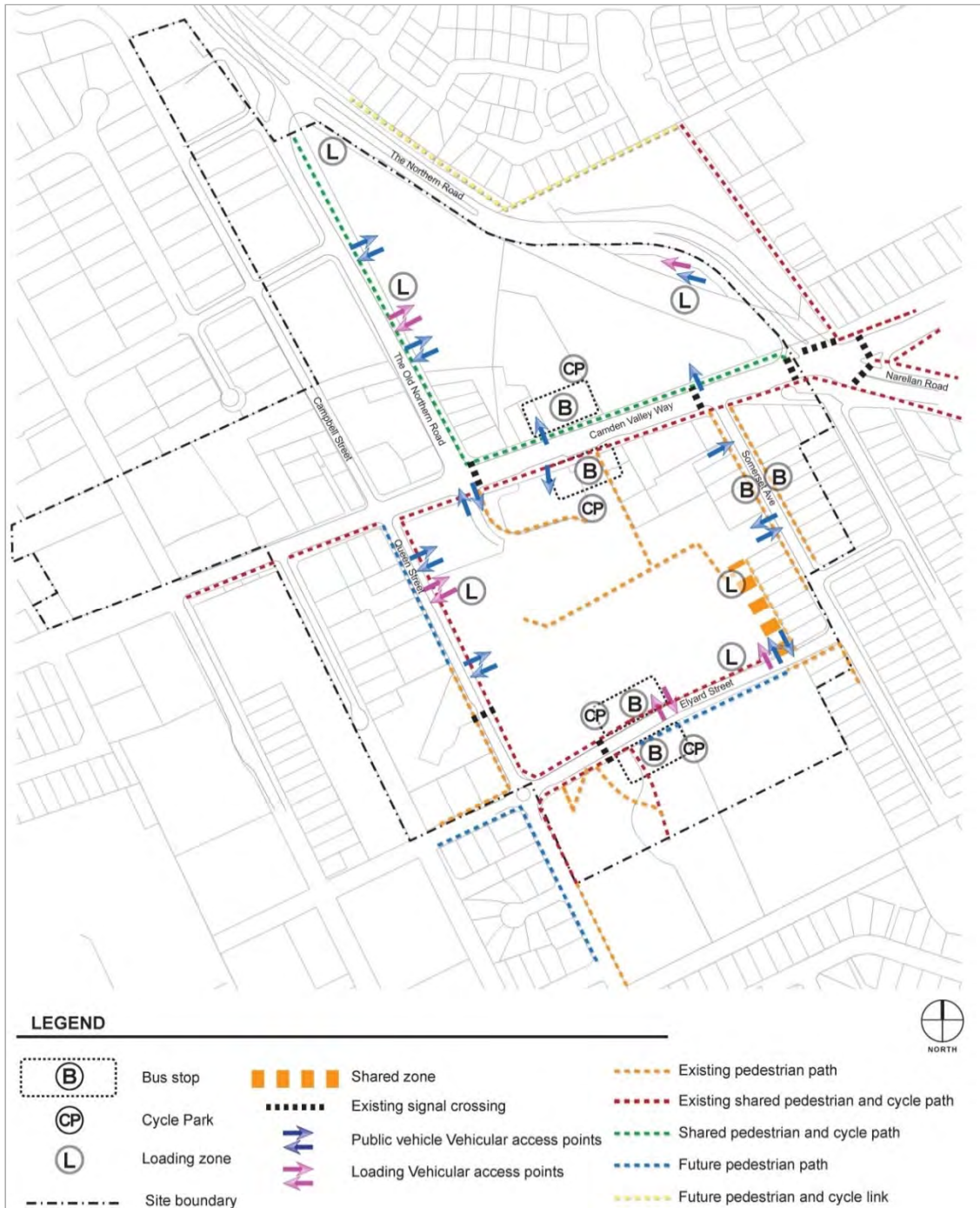


Figure 5-6: Transport and Access

**Public Domain Objectives**

- a. To provide a variety of high quality public domain areas which cater for a wide range of activities;
- b. To ensure that public domain areas are designed in a manner which recognise Narellan Town Centre location and allow for a seamless transition between public and private spaces;
- c. The public realm shall be unambiguously public in its design and detailing; and
- d. To ensure that the Town Squares respond to the character statements outlined in the desired future character for Narellan Town Centre.

### Controls

1. Town Square areas are to be designed by a Registered Landscape Architect and located generally in accordance with Figure D48. Town Centre Structure Plan.
2. Two main Public Town Squares are to be designed to provide an urbanised, vibrant, interactive public space, which incorporates outdoor seating areas associated with retail tenancies, which will open onto the Town Squares and opportunities for informal seating and gathering places.
3. External lighting is to be provided within the Town Square and must provide ample lighting for night use throughout the year. Lighting is to be provided in accordance with Australian Standards AS 4282 - Control of the Obtrusive Effects of Outdoor Lighting and AS 1158 - Lighting for Roads and Public Spaces.
4. Any Development Application, which seeks approval for the design of a Town Square must include a statement outlining how the design addresses the objectives for Town Squares
5. The Southern Square should include a means of vertical connection to achieve a seamless pedestrian link between the retail podium level and ground level on Camden Valley Way.
6. All paving materials must conform to relevant standards for durability, non-slip textures, strength and surface treatment to withstand use by light automobiles, service vehicles, pedestrians and bicycles.
7. Public art elements that reflect the history of Narellan are to be incorporated into the design of public spaces.

### Street Trees

#### Objectives

- a. To create a landscaped urban environment which helps to provide shade, comfort and amenity, particularly for pedestrians and provide distinctive streetscapes through the use of various tree types / species;
- b. To create a strong visual order for the streetscape;
- c. To use appropriately scaled species, which can grow within the constraints, imposed by an urban environment; and
- d. To create a landscaped environment which responds to Environmentally Sensitive Design principles and can be reasonably maintained.

### Controls

1. Each Development Application must include a landscaping plan that demonstrates how they address Crime Prevention through Environmental Design (CPTED) principles.
2. Plant and Tree selection must take into account the following:
  - Species that complement remnant native vegetation.
  - Level of on-going maintenance.
  - Potential impacts on road and footpath pavements.
  - Focus on hardy, drought tolerant, easily maintained species.
  - Scale in relation to the function of the area.
  - Contribution to the character of the Town Centre.
3. Street trees and open space planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street level in winter.
4. The town square must incorporate a sufficient density of trees, incorporating placement of medium to large deciduous trees, in order to provide seasonal amenity for pedestrians in the public domain places. All landscaping throughout the town square must not obstruct the heritage significance of heritage items and view lines.

**Land Use and Built Form**

**Built Form Articulation**

**Objectives**

- a. To promote articulated building forms, which contribute to creating an interesting streetscape character; and
- b. To promote architectural articulation of building mass which responds to key design elements of the Narellan Town Centre buildings.

**Controls**

- 1. Articulation zones should be provided to complement the building mass and emphasise key design elements such as vehicular and pedestrian entrance points and respond to environmental conditions including solar access, noise, privacy and views. (Refer to Figure 5-7 Built Form)



Figure 5-7: Built Form

## Architectural Character

### Objectives

Architectural expression should be diverse across building groups/blocks and facades should be articulated to create visual interest and reflect the buildings adjacent uses and context.

- a. Recognise Camden Valley Way and associated key corners as the main focus for articulated elements, visual indicators and 'main street' facade elements;
- b. There should be consideration of a contemporary architectural style based on simple primary building forms and a fine-grained assemblage of elements (which may incorporate the diversity of character of streetscapes in historic towns such as Camden) where appropriate;
- c. Architectural design should be sympathetic to the heritage context of the Burton Arms building and other heritage items in the vicinity and respect the building's curtilage;
- d. Façade design should create a series of vertical elements along a building length reflecting a traditional main street façade where appropriate;
- e. Sleeve buildings or appropriate screening is to be provided to minimise the visual impact of large boxes, service areas and to define streets where viable and effective. Lifestyle environmental graphics alone are not considered as appropriate architectural screening and such graphics should be included in an integrated solution that offers a mix of techniques to improve visual presentation. Screening elements must be integrated within the Narellan Town Centre architectural character and language and
- f. Roof forms and structures such as clock towers/spires are encouraged for key sites, corners and roofs should be designed to break up the overall mass of a roof on a large building. Roof elements should be used to screen mechanical plant.

### Controls

1. Articulation and Corners: Buildings within Narellan Town Centre are to generally align with street edges, be articulated in their façade treatments and express corners in design. (Refer Figure 5-7 Built Form).
2. Corners are to be visually prominent and may be reinforced by one and two-story verandahs / balconies which turn the corner in a contemporary manner.
3. Building Interface: The interface between the building and the public domain is to be designed to create active safer streets, to encourage flexibility in design for changing uses at ground level and provide weather protection for pedestrian amenity.
4. Building facades are to be designed to accentuate key architectural features and clearly delineate points of interest such as building entries, vertical and horizontal elements.
5. Building facades are to incorporate a variety of finishes and materials which provide visual relief to the built form and be of a robust construction to withstand constant use and interface with the public.
6. A diverse palette of durable and cost efficient external materials exploring a contemporary urban character is to be used. A range of materials is to introduce a fine grain façade treatment along street edges.

## Safety and Surveillance

### Objectives

- a. To ensure that the siting and design of buildings and spaces, through casual surveillance, decreases the opportunity for crime; and
- 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 tenancies windows are also to 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.
3. Appropriate design of publicly accessible areas (e.g. footpaths, etc) encourages a sense of community ownership of open and public spaces.
4. Developments are to avoid creating areas for concealment and blank walls facing the street.
5. Pedestrian and communal areas are to have lighting (to Australian Standards) to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment.
6. 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.
7. 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 Environmental Planning and Assessment Act 1979, development assessment and Camden Council's Designing Safer Communities – Safer by Design Guidelines (October 2002).

### **Pedestrian Retail Bridge Articulation**

#### **Objectives**

- a. The detailed design of the pedestrian retail bridge must acknowledge its importance as a primary gateway / threshold into Narellan Town Centre as it will be highly visible to all modes of transport passing through the area;
- b. The primary purpose of the pedestrian retail bridge is to ensure a successful commercial operation for the Shopping Centre, achieves a connected, vibrant link between the retail precincts on either side of Camden Valley Way; and
- c. The pedestrian retail bridge must reflect the architectural character of both buildings either side of Camden Valley Way and form an integrated composition of architectural form, elements and materials.

#### **Controls**

1. The pedestrian retail bridge should be single level only and may incorporate retail uses to activate the pedestrian connection across Camden Valley Way and achieve a connected, vibrant link between the retail precincts on either side of Camden Valley Way.
2. The façade design of the pedestrian retail bridge must have a high level of architectural finishes and be consistent to the main building façade treatments along the Camden Valley Way frontages.
3. The eastern facade of the pedestrian retail bridge must be fully integrated with the two vertical circulation (escalators) elements that link street level to the retail podium level in terms of material resolution and ease of pedestrian use.
4. Both facades of the pedestrian retail bridge need to be treated in a similar manner in terms of materials and proportions selected.
5. Equal consideration of materials and façade treatment need to be shown to the underside of the pedestrian retail bridge including the night time experience for pedestrians and vehicles.
6. The vertical pedestrian circulation entries are to be provided at an appropriate scale to maximise the open-air transparency of the pedestrian retail bridge abutments and encourage visible connectivity between plazas and retail levels.
7. The pedestrian retail bridge is comprised of the span and abutments to differentiate it from the remainder of the built form. Detailed consideration must be given to material selection of the pedestrian retail bridge with materials to reflect a lightweight feel to the pedestrian retail bridge structure. Solid, non-transparent or reflective materials are to be minimised and transparent/translucent glazing panels with detailed fenestration should be encouraged.
8. No advertising on the pedestrian retail bridge will be permitted.



## Building Envelopes / Bulk & Scale

### Objectives

- a. To ensure that the bulk and scale of future development responds to the desired vision, scale and character of Narellan Town Centre and existing surrounding development;
- b. To encourage a variety of building heights within Narellan Town Centre, which respond to the site-specific, design considerations;
- c. To encourage buildings with flexibility in their use over time;
- d. Encourage redevelopment of neighbouring sites over time;
- e. Hierarchy of height acknowledges the status of the centre;
- f. Heights to acknowledge the heritage buildings (in particular 'Burton Arms' and 'Ben Linden') and should respect and respond to them with appropriate transitions; and
- g. Building heights will transition to surrounding residential uses and school site.

### Controls

1. Prominent street corners should be reinforced in a visual context through concentrating building height and built form.
2. Buildings are to be designed to ensure a human scale is maintained at street level.
3. Minimum floor to finished ceiling heights are as follows:
  - a. 3.6m for the ground floor of all buildings (applies only to commercial and retail uses)
  - b. 3.3m for the first floor for retail and/or commercial uses.
  - c. 3.3m for all other retail and/or commercial floors.
  - d. 2.7m for all other residential floors.

## Weather Protection

### Objectives

- a. Pedestrians should be provided with amenity and comfort throughout the public realm, and the commercial and retailer occupants provided with a commercially viable and sustainable environment. (Refer Figure 5-7 Built Form);
- b. The public realm should offer a diversity of experience, including providing a choice of exposure to environmental conditions; and
- c. A variety of types, materials and methods for weather protection shall be adopted to promote a diverse experience across Narellan Town Centre.

### Controls

1. Weather protection must maintain a feeling of openness and enhance both the public function of the specific space and /or street. (Refer Figure 5-7 Built Form).
2. Weather protection devices must take into account wind, sun, rain, night / day, seasons and shadowing effects of other built components.
3. Weather protection devices must consider the scale of adjacent buildings and the width of the street / public space in order to ensure appropriate proportions and "feel".
4. Weather protection solutions should be predominantly naturally ventilated.
5. Weather protection should be included as part of the design of the architecture / built form or landscape design.
6. Pedestrian rights of way, squares and other public spaces should typically have a variety of weather protection devices, where provided, ranging from minimal protection, fixed or temporary devices (including an array of devices such as awnings, canopies, "floating" roofs or be incorporated into the architecture of the building), and landscaped solutions, thus providing a variety of experiences and conditions.
7. Except where a colonnade is provided, active retail, restaurants, commercial, community and banking uses fronting the street or town square at ground level must provide weather protection along the majority of the facade, especially those areas facing north and west. This protection should typically take the form of a variety of awning types.

8. Awnings increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain. Awnings encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the vitality of the Town Centre. Awnings can be used in conjunction with colonnades. There are to be no wing walls so colonnades are continuous and unimpeded.
9. In particular, continuous awnings and colonnades are required to be provided along the ground floor street frontage on active street frontages in accordance with Figure 5-7 Built Form.
10. The front fascia of the awning is to be set back a minimum of 500mm from the kerb of the street carriageway, including at street corners.

### **Setbacks**

#### **Objectives**

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

#### **Controls**

1. The urban character is achieved by adopting zero setback conditions to create street walls and introduce different types of streets. The main building facades are to be built to the block edge with allowances for insets and projections and to create stronger corner edges.

### **Streetscape Activation**

#### **Objectives**

- a. To encourage active streets throughout Narellan Town Centre;
- b. To promote safety and security within Narellan Town Centre by maximising activation of street frontages where appropriate;
- c. To ensure outlook to and surveillance of the street; and
- d. To acknowledge Camden Valley Way, Somerset Avenue, Queen and Elyard St as the key areas of importance in terms of street activation.

#### **Controls**

1. Active frontage uses are defined as one of a combination of the following at street level:
  - Entrance to retail premises.
  - Shop fronts.
  - Glazed entries to commercial lobbies occupying less than 50% of the street frontage, to a maximum of 12m frontage.
  - Cafés or restaurants if accompanied by an entry from the street.
  - Active office uses, such as reception areas, if visible from the street.
  - Public buildings if accompanied by an entry.
2. Buildings are to maximise areas of street activation through a mixture of ground floor retail/commercial suites.
3. As far as practical, retail and commercial development is to be built to the street alignment to achieve active street frontages.
4. Large format retail such as supermarkets and parking areas are to be sleeved or hidden by retail, commercial uses and detailed architectural features where appropriate.
5. Restaurants, cafes and the like are to consider providing openable shop fronts.
6. No external security shutters to be permitted.
7. On corner sites, shop fronts are to wrap around the corner.

**Solar Access****Objectives**

- a. To maintain appropriate levels of solar access to public and private spaces within Narellan Town Centre; and
- b. To ensure that building mass does not impede solar access to public and private spaces within Narellan Town Centre and adjacent land uses without prior solar analysis.

**Controls**

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

**Site Access, Parking and Loading****Vehicle Parking and Storage****Objectives**

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

**Controls**

1. Access, parking and loading areas must be provided in accordance with Part 2 of this DCP.
2. Car parking dimensions are to be provided in accordance with relevant Australian Standards.
3. On street parking is encouraged and is to be provided as far as practical throughout Narellan Town Centre to contribute to street life and surveillance.
4. Above ground parking must incorporate appropriate design measures to mitigate adverse visual impact.
5. Below ground car parking is encouraged for mixed-use blocks as well as Town Centre retail blocks.
6. Where below ground parking is along a street edge and cross ventilation is desirable, any exposed section of car park wall is to be appropriately modelled and scaled.
7. The majority of car parking is to be provided under the Narellan Town Centre buildings and on street level to limit visual impact and maintain pedestrian amenity.
8. Natural ventilation of basement and sub-basement parking areas is encouraged to be provided wherever possible.
9. Service vehicle access points should be consolidated where possible to limit the potential for conflict points.

Note: Bicycle racks/storage areas are to be provided in accordance with Part 2 of this DCP.

**Loading Docks****Controls**

1. Loading docks are to be developed in accordance with Part 2 of this DCP.

### 5.4.2 Somerset Avenue, Narellan

The following controls apply to land fronting Somerset Avenue, Narellan known as Part Lots 32 and 34, and Lots 37 to 45 inclusive DP 25582 shown on Figure 5-8.

#### Urban Design

1. Any building to be constructed adjoining a pedestrian walkway i.e. at Nos. 3 & 5 and 11 & 13 are to provide an active edge to the walkway in the form of windows and entrances.
2. The rear wall of any development is to be constructed to accommodate a future decked parking structure.

Note: Additional foundations may be required to accommodate future excavation works associated with any deck-structured car park.

#### Building Footprint

1. A 2 metre strip of land fronting Somerset Avenue, as shown on Figure 5-10, shall be restricted from development, but shall be available for external activities associated with businesses within the premises.
2. This area may be used for some external activities associated with a shop front, subject to Council approval.
3. Building setback from the rear boundary is to be 19 metres, comprising a 17.5 metre car park area and 1.5 metre wide footpath at the rear of the building.

#### Awnings Treatment

1. Awnings are to extend 3.6 metres from the building alignment within Somerset Avenue.

#### Storm Water Quantity Management

1. A strategy for managing storm water quantity shall be prepared in a manner consistent with the Somerset Avenue Augmentation Design Plan prepared by Council. (Ref No 2001-045)
2. Temporary on-site detention may be required as an interim measure in realising the overall Augmentation Design Plan.
3. Any drainage strategy incorporating car park detention shall have regard to any catchment influences.

NOTE: Drainage design should be developed in consideration of the overall car park levels, which are available from Council.

#### Accessibility - Vehicles:

1. Access to the car parking area is to be via access driveways at Slade Street and north of No 1 Somerset Ave as indicated in Figure 5-8.
2. Short-term vehicle access may be achieved from Somerset Avenue, between Nos. 3 & 5, 11 & 13, where a 6 metre wide access is to be provided. Such access is to accommodate two-way vehicle movement and dedicated pedestrian access. Upon vehicle access becoming available from either Slade Street or North of No 1 Somerset Avenue then the temporary access is to revert to pedestrian access only. As an alternative should Nos. 3 & 5 or 11 & 13 develop jointly then Council would accept an arcade style development, subject to the rear car park having access to Slade Street or north of No 1 Somerset Avenue.
3. Council will require a right of way over the above-mentioned land to the rear car park for both vehicles and pedestrians until such time as the car park is linked to the adjoining car park and has access to either Slade Street or north of No 1 Somerset Avenue. Following the linking of the car park to adjoining car parks a pedestrian only right-of-way will be required.

#### Accessibility - Car Parking:

1. All car parking areas and associated footpaths are to be dedicated to Council as part of the development process. These areas are shown shaded grey on Figure 5-8.
2. Car parking is to be configured as shown on Figure 5-8.
3. Car parks are to be constructed in accordance with specifications available from Council's Works and Services Division.
4. Part Lots 35 & 36 DP25582 – Rear land to be dedicated to Council for car park when development occurs.

**Note:** A public "at grade" car park is to be provided at the rear of the properties facing Somerset and Doncaster Avenues, with attractive pedestrian walkways linking the car park to Somerset Avenue. Vehicular access to this car park will be gained from Slade Street, Somerset Avenue and Doncaster Avenue. At some time in the future and subject to demonstrated demand the car park will be redeveloped to a "decked" structure, which is to incorporate a commercial building fronting Doncaster Avenue.

#### Accessibility - Pedestrian:

1. Access to the rear car parking area is to be via pedestrian walkways as indicated Figure 5-8. These walkways may function as alternative vehicle access points until access is made available elsewhere.
2. The walkways are to be constructed without a defined level change; vehicle and pedestrian travel areas are to be identified within the paver/asphalt design.

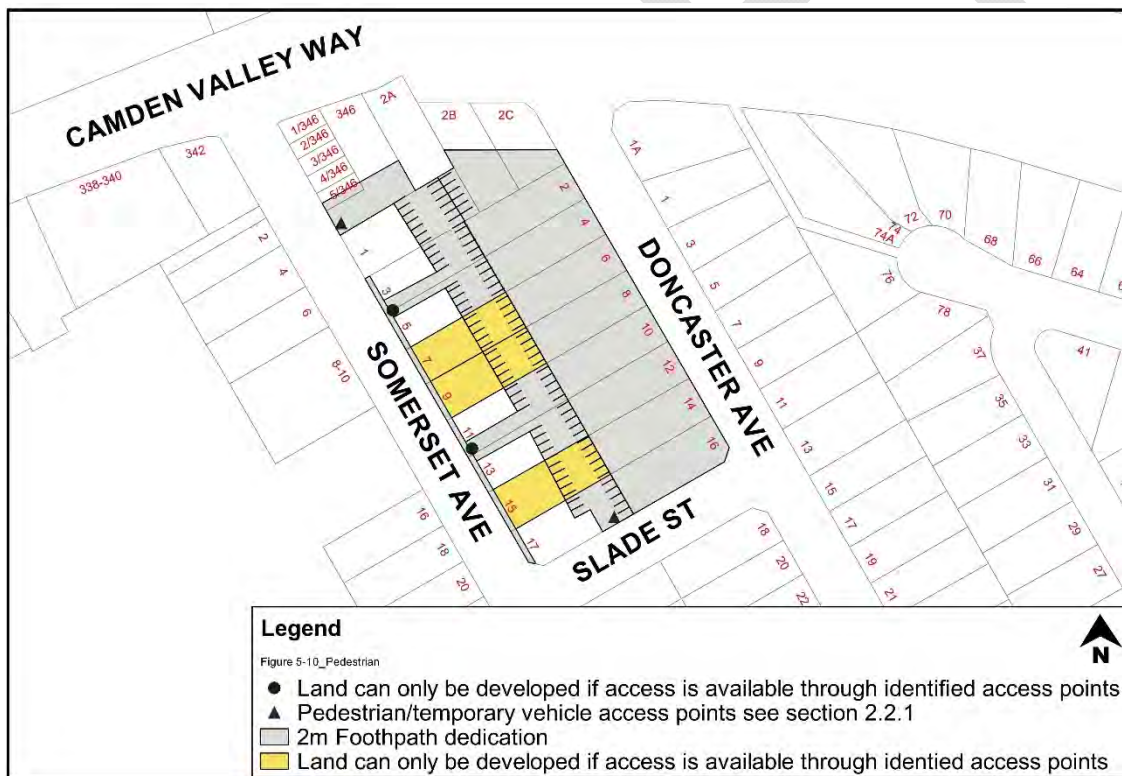


Figure 5-8: Somerset Avenue Narellan

### 5.4.3 Narellan Business Park – B5 Business Development

#### Background

The Narellan Business Park area is located in the vicinity of Camden Valley Way and Narellan Road, Narellan, and is bisected by the Camden Bypass. The location of the land is shown in Figure 5-9.

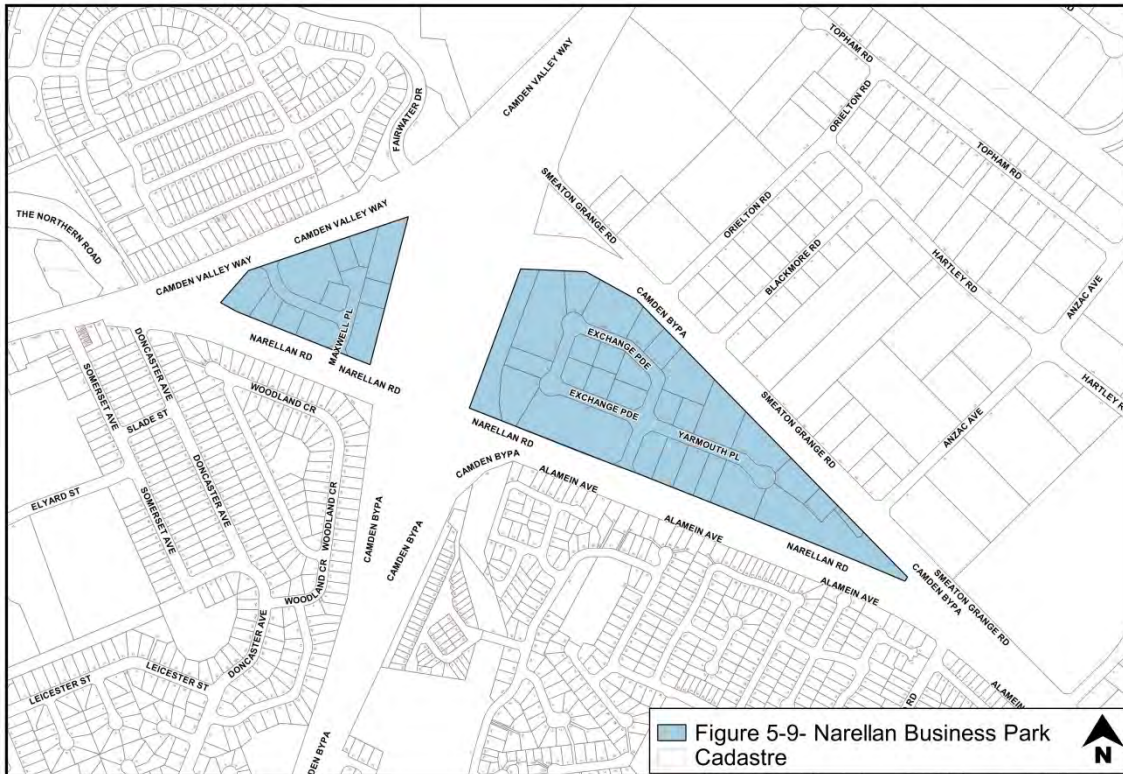


Figure 5-9: Narellan Business Park

#### Controls

##### Function and Uses

1. Development within the Narellan Business Park must be complementary to the function of the Narellan township as a local centre.

##### Layout/Design

1. Given the high visibility of the Narellan Business Park, storage areas will be located within the building.
2. A consistently high standard of landscaping shall unify development within the area, particularly along major roads. All front setback areas shall be landscaped to soften the visual impact of development.
3. A 3m landscaped area is to be provided along all road frontages
4. The following setbacks apply to all development within the Narellan Business Park:
  - i. front setback to Narellan Road, Camden By-Pass or Camden Valley Way – 10m
  - ii. front setback to all other road frontages – 7.5m
  - iii. side setback to secondary road frontages on corner lots – 3m
  - iv. side and rear boundary setbacks – in accordance with the Building Code of Australia.

##### Built Form and Appearance

1. The area must have a low scale built form, softened by landscaping to the main roads.
2. Landmark features including signature buildings shall be used in the gateway or highly visible locations where development adjoins the Camden Bypass, Narellan Road and Camden Valley Way and other highly visible areas. Such development will be constructed from high quality materials

and designed to incorporate articulated roof and wall forms, ornamentation and prominent feature entrances. This may include glazed facades and recessed colonnades.

3. In order to avoid the proliferation of signage in the Narellan Business Park, signage will be integrated in a consistent theme as part of a building elevation, whether on a single occupancy building or multi unit development. Limited opportunities exist for individual free-standing signs and signage visible from arterial roads. No signage is to be directed towards the Camden By-Pass.
4. The maximum height of fencing shall be not more 2.1 metres.
5. The location of the front fencing will be dependent upon the type of fencing.
6. Decorative metal or a combination of decorative metal and masonry fences may be erected not less than 1 metre from the property boundary to allow a landscaped area to be provided in front.
7. A combination decorative metal and masonry fence must comply with the following:
  - i. The ratio of the masonry component to decorative metal component must fall within the range of between 1 part masonry to 6.5 – 7 parts metal panels.
  - ii. The metal panels must not exceed 3 metres in length nor be less than 1.8 metres in length.
  - iii. Any masonry plinth established along the bottom of the fence must be not more than 600 mm high.
  - iv. Green or black plastic coated chain wire fencing may be erected behind the designated landscape area.
  - v. Galvanised chain wire, untreated metal, metal sheeting and wooden fencing will not be permitted in front of the building line.
  - vi. All gates within the area covered by this DCP must be located behind the designated landscape area and must not swing towards the roadway.

**-End of Part-**

# Part 6

## Specific Land Use Controls



## 6.1 Introduction

This Part applies to land zoned for rural or industrial uses. This plan also applies to site specific uses such as:

- Child Care Centres
- Restricted Premises
- Sex Service Premises
- Exhibition Homes and Villages
- Home Business & Home Industry
- Domestic Solid Fuel Burning Appliances (Wood Fired Heaters)

## 6.2 Rural Land Uses

### Background

Camden's rural areas play an important role – not only from an agricultural production perspective, but also through the provision of diverse rural landscapes. Increasing urbanisation has placed added pressure on the rural lands. Accordingly, Council seeks to ensure that development undertaken in the rural areas maintains the production potential of agriculture, conserves the scenic and cultural landscapes, and protects and enhances the natural environment.

What are the Rural Land Areas?

The rural land areas that are covered by this section of the DCP include the RU1 (Primary Production), RU2 (Rural Landscape), RU4 (Rural Small Holdings) and other zones where rural land uses may occur including the E2 (Environmental Management) and E4 (Environmental Living) Zones.

### Objectives

- a. Provide controls for rural dwellings, outbuildings and farm buildings which ensure the buildings are appropriately sited, designed and constructed in the rural context of the site;
- b. Ensure that the use of rural land for primary production purposes occurs in an orderly manner, minimising impacts upon the natural environment and surrounding land uses;
- c. Provide controls for non-agricultural developments in rural zones to ensure they are compatible with the use of the surrounding land for primary production and rural living;
- d. Ensure that support infrastructure in rural zones are appropriately sited and constructed; and
- e. Maintain the scenic rural landscapes which characterise the rural zoned land in the Camden LGA.

### Other Relevant Documents

Camden Rural Land Strategy 2017

Camden Scenic and Cultural Landscapes Study, February 1998, Lambcon Associates.

### 6.2.1 Landscape Setting and Land Use Conflict

#### Landscape Setting

##### Objectives

- a. Conserve significant natural features of the site and contribute to effective management of biodiversity;
- b. Conserve trees and other vegetation of ecological, heritage, aesthetic and cultural significance and
- c. Enhance the existing streetscape and promote a scale and density of planting that softens the visual impact of buildings and other infrastructure.

##### Controls

1. Natural features of the site, such as trees and other vegetation, rock outcrops, cliffs, ledges, Indigenous species and vegetation communities should be retained where appropriate; and shall be enhanced with a revegetation strategy for the site.

2. 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.
3. Landscaping should encourage the development of a tree canopy to soften the built environment and to encourage the continuity of the landscape pattern.

### **Land Use Conflicts**

#### **Objectives**

- a. Minimise rural land use conflict through a number of strategies including provision of land use buffers, land use regulation and encouragement of best practice in rural land practices; and
- b. Preserve rural resources by ensuring that land is not effectively sterilised by being developed or encroached upon by urban or other incompatible uses.

#### **Controls**

1. Proposed development must demonstrate consideration of existing rural operations and surrounding land uses and impacts on the proposed development.
2. Buffers or other measures must be implemented to ensure that residences or other sensitive receiving environments are not adversely affected by noise, odour, chemicals, or the like.
3. Where there is potential for the proposed rural industry / agricultural use to generate noise and/or odour impacts, a noise and/or odour impact assessment must be carried out by a suitably experienced and qualified person(s) and provided with the development application.

## **6.2.2 Rural Accommodations, Dwellings, Secondary Dwellings and Outbuildings**

### **Background**

**Rural Dwellings** - Residential development in rural zones takes many forms, including dwellings which complement the use of the land for primary production purposes, and rural-residential living on smaller rural lots. Residential development has the potential to create conflict with other land uses in rural zones if buildings are inappropriately sited and designed. All development should take into account the inherent rural character of a locality and be responsive to that character and the local landscape qualities.

**Outbuildings** - Outbuildings are associated with rural dwellings and area an integral part of rural life and activities. Outbuildings should be designed and sited to complement rural character. Inappropriate uses and activities are not permitted.

### **Objectives**

- a. Ensure that development does not detract from the rural landscape, scenic quality, heritage value, nature conservation significance or agricultural productivity of rural areas;

- b. Provide separation between residential uses and noise generating sources;
- c. Provide buffers between residential buildings and land uses to minimise the potential for land use conflict and additional pressure on agriculture or other rural activities;
- d. Ensure that external finishes used have minimal detrimental impact on the visual amenity of an area; and
- e. Encourage consideration of all the rural components of development such as fencing, outbuildings, driveways and landscaping in the design of the proposed development.

### Controls

1. Buildings in all rural zones shall provide a minimum front setback of 20 metres.
2. Buildings in all rural zones shall provide a minimum side and rear setback of 5 metres.
3. Controls 1 and 2 apply unless existing land uses and operations impact on the proposed development, therefore larger setbacks may be required to buffer new dwellings.
4. Dwellings must be located to minimise the removal of existing vegetation.
5. Buildings should be visually unobtrusive in the overall landscape.
6. Buildings should complement the characteristics of the landform.
7. Cut and fill shall be kept to a minimum.
8. The roofline of buildings should reflect the land profile within the vicinity of the development.
9. All outbuildings must be ancillary to an approved use on the land on which it is situated.
10. External wall cladding to outbuildings shall be of masonry, metal sheet or other approved material compatible with authorised existing development on the site and the character of the immediate environment.
11. Roof cladding to outbuildings shall be of tiles, metal sheet or other approved material compatible with authorised existing development on the site and the character of the immediate environment.
12. The colours of roof and wall cladding shall be generally low reflective neutral/earth tones, compatible with authorised existing development on the site and environmentally sensitive, to minimise any possible adverse impact on the amenity of the area.
13. All outbuildings shall be provided with appropriate complementary landscaping to minimise the environmental impact on adjoining premises and the area generally.
14. Land zoned E4 Environmental Living with a minimum lot size of 1500m<sup>2</sup> or less, may use the minimum setbacks for outbuildings within Part 4 of this DCP.
15. The maximum floor area for rural outbuildings not used for the purposes of agriculture is 100m<sup>2</sup>.
16. On unsewered sites, effluent and household waste water is to be disposed in accordance with Council's Sewage Management Strategy.
17. Access driveways are to be of trafficable width to allow for passing vehicles, manoeuvring and turning space, and bush fire access including emergency and service vehicles.
18. Attached Dual Occupancy development, where permitted by an Environmental Planning Instrument, the dwellings shall be physically attached under the same roofline and have the general appearance of a dwelling-house when viewed from the primary street frontage. Structures such as carports with skillion roofs, pergolas, covered awnings and the like are not acceptable as a mode of attachment.
19. Detached Dual Occupancy and Secondary Dwelling development, where permitted by an Environmental Planning Instrument, the architectural treatment and building materials of both dwellings in the development shall be compatible. Mirror reversed or replica dwelling design is not acceptable form of development.
20. Handle widths to battleaxe lots in rural areas are to be a minimum of 6 metres with a maximum length of 100 metres. A handle may serve two lots, provided there are reciprocal rights of way. An all weather pavement surface constructed to Council's standards is to be provided within each handle.

### 6.2.3 Secondary Dwellings

#### Objectives

- a. To enable the development of a diversity of dwelling types; and
- b. To contribute to the availability of affordable housing on rural lots.

#### Controls

1. Secondary dwellings must comply with the controls outlined above - except where the controls in this clause differ, in which case the controls below prevail.
2. Secondary dwellings shall be designed to complement the design of the principal dwelling and be subservient to the principal dwelling in terms of visual bulk and scale.
3. Windows and private open spaces of secondary dwellings must not overlook the private open space of any adjacent dwellings.
4. No additional car parking or private open space area is required for secondary dwellings; however, provisions must be made for clothes drying facilities in a location with adequate solar access.
5. Any secondary dwelling must be setback behind the front building alignment of the principal dwelling.
6. The front entrance of a secondary dwelling may be located behind the primary street façade.

### 6.2.4 Farm Buildings

#### Background

As the nature of agricultural activities changes there has been an increase in the number and size of farm buildings and a corresponding increase in their impacts on the surrounding area. For this reason, it is necessary to provide controls for all developments involving farm buildings.

Unless specifically stated, controls for farm buildings apply to all buildings associated with any permissible use of rural land, whether or not that use is considered an agricultural use. In some cases, there are additional controls for particular buildings, such as greenhouses and poultry farms. Controls for greenhouses and poultry farms are included in the relevant land use sections below and should be applied instead of these controls for farm buildings.

**Objectives**

- a. Protect the scenic, historic and cultural value of the Camden LGA's natural and built environment; and
- b. Maintain the existing streetscape and rural aesthetic of the area.

**Controls**

1. All farm buildings must be ancillary to an existing agricultural use being undertaken on the land on which it is situated.
2. Farm buildings should be constructed using materials, colours and finishes that complement the principal dwelling, including low reflective, neutral/earth tones which blend in with the natural landscape.
3. Farm buildings should be sited so as not to be visually prominent when viewed from the road.
4. Farm buildings should be constructed in a cluster to minimise the amount of land occupied by development.
5. The minimum setback from any road is 20 metres.
6. The minimum side and rear boundary setback is 5 metres.
7. Cut and fill shall be kept to a minimum and slope should not exceed 15%.
8. Farm buildings should feature pitched roofs.
9. Farm buildings must be designed and located to comply with Council's Flood Risk Management Policy.

Note: Farm buildings may be exempt under the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*

**6.2.5 Agricultural Development****Objectives**

- a. Ensure that intensive plant agriculture is compatible with the rural environment;
- b. Minimise any adverse impact of intensive plant agriculture on surrounding properties; and
- c. Minimise the environmental impact of intensive plant agriculture on surrounding areas and watercourses.

**Controls**

1. The minimum lot size required to undertake intensive plant agriculture is 2 hectares.
2. The following setbacks apply to all buildings and structures associated with intensive plant agriculture:

Table 6-1: Setbacks

Front boundary	20m
Side and rear boundary	5m
Watercourses	40m

3. Only new and durable materials shall be used in the construction of greenhouses/igloos/market gardens.
4. A suitable landscape screening or buffer shall be established between any boundary and greenhouses/igloos/market gardens to effectively mitigate the visual impact and land use conflict from the development.
5. The landscape screening or buffers shall be established through planting trees or shrubs (minimum 1.5m in height when mature), this should occur when any structures are erected.
6. On unsewered sites, development must be in accordance with Council's Sewage Management Strategy.
7. A Water Cycle Management Plan (WCMP) detailing how water will be sourced, stored, used, treated and recycled for the agricultural operation must be provided with any development application. The WCMP must demonstrate that the operation will not significantly impact on the total water cycle beyond the boundaries of the site.
8. Where the proposed use of the site is odour generating, an Odour Impact Assessment will be required.

### 6.2.6 Non-Agricultural Development

#### Rural Industry

##### Objectives

- a. Ensure that rural industries are compatible with the rural environment; and
- b. Minimise any adverse impact of rural industries on surrounding lands.

##### Controls

1. The minimum lot size required for rural industries is 10 hectares.
2. Buildings and outside storage areas are to be sited at least 20m from a public street and from any boundary where there is a dwelling on an adjoining property. These setbacks may need to be increased in order to address potential environmental or amenity impacts of the proposed development.
3. Rural industries must maintain the rural landscape, materials, colours and building form should be recessive in the landscape with low reflective, neutral/earth tones.
4. Outdoor storage yards are to be screened from roadways and neighbouring dwellings.
5. Council may limit the hours of operation of a rural industry where there is a likelihood of adverse impact on the amenity of the surrounding area.
6. No hazardous materials shall be stored below 1% AEP flood level plus freeboard.
7. Where an industry has the potential to generate offensive odour beyond the boundaries of the site, an odour assessment must be undertaken in accordance with DECCW's "[Technical framework: Assessment and Management of Odour from Stationary Sources in NSW](#)" and be submitted with the application.
8. On unsewered sites, development must be in accordance with Council's Sewage Management Strategy.

## 6.2.7 Keeping of Trucks

### Objectives

- a. Allow the storage of trucks, plant or similar vehicles owned and operated by the occupier of a property;
- b. Limit the interference of vehicle movements on the amenity of the neighbourhood; and
- c. Minimise visual impact of garaging and servicing equipment.

### Controls

1. The maximum number of trucks, plant or similar equipment to be stored on a property (not associated with an authorised use occurring on that property), within a rural zone is two.

Note: If more than two vehicles are intended to be stored on the site, the use of the site may be defined as a "Truck Depot" under the Dictionary section of LEP 2010, which will require the lodgement of a development application to seek consent for the use of the land for this purpose. Given the potential impacts on adjoining property owners, consideration should be given to locating truck depots on land within an industrial zone.

2. Loading Bays or parking for trucks are to be located in an area that is not visible from the street.
3. An Acoustic Report undertaken by a suitable acoustic consultant in accordance with the Roads and Maritime Services and Office of Environment & Heritage measurement methodology may be required to accompany the development application.
4. The vehicles should be stored where they are not visible from any public place. In this regard, screening of the truck and plant parking area may be required.
5. Goods, freight and the like are not to be stored on site.

## 6.2.8 Support Infrastructure

### Earth Dams (Artificial Waterbody)

#### Objectives

- a. Ensure dams are stable, have minimal environmental impact and do not adversely affect surrounding properties, either by ponding water back onto upstream properties or by concentrating the flow of water to any downstream properties; and
- b. Ensure riparian right of the water users are not affected by the construction of a dam.

**Note:** Building and maintenance of dams may be subject to licence from the Department of Primary Industries Water. However, there are three categories of dams, listed below, which do not require licence for building and maintenance from the Department;

- Farm dams up to one mega litre on properties which were subdivided prior to 1 January 1999.
- Harvestable right dams (see definition above)
- Farm dams built before 1999 used for stock and domestic purposes.

The location of a dam, size and licence requirement can be obtained from the Department of Primary Industries Water. Large dams (more than 0.5ha surface area) located in or within 40m of a natural water body, wetland or an environmental sensitive area, or in a high waterable or acid sulphate, sodic or saline soils will be considered as Designated Development and need additional considerations.

Earth dams that are or will be classified as 'prescribed dams' in accordance with the NSW Dams Safety Committee's requirements, should only be constructed subject to obtaining development consent from Council.

#### Controls

1. Dams should not be sited near roads, utility installations or neighbouring dwellings due to potential adverse impacts of seepage and bywash/spillway overflow and potential breaks of the embankment.
2. If a dam is to be built near a boundary, any water which bypasses the dam or spillage discharges should flow from the property in the same place it did before the dam was built.
3. Dam spillways must be designed to handle storm flows and freeboard sufficient to prevent overtopping in a 1:100 year (1% Annual Exceedance Probability) storm when a by-wash is provided.
4. No dams must not be constructed within 15 metres (to top water level) of a public road. The toe of the embankment batter or top water level shall not be closer than 3 metres of a private property.
5. The width of the dam crest must be a minimum of 3 metres for dams having up to a 3 metre high dam wall. Crests should increase in width 0.5 metres for every metre above a 3 metre high dam.
6. A minimum 1 metre freeboard is required over the top water level. This should increase by 10% for every metre over a 3 metre high wall. Deviations to this may be accepted depending on the particular hydrologic, operational or dam circumstances and the accuracy of engineering design, in accordance with NSW Dam Safety Committee's Guidelines for earth dams.
7. The height of the outlet in relation to the dam governs the top water level if pipes are excluded. The outlet must be level and at least six (6) metres wide. The width of the outlet should not be less than the inlet width.
8. Natural vegetation below the spillway outlet and on the inflow areas must not be disturbed by machinery, vehicles or livestock.
9. The spillway size shall be as follows:



Table 6-2: Spillway size

Catchment Area (ha)	Outlet length(m)	Channel Width(m)
less than 20	7	3
20-40	12	6
greater than 40	Subject to detailed design	

10. An earth bywash is required on all dams in order to pass surplus run-off around the dam which would otherwise pass over the embankment. The bywash should be generally 6 metres in width.
11. The width of the outlet from the bywash is not to be less than the inlet width. The bywash shall not direct flows onto the downstream batter toe. The bywash cut batter is not to exceed a maximum steepness of 1.5:1.
12. If the bywash is required to be vegetated, then the bywash is to be excavated 75mm below the top water level and backfilled with compacted topsoil and planted with a suitable holding grass such as kikuyu or couch. No trees and shrubs are to be planted in the bywash area.

Note: In some instances, Council may require a pipe spillway through the embankment to act as an outlet. This is especially applicable where spring flows or small flows of long duration are known to occur. Rock baskets and geotextile fabric may be required to prevent erosion where velocities are high. Outlet and/or spillway pipes in earth basins must be encased in concrete.

13. The pipe spillway invert is to be at least 100mm below the level of the bywash.
14. The bywash or spillway water from a dam should not have an adverse impacts on neighbouring properties. Dams are to be sited so that excess water is contained on the property on which they are located before meeting with a natural watercourse downstream.

Note: Continuous trickle flows kill vegetation, keeps the soil wet and encourages spillway erosion. A small diameter sewer class pipe or stronger (usually 150mm. but varied according to flow rate) can be built into the wall during construction to accommodate trickle flows. The pipe is normally installed with a fall in gradient between its inlet and outlet, with the outlet 300mm, below the flood spillway.

The trickle pipe is to be extended beyond the toe of the batter of the embankment to prevent any potential instability problem to the embankment.

15. Three metres should be considered the minimum depth of a dam, as evaporation in many areas will lower water level by approximately 1.5 metres during dry periods. Batter slopes should be retained at 1:3, therefore the depth will be dependent upon surface area measurements in small dams.
16. The material used to construct an embankment should be sufficiently impervious to keep seepage low and to be stable. A soil with 25% clay content is ideal to form an impervious barrier.
17. The following soil types should not be used for dam construction or batters:
  - (a) sand
  - (b) gravels
  - (c) organic soils
  - (d) peat
18. The slope of upstream embankment batters should conform with the ratio of 3(horizontal):1(vertical) and downstream embankment batters no steeper than 2.5(horizontal):1(vertical).

19. All dams shall have a cut-off trench to be constructed along the entire embankment length a minimum depth of 300mm. Impervious material from the excavation must be placed into the trench and compacted forming a watertight barrier preventing seepage past the structure.

**Backfilling of Earth Dams**

20. A dam fill plan shall be prepared by a suitably qualified person and should indicate the extent of filling, original and final contours, and depth of filling in maximum 0.5m increments. The dam fill plan shall accompany a report prepared by a suitably qualified engineer, detailing the type of fill material used, the compaction levels achieved, and classification in accordance with the provisions of AS 1289, Methods of testing soils for engineering purposes Soil strength and consolidation tests.

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## 6.3 Industrial Land Uses

### 6.3.1 Introduction

#### Background

Camden LEP 2010 contains two industrial zones - IN1 General Industrial and IN2 Light Industrial. The IN1 General Industrial zone is designed to accommodate traditional and modern forms of industrial development, including manufacturing and warehousing. The IN2 Light Industrial zone is intended to provide a range of light industrial uses while minimising adverse impacts on surrounding land uses.

#### How to use this part?

This chapter (Chapter 3) establishes objectives and controls that guide industrial development such as a wide range of industrial, warehouse, employment and related land uses, along with ancillary uses that serve the day to day needs of workers in surrounding development.

#### What chapters apply for my development?

Chapter 3 provides general controls for industrial development within the IN1 and IN2 zones. Additional controls for site specific developments are in chapter 4, these include;

- Little Street, Camden – Zoned IN2 Light Industrial (**Part 6.4.1**).
- Narellan Industrial Area – Zoned part IN1 General Industrial and part IN2 Light Industrial (**Part 6.4.2**).
- Smeaton Grange – Zoned part IN1 General Industrial and part IN2 Light Industrial (**Part 6.4.3**).
- Ironbark Avenue, South Camden – Zoned IN2 Light Industrial (**Part 6.4.4**).
- **Glenlee Industrial (to be inserted as part of a separate process)**

In the event of any inconsistency between Chapter 3 and Chapter 4, controls in Chapter 4 prevail.

The objectives and controls contained in this section also apply to light industrial development in the B4 Mixed Use zone surrounding the Camden town centre in Part 5 of this DCP.

#### Objectives

- a. Facilitate the economic and orderly development of industrial areas for a wide range of uses including industrial, recreational and community uses, and limited business and retail uses that serve the day-to-day needs of those working in the immediate locality;
- b. Create high-quality industrial areas which embrace innovative and imaginative building design that is both functional and aesthetically pleasing;
- c. Enhance the existing streetscape and promote a scale and density of planting that softens the visual impact of buildings and other infrastructure;
- d. Ensure that ecological sustainable development principles are integrated into all industrial developments;
- e. Minimise the visual and environmental impact of development on the adjoining residential, rural residential and other sensitive land uses; and
- f. Ensure adequate facilities are provided within an industrial development for loading and unloading of goods, collecting garbage and trade waste and for the off-street parking of vehicles associated with that development.

## 6.3.2 Built Form and Design

### Lot Dimensions / Subdivision

In new industrial areas, Council accepts that subdivision will result in the creation of allotments of varying sizes and dimensions to satisfy differing development requirements.

1. The minimum lot size is to be consistent with the Camden LEP.
2. The minimum width of such allotments, at the building line shall be 32m.

### Setbacks

3. A front building line setback of 7.5m must be provided.
4. Side and rear setbacks will be assessed on the merits of the application and subject to the requirements of the Building Code of Australia.

### Building Materials & Appearance

1. All elevations are to be constructed predominantly in masonry or textured pre-cast concrete panels. Non-reflective roof surfaces are mandatory. Reflective materials such as mirror glass, metal sheet, white or off-white metal colours will not be permitted. The reflectivity index for glass used externally in the construction of a building (as a curtain wall or the like) shall not exceed 20%.
2. Development, which is free standing or abutting adjoining buildings, must avoid large, blank wall surfaces when viewed from a public place or a residential area. Substantial elevations must be articulated by either structural variation and/or a blend of external finishes and colours and decorative elements.
3. Colonnades, verandahs and awnings shall be provided along pedestrian areas, particularly for buildings that will experience high volumes of pedestrian movement.
4. While a variety of building designs and materials is encouraged, some continuity of style should be maintained.
5. Proposed buildings on site adjoining land zoned for open space and/or riparian areas shall have regard to the visual and functional opportunities of the location.
6. All roof mounted plant/equipment shall be designed and screened in a manner that complements the parent buildings.

### 6.3.3 Landscaped Area and Public Domain

#### Landscaped Area

1. A landscaped area along any street frontage is required with a minimum depth of 3 metres (excluding the driveway)

#### Nature Strip/Road Verge and Street Tree Landscaping

2. The road verge/nature strip area adjoining the development site must be-turfed and planted with appropriate upper canopy street trees at the rate of approximately 1 tree per 15 metres (measured stem to stem). Location of Street Trees are to be in accordance with Appendix B.

#### Landscaping Elements

3. Landscaping can incorporate hard and soft elements and be used to:
  - (a) Enhance the appearance of the development.
  - (b) Provide a human scale and recreation facilities for staff.
  - (c) Define, soften and enhance the area, building, building entries and car parking areas.
  - (d) Make a statement for the character and community spirit of the site occupant and the Industrial/Commercial area as an entity.

#### Lighting

4. The design of outdoor lighting poles and fixtures must be such as to minimise visual impact during daylight.
5. Bollard lights and wall mounted lights may be used at entrances to buildings and in setbacks along street frontages.
6. Choice of material for poles should be related to other building materials, and may include cell cured pine, pre-cast concrete or hollow aluminum.
7. The design of internal lighting and spotlighting is to be such as will ensure no adverse impact on approaching vehicles in terms of glare, blinding effects or driver confusion.
8. All lighting must comply with AS 1158 - Lighting for Roads and Public Spaces and AS 4282 - Control of the obtrusive effects of outdoor lighting. Lighting in public space must have timer switches installed for managing time of operation and power consumption.

### 6.3.4 Multi-Unit Industrial Developments

#### Consent for the Use of Individual Units

Note: The consent of Council is required for the specific use of each individual unit before the unit can be occupied. Consent may be sought as a combined development application along with the industrial building or sought via a separate application.

The following requirements apply to multi-unit industrial developments

#### Numbering of the Units

1. Each unit in the development is to be numerically identified in the development application.

#### Amenities

2. Each unit is to have its own amenities. The premises are to be connected to the sewer.

#### Industrial Activity

3. All activities are to be carried out within the building and no activities shall occur externally to the building. Arrangements for the external storage of new and waste materials require the consent of the Council.

#### Trade Waste storage unit

4. Trade wastes must be stored inside each unit, or in an approved communally managed storage area located so as not to interfere with parking or maneuvering of vehicles. The area to be set aside for this purpose is to be indicated on the development application plans and must be screened from public view.

#### Strata Subdivision

5. All landscaping and access areas and shall be included in any Strata Plan of subdivision as common property.
6. It is encouraged that car parking is included as common property to allow flexibility for future change of uses.
7. The subdivision certificate will not be issued until an Occupation Certificate has been issued for the development.

#### **External Storage**

1. Council does not encourage external storage. Where such storage is proposed, Council requires applicants to have regard to the following provisions:
  - (a) Where any materials or products are to be stored outside buildings, detail must be provided with the development application.
  - (b) External storage areas are to be effectively screened and must not be visible from any public areas.
  - (c) In the case of development applications which do not include buildings, screen walls and/or landscaping or other approved screen devices are to be erected in order to effectively prevent the use of the land being viewed from a public road, nearby public reserve, or dwelling.
  - (d) Screening devices are to be designed to harmonise with any existing or proposed landscaping. Landscaping should be used to break up large expanses of screen walls.
  - (e) In the case of development applications for the repair and/or wrecking of motor vehicles, the operation of junk yards, or recycling of metal and other waste materials, Council may impose special conditions on outdoor storage. In such cases, early consultation with Council (before the development application is lodged) is advisable.
  - (f) Screen walls are to incorporate finishes which match or are compatible with external finishes of the industrial building elsewhere on site.
  - (g) Any materials to be stored that can impact water quality must be covered or runoff water must be treated.

#### **6.3.5 Fencing**

1. Front fencing shall be designed to complement the development and form an important security role, taking into account safer by design principles.
2. The maximum height of fencing is 2.1 metres.
3. The location of the front fencing will be dependent upon the type of fencing.
4. Decorative metal or a combination of decorative metal and masonry shall be setback a minimum of 1 metre from the property boundary.
5. A combination decorative metal and masonry fence with a landscape screening buffer planted in front must comply with the following;
  - (a) the ratio of the masonry component to decorative metal component must fall within the range of between 1 part masonry to 6.5 – 7 parts metal panels.
  - (b) the metal panels must not exceed 3 metres in length nor be less than 1.8 metres in length.
  - (c) any masonry plinth established along the bottom of the fence must be not more than 600 mm high.
  - (d) galvanised chain wire, untreated metal, sheet metal, wooden or barbed wire fencing will not be permitted as fencing in front of the building line or where visible from a public place.
6. All fencing proposed shall not restrict the function of existing and proposed overland flow paths.
7. All gates within the area covered by this DCP must be located behind the designated landscape area and must not swing towards the roadway.

### 6.3.6 Stormwater

1. Industrial development in all areas except Smeaton Grange requires the use of on-site detention systems.
2. Water quality strategies must be incorporated to manage water generated from the site.
3. Council encourages the collection of roof stormwater into tanks which would serve as a detention and retention system.
4. The water in the retention system would be available for use for non-potable uses such as the watering of landscaped areas and use in toilets.

### 6.3.7 Liquid & Solid Waste

The following controls apply to the discharge and disposal of all waste types for industrial developments:

1. No liquids (including water) discharged from the site shall contain pollutants above acceptable levels. Acceptable levels for given parameters for individual proposals will be determined at the time of development assessment, in conjunction with the Environmental Protection Authority (EPA).
2. A license to discharge may be required from the EPA. It is the applicant's responsibility to liaise with the EPA to determine whether this is required and to provide Council with a copy of:
  - (a) correspondence received from the EPA; and if required,
  - (b) a copy of any license issued by the EPA.
3. Certain liquids (in addition to sewerage) may be discharged into the sewer provided a Trade Waste agreement is approved by Sydney Water. Applicants shall consult with Sydney Water regarding the need for a trade waste discharger's license, and a copy of any such license shall be provided to Council.
4. Developments associated with the repair, servicing or maintenance of motor vehicles shall provide a separate vehicular wash down bays. Details of such bays shall be provided with the development application and shall be subject to Sydney Water requirements.
5. Waste storage facilities must be properly sited and constructed to avoid negative impacts to the soil and water resources in the area.
6. Incinerators are not permitted for waste disposal. Liquid waste storage shall be covered and appropriately bunded.

### 6.3.8 Vibration

1. Where it is considered that a development may have an adverse vibration impact on nearby residential areas or adjoining properties, an assessment of vibration by a qualified consultant shall be undertaken and submitted to Council with the development application. The assessment must be in accordance with EPA's *Assessing Vibration: A Technical Guideline*.

### 6.3.9 Air Quality

1. The emission of air impurities is to be strictly controlled in accordance with the Clean Air (Plant & Equipment) Regulation and must not exceed the prescribed standard concentration and emission rates.
2. Where there are no standards prescribed by the Regulation, any activity, or the operation of any plant, must be carried out by such means necessary to prevent or minimise air pollution.
3. Applications for new development must include full plans and specifications of any required air pollution control equipment. The application must demonstrate that the development meets the requirements of the Regulations or other relevant standards. Council may also require monitoring of an activity to verify that the emission of air impurities complies with the relevant requirements.
4. In accordance with the Protection of the Environment Operations Act and Regulations, some developments may require a license with respect to air emissions from the EPA.

### 6.3.10 Hazardous Goods and Materials

1. Where a development involves the storage and/or use of dangerous goods, full details of the quantities and types of goods and chemicals are to be submitted with the development application, together with the storage locations, mediums and the use intended for the goods and chemicals.

**NOTE:** The requirements of SEPP No. 33 must be complied with. Based on the types and quantities of hazardous goods and of materials used/stored in a development, Council may require an assessment in accordance with SEPP No.33.

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### 6.3.11 Parking and Access

1. The car parking requirements are to comply with the controls as set out in this DCP.
2. All parking shall be provided off-street and shall be appropriately line marked. The number of parking spaces shall be in accordance with the car parking requirements referred to in this DCP.

**Note:** Designated car parking areas are not to be used for storing vehicles under repair, or for any other storage function

3. A maximum of one access driveway is permitted per lot frontage where the frontage is less than 60m.
4. Multiple access driveways servicing a single lot are limited to a maximum of two (2) driveways per lot frontage which must have a minimum separation distance of 30m, measured from the inside edge of each driveway crossover.



Figure 6-1: Driveways in Industrial Developments

5. All loading and unloading shall take place within the loading docks for each building. Where practical, loading facilities or vehicular entries to buildings shall not be provided on any street elevation. Where such facilities can only be provided to street frontages, they shall be screened by suitable landscaping.
6. Car parking on individual sites shall be located to integrate with proposed landscaping.
7. Access driveways shall be constructed as a kerb return not as a splay and shall otherwise be designed generally in accordance with Australian Standard 2890.2.

The following Table 6-3 gives Council's requirements for the minimum size of service vehicle that must be provided for industrial/warehousing developments.

Table 6-3: Minimum Size of Service Vehicle

<b>Development GFA</b>	<b>Minimum Service Vehicle Size</b>
< 300m <sup>2</sup>	Medium Rigid Vehicle
> 300m <sup>2</sup>	Large Rigid Vehicle

8. Consideration should also be given to providing parking, access and manoeuvring for B-double size service vehicles. Council encourages provision for these types of service vehicles, particularly on larger development sites.

### 6.3.12 Opposite, Adjacent or in the Vicinity of a Residential Area

#### Objectives

- a. To ensure that the use and development of the industrial land does not have an unacceptable impact on the amenity of the surrounding residential uses; and
- b. To ensure that land use conflicts are appropriately managed.

#### Controls

1. Details of the proposed operation including mechanical operations, deliveries, vehicle movements, acoustic impacts and hours of operation must be provided for all development.
2. Noise emitting activities, such as loading docks should be located away from residential areas to reduce the impact of the development.
3. Loading and unloading times must not impact on the amenity of nearby residential areas. Details of vehicle movements and their routes are to be provided in the development application.
4. The storage of plant, equipment, goods and other materials must be suitably screened from residential development.
5. Lighting must not create a nuisance to adjoining residential development. Council may require a lighting mitigation strategy to be submitted with a development application.

#### Vehicle body repair workshops and vehicle repair station

6. Council must not grant consent to development for the purpose of a vehicle body repair workshop or a vehicle repair station, if the land is opposite or adjacent to a dwelling, unless appropriate arrangements are made to store all vehicles awaiting or undergoing repair, awaiting collection, or otherwise involved with the development on the site of the proposed development, and they will be stored either:
  - within a building, or
  - within a suitably screened area.

Note: All proposed developments must comply with Councils Acoustic Amenity controls within this DCP. Applications must comply with the NSW EPA *Noise Policy for Industry (2017)*, or any other applicable policies.

### 6.3.13 Retailing in Industrial Areas

#### Permissibility

1. Retailing is not permissible except as outlined below. Showrooms may be permitted where they are ancillary to the principal use of the site, and are used only for the display of goods manufactured, produced or stored on-site.

#### Neighbourhood Shops

2. Neighbourhood Shops are permitted in Industrial Zones. Council must be satisfied that the neighbourhood shop will meet the day to day needs of people who live or work in the local area. The maximum gross floor area of a neighbourhood shop is 100m<sup>2</sup> (Clause 5.4 Camden LEP 2010).

#### Industrial Retail Outlets

3. Industrial Retail Outlets are permissible in all Industrial zones within the Camden LGA. The maximum gross floor area of an industrial retail outlet is 40% of the combined floor area of the industrial retail outlet and the building or place where the relevant industry is carried out, or 400m<sup>2</sup>, whichever is the lesser (Clause 5.4 Camden LEP 2010).

#### Showrooms in Industrial Areas

4. In considering applications for ancillary showrooms on industrial premises, Council shall take into account:
  - (a) the proportion of the total floor space devoted to the showroom activity;
  - (b) the nature of the goods to be displayed;
  - (c) the traffic generating potential of the proposed ancillary showroom; and
  - (d) the possible need for increased on-site car parking.

Note: Retailing from a showroom that is ancillary to the principal use of a premises is not permissible.

## 6.4 Site Specific Industrial Controls

### 6.4.1 Little Street Camden Zone IN2 Light Industrial Land

Background **(CURRENTLY PREPARING CONTRIOLS THROUGH A SEPARATE PROCESS)**

Figure 6-2: Little Street Camden - IN2 Zoned Land

**Objectives and Controls to be INSERTED**

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## 6.4.2 Narellan IN2 Land

### Background

The Narellan IN2 land is located to the north-west of the established Narellan industrial precinct and is known as often referred to as the Narellan Industrial Extension. The land is shown in Figure 6-3.



Figure 6-3: Narellan IN2 Zoned Land

### Landscaping

1. A minimum 3 metre wide landscape buffer shall be provided along all boundaries of the site that have an interface with any road or street and the proposed pedestrian/bike path.

### Built Form and Appearance

2. Regardless of the approved traffic servicing arrangements, a 10 metre landscape buffer is to be provided along the Northern Road between the Eastern boundary (Pioneer Homes) and the Western boundary (Bunnings Hardware Store) which denies access to vehicles and pedestrians, other than if provided at the nominated entry and exit locations.
3. Individual advertising signs for each tenancy/land use within an industrial unit complex will not be permitted on the Northern Road frontage of any lots. All advertising must be located on or behind the approved building line within this precinct except where an integrated advertising structure has been approved as part of the original development application for the complex.
4. All service vehicles will be required to access the sites from the estates internal roads, i.e. Campbell Street extension.

## 6.4.3 Smeaton Grange

### Desired Future Character Statement

The Smeaton Grange precinct as shown on Figure 6-4 will be the principal area for employment generation in Camden, providing a mix of lot sizes suitable for a broad range of industrial uses. Development within the precinct will strive for the highest standards of design, landscaping and environmental sustainability.

A consistently high standard of landscaping, which incorporates an ongoing maintenance program integrating useable areas of open space within developments, will work to unify development within the locality, particularly along major spine roads and sensitive interface areas such as Turner Road. Development will sensitively integrate with adjoining residential areas and business precincts.

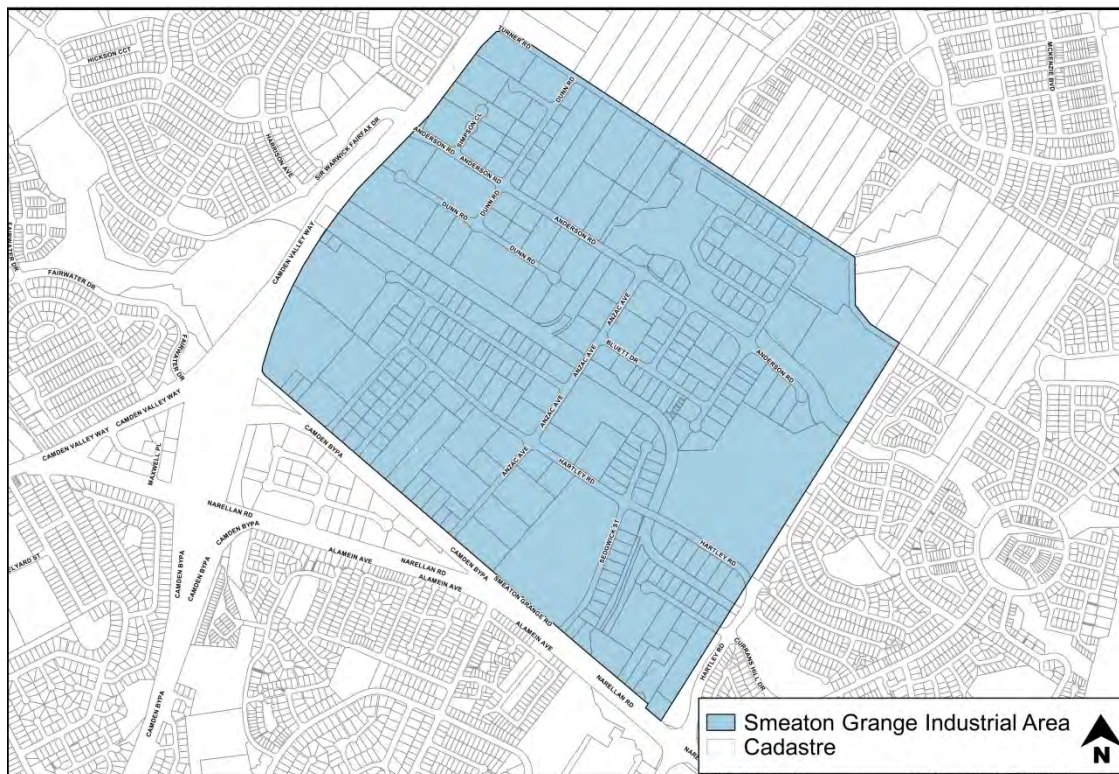


Figure 6-4: Smeaton Grange Industrial Area

### Site Landscaping

1. The road verge (i.e. footpath area) in front of each development site, must be turfed and planted with selected trees at the rate of 1 tree per 7 metres.

### Visual Impact

2. A landscaped visual buffer is required for land adjacent to Camden Valley Way and Turner Road in accordance with the Landscape Master Plan.

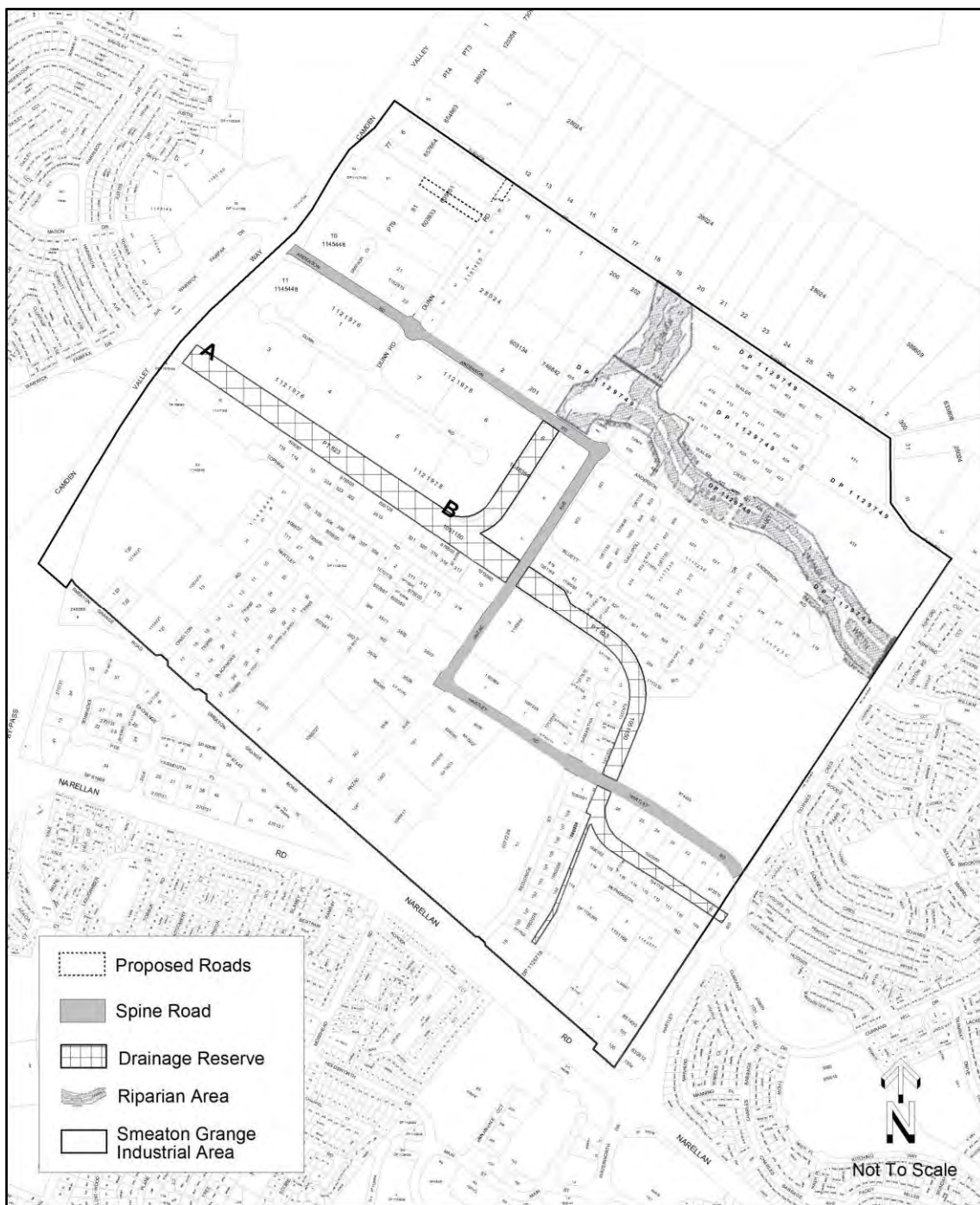


Figure 6-5: Drainage and Riparian Map

**Individual site development**

3. Development must provide minimum building setbacks and landscaping as outlined below:
  - (a) 15 metre setback from any spine road, of which 10 metres must be utilised for landscaping;
  - (b) 10 metre setback from any minor road, of which 5 metres must be utilised for landscaping;
  - (c) 30 metre setback from Camden Valley Way, of which 15 metres must be utilised for landscaping;
  - (d) 10 metres to existing alignment of Turner Road, of which 10 metres must be utilised for landscaping;
  - (e) For land adjacent to the eastern boundary of the Smeaton Grange Industrial Precinct a 10 metre setback is required, of which 10 metres must be utilised for landscaping;
4. For corner lots, the building setback to the secondary frontage must be:
  - (a) 10 metres to a spine road;
  - (b) 5 metres to any other road, other than Camden Valley Way or Turner Road;
  - (c) 10 metres to main drainage channel marked (A)-(B) in Figure 6-5, of which 5 metres must be utilised for landscaping.
  - (d) For the main drainage channel other than (A)-(B) the building setback is to be 5 metres of which 3 metres must be utilised for landscaping.
  - (e) 10 metres to Smeaton Grange Road between Narellan Road and Anzac Avenue of which 7.5 metres must be utilised for landscaping.
5. In assessing any application, Council will consider the visual impact of the height, bulk and scale of a proposed building to ensure that a high quality appearance is achieved, particularly as viewed from Turner Road, Camden Valley Way and Smeaton Grange Road. In this regard, buildings should not dominate the skyline and should include roof lines and facades which provide visual interest and an appropriate sense of scale. Roof mounted equipment such as air conditioning units, stacks, distilling towers, silos, communication towers and the like which protrude above the general roof line of the building shall not be permitted except where they are appropriately integrated with the design of the building.

**Location of Certain Developments**

6. Industries whose principal function is the storage and/or processing of goods and materials not enclosed within a building, shall not be located on land which fronts a spine road or land adjoining Camden Valley Way, Turner Road or Smeaton Grange Road.

**Upgrade of Turner Road**

7. Any redevelopment of properties that have frontage to southern side of Turner Road, being:
  - (a) Lot 6 DP 657664 (556 Camden Valley Way)
  - (b) Lot 40 DP 28024 (36 Turner Road)
  - (c) 41 DP 28024 (42 Turner Road)
  - (d) Lot 1 DP 603134 (52 Turner Road)
  - (e) Lot 200 DP 746842 (62 Turner Road)
  - (f) Lot 202 DP 746842 (66 Turner Road)
  - (g) Lot 435 DP 1129749 (67 Anderson Road)

will be required, to upgrade half the road reserve to an industrial standard extending the width of the subject property. This is to be undertaken at either subdivision or building stage, whichever occurs first.



**Stormwater Drainage (Properties fronting Turner Road)**

8. Any redevelopment of properties that have frontage to the southern side of Turner Road, being:

- (a) Lot 40 DP 28024 (36 Turner Road)
- (b) 41 DP 28024 (42 Turner Road)
- (c) Lot 1 DP 603134 (52 Turner Road)
- (d) Lot 200 DP 746842 (62 Turner Road)
- (e) Lot 202 DP 746842 (66 Turner Road)
- (f) Lot 435 DP 1129749 (67 Anderson Road),

will acquire an easement to convey stormwater drainage from that property, through the adjoining properties fronting Anderson Road, to the south in the event drainage is required. Documentary evidence of the acquisition of this easement must be submitted with any Development Application for further development of these properties fronting Turner Road.

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## 6.5 Specific Land Uses Controls

### 6.5.1 Child Care Facility (Child Care Centres)

#### Background

Centre Based Child Care Facilities are managed under the [State Environmental Planning Policy \(Educational Establishments and Child Care Facilities\) 2017](#) the [Child Care Planning Guideline](#), the *Camden LEP* and the below controls.

The definition of a child care facility is stated in the State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017. 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

- Ensure child care centres are compatible with neighbouring land uses and are appropriately integrated into existing or new residential environments;
- 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;
- 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
- 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 6-2 Setbacks for Child Care Facilities

Front setback (min)	Consistent with the existing character
Secondary street setback (min)	4m
Side setback (min)	1.2m
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 shall 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. A separate outdoor principal private open space area must be provided for the dwelling in accordance with this DCP.
8. The provision of parking spaces for the residents shall be in addition to the parking requirements of the child care centre.

**Kitchen fit-out**

9. 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**

10. 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.
11. 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 shall be in accordance with Council's Sewage Management Strategy.
12. 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**

13. A waste management plan is to be submitted for the proposed demolition, construction and ongoing use of the child care centre,
14. Adequate provision must be made for the storage and collection of all waste receptacles.
15. 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.
16. 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.
17. Consideration is to be given to frequency and times of collection to minimise impacts of waste vehicle noise on neighbouring properties.

**Water Supply**

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

**Signage**

19. Any signage shall comply with Part 2.15 of this DCP.

## 6.5.2 Restricted Premises

### Objectives

- a. Ensure that the amenity and safety of a particular area is not overly compromised by the implementation of a restricted premise.

**Note:** The CLEP 2010 contains the definition of a restricted premises and clause 7.7 provides requirements regarding the location of restricted premises.

### Controls

1. Development for the purpose of restricted premises must be designed to minimise any impact on the surrounding area with regards to the appearance of the building or premises, the appearance and content of signage and advertising, and the location and intensity of external lighting.
2. Development applications seeking consent for restricted premises must include:
  - (a) A description of all materials, articles, compounds, preparations and the like to be offered for sale.
  - (b) The size, form or shape, illumination and position, colour and content of any proposed business identification sign, street number, advertisement or promotional device to be erected or displayed.
  - (c) Details of the existing and proposed external lighting.
  - (d) A specified operator, which must be named on the application.

**Note:** For Restricted Premises, Council may include as a condition of consent a trial period for 12 months.

**Further Information - Additional controls applying to restricted premises are located within the following legislation:**

*Pt 16 s 578(E)(2) of the [Crimes Act](#).*

*Section 49, No.63 of the [Classification \(Publications, Films and Computer Games\) Enforcement Act](#).*

### 6.5.3 Sex Service Premises

#### Objectives

- a. Provide appropriate planning controls relating to the use of a building or place as a sex service premise;
- b. Ensure that sex service premises do not adversely affect the amenity of land used for educational, recreational, residential, service industrial, business, cultural or community purposes; and
- c. Ensure that sex service premises will not have adverse impacts on the community.

#### Controls

**Note:** The land use table and Schedule 1 Additional Permitted Uses in LEP 2010 provides statutory land use controls for sex services premises in the Camden LGA.

1. Development for the purpose of a sex service premise must not be carried out if the building or place is adjacent to any property used, or partly used for residential purposes.
2. Sex services premises must not be located near, or within view from a place of public worship, child care centre, hospital, community facility, school, public open space, residential development or any place regularly frequented by children for educational, recreational or cultural activities.
3. The operation of the sex services premise must not affect the amenity of the surrounding neighbourhood because of its size, operating hours, number of employees or clients.
4. The entrance to and exit from a sex services premise is not to be within view of any place regularly frequented by children.
5. A suitable waiting area is to be provided in the sex services premise to prevent clients loitering outside the building.
6. The operator of a sex services premise shall ensure proper conduct of patrons exiting the building.
7. Sex workers must not display themselves in windows or doorways of the sex services premise or outside such buildings.
8. The NSW Department of Health should be contacted in regards to relevant health standards for the operation of a sex service premise.
9. Advertising signs and structures are to be discreet and inoffensive. No signs may display words or images, which are in the opinion of the Council, sexually explicit, lewd or otherwise offensive.
10. Any sign should not exceed 0.3m x 0.6m in size (or other dimensions, but of equivalent surface area), and identifies only the name of the person who conducts the business or the registered name of the business.
11. All buildings used as a sex services premise must be fitted with the necessary services and facilities which are currently required for Class 5 buildings (an office building used for professional or commercial purposes) under the Building Code of Australia.
12. The development application must specify the name and residential address of the person responsible for operating the sex services premise. If development consent is granted, a condition of any consent will require written notification to Council of a change of name or address of the nominated operator.
13. In determining a development application for sex services premises, Council consider:
  - (a) whether or not the operation of the sex service premise is likely to cause disturbance in the area when taking into account other sex service premises operating in the area or other land uses within the area involving similar hours of operation;
  - (b) the design and external appearance of the building and any associated structure and their impact on the character of the surrounding built environment;
  - (c) the content, illumination, size and shape or any advertisement and distinctive external lighting;

- (d) the operation of the sex service premise is likely to cause a disturbance in the area because of its size, operating hours, number of employees or clients.

**Note:** For Sex Service Premises, Council may include as a condition of consent a trial period for 12 months.

## 6.5.4 Exhibition Homes and Villages

### Background

Exhibition homes and exhibition villages are a way for homebuilders to display finished dwellings within a residential environment. During their use as exhibition homes & exhibition villages there is a potential for significant traffic generation, particularly on weekends. The exhibition homes can eventually be sold for use as dwellings and become part of the residential environment.

### Objectives

- a. Ensure that exhibition homes and exhibition villages operate with minimal impact on the surrounding residential area;
- b. Ensure that exhibition homes and exhibition villages operate for a limited time after which they cease to operate; and
- c. Ensure that exhibition homes and exhibition villages revert to a conventional residential environment.

### Controls

#### Subdivision, Frontage and Lot Sizes

1. Any subdivision of land shall be in accordance with the requirements for dwellings in LEP 2010.
2. Any proposed street with an exhibition village may be held as one lot within the development until the cessation of the operation of the exhibition village. Public road dedication must be completed prior to use as a separate dwelling.

#### Site Location

3. Exhibition homes/ exhibition villages should be located:
  - (a) close to classified roads or sub classified roads.
  - (b) where vehicular access is from a collector street.
  - (c) on streets with widths that permit adequate safe manoeuvrability of vehicles and lines of sight for pedestrians, cyclists and vehicles.
  - (d) where traffic control devices do not impede vehicular access to and from the site.
4. Exhibition homes/ exhibition villages shall not be permitted:
  - (a) where access is from a street with a carriageway width of less than 6.5m.
  - (b) on streets which are cul-de-sacs.

#### Car Parking

5. Car parking for exhibition homes shall be provided off street. However, on-street car parking may be considered where there are no privately occupied dwellings opposite or adjoining the individual exhibition homes.
6. Internal streets may be closed out of hours of operation only where the streets are not yet dedicated as public roads.

#### Amenities and Environmental Impact

7. During the operation of an exhibition home/ exhibition village additional measures to maintain the privacy of adjoining residential development may be required.
8. The hours of operation shall be limited to 7am to 7pm each day.
9. Buildings used for such uses as providing home finance, display of materials or take-away food and the like shall cease to operate when the exhibition home/ exhibition village ceases.
10. Temporary buildings used for providing home finance, display of materials or take-away food shall be removed and the site made good.
11. When the use of the dwelling ceases to be an exhibition home, any garage that has been used as a sales office is to be reinstated as a functioning garage with an appropriate garage door and associated driveway, prior to the occupation of the dwelling for residential purposes.
12. When the exhibition village/home ceases to operate, all signs and structures etc. associated with the exhibition home/village shall be removed to ensure the site has a residential appearance.
13. Security lighting shall be provided in such a way to minimise any adverse impact on adjoining residential areas.
14. The operation of the exhibition village (including the use of designated off-street car parks) shall not cause offensive noise or affect the acoustic amenity of adjoining residents.

#### Waste Management

15. Waste disposal facilities shall be provided for development. These shall be located adjacent to the driveway entrance to the site.
16. Any structure involving waste disposal facilities shall be located as follows:
  - (a) setback one metre from the front boundary to the street.
  - (b) landscaped between the structure and the front boundary and adjoining areas to minimise the impact on the streetscape.
  - (c) not be located adjacent to an adjoining residential property.

#### Letterboxes and Numbering

17. Letterboxes shall be located along the front boundary and be clearly visible and accessible from the street.
18. The street number of a site must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the site.

#### Frontage Works and Damage to Council Assets

19. Where a footpath, road shoulder or new or enlarged access driveway is required to be provided this shall be provided at no cost to Council.
20. Council must be notified of any works that may threaten Council assets. Council must give approval for any works involving Council infrastructure.
21. Where there are no existing street trees in front of the site and contributions have not been collected for street tree planting, it may be a condition of consent that street trees be provided in the footpath area immediately in front of the site.

#### Acoustic Amenity

22. Dwellings located near future sources of noise are to incorporate appropriate noise attenuation measures when designed and constructed, to ensure that future residents are afforded an appropriate level of amenity.

#### Signage

23. Any signage shall comply with Part 2.15 of this DCP.

## 6.5.5 Home Business and Home Industry

### Objectives

- a. To allow for occupations or suitable low scale business activities to be conducted from houses or ancillary buildings in residential and rural areas, where the scale of the business does not interfere with the amenity of neighbouring properties.

**Note:** The LEP 2010 contains the definition of home business and home industry and clause 5.4 provides requirements regarding these uses.

### Controls

1. Council shall not consent to an application for the purpose of a home business, unless it is demonstrated that the home business:
  - (a) does not involve the employment of more than two persons other than those residents;
  - (b) does not take up floor space of more than 50m<sup>2</sup> in the dwelling or ancillary building. The use of land (for storage purposes, etc.) external to a dwelling or an outbuilding for home business purposes will not be permitted;
  - (c) does not interfere with the amenity of the locality because of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste, water, waste products, grit or oil or otherwise;
  - (d) does not involve exposure to view from any adjacent premises or from any public space of any unsightly matter, goods or products;
  - (e) does not give rise to traffic levels out of keeping with those of the surrounding locality;
  - (f) maintains existing parking spaces for residential use on site and business car parking be provided off street in accordance with this DCP;
2. A home business must operate within the hours specified below, unless it can be demonstrated to Council's satisfaction that operation outside of these hours will not have an unacceptable impact on the amenity of adjoining dwellings or the neighbourhood;
  - (a) 8.30am to 5.30pm, Monday to Friday;
  - (b) 8.30am to 5pm Saturdays;
  - (c) Sundays or public holidays (closed).
3. Deliveries and loading/unloading activities can only occur during the approved hours of operation;
4. All signage shall comply with this DCP. If signage is to be associated with the home business, it must:
  - (a) not exceed a maximum area of 0.72m<sup>2</sup>;
  - (b) be attached to the dwelling-house, letter box, front gate or the like;
  - (c) only indicate the name and occupation of the resident;
  - (d) not detract from the residential character or amenity of the area; and
  - (e) will only involve retailing of products which are ancillary to the home business and will not adversely impact on the amenity of the locality in terms of traffic generation and pedestrian movement.
5. Development Applications for skin preparation, must comply with the Skin Penetration Guidelines (Public Health Regulations 2000) and Skin Penetration Code of Best Practice. Applications for the food manufacturing, must demonstrate compliance with the Food Act and Regulations incorporating the Food Standards Code and Camden Council's Food Premises Code. Any application must submit plans and supporting documentation that demonstrate compliance with these policies.
6. A Statement of Environmental Effects must be submitted for all types of home business applications, they must outline the overall operation of the proposal.

**Note:** A home business does not include bed and breakfast accommodation, home occupation (sex services) or sex services premises.



### **Trial Period**

1. In the event that Council grants development consent for a home business, Council may include (as a condition of consent), a condition which limits the duration of the consent to a maximum 12 month period, after which a further development application is required to continue the use beyond that date. Council, in determining any further application, will have regard to the operation of the use within the preceding 12 month period.

### **6.5.6 Domestic Solid Fuel Burning Appliances (Wood Fired Heaters)**

#### **Objectives**

- a. To allow for Domestic Solid Fuel Burning Appliances (Wood Fired Heaters) that are installed appropriately and will not have an adverse impact on air quality or the amenity of the surrounding residential neighbourhood.

#### **Controls**

1. Must be installed in accordance with the Building Code of Australia and the relevant Australian Standards (includes 4 grams per kilogram of fuel burnt)

**Note:** Heaters with a 1gram per kilogram emissions rate or less and an efficiency rating of 65% or greater are preferred as they have a lower impact on air quality.

**-End of Part-**

# Appendices

## Appendix A – Glossary

General Definitions	
Lot width	The width of the lot measured at the building line.
Outbuilding	<p>an outbuilding means any of the following:</p> <ul style="list-style-type: none"> <li>• balcony, deck, patio, pergola, terrace or verandah that is detached from a dwelling house,</li> <li>• cabana, cubby house, fernery, garden shed, gazebo or greenhouse,</li> <li>• carport that is detached from a dwelling house,</li> <li>• farm building,</li> <li>• garage that is detached from a dwelling house, rainwater tank (above ground) that is detached from a dwelling house,</li> <li>• shade structure that is detached from a dwelling house, and</li> <li>• a shed.</li> </ul>
Traffic Management Definitions	
Aisle	means an area used by vehicles to gain access to a parking space;
Display area	means any outdoor area of a site principally used for the display of goods for sale;
Driveway	means the roadway by which vehicles move between the road carriageway and the car parking spaces and vice versa, including the crossing over the public footpath;
Full time equivalent (FTE) staff member	is a standardised way of describing the size of the workforce based on the total number of ordinary time paid hours worked (excluding overtime and unpaid work) The FTE workforce describes the total number of full-time employees required to account for all ordinary time paid hours work. It is not a count of the number of employees. For example, two employees, both working half the standard number of full-time hours for their position, will together be counted as one FTE employee.
Gross leasable floor area (GLFA)	is the sum of the area of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts corridors and other public areas but including stock storage area.
Market area	means an area equivalent to twice the site area physically occupied by the market stalls at that market;
Pick up/set down area	means an area set aside for the picking up or setting down of vehicle passengers or goods, preferably physically separate from any adjacent vehicle carriageway;
Public floor area	means the area where the public are permitted in a bar, lounge, beer garden, dining room, auditorium and other similar entertainment area, but does not include non-licensed areas in registered clubs.

Service vehicle	means a vehicle used for the purpose of loading and unloading goods and waste collection;
Shopping centre	means one or more buildings forming a complex of shops. It typically has interconnecting paths between shops allowing visitors easy access. It typically has interconnecting walkways enabling visitors to easily walk from unit to unit, along with a parking area. It could best be described as a modern, indoor version of the traditional marketplace.
Sports Field	means a playing surface of accommodating senior sporting activities with an area ranging from 64m-70m wide x 100m-130m long with surrounding space around the field. These fields accommodate sports such as soccer, rugby league, rugby union and touch football. With sufficient surrounding space, two parallel sports fields can accommodate the overlay of a sports oval field for sports such as cricket and AFL.
Work bay	means an area of a vehicle repair station, service station or similar establishment which is normally used for the servicing or repair of a single vehicle, including any car washing bay.
<b>Signage Definitions</b>	
'A' Frame Sign (Double or Single-Sided)	a portable, free standing advertisement consisting of either two advertising boards supporting each other in an 'A' configuration, or one advertising board supported by one or more posts in an 'A' configuration.
Above Awning Sign	an advertisement which is located above an awning or verandah.
Advertising Land Developments –	a sign erected for the purposes of displaying information about a development such as the name of the development, the plan, the features as well as sales, real estate or developer contact details.
Banner Sign –	a soft plastic/canvas/polycanvas material bearing letters and numbers and/or pictures, which is visible from a public place. Banners are usually fixed to a solid frame or posts. This includes Blade signs.
Billboard Sign	an advertisement supported by one or more column(s) or post(s) which are independent of any building or other structure.
Bill / fly-posters	bills or posters attached to walls, power poles, street name signs, public furniture or public property.
Bunting/Flagging	a string of lightweight coloured material or plastic secured at both ends but allowed to move freely.
Community Signs	are signs for a community organisation erected to advertise a community event or place of community interest and may include a safety house or neighbourhood watch sign.

Exhibition Homes, Villages & Unit Signs	a sign advertising an exhibition home or homes, villages or units open for public inspection.
Fascia Sign	a sign fixed or applied to the face of a building or awning.
Flagpole Sign	a tall staff or pole on which a flag or banner is raised for advertising purposes.
Flashing Sign	an advertisement illuminated at frequent intervals by either an internal or external light, whether or not included in any other type of sign.
Multiple Occupancy Identification Sign	a sign, or group of signs containing a list of businesses or people occupying a shared tenancy or premises.
Place Entry Sign	an identification sign incorporated into the landscaping and or retaining structures located at the entrance of a major urban release or place.
Pole / Pylon Sign	a single advertising structure which is independent of a building.
Projecting Wall Sign	an advertisement attached to a building at one end and projecting away from the building facade, but not protruding beyond the roadside edge of the awning or above the roof line of a building.
Real Estate Sign	an advertisement in respect of a place, land, or premises to which it is affixed and contains only a notice that the place or premises is for sale or letting, together with particulars of the sale or letting.
Roof Sign	an advertisement erected on or above the parapet of a building that is wholly or partly supported by the building.
Sponsorship Sign	advertisements on the playing surface or on the inside of a fence around the playing surface of a sporting facility displaying information about sponsors or products of sponsors of teams or organisations using the sporting facility seen only from the inside of the ground or complex.
Street Sign	sign erected on public road which include guide sign, warning sign, temporary warning sign, regulatory sign, parking sign, hazardous markers and service symbols as defined under Australian Standard AS 1742.
Temporary Sign	means an advertisement of a temporary nature which: <ul style="list-style-type: none"> <li>(a) announces any local event of a religious, educational, cultural, political, social or recreational character or relates to any temporary matter in connection with such an event, and</li> <li>(b) does not include advertising of a commercial nature (except for the name of an event sponsor), and</li> <li>(c) is displayed for a period of not more than 28 days.</li> </ul>
Top Hamper Sign	an advertisement attached to the transom of a doorway or display window of a building.
Under Awning Sign	an advertisement attached to the underside of the awning other than the fascia or return end of the awing.

Variable Message Board	means a device used to display a message by the display of lights that are capable of being programmed to deliver a message to passing motorists. These devices are generally used to deliver road traffic alerts.
Visible Wall Area	the total wall area of the building façade of the primary frontage including the area of windows and openings.
Wall Sign	an advertisement attached to the side or front wall of a building and not projecting more than 100mm from the wall surface.
Window Sign	signs painted on or affixed to the window of a building.
<b>Dams Definitions</b>	
Batter	means the slope of the dam wall, the excavated or constructed face of a dam wall, embankment or cutting, produced as a result of earthmoving operations involving cutting and filling.
Bywash	means a depressed area adjacent to the dam wall used for the dispersion of overflow water away from or around the embankment.
Crest	means the top of the dam wall.
Cut-off trench	means a trench dug below ground level of the dam wall, parallel to the crest, to prevent seepage or movement of water under or past the structure. Pervious material is removed and replaced with clay.
Earth dam	means a barrier, embankment or excavated earth structure generally built in or near a drainage line which has the primary purpose for impounding water for storage. These dams are usually used for water conservation on properties with an agricultural use and are used for such purposes as stock watering, domestic supply, irrigation and firefighting.
Freeboard	means the height from the top water level to the crest.
Maximum harvestable right dam capacity (MHRDC)	means the total dam capacity allowed under the harvestable rights for your property, based on 10% of the average regional rainfall runoff and takes into account local evaporation rates and rainfall periods.
Spillway	means pipes, bywashes or other devices used to divert excess water from a dam. In most cases this includes an excavated level channel extending from the end of the embankment to a level outlet, i.e., bywash.

Top water level	means the height of the water level of the dam determined at its maximum capacity at spillway level.
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## Appendix B – 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.
5. Landscaping is to be designed to minimise overlooking between properties.
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 fertilizer 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 subdivisions up to 2 lots	Site Analysis Plan	✓		
Residential subdivisions up to 10 lots	Landscape Concept Plan and Site Analysis Plan		✓	
Residential subdivisions > 10 lots	Landscape Concept Plan and Site Analysis Plan			✓
Dual Occupancy (attached or detached)	Landscape Concept Plan		✓	
Multi-dwelling development	Landscape Concept Plan			✓
Residential Flat Buildings	Landscape Concept Plan			✓
Mixed use development	Landscape Concept Plan			✓
Business or Retail Development	Landscape Concept Plan		✓	
Community, educational, health, aged care/housing, tourism, child care facilities, places of public worship	Context Analysis Plan and Landscape Concept Plan			✓
Industrial development	Landscape Concept Plan		✓	
Infrastructure projects	Landscape Concept Plan			✓
Rural Development	Landscape Concept Plan		✓	
Public Open Space	Refer to Camden Open Space Design Manual			✓

### Site Analysis Plan

1. A context analysis plan should capture the unique environmental setting of the proposed project. It must include (but not limited to):
  - (a) Must be at an appropriate scale – 1:200, 1:500, show true north and 1m contours;
  - (b) Show surrounding buildings, roads, paths, cycleways, creek lines, existing trees and vegetation and land form, pedestrian, vehicular and maintenance access;
  - (c) Show existing and proposed services;
  - (d) Show any easements or other site encumbrance;
  - (e) Show overland flow path and natural site drainage;
  - (f) Show areas of protected vegetation;
  - (g) Show any applicable bushfire asset protection zones and other firefighting requirements;
  - (h) Show waste storage areas and access.

### Landscape Concept Plan

2. A landscape concept plan must provide an illustrated plan showing all key site features and design elements. It must include (but not limited to):
  - (a) 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 PD and Lot number;
    - Job, plan number, revision and date;
    - Site boundaries and surveyed dimensions;
    - North point;
    - Existing and proposed levels;
  - (b) 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;
  - (c) 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;
  - (d) Demonstrate compliance with universal access standards for any open space areas and public facilities;
  - (e) 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;
  - (f) Any landscape amenity elements such as boardwalks, lookouts, seating, playgrounds, picnic facilities, BBQ's, bubblers, signage, shade structures, paths, cycle ways, dog and litterbins and furniture elements;
  - (g) Details of any fencing, bollards or other means of entry control;
  - (h) Clearly detail how access to any open space areas for maintenance and emergency vehicles will be achieved;
  - (i) Detailed planting schedule, which includes positioning, species listed by botanical and common names, quantities, planting sizes and the estimated size of the plant at maturity;

- (j) That the proposed landscaping is consistent with and complies with any cultural, ecological, environmental, heritage and existing amenity considerations applicable to the area;
- (k) Any existing trees that adjoin the Development or may be impacted by this Development must be detailed in the Landscape Plans;
- (l) The type and installation details of the tree guard and root are to be provided for all street trees;
- (m) That any relevant, existing, created or significant view lines are clearly shown on the plans;

#### **Recommended Placement of Street Trees**

The selection and placement of street trees should have regard to the following criteria:

- (a) Power/Gas/Water/Sewer/Cable Services and Easements.
- (b) Not planted within 3m of a Sydney Water access shaft.
- (c) Positioning of street lights.
- (d) Pruning and shaping adaptability of selected trees.
- (e) Driveways & bus stop placements.
- (f) Frontages/setbacks.
- (g) Lateral spread of branches.
- (h) Road verge widths.
- (i) Waste services collections.
- (j) Pedestrian & vehicle vision.
- (k) Existing amenity.
- (l) Above ground services and easements.
- (m) Footpaths and cycleways – (street trees must not be planted less than 1 metre away from a concrete footpath/cycleway unless Tripstop (or equivalent) has been installed to protect it from the roots.

# Draft Camden Development Control Plan 2018

## Schedules 1 - 12



**Public Exhibition Version  
28 November 2018**



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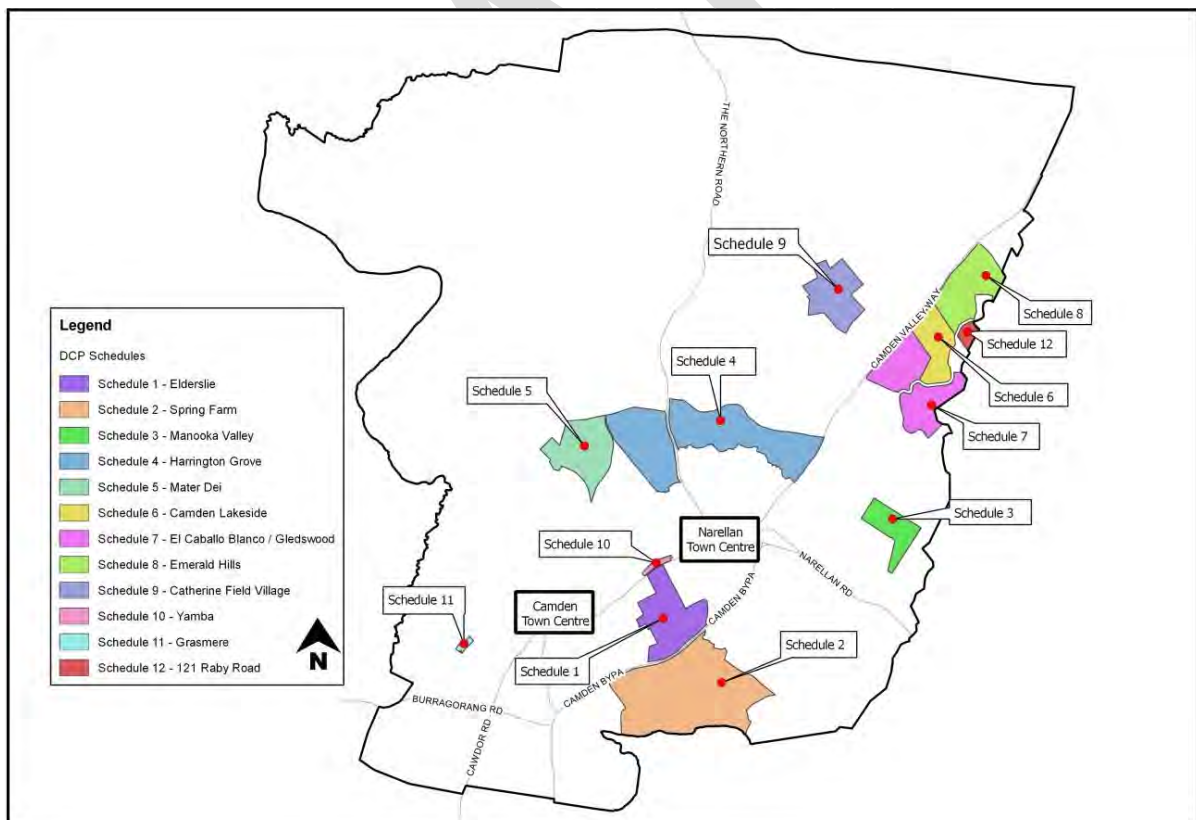


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# 1 Introduction

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

## 1.1 Elderslie Planning Principles

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

### Related Studies

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

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

**Note:** The Elderslie urban release area master plan is show in Figure1-1. It identifies the road connections and indicative lot yield to be achieved. Variations to the master plan may be considered if the principles set out in this DCP are complied with.

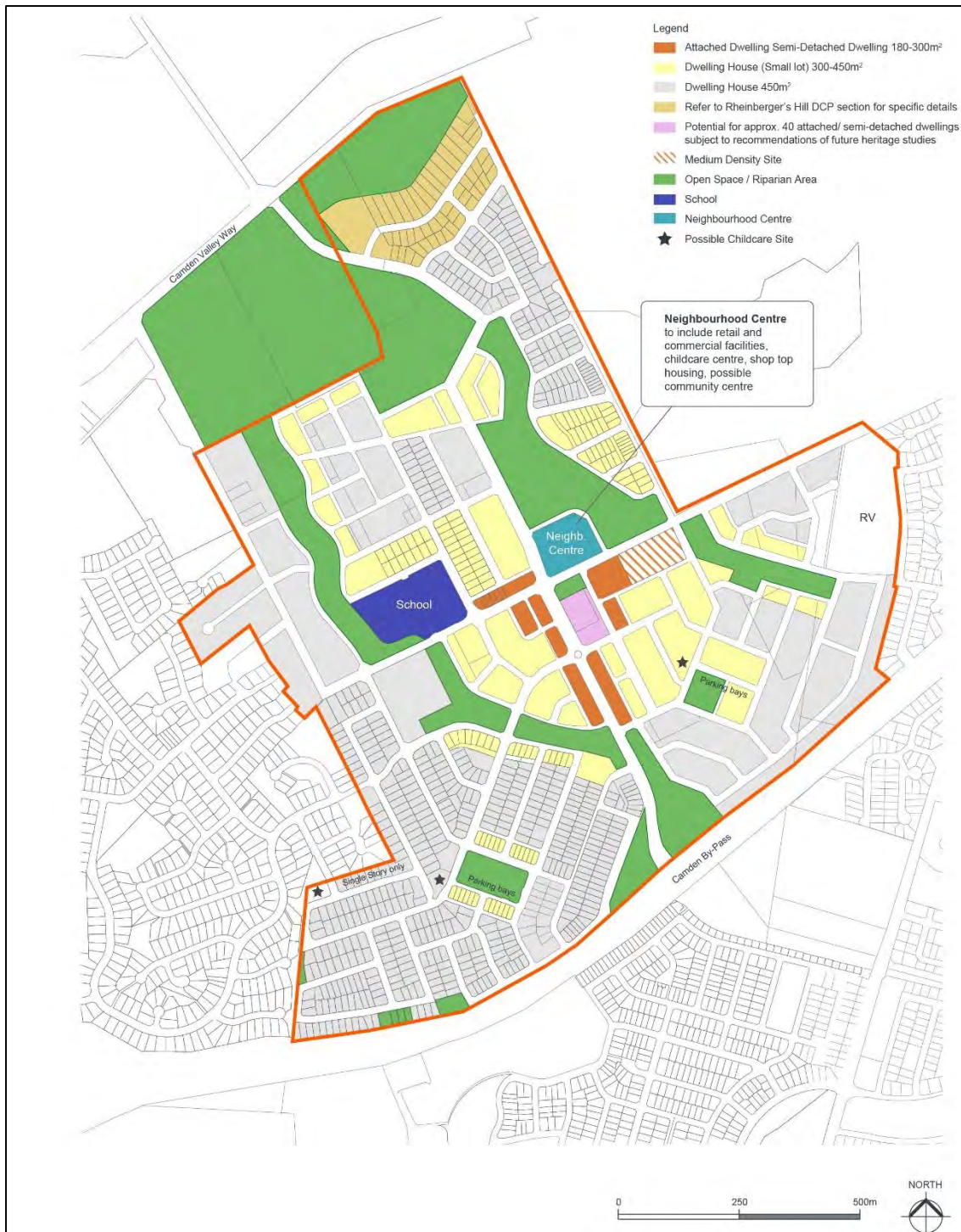


Figure 1-1: Elderslie Master Plan

## 1.2 Elderslie Residential Density Targets

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

### Controls

1. The residential dwelling target for Elderslie is 1978 dwellings. To ensure this, subdivision applications are to demonstrate to Council that the dwelling targets shown in Figure 1-1 will be

achieved. Subject to the agreement of Council and consultation with relevant landowners, dwelling yield may be 'traded' between development blocks, as long as it meets the overall targets and objectives of this DCP and Master Plan.

2. Where variation to the block dwelling targets is proposed, an applicant is to demonstrate that:
  - (a) the overall dwelling target of 1978 dwellings for Elderslie can still be achieved.
  - (b) the proposed variation is consistent with the principles of the Elderslie Master Plan and provisions of this DCP.

**Area 1:**

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

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

**Area 1:**

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

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

**Areas 1 & 2:**

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

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

**Area 2:**

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

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

**Area 3:**

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

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

**Area 3:**

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

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

**Multi Dwelling Housing Site**

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

## 2 Subdivision Planning and Design

### 2.1 Neighbourhood and Subdivision Design

#### Controls

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

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

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

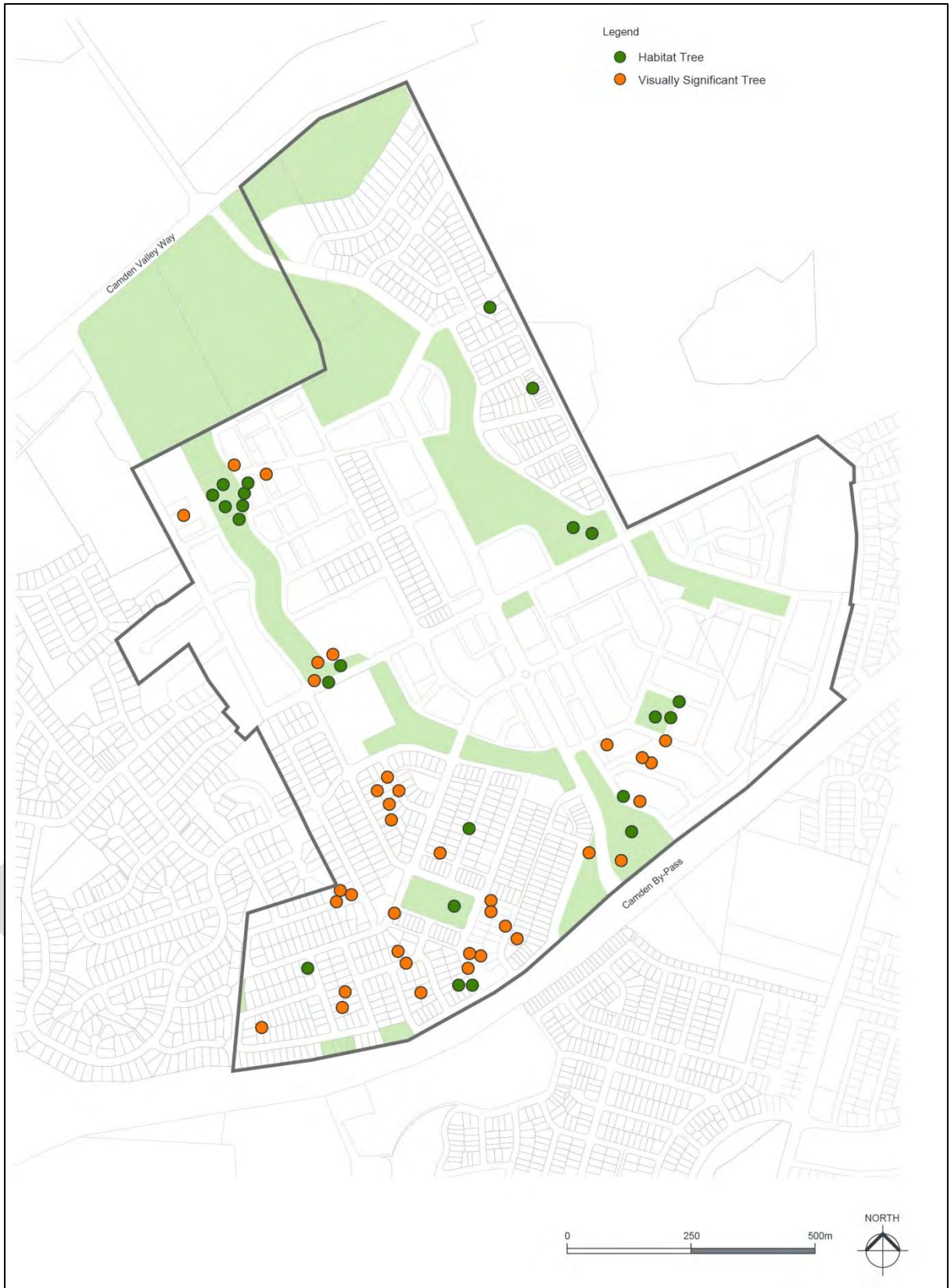


Figure 1-2: Elderslie Indicative Vegetation

## 2.2 Street Network and Design

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

### Controls

1. Provide a road connection and pedestrian overbridge to the Spring Farm Release Area (Figure 1-11).
2. Direct and clear street connections are made between the site and existing main routes to the:
  - (a) North: To Camden Valley Way;
  - (b) South: to the Camden Bypass and Spring Farm;
  - (c) East: to Narellan; and
  - (d) West: to existing Elderslie.  
As indicated in Figure 1-1 – Elderslie Master Plan
3. Other existing roads are extended or linked into the new street pattern. For example, Southdown and Coopworth Roads as indicated in the master plan.
4. The old rural road known as Irvine Street is retained in the new street pattern, as are the reservations of Lodges Road and Hilder Street.
5. New road connections to Camden Bypass and Camden Valley Way shall be consistent with the master plan.
6. No direct vehicular site access is permitted to Camden Bypass and Camden Valley Way.
7. Figures 1-3 – 1-9 illustrate various street types and details which must be used throughout the design and construction phase. Detail must be submitted at the development application stage.
8. Laneways are to be designed and built in accordance with the Camden Council Engineering Design and Construction Specifications. Where existing laneways have been built and need to continue through, they should align with the existing laneway cross section.





Figure 1-3: Elderslie Street Hierarchy Plan

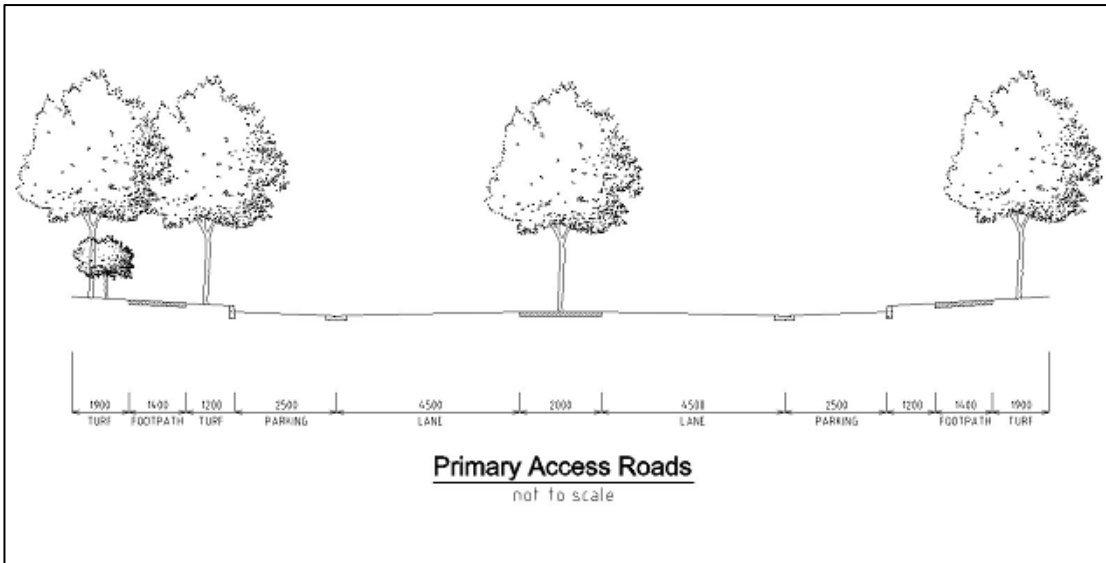


Figure 1-4: Elderslie Primary Access Roads

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

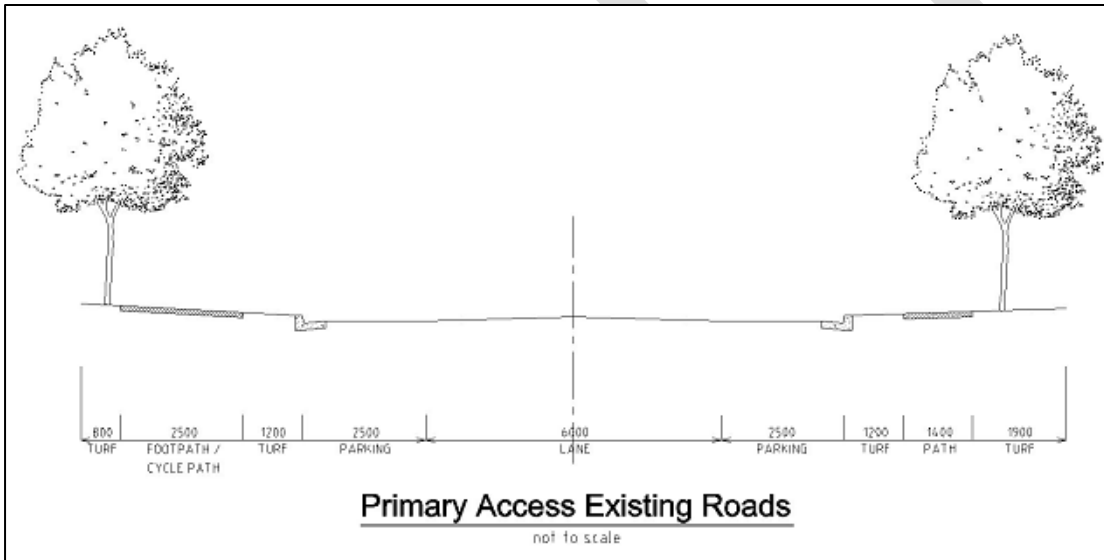


Figure 1-5: Elderslie Primary Access Existing Roads

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

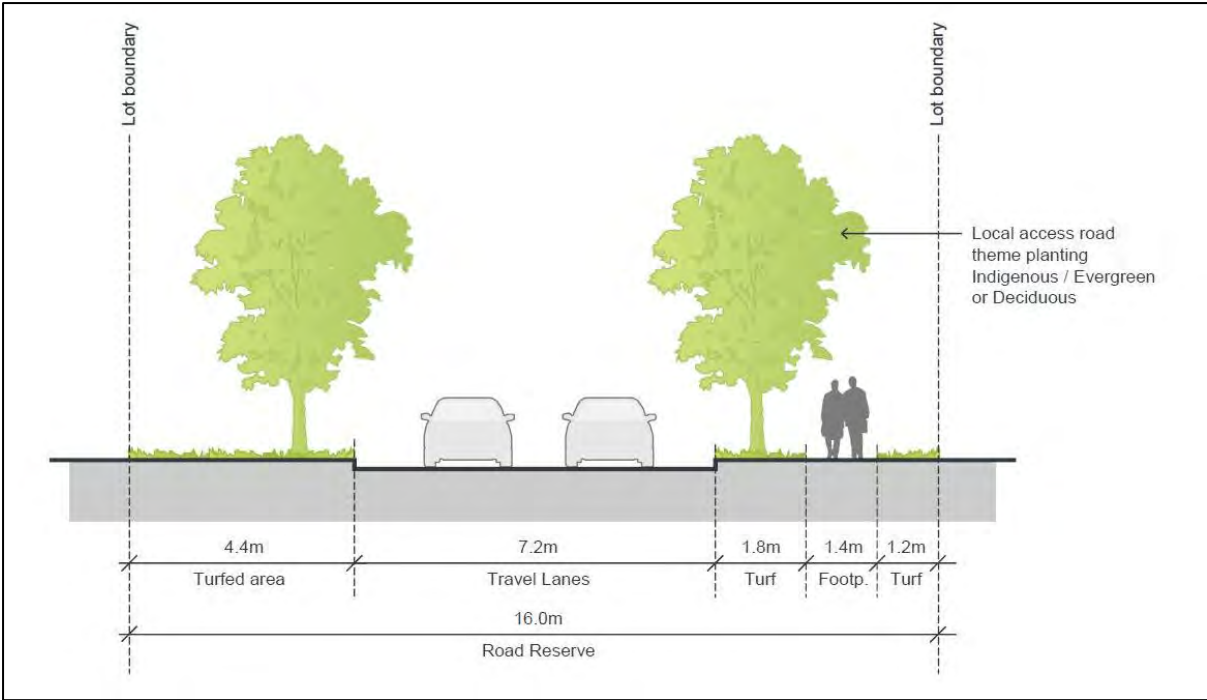


Figure 1-6: Elderslie Local Access Roads

**Note:** Location of street trees is indicative only. Final location is to be determined following subdivision and allowing for driveways, garbage collection bus stops, etc.  
 For local access roads identified in Figure 1-3 Pedestrian / Cycle Network to include an off-road cycleway, shall have a footpath cross section from kerb 1.4m turfed area, 2.5m cycleway, 0.5m to property boundary.

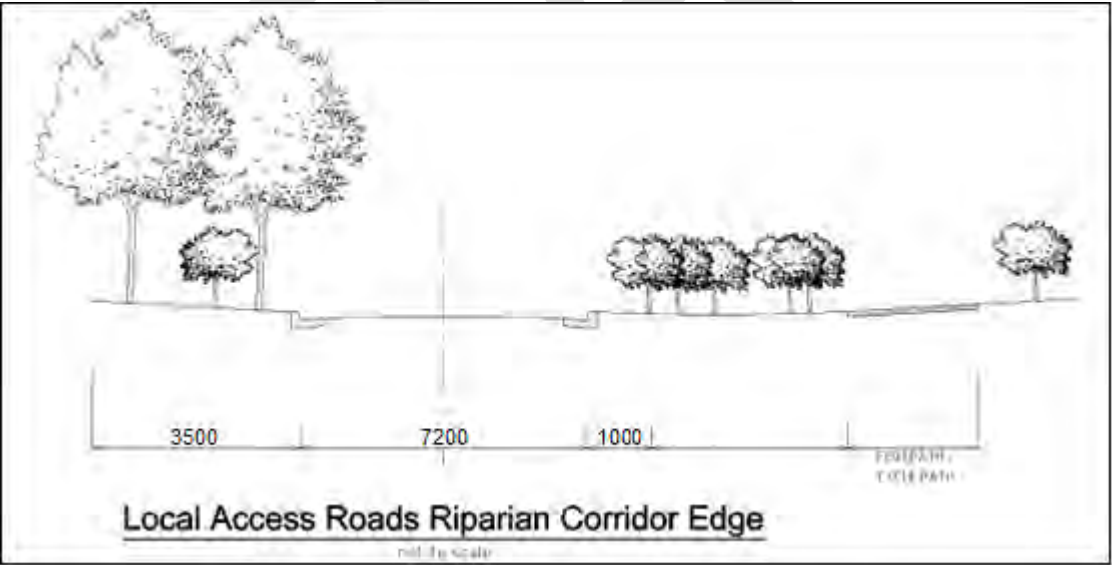


Figure 1-7: Elderslie Local Access Roads Riparian Corridor Edge

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

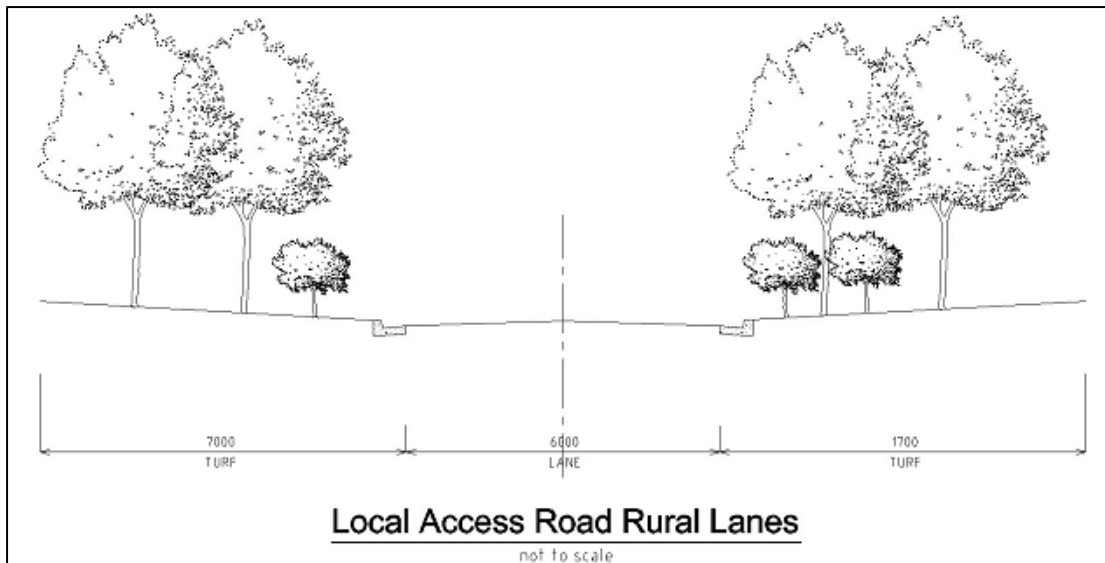


Figure 1-8: Elderslie Local Access Road Rural Lanes

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

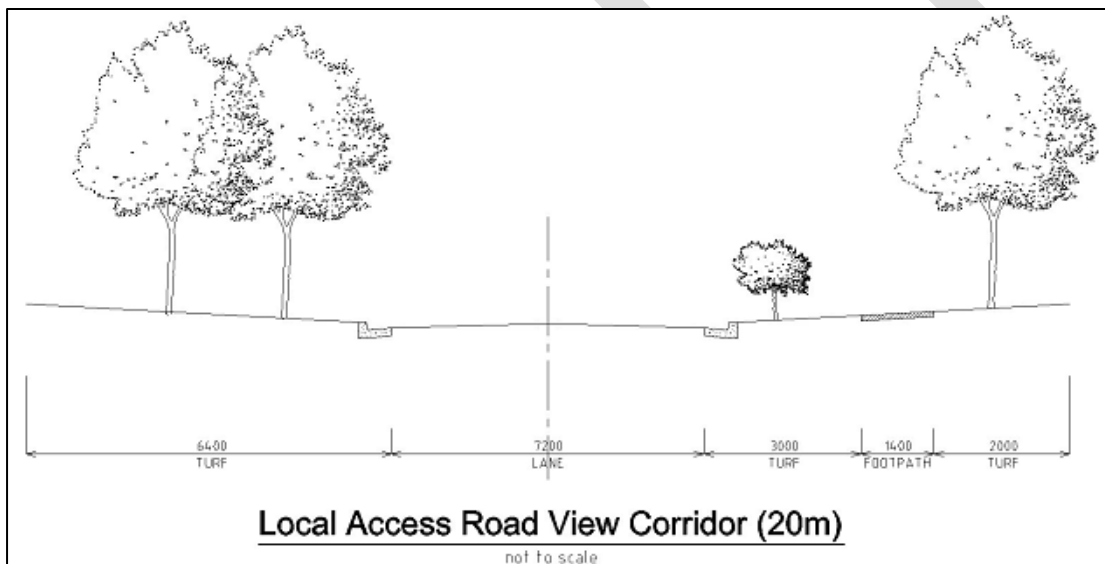


Figure 1-9: Elderslie Local Access Road View Corridor (20m)

**Note:** See Local Access Road View Corridor in Figure 1-9 and Figure 2-7 Elderslie Cultural and Visual Landscape within Part 2 of this DCP.

### 2.3 Pedestrian and Cycle Network

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

#### Controls

1. The cycle network for the Elderslie Release Area is to be designed, constructed and clearly marked in accordance with Elderslie Release Area Pedestrian/Cycle Network Map (Figure 1-11).
2. Cycle paths shown in the Elderslie Release Area Pedestrian/Cycle Network that go through or parallel to open space, may be located either in the road reserve or in the open space/drainage land.
3. Cycle and pedestrian bridges must be located above the 20 year ARI flood level.



Figure 1-11: Elderslie Pedestrian / Cycle Network

**2.4 Public Transport Network**

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

**Controls**

1. Bus routes and bus stops are designed, constructed and clearly marked in accordance with Figure 1-12 Elderslie Release Area Indicative Bus Routes.
2. In addition to Figure 1-12, road reserves of streets linking with the surrounding areas shall not prevent the operation of future potential bus routes.
3. A development application must:
  - i. include a bus routes plan, showing how the route links with existing and/or proposed routes.
  - ii. show location of bus stops and proportion of dwellings within the 400m catchment.
  - iii. include a street network plan showing street reserve information.
  - iv. include how bus stops relate to surrounding activities.

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Figure 1-12: Elderslie Indicative Bus Routes

## **2.5 Parks and Open Space**

### **Objectives**

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

### **Controls**

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

## **2.6 Rheinberger's Hill**

### **Background**

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

### **Objectives**

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

### **Controls**

1. Development of the site shall be consistent with Figure 1-13 and the "Camden Acres Housing Design Guidelines" prepared by Crownland Developments dated December 2002.
2. Rheinberger's Hill shall be generally managed as an open space area by Council to protect the visual amenity and the rural ambience of the northern gateway to Camden
3. The visual integrity of the site shall be preserved when viewed from both North and South on Camden Valley Way.





Figure 1-13: Rheinberger's Hill Development Pattern

### 3 Centre Development Controls

#### 3.1 Elderslie – B1 Neighbourhood Centre

##### Background

The Elderslie B1 Neighbourhood Centre will form part of the Elderslie Urban Release Area.

##### Controls

##### Maximum Floor Area

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

### **Layout / Design**

2. A separate masterplan for the Neighbourhood Centre shall be submitted to Council for approval before development applications can be considered, other than development applications for the purposes of remediation, environmental landscape works and other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the B1 Neighbourhood Centre zone boundaries in LEP 2010.
3. The development shall be designed to maximise exposure to Lodges Road and Liz Kernohan Drive (Spring Farm Link Road) whilst incorporating a vibrant and active focal point in the form of a civic square, plaza or main street.
4. In addition to any relevant controls for the neighbourhood centre, residential buildings within the neighbourhood centre residential precinct are subject to the controls contained in Part 4 of this DCP and Chapter 4 of this Schedule. An exception to those controls is the front setback which will be assessed on merit.

### **Built Form and Appearance**

5. Subject to compliance with the building height limits contained in Camden LEP 2010, development within the neighbourhood centre should have a range of building heights up to a maximum of three storeys.
6. Important public buildings may be designed as landmark buildings which exhibit high quality design, are preferably two storeys in height, and sited at visually prominent locations such as corners and entries.
7. 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.
8. Blank walls visible from principal streets and the public domain are to be limited. Large format retail premises are to be sleeved, where appropriate, with active uses. In other circumstances, careful building design and landscaping shall be used to minimise the extent and visibility of blank walls.
9. The neighbourhood centre should exhibit a character which is in keeping with nearby local heritage items. Significant heritage items and significant landscape elements should be promoted as urban design features.
10. Retail/commercial/residential buildings built to street alignment may have a posted awning/verandah over the footpath. This verandah may be two storeys in height and accessible for use as open space/balcony from the upper residential level.
11. All buildings should be able to function as residential or as a mix of retail, business or home office at ground level and with an ancillary or separate residential unit upstairs. The design of buildings should provide flexibility to enable the use of various parts of the building to change over time as necessitated by demand.
12. A multi-purpose community centre of approximately 800m<sup>2</sup> floor space is to be provided within either the Elderslie or Spring Farm release area.
13. The neighbourhood centre shall be provided with on-street parking for convenience and to contribute to the street life and surveillance.

## **4 Site Specific Residential Controls**

**[CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)**

### **Background**

The controls listed below (Table 4.1) are specific to the Elderslie Release Area. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

### **Front setback**

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

### **Secondary street setback**

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

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

<b>SETBACKS</b>	
Front setback (min)	4.5m
Front setback - Liz Kerhohan Drive	6m
Secondary street setback (min) – lots >450m <sup>2</sup>	3m
Secondary street setback (min) – lots <450m <sup>2</sup>	2m
Secondary street boundary setback on a corner lot - Liz Kerhohan Drive	3m
Side setback (min)	0.9m
Rear setback ground floor (min)	4m
Rear setback first floor (min)	6m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back an additional 1m.
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1.2m
Public reserve setback (min)	3m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max) – lots less than 450m <sup>2</sup>	Single storey development - 60%
	Two storey development – 50% ground floor, 30% upper floor
Site coverage (max) – lots 450m <sup>2</sup> or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m <sup>2</sup> with a minimum dimension 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	2 hours between 9.00am and 3.00pm on 21 June.
<b>GARAGE DESIGN</b>	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

**Double Garages on Narrow Lots between 10m and less than or equal to 12.5m**

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

**Objectives**

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

## Controls

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage between 10 metres and 12.5 metres (measured at the building line);
  - (a) It must be in conjunction with a 2 storey dwelling.
  - (b) It must be demonstrated that there is no loss of on street parking, site plans must show:
    - i. an unencumbered area capable of accommodating one on-street parking space in front of the subject dwelling;
    - ii. driveway crossover (minimum 4m for double garage); and
    - iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.
4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

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# Schedule 2 – Spring Farm

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# 1. Introduction

The Spring Farm release area is bounded by Camden Bypass to the northwest, Narellan Vale to the northeast, Mount Annan and Macarthur Resource Recovery Park to the east, and the Nepean River to the south, as identified at Figure 2-1 below.

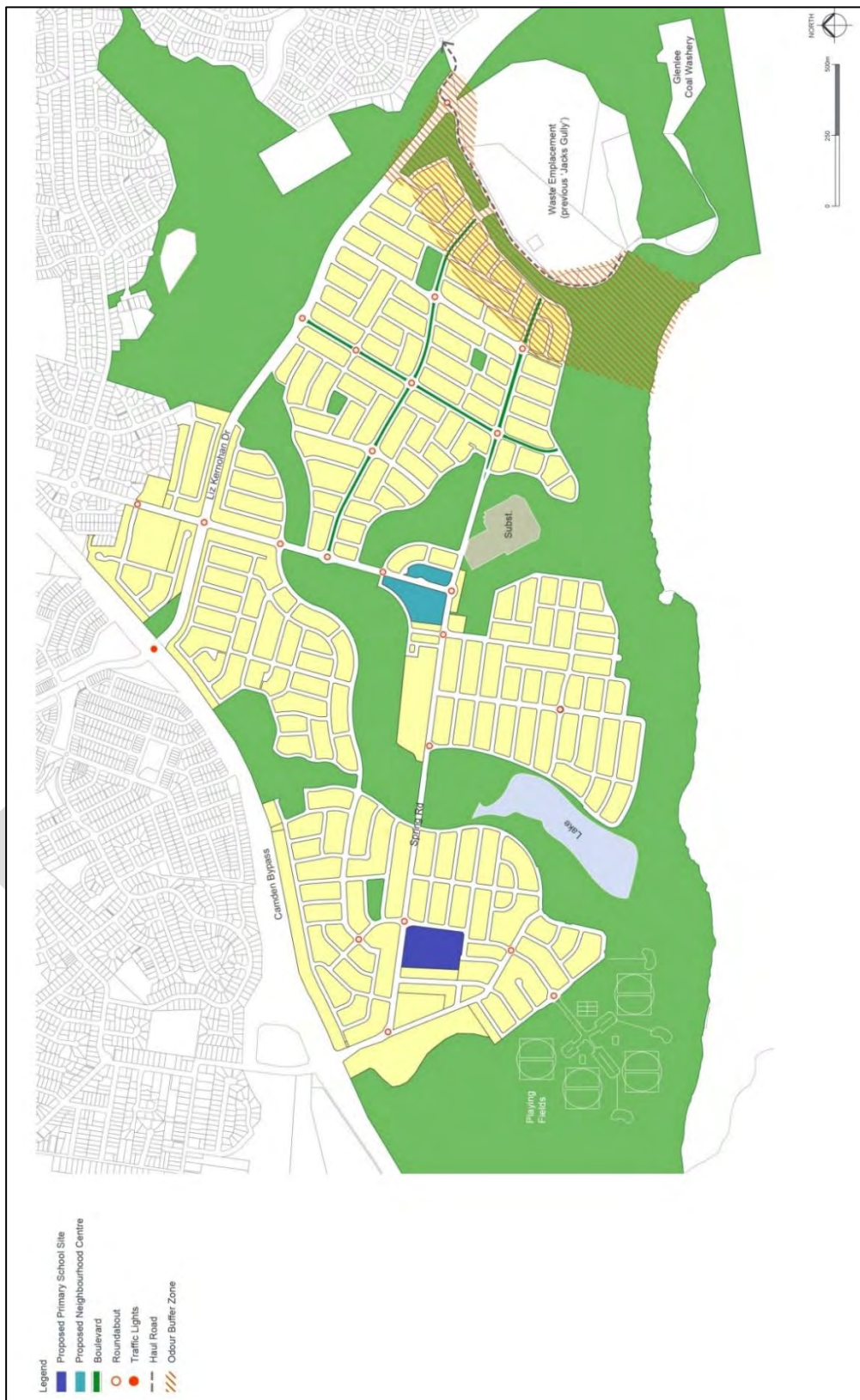


Figure 2-1: Spring Farm Master Plan

## Spring Farm Master Plan

The Spring Farm Master Plan shown at Figure 2-1 identifies a broad subdivision pattern for the area. The overall master plan was prepared with consideration to the State Government's objective of achieving a target density of 15 dwellings per hectare in new subdivisions. Development applications for subdivision shall generally comply with the master plan. Figure 2-1 below demonstrates the basic relationship between the four villages - the Village Centre, main roads, bush corridor and river.



Figure 2-2: Spring Farm Master Plan Concept Sketch

### *Relationship to Other Plans*

*This section must be read in conjunction with:*

- *The Spring Farm Local Environment Study (Oct 2000) by Patterson Britton and Partners Pty Ltd.*
- *Landscape Master Plan Report (Dec 2003) by Context Landscape Design.*
- *Heritage Assessment (June 2002) by Godden Mackay Logan.*
- *Aboriginal Archaeological Assessment (Jan 2002) by Mary Dallas and Paul Irish.*
- *Water Cycle Master Plan Report (Oct 2002) by J. Wyndham Prince Pty Ltd.*
- *Traffic and Transport Report (Oct 2002) by Masson Wilson Twiney.*
- *Spring Farm Conservation Strategy Documents (26 Sep 2003) by Anne Clements and Associates Pty Ltd.*
- *Fauna Habitat Study (Aug 2002) by Conacher Travers.*
- *Geotechnical Assessment: Spring Farm Release Area (including groundwater, salinity, instability, contamination) (Feb 2002) by SMEC Testing Services.*
- *Spring Farm Sydney: Assessment of Market Potential for a Retail Centre by Jebb Holland Dimasi.*
- *Spring Farm Urban Release Open Space and Social Plan (Aug 2002) by BBC Consultants.*



## Spring Farm Planning Principles

1. Development of Spring Farm will comprise a series of urban villages. The form and character of these villages will be shaped by bush corridors linking William Howe Reserve and Gundungurra Reserve with the Nepean River. The villages will be located within an ecologically sustainable, mixed use environment that meets the needs of its residents and the broader community in terms of housing choice and access to shopping, community services, recreation and public transport.
2. Spring Farm's setting within the broader rural environment will be recognised through the conservation of bushland corridors, riparian areas and the continued use of land on the floodplain for agriculture. The bush corridors will be located generally along creek lines and play a role in drainage management and water quality control. They will also facilitate the conservation of endangered ecological communities which include Elderslie Banksia Scrub Forest and Cumberland Plain Woodland. Street trees will complement the bushland corridors to enhance the view corridors to and from identified cultural landscapes and Camden Park Estate.
3. Access to the land at a regional level is to be provided by a reservation for the link road from the Camden Bypass to the F5 Freeway and Menangle Road. Bus routes to the district centre at Narellan and through Mount Annan to the regional centre at Campbelltown shall also be provided. The Spring Farm Primary School, shops and open space will provide a focal point for community activity.
4. Residential accommodation will be designed to take advantage of, but minimise impact on, bush corridors, the large dam and vistas over the river corridor; ensuring a safe and pleasant environment for all residents.
5. Springs, Richardson and Macarthur Roads continue to provide evidence of the historic development of the area. Whilst land near these roads will undergo development and change, the alignment of the roads shall be maintained. Refer to section B3 Environmental Heritage.
6. Development of the villages will commence before the completion of the sand mining associated with the recovery of the Elderslie sand deposits. As the sand mining is completed and areas are rehabilitated, development will move towards the reconstructed Springs Road and the Nepean River.
7. The housing precincts/urban villages will be protected from the activities of the Macarthur Resource Recovery Park, heavy vehicle access to the Glenlee industrial area and remaining sand mining areas; by appropriate buffers and setbacks and restricted access provisions to the major roads. Buffer areas will also protect the housing areas from the electrical substation facilities and transmission lines will be relocated where possible to minimise impact on future urban development.

### Objectives

- a. Articulate the planning principles for Spring Farm.
- b. Ensure the orderly, efficient and environmentally sensitive development of Spring Farm, in accordance with the Master Plan.

### Residential Density Targets

#### Objective

- a. Ensure the dwelling density target for Spring Farm is achieved.

### Controls

1. Residential subdivision in Spring Farm shall provide a dwelling target range of 3717-4083 (Figure 2-3). To ensure this, subdivision applications are to demonstrate to Council that the dwelling targets shown in Figure 2-3 will be achieved. Subject to the agreement of Council and consultation with relevant landowners, dwelling yield may be 'traded' between development blocks, as long as it meets the overall targets and objectives of the DCP and Master Plan.
2. Where variation to the block dwelling targets is proposed, the applicant is to demonstrate the proposed variation is consistent with the principles of the Spring Farm Master Plan and provisions of this DCP.

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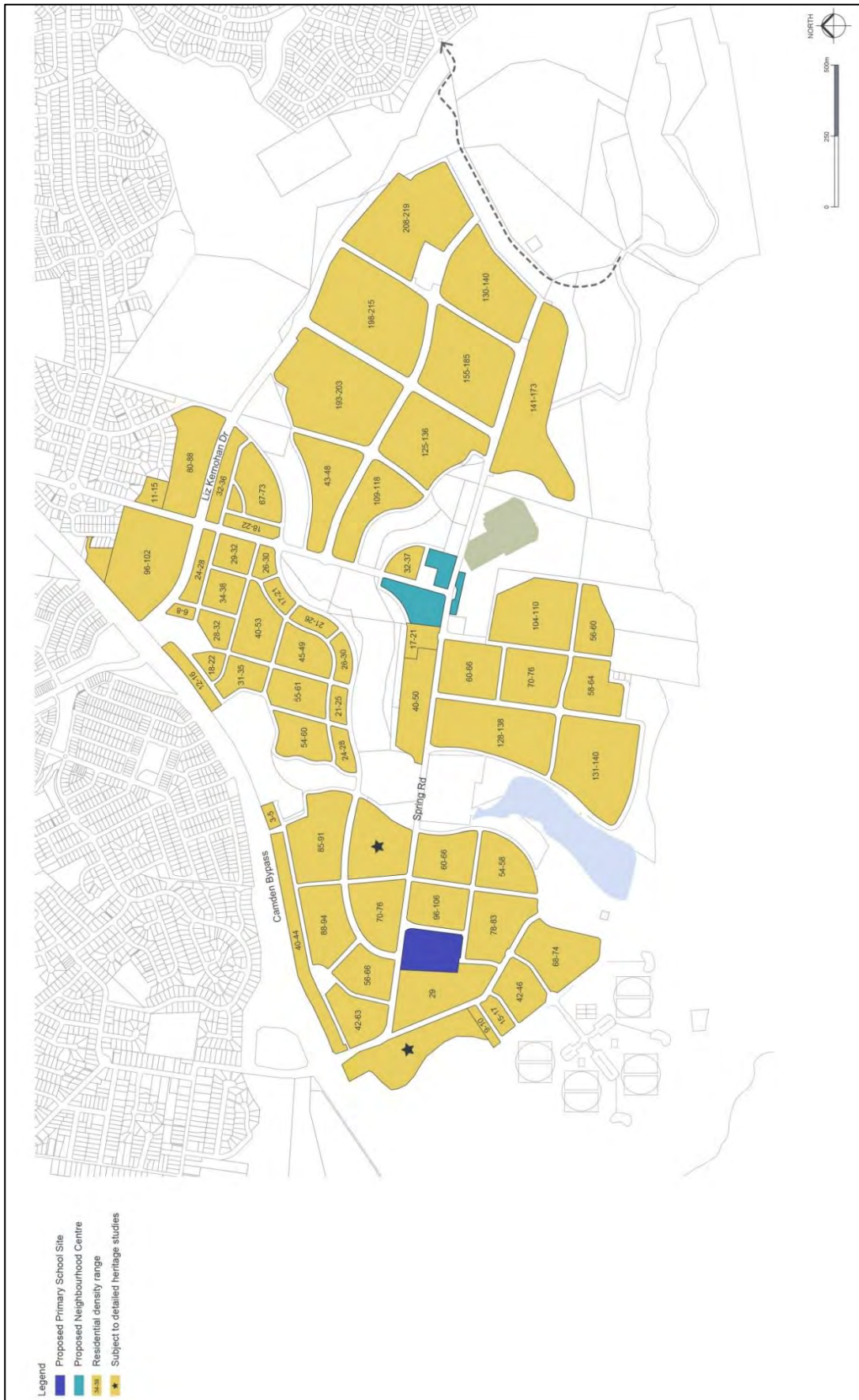


Figure 2-3: Spring Farm Residential Dwelling Density Range

## Staging of Development

### Objective

- a. Ensure the orderly development of the land and assist in the coordinated programming and provision of necessary infrastructure and sequencing.
- b. Ensure staging of works protects the amenity of future residents from the effects of mining, industrial and waste disposal activities.
- c. Ensure services and works are carried out in logical and related stages.
- d. Ensure the overall order of residential subdivision includes the putting in place of the “living” infrastructure to deal with stormwater drainage in an ecologically sensitive manner.

### Controls

The overall stages proposed are as follows and are illustrated in the Figure 2-4:

1. Bush Corridors and knoll relocation
2. Link Road, residential subdivision stage, sewer pumping station, rebuilding dam wall.
3. Lower Springs Road and commence regrading of sand mined areas.
4. Residential subdivision stage
5. Residential subdivision stage including Village Centre
- 5a. Further residential subdivision after odour mitigation occurs (See LEP 2010)
6. Residential subdivision stage
7. Residential subdivision stage
8. Residential subdivision stage
- 8a. Further residential subdivision after sand mining rehabilitation works are completed (See LEP 2010)

Note: One residential stage does not need to be completely built out before another can proceed. The staging may be varied where it can be demonstrated the objectives are addressed.

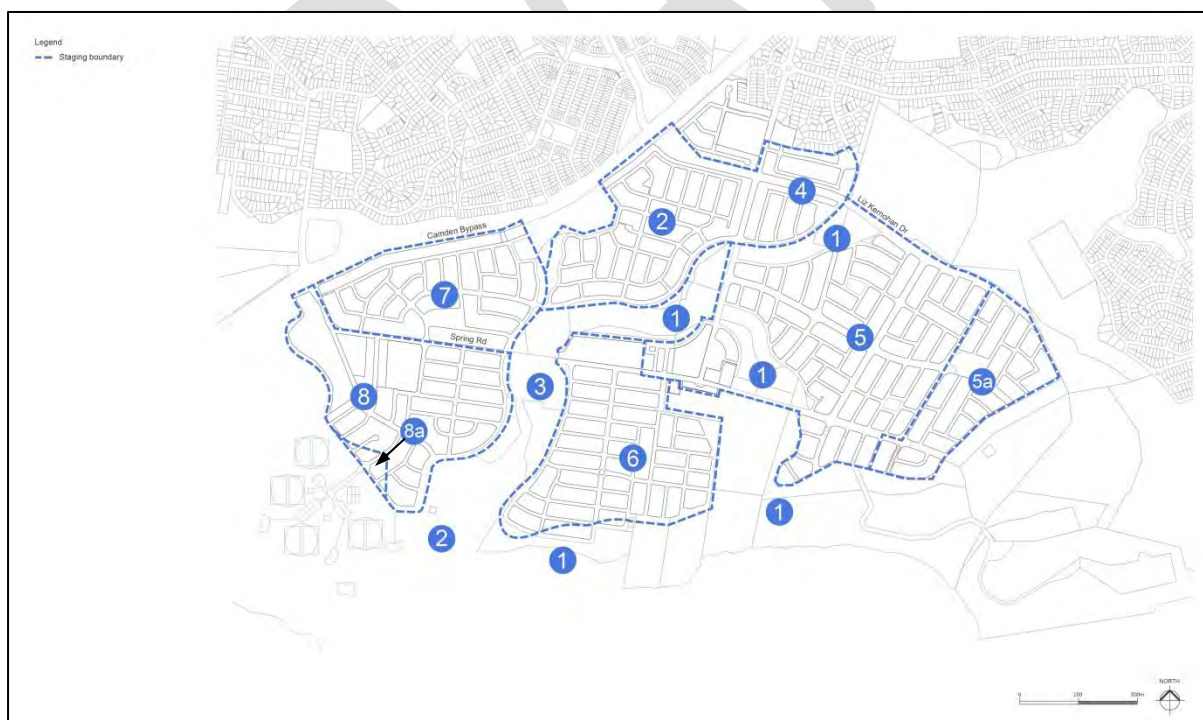


Figure 2-4: Spring Farm Staging Plan

## Macarthur Resource Recovery Park

### Background

This section relates to the odour buffer zone illustrated in Figure 2-1.

### Objective

- a. Ensure that odour impacts from the Macarthur Resource Recovery Park are mitigated prior to the undertaking of development on affected land.

**Control**

1. Consent must not be granted for development for the purpose is for dwellings on land shown hatched on the Spring Farm Master Plan (Figure 2-1) unless the consent authority is satisfied that adequate works have been or will be undertaken to manage odour and any other environmental impacts associated with the Macarthur Resource Recovery Park.

Note: Refer to Clause 6.5 of LEP 2010 for further information

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## 2. Subdivision Planning and Design

### 2.1 Neighbourhood and Subdivision Design Controls

1. The master plan adopts a typical block depth of 60m in the traditional subdivisions areas, and 50m in the small lot and medium density areas. Typically, the block length is in the order of 150m – ranging from 75m minimum and 200m maximum. This strikes a balance between the need to achieve high accessibility by having shorter block length, with the extra cost and land consumption of having more roads. The maximum length of the block is governed by the need to make neighbourhoods accessible, as well as to provide visual breaks to add interest to the streetscape. Perimeter blocks can be longer if the street curves, as this itself adds interest and variety.
2. No residential development is permitted below the 100 year ARI flood line. With the exception of areas affected by sand extraction, no fill will be permitted below the 100 year ARI flood line or within 40m of a waterway.
3. The two primary noise attenuation measures include the use of architectural treated buildings to block noise or the erection of acoustic barriers including mounding and fences where they will not detract from a streetscape. The master plan makes provision for a sound fence along the Camden Bypass and architectural treatment along the proposed Link Road. The report shall predict increases in road traffic noise levels for a 10 year period and provide recommendation for attenuation where required.
4. At subdivision/development stage, noise attenuation measures need to be developed for sites that fall within the criteria set out below:
  - (a) applicants will be required to submit an acoustic impact assessment report for development:
    - (i) within any commercial or neighbourhood centre areas.
    - (ii) adjacent to Camden Valley Way, Camden By-Pass and/or Liz Kernohan Drive and Springs Road.
    - (iii) For any non-residential use of any part within the area that this DCP covers.
    - (iv) Steep (1:10) or elevated land within 100 metres of a freeway, arterial or future arterial road.
  - (b) Council will not consent to the subdivision/development of land to which this clause applies unless a program, satisfactory to the Council, has been prepared outlining traffic noise attenuation devices proposed for the development. The report shall predict noise levels for a 10 year period and any attenuation measures shall address these noise levels.
  - (c) Noise attenuation measures must not block identified view corridors and must contribute positively to urban design outcomes of a high quality.
5. Electricity easements are to be incorporated in public road reserves and shall not burden private lots.
6. The Master Plan aims to protect significant views, and these corridors shall be protected in any subdivision application. Details such as fences, walls and tree plantings shall also respect these corridors. Subdivision that is designed around heritage items and curtilages shall be sympathetic in form, shape and lot size to the heritage places (see Environmental Heritage within Part 2 of this DCP).

## **Former School Site (Lot 101 DP 1121699, Lot 200 DP1182085, and Lot 2 DP1175939)**

### **Controls**

1. Any development application for this site is required to demonstrate appropriate consideration and documentation as to the appropriate management of bushfire in accordance with the NSW RFS publication 'Planning for Bushfire Protection'.
2. The block depth controls outlined in 1.1 Neighbourhood and Subdivision Design (1) may be reduced where it can be demonstrated to provide a better urban and traffic outcome.
3. Any development proposed in land zoned E2 Environmental Conservation, must be in accordance with the relevant legislation.

### **1.1 Street Network and Design**

The street network and design in Spring Farm will provide connections to its surrounding localities. This will be fulfilled through a clear hierarchy system, which will facilitate accessibility, movement flows and visual connections in the area.

Figures 2-5 to 2-17 illustrate the desired outcome for the road network and design within Spring Farm.

### **Controls**

1. Provide a road connection and pedestrian overbridge to the Elderslie release area.
2. The existing alignments of Richardson Road and Springs Road are to be retained. Ettlesdale Road is to be retained.
3. Macarthur Road is to be retained to represent the settlement pattern of the early colonial era at Spring Farm.
4. New road connections to Camden By-Pass and Liz Kernohan Drive (Spring Farm Link road) shall be consistent with the Master Plan.
5. Kerb returns of 8.5m radius for intersections between streets shall be provided.
6. Streets are to be constructed in accordance with Figures 2-5 to 2-12. In certain sections, some cross sections are to be widened by 1m in accordance with Figure 2-5 Spring Farm Street Network and Design Map.
7. The school boundary road around the eastern and southern boundaries of the future school site in Spring Farm may require widening to facilitate indented bus bays.

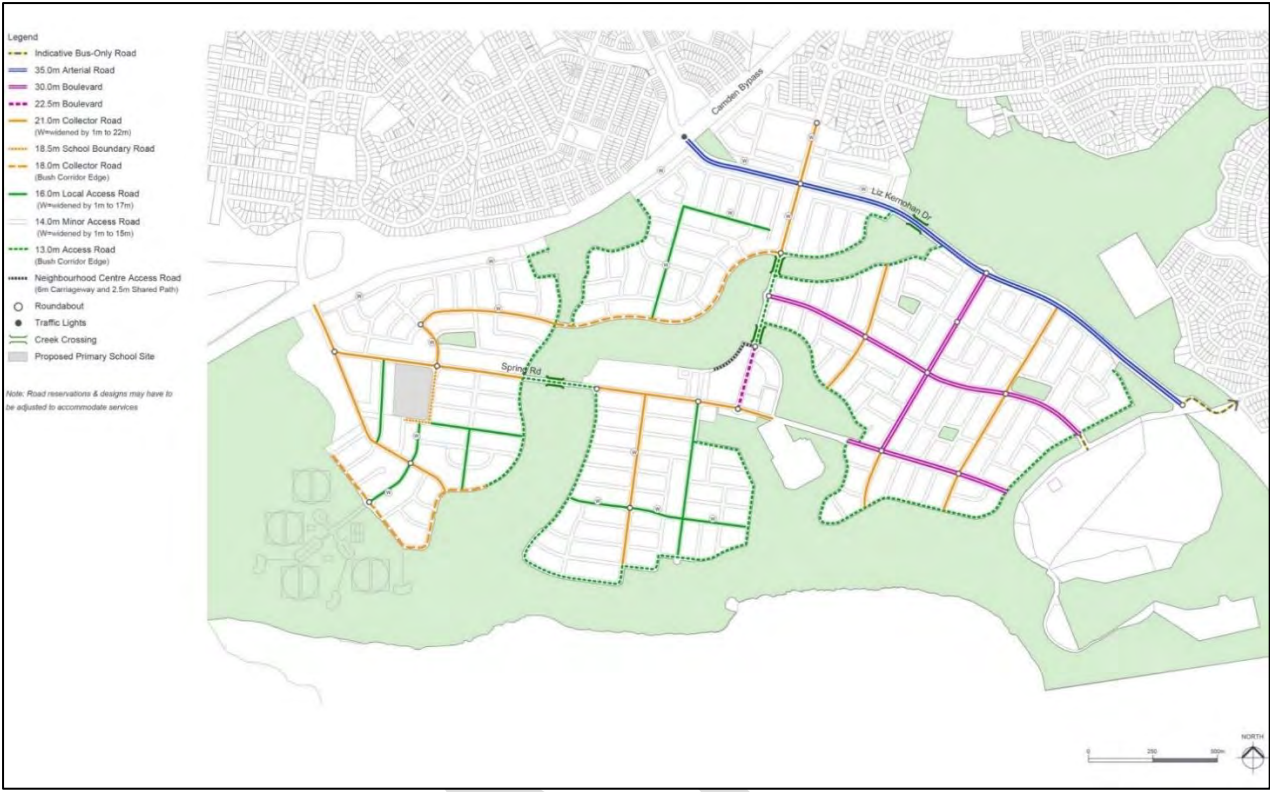


Figure 2-5: Spring Farm Street Network and Design Map

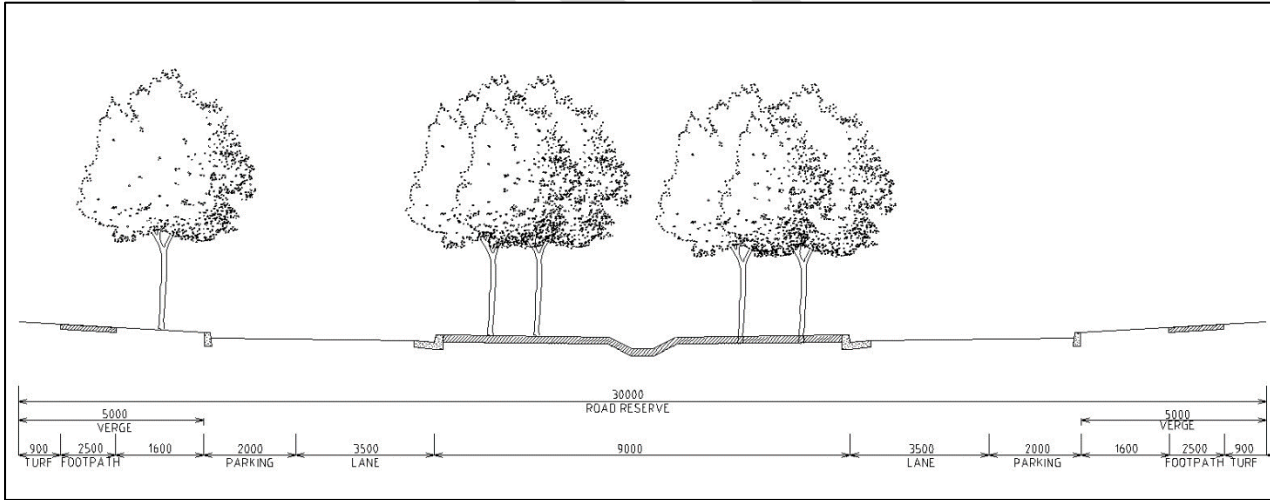


Figure 2-6: 30m Boulevard Spring Farm



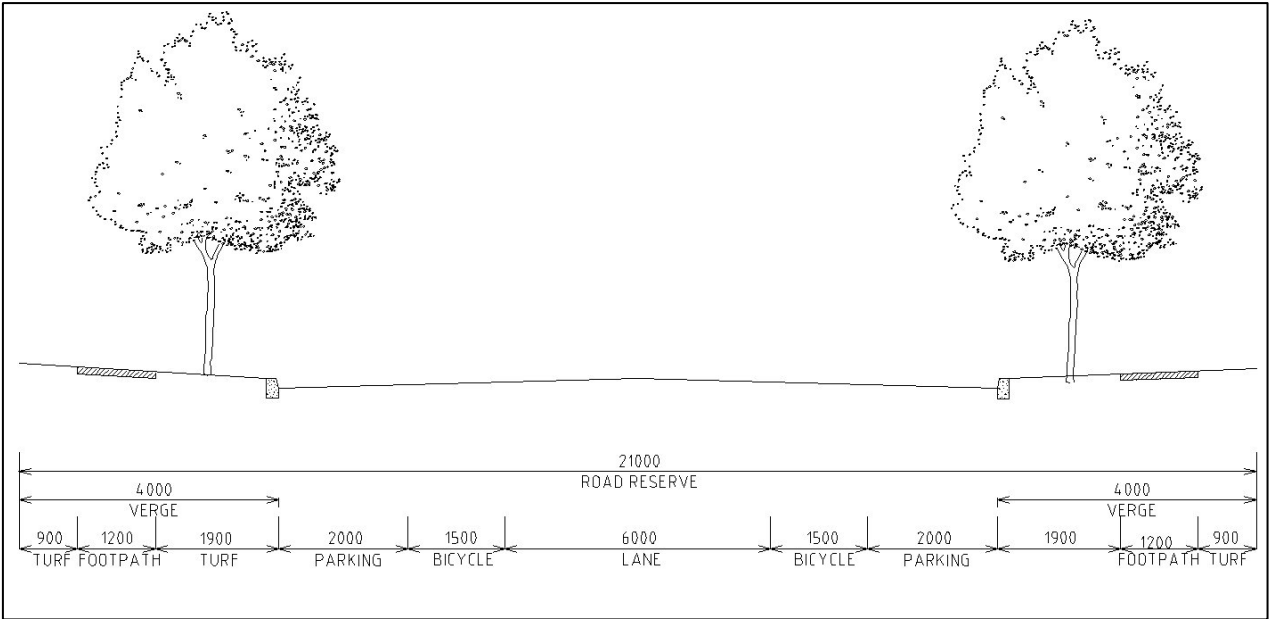


Figure 2-7: 21-22m Collector Road Spring Farm

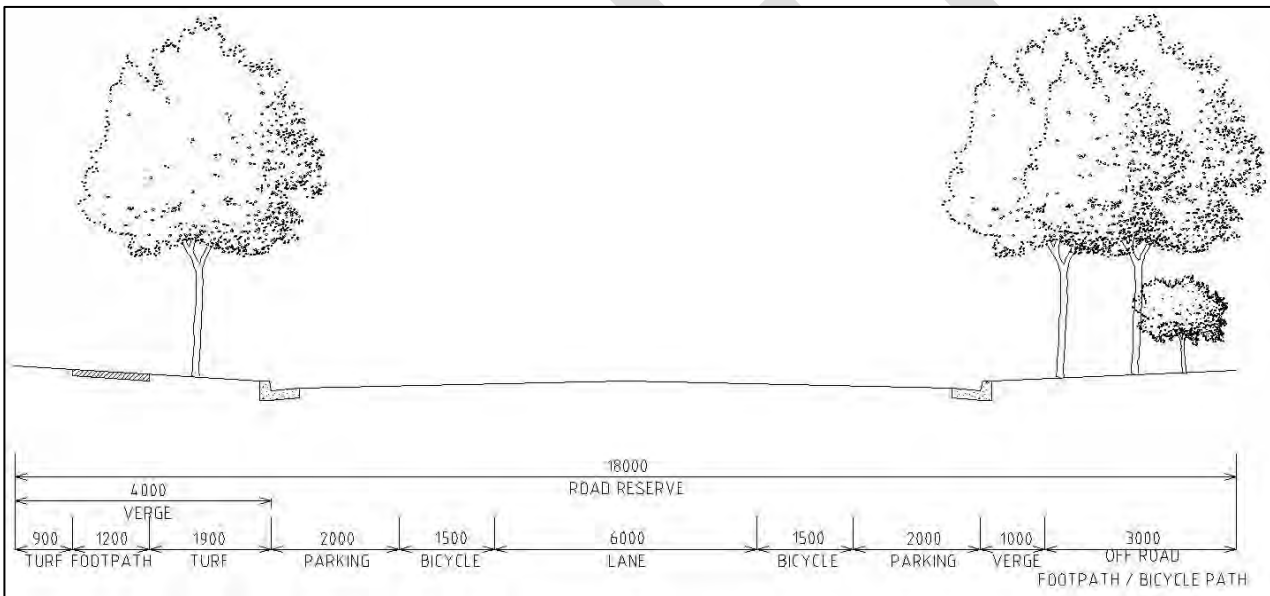


Figure 2-8: 18m Collector Road (Bush Corridor Edge) Spring Farm

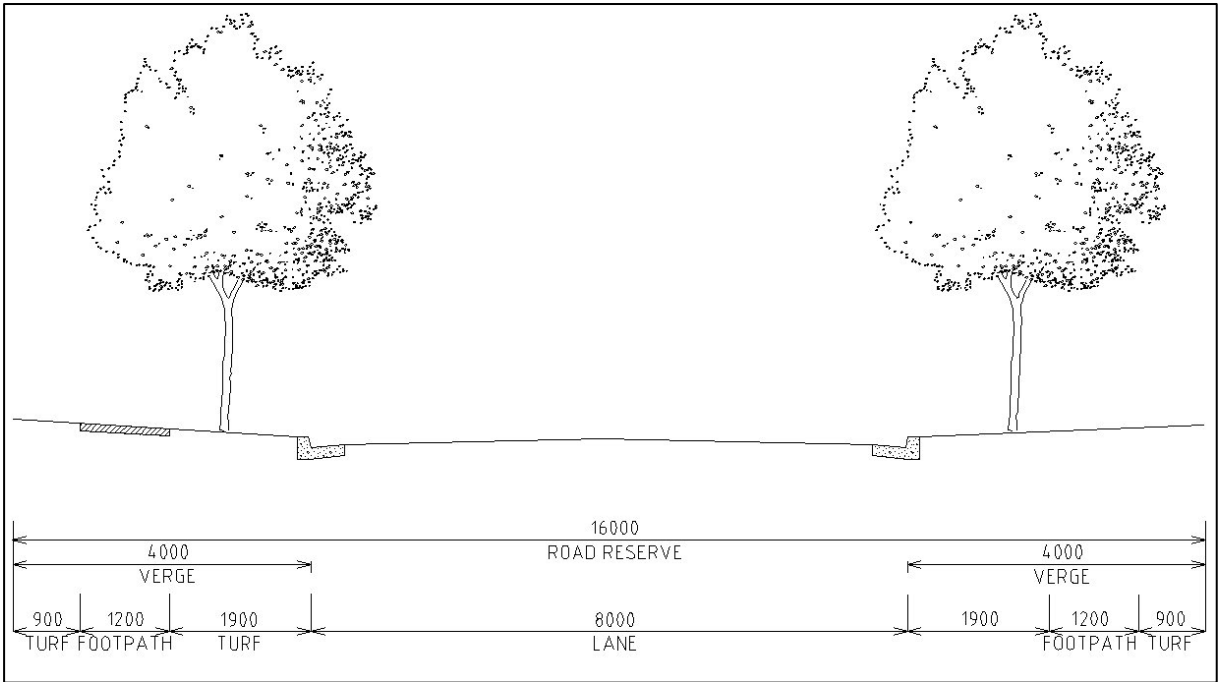


Figure 2-9: 16-17m Primary Access Road Spring Farm

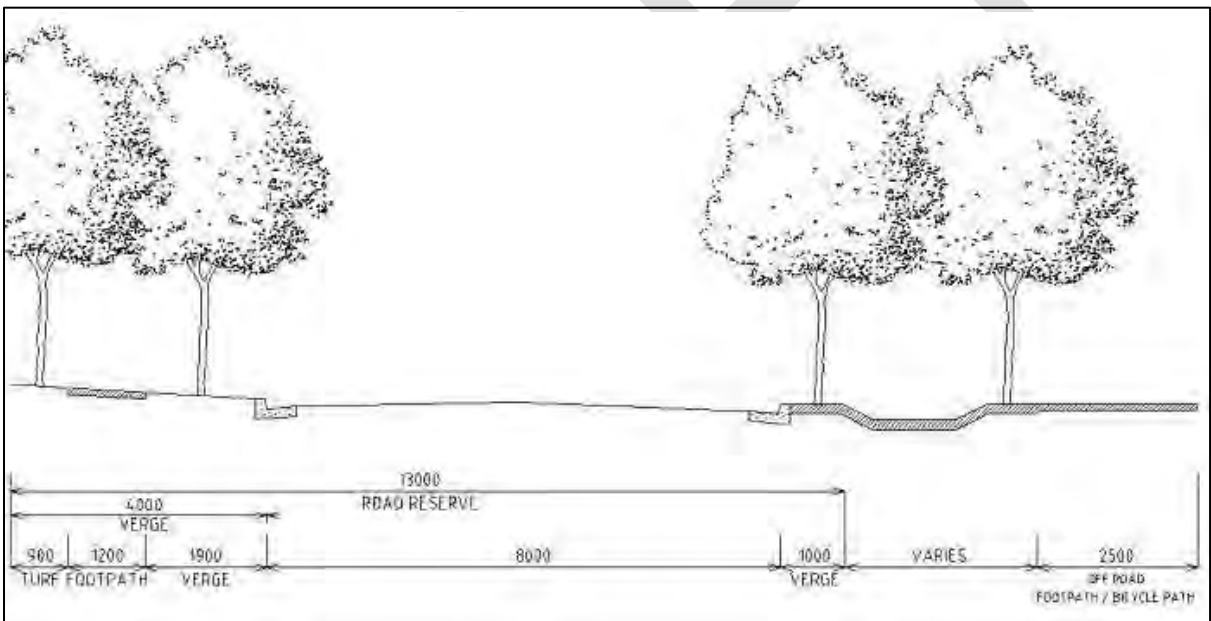


Figure 2-10: 13m Access Road (Bush Corridor Edge) Spring Farm

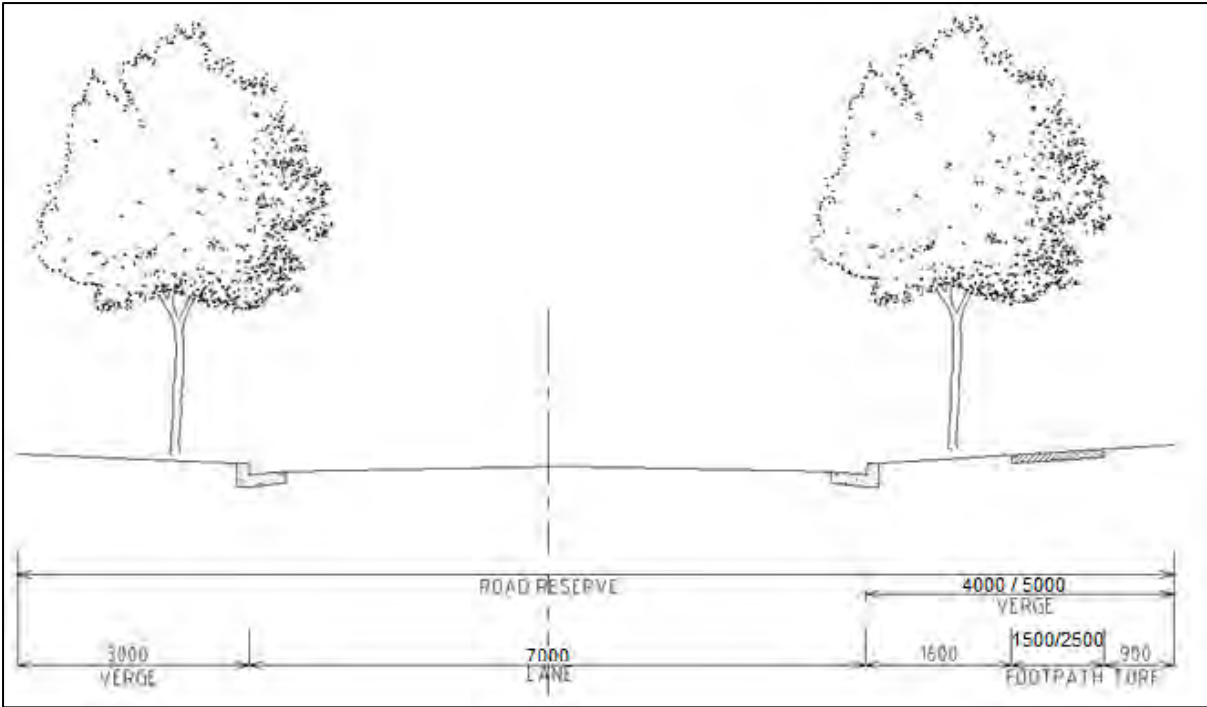


Figure 2-11: 14-15m Access Road Spring Farm

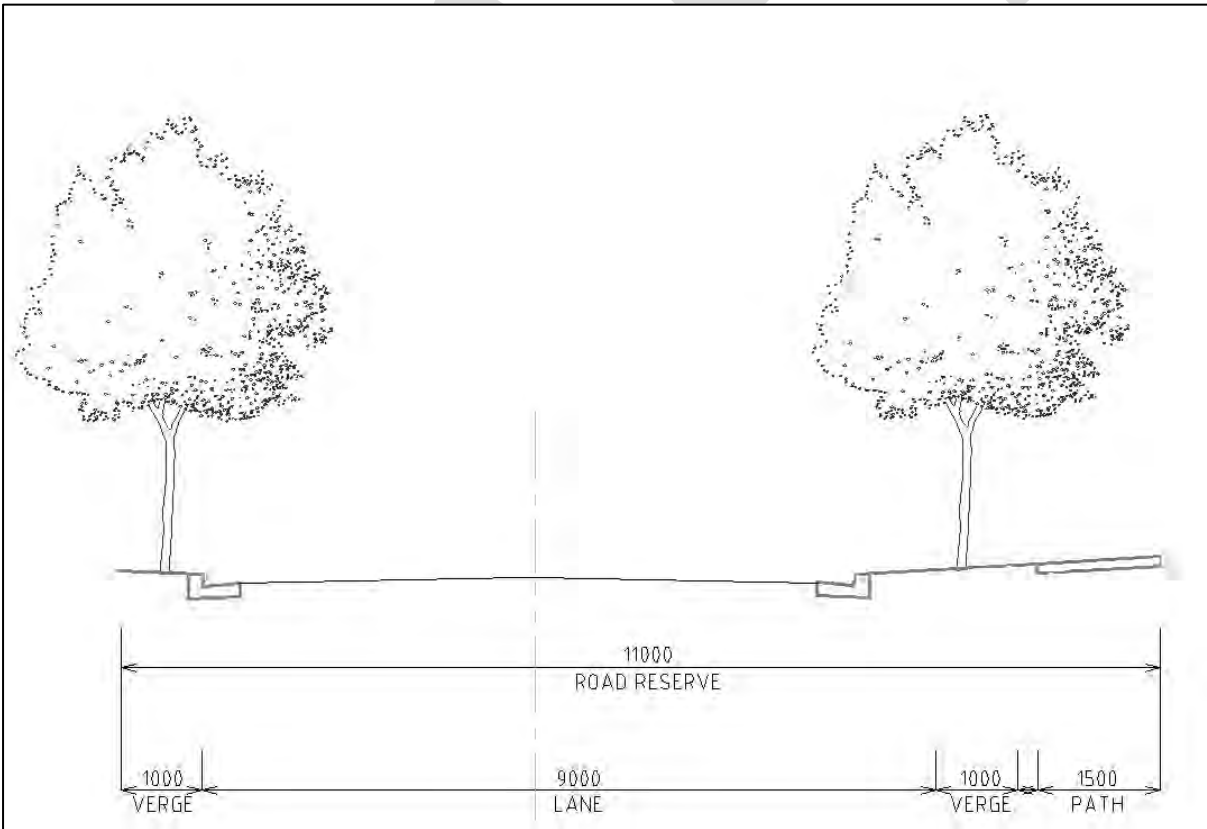


Figure 2-12: Bus-only Road Spring Farm

## 1.2 Pedestrian and Cycle Network

### Controls

1. The pedestrian and cycle path network for Spring Farm is to be constructed to comply Figure 2-13.
2. Cycle and pedestrian bridges shall be located above the 20 year ARI flood level.

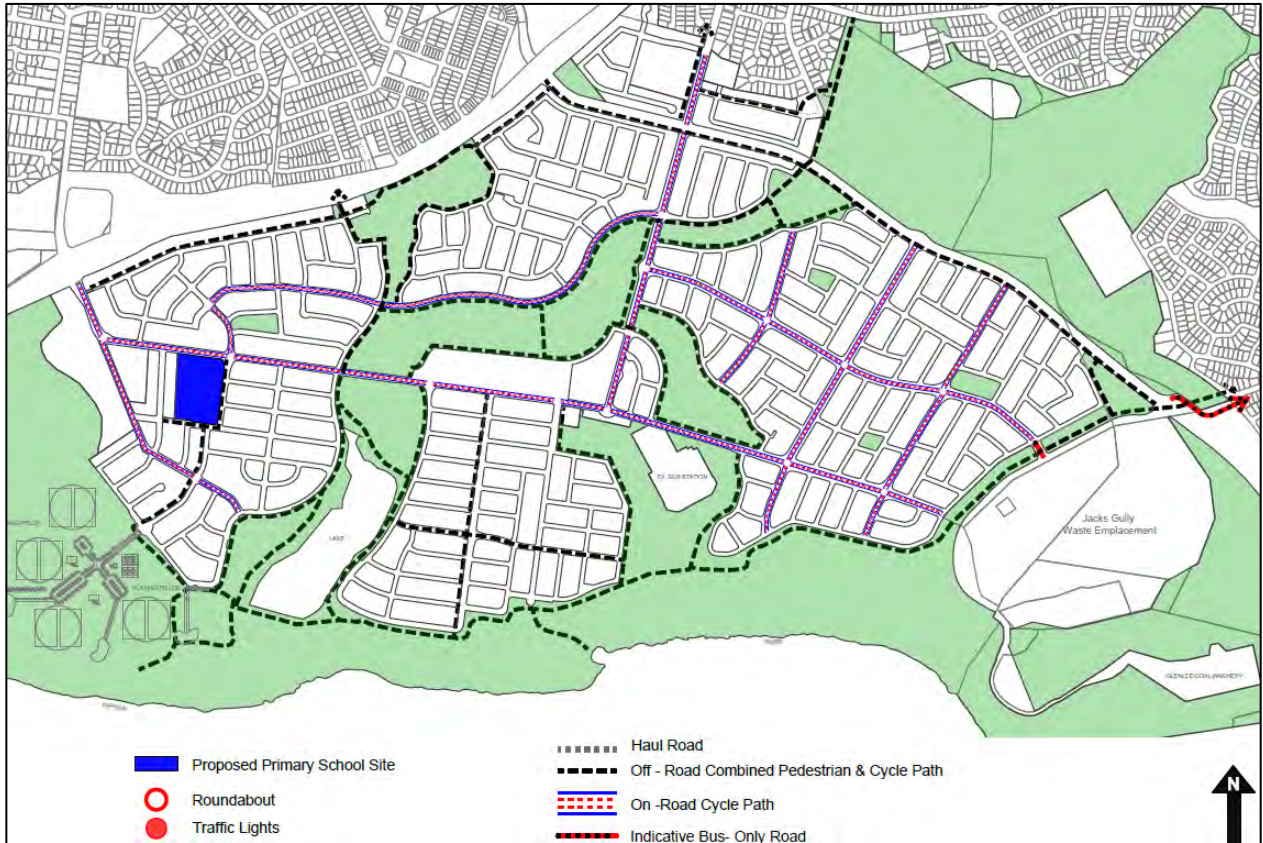


Figure 2-13: Spring Farm Pedestrian and Cycle Path Network

## 1.3 Public Transport Network

### Controls

1. Figure 2-14 illustrates the proposed bus routes through Spring Farm and the connections to the surrounding areas.
2. A bus only link is to be created to Mount Annan as shown below.

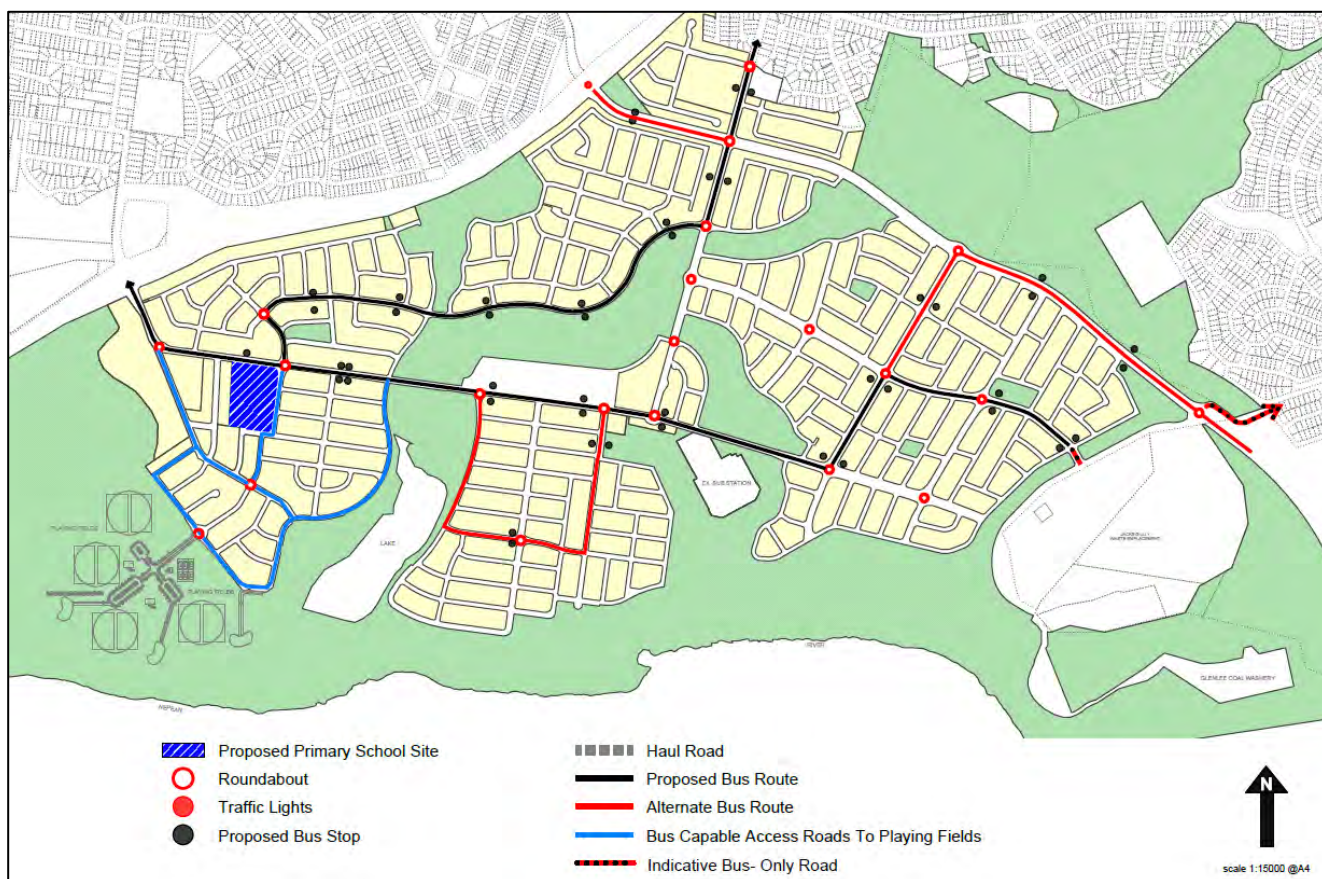


Figure 2-14: Spring Farm Indicative Bus Route

#### 1.4 Parks and Open Space Controls

1. The provision of parks and open space within the Spring Farm release area is to comply with the open space shown on the Landscape Master Plan Report (December 2003) by Context Landscape Design.
2. Landscaping of village greens and local parks for Spring Farm must be in accordance with the Landscape Master Plan Report by Context Landscape Design.
3. Pedestrian and cycle paths are to be located to the perimeter of village greens to provide central open space for activities.
4. Pedestrian and cycle paths are to be located on desire lines and integrated with landscaping.
5. Provide shade trees or shade structure to play and seating areas.
6. Reference must be made to the *Water Cycle Master Plan* prepared by J. Wyndam Prince in park design.
7. Generally, no disturbance to existing ground levels are permitted within the drip line of existing significant trees to be retained, unless advised otherwise by a qualified arborist. Utilise physical barriers where necessary to prevent unauthorised vehicular access.
8. The location and detailed design of parks is to be consistent with the Spring Farm Conservation Strategy and Spring Farm Bush Corridor and Riparian land use provisions following.
9. Eight sports grounds are to be provided on land at the southern end of Spring Farm. The location and detailed design of sports grounds is to be consistent with the Spring Farm Conservation Strategy and Spring Farm Riparian and Bush Corridor Land Uses provisions which follow.

**Note:** Council will consider a district athletics facility in this location.

## 1.5 Bush and Riparian Corridors in Spring Farm

### Background

The Spring Farm Bush Corridor is a significant environmental corridor that serves biodiversity conservation, fauna movements and natural drainage through bushland restoration, enhancement and reinstatement.



Figure 2-15: Spring Farm Riparian and Bush Corridor Land Uses

### Objectives

- a. Ensure protection and management of environmentally sensitive land for the principal purpose of biodiversity conservation, where this land has been identified for this purpose on the Riparian Area and Bush Corridor Land Uses Map shown at Figure 2-15.
- b. Conserve, restore and enhance native flora and fauna habitat and the ecological viability of land identified for biodiversity protection purposes.
- c. Provide a buffer around areas identified for biodiversity protection purposes.
- d. Provide for development in locations identified on Figure 2-15 that will not destroy, damage or compromise:
  - i. the extent, quality or integrity of the ecological attributes of the land or watercourses.
  - ii. the potential for restoration and enhancement of native fauna and flora habitat on the land identified for biodiversity protection.
- e. Provide links with other natural areas, as part of an open space and bush corridor network.
- f. Ensure viable management, long-term survival and enhancement of the bush corridor through the preparation and implementation of plans of management.
- g. Facilitate passive recreation, pedestrian and cyclist access within the bush corridor, to link the urban villages and beyond, with minimal impact on the bushland.

## Controls

1. Remnant vegetation shall be protected and management plans shall be established in accordance with the Spring Farm Conservation Strategy Documents (Anne Clements & Associates, December 2003).
2. The bush corridor shall be designed to accommodate stormwater flows and natural functions for Spring Farm.
3. Crossings of the bush corridors shall be minimised and limited only to critical locations to minimise disturbance to existing vegetation. Bush corridor/creek crossings and service corridors must be co-located.
4. Pedestrian and cycle paths must be located on desire lines and integrated with existing vegetation, landform and landscaping.
5. Screen planting and landscape structures shall be used to screen the Integral Energy substation compound.
6. Acoustic barriers and screen planting shall be used to minimise acoustic and visual impact on nearby dwellings.
7. When designing bush and riparian corridors, reference must be made to the Water Cycle Master Plan prepared by Wyndham Prince as shown at Figure 2-16.
8. A riparian zone of 20m on either side of a minor stream bank and 40m from a major stream bank shall be preserved, or as negotiated with the Department of Environment, Climate Change and Water (DECCW).
9. Bio-retention swales are to be located adjacent to public reserves/bush corridor and/or within central medians of wide roads.
10. Off-line bio-retention basins are to be located within public reserves, public roads, or adjacent to bush corridors.

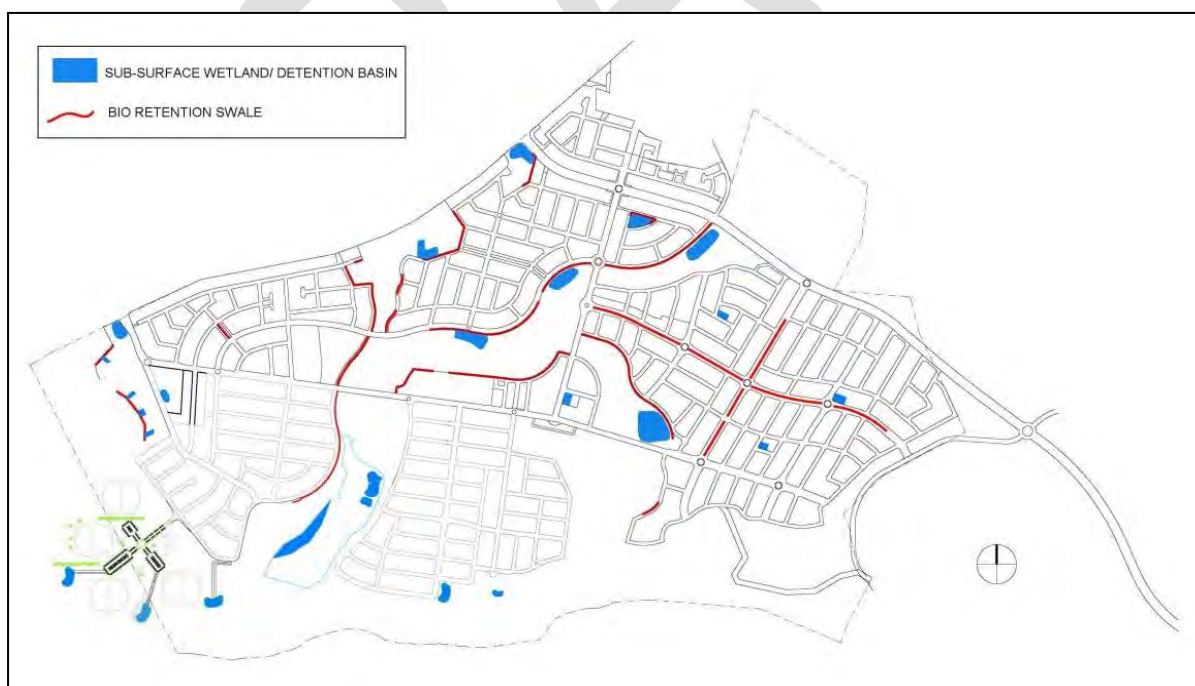


Figure 2-16: Spring Farm Bush Corridor Water Management Features

### 3 Centre Development Controls

#### Background

The Spring Farm B1 Neighbourhood Centre will form part of the Spring Farm Urban Release Area. It is located as shown in Figure 2-17 below. The Spring Farm Neighbourhood Centre is to allow for a mix of retail, commercial, residential, community and recreational facilities and civic uses. It is intended to located shopping and entertainment/recreation facilities, a childcare centre, preschool, multi-function hall, sports centre/youth centre, village green, residential uses (including opportunities for flexi-units) and off-street parking areas.



Figure 2-17: Proposed Spring Farm Neighbourhood Centre

#### Controls

##### Maximum Floor Area

1. The neighbourhood centre will have a combined gross floor area of up to 7,000m<sup>2</sup> for a retail neighbourhood centre and 1,000m<sup>2</sup> for commercial uses.

##### Layout/Design



1. Layout and design of development in the Spring Farm Neighbourhood Centre shall have regard to Figure 2-17 and the Spring Farm Town Centre Guiding Principles which are provided below.
2. The layout and design must support the vitality of the neighbourhood centre and permit a level of activity to be maintained over long periods to create a vibrant atmosphere. It should also be recognised that there needs to be a balance between urban design principles, such as street activation, and design considerations important to the long term economic sustainability of retail and commercial services in the centre.
3. The village green shall have good solar access and be suitably landscaped to enable a range of public and communal activities. Elements such as formal gardens, recreational facilities, sculptures or memorials may be provided.
4. The development shall be designed to provide good exposure to surrounding streets and the village green.
5. The neighbourhood centre shall be provided with on-street parking for convenience and to contribute to the street life and surveillance.
6. The neighbourhood centre shall also be provided with properly screened off-street parking. Landscaping should be provided to reduce the visual impact of large expanses of parking areas.
7. All parking configurations shall be in accordance with the relevant Australian Standards. Disabled bays are encouraged to be close to main entrances and clearly marked. Reference should be made to Council's car parking requirements and retail industry standard of 5 car spaces per 100sqm of gross lettable floor area.
8. Potential noise and amenity conflicts from the Nepean/Camden zone substation must be taken into consideration when designing the development.
9. Where possible, travel distances for pedestrians and cyclists should be minimised to and within the neighbourhood centre. Consideration should be given to accessibility for pedestrian and cyclists connectivity in surrounding residential areas to the neighbourhood centre.
10. In addition to any relevant controls for the neighbourhood centre, residential buildings within the residential precinct of the neighbourhood centre are subject to the controls contained in Part 4 of this DCP. An exception to those controls is that the minimum front setback is 3m.

#### **Built Form and Appearance**

1. Subject to compliance with the building height limits contained in LEP 2010, development within the neighbourhood centre should have a range of building heights up to a maximum of 3 storeys.

Note: Clause 4.3B of Camden LEP 2010 contains specific provisions for building height at specific sites in Spring Farm

2. All development in the neighbourhood centre should respect the human scale and limit the visual impact of building height and mass, as to create a sense of visual comfort to the public.
3. Buildings are to be visible from and address the street frontages. Where buildings are not proposed to be built to the street frontage, setbacks are to be minimised. Buildings are also to be designed and located to take advantage of proximity to open space areas, including riparian corridors.
4. Blank walls visible from principal streets and the public domain are to be limited. Large format retail premises are to be sleeved, where appropriate, with active uses. In other circumstances, careful building design and landscaping shall be used to minimise the extent and visibility of blank walls.
5. Dedicated service access to loading facilities for retail and commercial buildings shall be provided via back or side lanes that are screened from view on the main street. The potential for service traffic to conflict with other vehicle movements is to be minimised.
6. Development within the Retail/Commercial precincts shall be built to the street alignment.
7. Important public buildings may be designed as landmark buildings which exhibit high quality design, are preferably two storeys in height, and sited at visually prominent locations such as corners and entries.
8. Street trees providing shelter from both sun and rain are important to encourage pedestrian use of the neighbourhood centre.
9. Development shall use design solutions to reduce opportunities for crime and reduce the perception of crime within the community. Housing designs shall provide casual surveillance over adjacent streets and public spaces. Public spaces shall also have good linkages i.e. the village green with the adjoining retail/commercial/community precincts to reinforce the concept of safety and accessibility.
10. The neighbourhood centre shall be provided with on-street parking that is conveniently located, attractive and open for surveillance.
11. Development located on the edges of the neighbourhood centre must consider the surrounding environment, in order to address the potential for land use conflict and to ensure that the neighbourhood centre relates sympathetically to the surrounding development, providing for an appropriate visual transition between areas.
12. An allocation of 6,200sqm of land shall be provided for the combined area of the Village Green, Multi-Purpose Community Facility and Youth Recreation Facility. Should the Youth Recreation Facility not be required at Spring Farm the surplus land allocation shall be incorporated into the Village Green.



Figure 2-18: Spring Farm Neighbourhood Centre Village Green Concept Plan

## 4 Site Specific Residential Controls

[CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)

### Background

The controls listed below (Table 2.1) are specific to the Spring Farm Release Area. They must be read in conjunction with the controls in section Part 4 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

### Front setback

1. The minimum front setback of a residential building is 4m.
2. The minimum front setback of a residential building fronting collector roads (including Liz Kernohan Drive) is 4.5m.

### Secondary street setback

3. The minimum secondary street setback of a residential building is 1m.
4. The minimum secondary street setback of a residential building fronting Liz Kernohan Drive is 2m.

Table 2-1 Summary of residential accommodation controls – Spring Farm Release Area

<b>SETBACKS</b>	
Front setback (min)	4m
Front setback – collector road (incl. Liz Kernohan Drive) (min)	4.5m
Secondary street setback (min)	1m
Secondary street setback - collector road (incl. Liz Kernohan Drive) (min)	2m
Side setback (min)	0.9m
Rear setback ground floor (min)	4m
Rear setback first floor (min)	6m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back an additional 1m.
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1.2m
Public reserve setback (min)	3m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP.	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max) – lots less than 450m <sup>2</sup>	Single storey development - 60%
	Two storey development – 50% ground floor, 30% upper floor
Site coverage (max) – lots 450m <sup>2</sup> or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m <sup>2</sup> with a minimum dimension 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	2 hours between 9.00am and 3.00pm on 21 June.
<b>GARAGE DESIGN</b>	

Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

### **Double Garages on Narrow Lots between 10m and less than or equal to 12.5m**

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

#### **Objectives**

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

#### **Controls**

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage between 10 metres and 12.5 metres (measured at the building line);
  - (a) It must be in conjunction with a 2 storey dwelling.
  - (b) It must be demonstrated that there is no loss of on street parking, site plans must show:
    - i. an unencumbered area capable of accommodating one on-street parking space in front of the subject dwelling;
    - ii. driveway crossover (minimum 4m for double garage); and
    - iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.
4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

**- End of Schedule -**

# Schedule 3 – Manooka Valley

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- 4 Site Specific Residential Controls..... 275

# 1. Introduction

Manooka Valley is located between Spring Hill Village urban area at Currans Hill, Gregory Hills and the adjoining RU2 Rural Landscape zoned land to the north (see Figure 3-1 and 3-2).

## 1.1 Manooka Valley Planning Principles

1. Manooka Valley will provide a physical and visual transition between rural/scenic protection areas and Currans Hill. The residential zone will be characterised by a range of lot sizes. Lot size and building character within residential precincts will reflect their relationship to adjacent amenities and the provision of housing diversity. Other lots will provide a low key and visually sensitive transition to surrounding rural and scenic protection land.
2. The visual impact of development on Manooka Valley's landscape setting will be minimised. A high level of scenic quality will be achieved by protecting significant watercourses, significant trees, ridgetops and steep slopes from any adverse effects of development. The design of roads, landscaping, open spaces, water cycle management systems, houses and other elements of the urban landscape, will positively respond to these aims. The public open space design and water cycle management system will be environmentally sensitive, will contribute to the maintenance of downstream water quality and will recognise the importance of revegetated riparian corridors in the locality.
3. A variety of publicly accessible open space areas, suitable for a range of passive recreation opportunities will be available to residents. Pedestrians and cyclists will have convenient access throughout the precinct and connections to surrounding precincts.
4. A significant area of endangered Cumberland Plain Woodland has been set aside for restoration and revegetation. A Village Common will be created within an attractive and functional creek line. An integrated stormwater management system will help make Manooka Valley an attractive, environmentally sustainable neighbourhood.
5. The detailed design of the public domain in Manooka Valley, and its seamless integration with the private domain of each dwelling, is critical to achieving this vision. For this reason, control of the neighbourhood's streets and open spaces is rigorous. It has been planned and designed to respond to the natural features of the site, and to integrate innovative integrated water cycle management techniques. The combination of a thoughtful public domain design and its integration with the private domain of each dwelling will make Manooka Valley a great place to live.

### **Related Studies**

Plan of Management prepared by **Conacher Travers, (Ref: 3167, April 2003)**

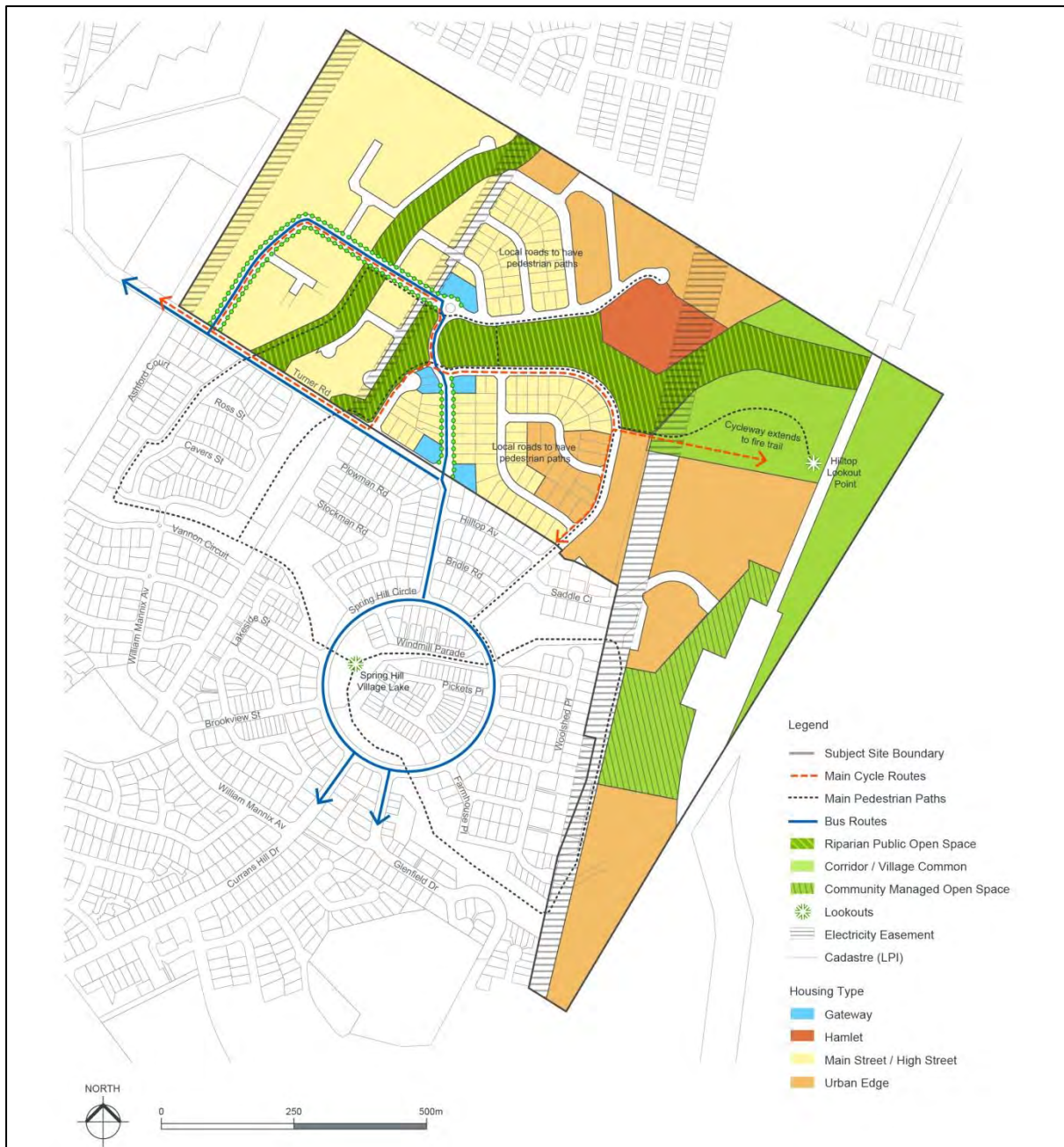


Figure 3-1: Manooka Valley Master Plan

**Controls**

1. All developments within Manooka Valley shall comply with the above planning principles and the Manooka Valley Master Plan shown at Figure 3-1.
2. Management of the public domain shall comply with the management principles and objectives contained in the Plan of Management.



## 2. Subdivision Planning and Design

### 2.1 Street Network and Design

#### Controls

1. The street network and design in Manooka Valley shall be undertaken in accordance with Figure 3-2 Manooka Valley Road Hierarchy Plan and the street cross-sections contained in this section at Figures 3-3 – 3-7. There are five types of streets throughout Manooka Valley. Table 3-1 indicates the minimum width of the road reserve of each road type.

**Table 3-1: Manooka Valley Road Type and Width**

<b>Road Type</b>	<b>Minimum Road Reserve Width</b>
Collector Road	19.6m
Collector Road (Bridge/Culvert)	15.5m
Minor Collector Road	16.0m
Local Street	14.0m
Rural Road	16.0m



Figure 3-2: Manooka Valley Road Hierarchy Plan

**Note:** The proposed rural road located within the southern portion of the East Village is subject to TransGrid approval.

### Collector Road

The Collector Road is the main road of the Village and the entry to Manooka Valley from Turner Road. The road will be lined with an avenue of trees with a broad canopy that overhangs the road.

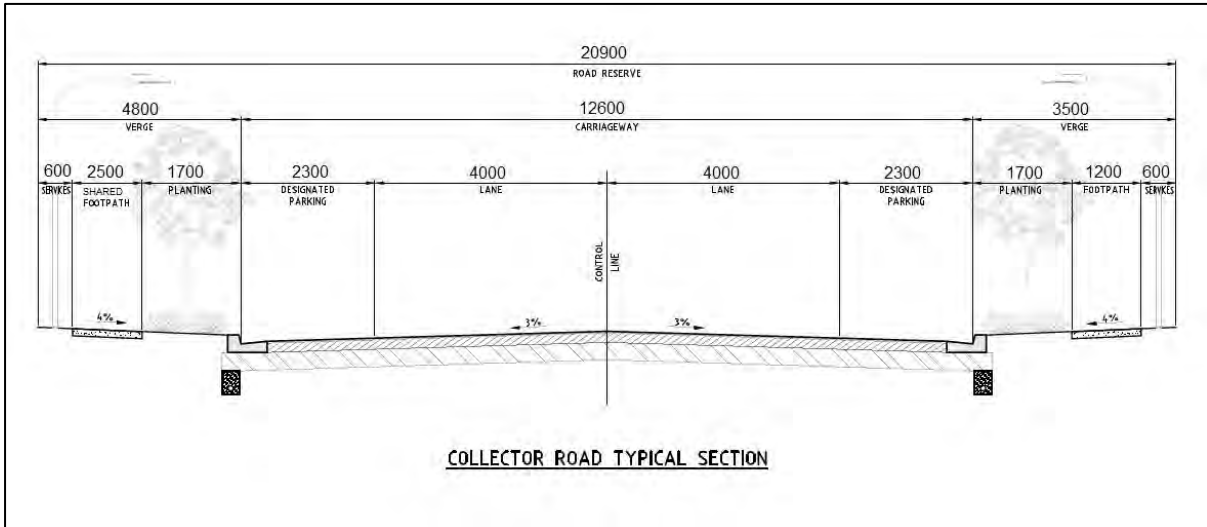


Figure 3-3: Typical road section and dimensions.

Note: Collector roads with proposed cycle paths shall adopt a 20900mm wide road reserve. This includes a shared path of 2.5m located within one of the road verges.

### Collector Road (Bridge/Culvert)

The Collector Road (Bridge/Culvert) continues the Collector Road and defines the North Village entry. Figure 3-4: shows the typical road section and dimensions.

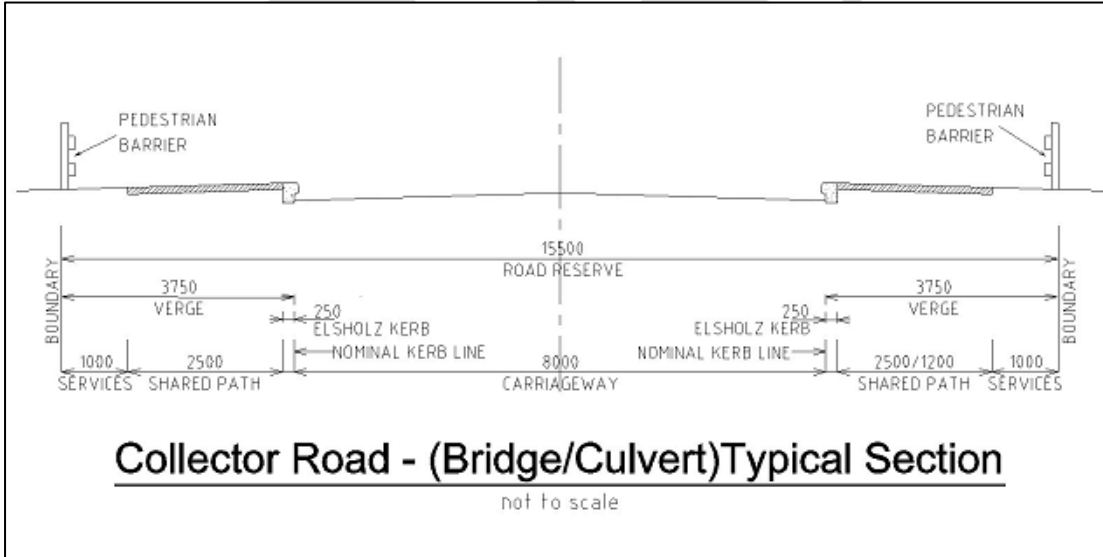


Figure 3-4: Manooka Valley Collector Road (Bridge/Culvert) Typical Section

**Local Street (with or without parking bays)**

The local street provides safe access to residents and pedestrians. On street parking must be provided along the carriageway. Figures 3-5 and 3-6 shows the typical road section and dimensions.

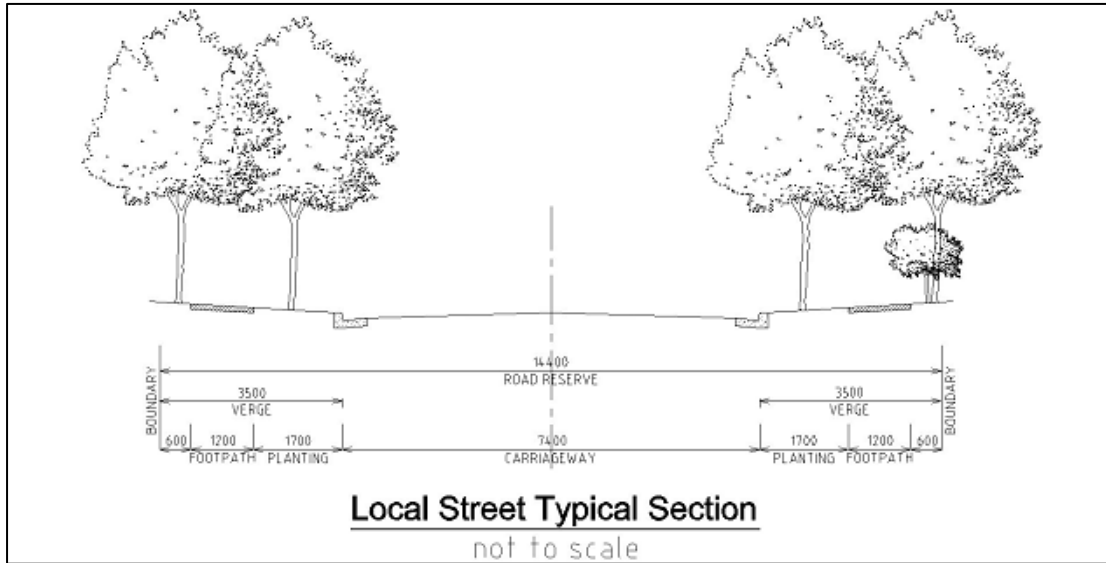


Figure 3-5: Local Street Typical Sections without Parking Bay

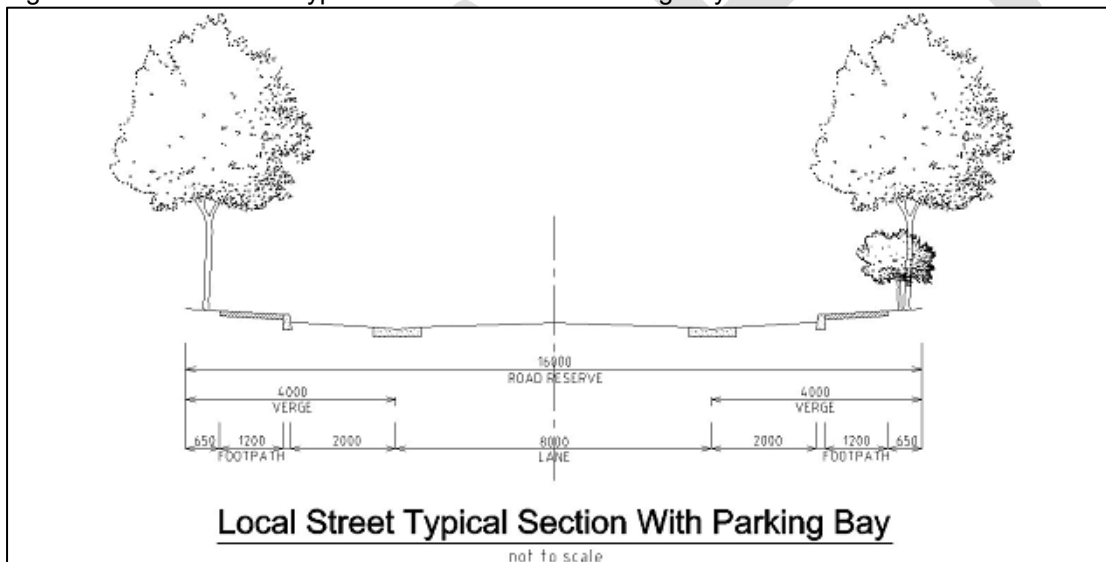


Figure 3-6: Local Street Typical Sections with Parking Bay

## Rural roads

Rural roads are located within the Eastern Village and provide safe access to residents of the Urban Edge lots. On street parking must be provided along the carriageway. Figure 3-7 shows typical road section and dimensions.

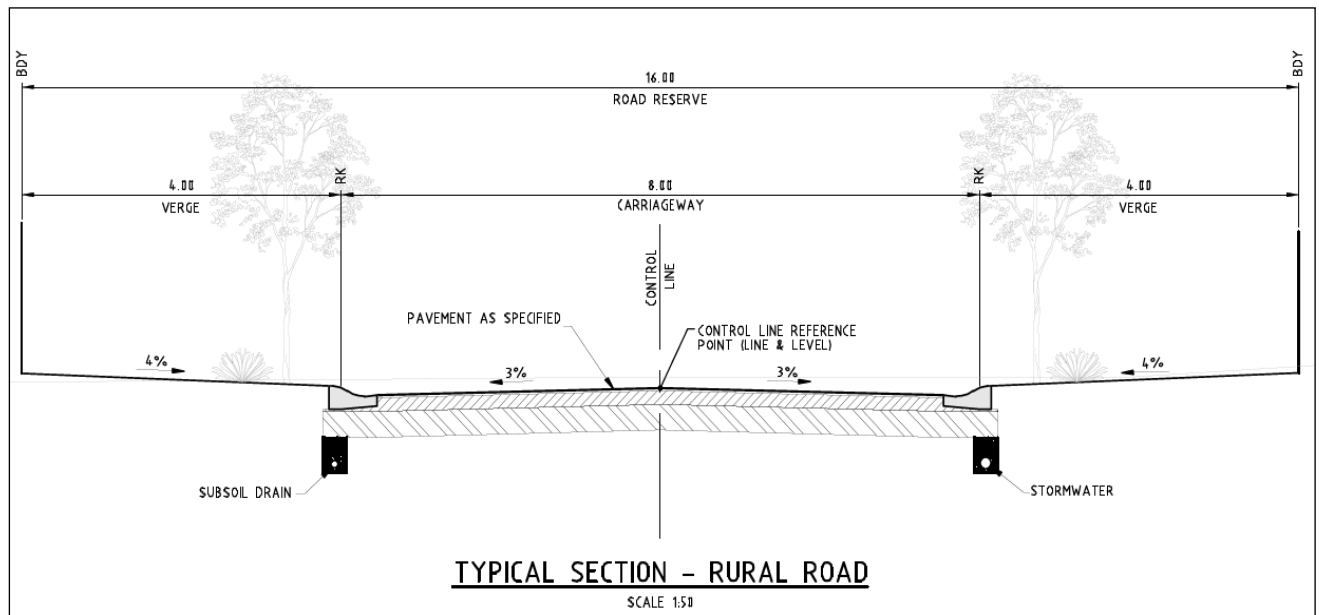


Figure 3-7: Manooka Valley Rural Road Typical Section

## 2.2 Pedestrian and Cycle Network

### Controls

1. The layout of the main pedestrian paths and cycleway routes are shown in Figure 3-1 Manooka Valley Master Plan.
2. Pedestrian paths are to be provided for pedestrian movement through the open spaces in Manooka Valley and connected into the wider Currans Hill area.
3. Bridges, boardwalks and other landscape devices are to be used to limit pedestrian access into areas of high vegetation sensitivity, and to provide views of special interest points and the broader landscape.
4. Dedicated cycle routes may be provided within the road reserve and shall be off road.

## 2.3 Public Transport Network

### Controls

1. The layout of bus route is shown in Figure 3-1 Manooka Valley Master Plan.
2. Bus route shall be extended into Manooka Valley along the Collector Road, in order to increase the number of dwellings within a reasonable walking distance to public transport.

## 2.4 Parks and Open Space

### Controls

1. Requirements for bushland restoration are provided in the Plan of Management prepared by **Conacher Travers (2003)**. All development consents shall implement the recommendations of the **Conacher Travers Plan of Management**.
2. A path system shall be constructed to provide links across and through the area, connect with the bushland regeneration areas, and the Currans Hill open space system. Emergency and service vehicle access will be controlled.

## 2.5 Housing Type

### Objectives

- a. To create a socially and environmentally sustainable environment that balances residential demands with preservation of the sites assets; and
- b. To provide a range of housing choice.

### Controls

1. Development applications shall be supported by a Master Plan showing the different types of housing within the subdivision. These housing types shall include:
  - i. **Gateway** sites on the main boulevard bus route are to be developed as distinctive 'icons' that define the principal entry points into Manooka Valley. Two-storey attached, or two-storey single/multiple dwelling medium density housing is permissible.
  - ii. One and two storey detached **Main/High Street** housing of a more traditional character is to be located on local streets within the North, South and West Villages.
  - iii. In the West Village, some corner lots have been identified for one or two **Multiple Dwelling** housing.
  - iv. In addition, the perimeter of Manooka Valley will be a carefully planned transition zone between urban and rural developments. Large **Urban Edge** lots and housing clusters will minimise the impact of low density development on the area's landscape.

## 3. Centre Development Controls

Not Applicable

## 4. Site Specific Residential Controls

[\*\*CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES\*\*](#)

Note: The controls listed below (Table 3-2) are specific to Manooka Valley. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

### Front setbacks

The minimum front setback of a residential building on north-facing lots fronting 'Main Street' is 6m. The minimum front setback of a residential building on land zoned E4 Environmental Living is 5.5m.

### Secondary street setback

The minimum secondary street setback of a residential building on land zoned E4 Environmental Living is 4.5m.

### Side setback

The minimum side setback of a residential building on land zoned E4 Environmental Living is 1.5m.

**Table 3-2 Summary of residential accommodation controls – Manooka Valley**

<b>SETBACKS</b>	
Front setback (min)	4.5m
Front setback – north-facing lots fronting 'Main Street'	6m
Front setback - Land zoned E4	5.5m

Secondary street setback (min) – lots >450m <sup>2</sup>	3m
Secondary street setback (min) – lots <450m <sup>2</sup>	2m
Secondary street boundary setback on a corner lot - Land zoned E4	4.5m
Side setback (min)	0.9m
Side setback - Land zoned E4	1.5m
Rear setback ground floor (min)	4m
Rear setback first floor (min)	6m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back an additional 1m.
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1.2m
Public reserve setback (min)	3m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max) – lots <450m <sup>2</sup>	Single storey development - 60%
	Two storey development – 50% ground floor, 30% upper floor
Site coverage (max) – lots >450m <sup>2</sup>	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m <sup>2</sup> with a minimum dimension 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	3 hours between 9.00am and 3.00pm on 21 June.
<b>GARAGE DESIGN</b>	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

### **Double Garages on Narrow Lots between 10m and less than or equal to 12.5m**

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

#### **Objectives**

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

#### **Controls**

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage between 10 metres and 12.5 metres (measured at the building line);
  - (a) It must be in conjunction with a 2 storey dwelling.
  - (b) It must be demonstrated that there is no loss of on street parking, site plans must show:
    - i. an unencumbered area capable of accommodating one on-street parking space in front of the subject dwelling;
    - ii. driveway crossover (minimum 4m for double garage); and

- iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.
4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

- End of Schedule –

DRAFT



# Schedule 4 – Harrington Grove

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# 1 Introduction

Harrington Grove is located to the north of the existing Harrington Park Estate and is adjacent to the rural living allotments to the east of Macquarie Grove Road (Figure 4-1). The site is bound by Camden Valley Way to the east, Cobbitty Road to the north and Macquarie Grove Road to the west. The Northern Road bisects Harrington Grove into two areas

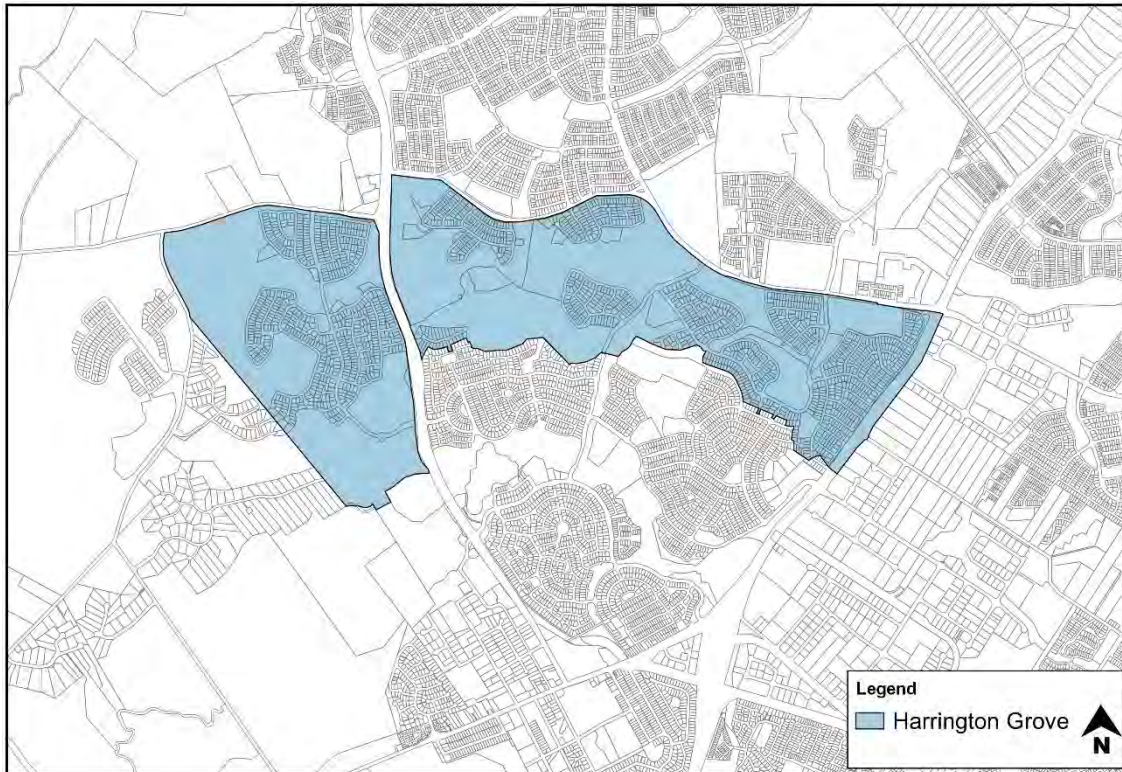


Figure 4-1 Harrington Grove Site and Location Plan

### **Harrington Grove Planning Principles**

Harrington Grove will provide a diverse range of environments focused on both urban development and conservation outcomes.

An ecological and open space corridor will be a key feature of the site. The corridor will extend from Macquarie Grove Road through the Orielson Homestead property broadly along the alignment of Cobbitty Creek. It will extend into the north-western section of the main part of the Harrington Park property, before traversing the northern part of that site through to Camden Valley Way. The corridor provides habitat for the conservation of Cumberland Plain Woodland and its associated flora and fauna in a large, contiguous land unit.

Over time, as the place transforms from a mix of bushland and rural pasture, it will progressively become part of a larger regional bio-diversity network, performing the function of an ecological corridor. It will do this by creating linkages to other lands with ecological value. The corridor will also provide recreational opportunities in the form of a walking trail which provides access to key points of visual interest such as hilltops and viewing points for the key heritage items.

A site will also be created at the top of Crear Hill on Harrington Park where a restaurant will be able to be provided. The design and scale of the restaurant and associated facilities such as parking areas will be in keeping with the bushland character of the setting. Particular attention will be paid to minimising the visual impact of any structures in this area.

The existing landscape corridor along Cobbitty Road and Macquarie Grove Road will be substantially preserved. Significant hedging and fence lines will be retained, and views across the landscape will be preserved. Areas of consolidated bushland will be preserved, restored and maintained over time. Appropriate traffic management measures will be implemented within this context.

Harrington Grove and Orielson will also incorporate areas of housing. These will vary in character and scale across the site and are separately described below.

Areas zoned R1 General Residential located in the central part of the Orielson property, and generally on the eastern side of Harrington Grove, will reflect a lower density residential character of detached houses on large lots within a pedestrian friendly environment.

These areas will feature one and two storey dwelling houses on generously sized allotments, with private rear yards and open front gardens. All dwellings will be designed to address the streets and public spaces such as parks and will be designed to achieve high levels of water and energy efficiency. The design of dwellings will reflect the natural setting of the properties, but will also be identifiably urban in character.

A site will be created within the central portion of Harrington Grove to facilitate the creation of a country club. This facility will provide a range of amenities to residents of Harrington Grove, which may include recreation facilities, meeting rooms, restaurants, bars, gymnasiums, community facilities, child care, associated office space and a sales office and other similar uses.

Native vegetation within parks and drainage lines will be preserved, and generally replicated in the landscaped areas of the residential development area. Plantings will be strongly reflective of the character of the surrounding bushland.

Other areas, zoned E4 Environmental Living, will also incorporate residential dwellings, but in a manner which is more sympathetic to the bushland environment. These dwellings are defined as eco-residential housing. This zone applies to the area to the north of Cobbitty Creek, adjacent to Cobbitty Road, and several areas generally located in the central part of the main Harrington Park site.

These places will be characterised by housing which is less densely developed and approaching a more rural character. Dwellings and roads will be sensitively located in an effort to preserve as much existing vegetation as possible. Housing designs will be particularly reflective of the bushland settings

of these areas, with materials and designs reflecting the need to minimise visual impact and address bushfire risks.

The bushland character of these places will be further enhanced in two discrete areas, located in the north-western and north-eastern corners of the main Harrington Park property. These dwellings will be located within a bushland setting, and materials and colours will reflect the muted tones of that environment. Dwellings will be located in defined building envelopes, and landscaping will be of an unobtrusive nature, relying primarily on existing surrounding vegetation. In the north-eastern corner of Harrington Park, the place will also be characterised by dwellings which generally seek to preserve existing vegetation, reflecting the ecological corridor role that this land plays. In both these locations, setbacks required for bushfire protection will be achieved without the removal of significant stands of existing vegetation.

Land is also set aside to provide curtilages for the two important heritage properties, Harrington Park and Orielton. These properties will remain prominent landmarks within the overall place and will continue to be conserved in accordance with the approved Conservation Management Plans. Views to and from the homesteads will be preserved, as will their surrounding landscape and associated buildings. Dwellings proposed in the areas adjacent to the curtilages set aside for these homesteads will be sympathetic to the heritage significance of these places.

A small area located to the south and west of the Orielton Homestead will be developed for low density residential purposes. This place will provide opportunities for housing in defined areas above the Narellan Creek flood line. Housing designs will reflect the visual prominence of this area, by using visually unobtrusive colours, and height, scale and mass which seeks to minimise visual impacts.

### **Objectives**

- a. Facilitate the development of Harrington Grove in a way that is environmentally sensitive and responds positively to the site's heritage and scenic character, while conserving large sections of regionally significant remnant bushland.
- b. Provide a viable regionally significant habitat corridor in an east – west direction across the site, that retains the high value remnant Cumberland Plain Woodland and includes riparian corridors.
- c. Protect the scenic character and significant views.
- d. Provide appropriate curtilages in accordance with the Conservation Management Plans around the areas of heritage significance.
- e. Facilitate the ongoing management and conservation of the natural and cultural heritage of the site.
- f. Avoid development in areas of high salinity potential, areas with excessive steepness and associated instability.
- g. Ensure future residents of the site can conveniently access employment, shops, educational, community facilities and recreational opportunities both within the site and in the surrounding area.
- h. Ensure that development is staged in a manner which is efficient in terms of infrastructure use and provision.

### **Structure Plan**

The Harrington Grove Indicative Structure Plan has been prepared as a strategic plan to demonstrate the vision for the future development of the subject land (Figure 4-2). The Indicative Structure Plan was prepared in conjunction with the preparation of the Local Environmental Study and reflects the background studies and Government Agency negotiations.

The Indicative Structure Plan establishes a framework for the urban form and defines the critical components to satisfy the road pattern, land uses, conservation, drainage, transport and social infrastructure requirements. More detailed planning and design is required through the preparation of Precinct Plans prior to Development Applications being considered by Council.

The Indicative Structure Plan illustrates the road network and the proposed intersection locations along The Northern Road, Cobbitty Road and Camden Valley Way. This includes connections to existing roads within Harrington Park. The Indicative Structure Plan also illustrates a general road layout for the residential zoned land.

The Indicative Structure Plan also shows the land use activity across the subject land and the land within public ownership. This includes the area to the north and west of the Oriellon Homestead, the land incorporating the southern face of Crear Hill (including Crear Hill) and the regional pedestrian and cycle share path traversing the subject land.

### Precinct Areas

The Indicative Structure Plan has been divided into 15 Precincts. For the purpose of clarity, precincts have been grouped into the following Precinct Areas (Figure 4-3).

1. Development Precincts
  - (a) R1 General Residential
  - (b) E4 Environmental Living
  - (c) R5 Large Lot Residential
2. Environmentally Sensitive Precincts
3. Heritage Homestead Precincts
4. Recreation Precincts

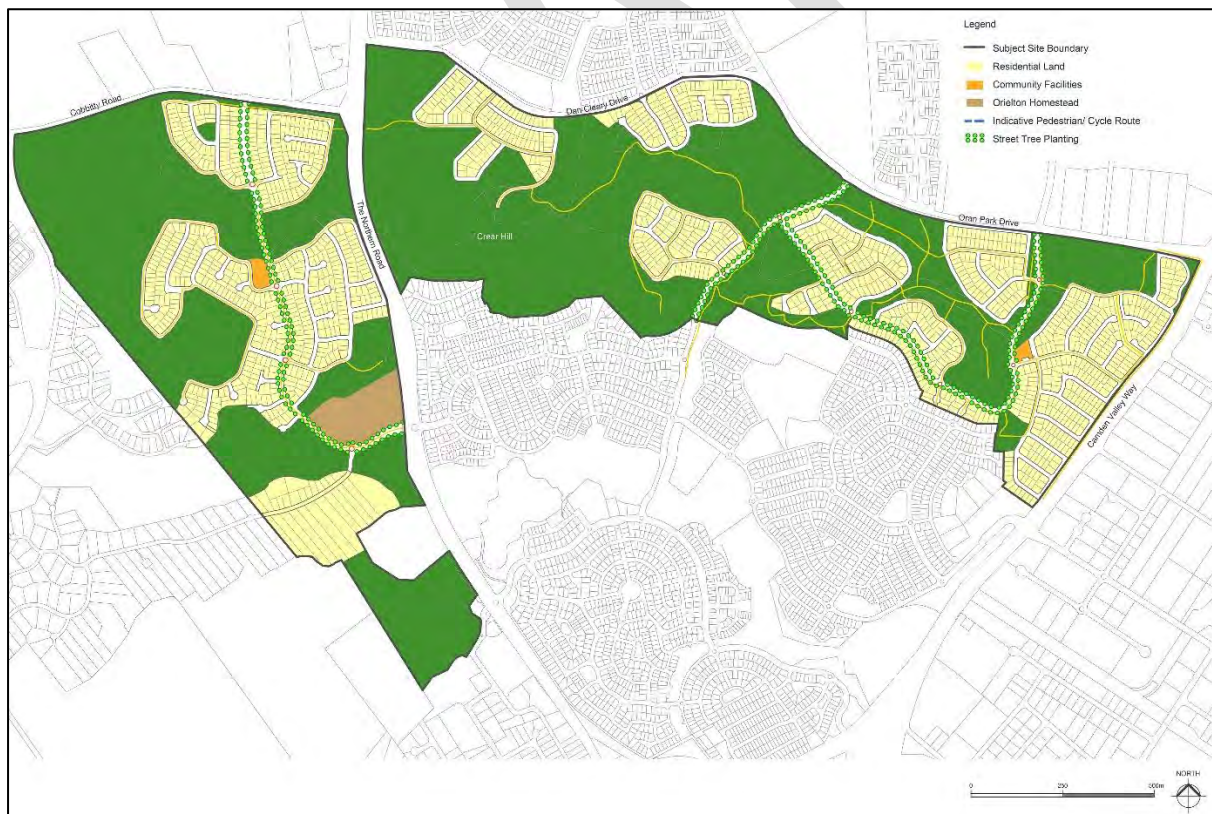


Figure 4-2 Harrington Grove Structure Plan

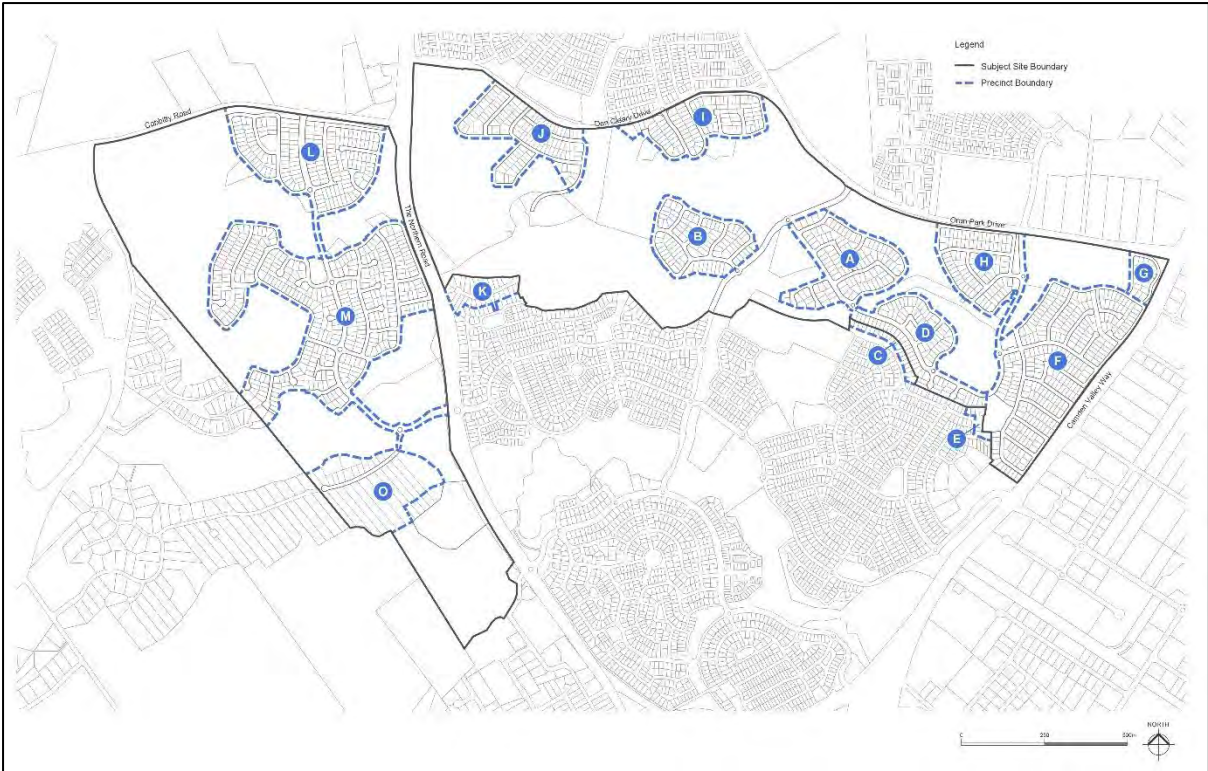


Figure 4-3 Precincts within Harrington Grange

## 2 Subdivision Planning and Design

### Street Network and Design

#### Background

This subsection establishes the road hierarchy (Figure 4-4) for and minimum street cross-sections for Harrington Grove.

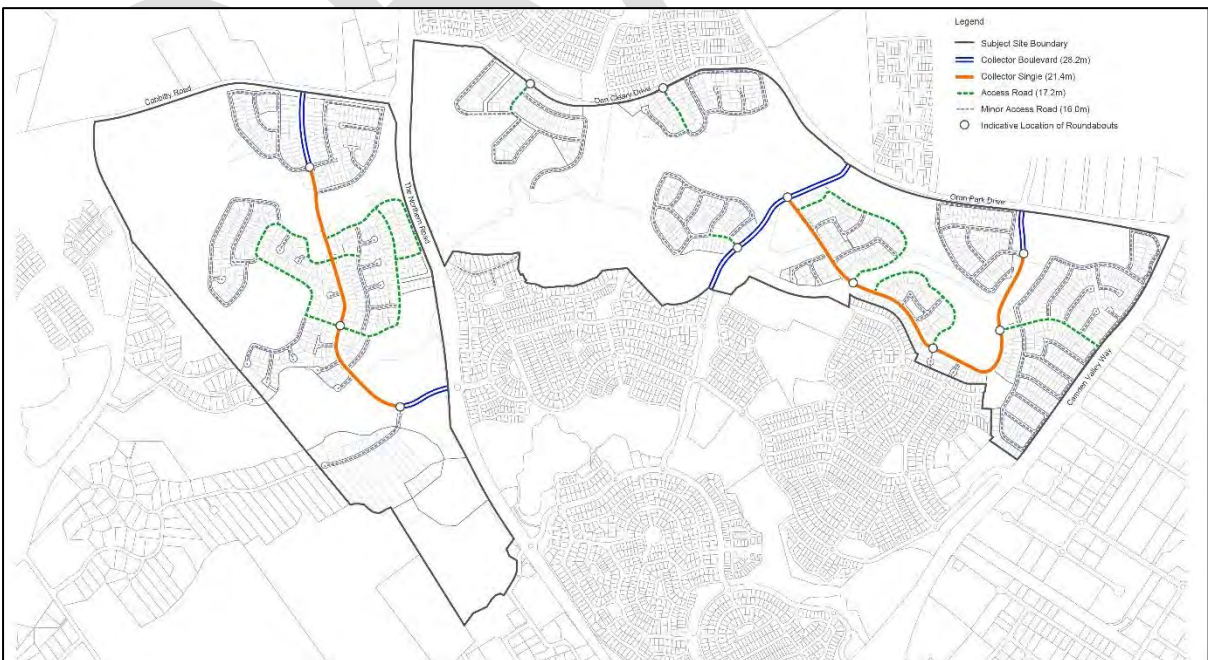


Figure 4-4 Harrington Grove Indicative Road Hierarchy Plan

### **Minor Access Road or Minor Access Place (Cul-de-sac)**

These roads provide access to residential lots and are to be designed to take account of the natural contours of the site.

Vehicle and bicycle use is shared within the carriageway. The carriageway width provides for two lanes of traffic and parking.

**Table 4-1 Minor Access Road or Minor Access Place (Cul-de-sac)**

<b>Road Type</b>	<b>Carriageway</b>	<b>Footway Width</b>	<b>Footpath Width</b>	<b>Road Reserve (Minimum)</b>	<b>Design Considerations</b>
Minor Access Road or Minor Access Place	6m	10m total  (i.e. 5.0-5.0m or 6.0-4.0m)	1.2m  (Refer to Figure 4-6 for location of path)	16m	<ul style="list-style-type: none"><li>• No cycle lane.</li><li>• Site responsive road alignments.</li><li>• Designed to accommodate traffic flows up to 1,000 vpd.</li></ul>

### **Road Design**

1. Roads are to be designed in accordance with Council's Engineering Design Specifications.
2. Pavement design are to be in accordance with 'Ausroads Publication – Pavement Design of Road Pavements' and 'Ausroads Pavement Research Group Publication, Report No. 21 - A Guide to the Design of New Pavements for Light Traffic'
3. Roundabouts are to be provided generally in accordance with the Harrington Grove Indicative Structure Plan. Roundabout are to have a minimal internal radius of 8m, with a minimum pavement width of 3.5m
4. Intersection treatments are required to clearly identify the road hierarchy and to create more defined intersections.
5. Precinct Plans are to define the locations of road intersection thresholds. These are to be constructed of coloured asphalt or paved.
6. The colour of the threshold paving/concrete is to be similar to the road pavement.
7. Traffic islands and slow points are to be constructed of concrete or paving. Extended speed humps (i.e. Plateaus) are not to be provided for traffic calming.
8. Road pavement shall be asphalt. Coloured asphalt, concrete or paving bricks may be used to define cycle lanes, car parking spaces or at intersections.
9. The road layout is to be generally in accordance with the Harrington Grove Road Hierarchy Plan (Figure 4-4)
10. The location of street lights, street tree planting, street furniture, traffic control devices and bus bays are to be identified in Part B.
11. Roads are to be designed to take account of the topography and minimise earthworks.
12. A turning area at the end of proposed cul-de-sac shall be provided generally in accordance with Appendix B "Turning Heads".
13. "T" configuration turning heads are to be designed in accordance with Appendix B "Turning Heads".
14. For road works within areas identified as a salinity hazard, the following is to occur as a minimum:
15. Roads should be perpendicular to the contours as much as possible.
16. Minimum disturbance of subsoil
17. Engineering designs incorporating considerations of salinity impacts are required.
18. Subsoil drainage is to be installed along both sides of all roads.

## Road Geometry

1. On-street and off-road cycleways are to be provided in accordance with Councils Engineering Design Specifications.
2. All residential roads (e.g. minor collector roads, access road/places, minor access road/places, and share ways) are to be designed and sign posted at a minimum of 50kph (i.e. traffic management must be considered at the subdivision application, with either road layout or speed reducing devices to produce a traffic environment which reduces traffic speed).
3. Verge widths are to respect the character of the Development Precinct and provide sufficient space for service infrastructure.
4. Where roads are adjacent to public reserves or conservation areas the verge widths are to be a minimum of 1.5 metre, subject to public utilities, bollards and fencing being adequately provided within the road reserve, unless prescribed by an approved Conservation Management Plan, Bushfire Management Plan or Landscape Master Plan.

## Philosophy

- a. The road network for is a safe, permeable road system providing an appropriate level of road access and connectivity both within Harrington Grove and externally to the surrounding district, including the neighbourhood shopping centre at Harrington Park (via Harrington Parkway and Fairwater Drive).
- b. The interconnected road network facilitates safe and efficient pedestrian movement throughout Harrington Grove, linking residents to all proposed land uses and residences, including the Local Community and Recreation Centre, public parks and Community Woodland.
- c. The road system provides a road interface with the surrounding Community Woodland/public reserve and has been designed to be sympathetic with the natural contours of the precinct.

## Controls

1. Roundabouts are to be provided in the locations shown on the Road Hierarchy Plan (Figure 4-4).
2. Intersection treatments are to clearly identify the road hierarchy and create defined intersections through the utilisation of thresholds.
3. Thresholds at intersections (Figure 4-5) are to be provided in the locations identified on the Road Hierarchy Plan (Figure 4-4). These are to be constructed of coloured or stamped concrete or asphalt (individual pavers, cobblestones etc. are not acceptable for trafficable roads)
4. Kerb profile and materials may be varied depending on road drainage requirements.
5. Medians, traffic islands and slow points are to be landscaped.

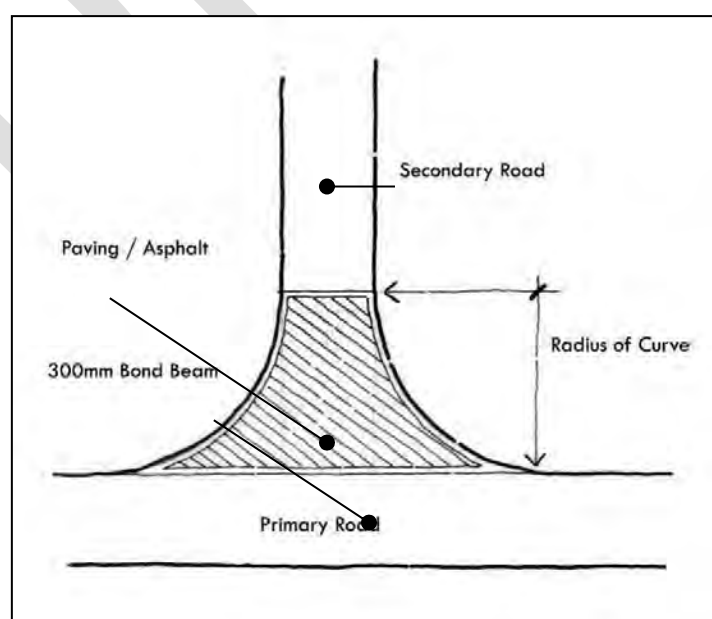




Figure 4-5 Indicative Threshold Treatment

## Pedestrian and Cycle Network

### Controls

1. Development applications are to provide for the detailed design and location of footpaths and cycleways generally in accordance with the layout provided in Figure 4-6.
2. The construction material, alignment and use of the pedestrian & cycle share path are to be determined by an approved conservation management plan for the conservation area and landscape master plan for the subject land.
3. Pedestrian and cycle share path crossings of The Northern Road are only to occur at the Cobbitty Road west intersection for safety reasons.
4. The pedestrian & cycle share path is to be a minimum width of 2.5m metres. The width and construction standards should cater for the user types and volumes anticipated as determined by an approved conservation management plan and landscape master plan for the subject land.
5. Lookouts are to be generally provided in locations in accordance with an approved conservation management plan and/or landscape master plan.
6. The construction material and associated public facilities at each lookout are to be in accordance with an approved conservation management plan and landscape master plan for the subject land.
7. The pedestrian & cycle share path shall be contained within a 50 metre wide corridor (i.e. 25 metres either side of the path).
8. The pedestrian and cycle pathway network is to:
  - (a) provide safe and convenient linkages between open space systems, community facilities, schools and shops, and
  - (b) respond to the topography and achieve appropriate grades for safe and comfortable use where possible.
  - (c) Pedestrian and cycle share paths are to be provided in accordance with AustRoads Part 14 and locations are shown in Figure 4-6. These locations are indicative and subject to further detailed survey work and discussions with Council.

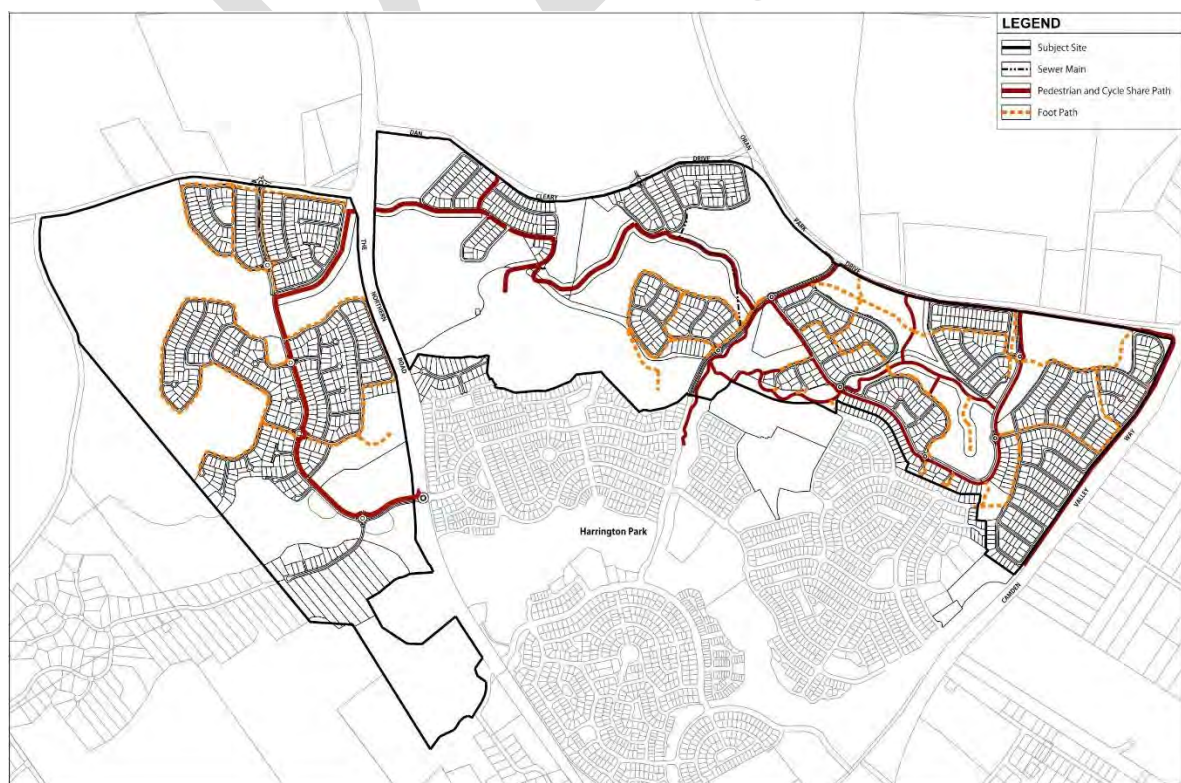


Figure 4-6 Harrington Grove Indicative Pedestrian and Cycle Network

### **Street Trees and Landscaping**

1. Street trees and landscaping is to be provided to increase the amenity of the precinct area and encourage pedestrian use and walkability. The standards and design of street furniture are to be included in a landscape plan and lodged with the development application.
2. The landscape plan is to be prepared by a qualified landscape architect and lodged with the development application.
3. Street trees are to be generally provided on both sides of roadways (two per lot, typically one aligned with the lot side boundary and one central to the lot). The species and general location of trees are to be contained within the landscape plan.
4. No street trees are to be placed within 1.0m of the street kerb.
5. Street lights are to be approved by Council.

### **Tree Retention**

1. Trees to be retained are to be identified in the Development Application.

### **Bulk Earthworks**

#### **Controls**

1. Development Applications are to provide accurate site surveys prepared by a qualified surveyor to provide a clear and accurate representation of the contours of the land.
2. Development Applications are to illustrate bulk earthworks and provide justification for proposed changes to land levels.
3. Compaction of filled areas is to be 98% standard compaction and in accordance with AS 3798-1990 in accordance with engineering standards and a compaction certificate is to be submitted to Council.
4. Proposals requiring significant moving and filling of earth will be considered if it contributes to the overall quality of the development and the urban design outcomes for the area.
5. Earth moved from areas containing noxious weed material must be disposed of at an approved waste management facility and transported in compliance with the Noxious Weed Act 1993.

### **Sloping Land and Retaining Walls**

#### **Controls**

1. Retaining walls at the subdivisional works stage of development are permitted to reduce the need for cut and fill at the dwelling construction stage.
2. The maximum height of a retaining wall is 1.5 metres.
3. In instances where a retaining wall greater than 1.5 metres in height is required, a second retaining wall is permitted providing the retaining wall structure incorporates a step of 1 metre in width, with the second retaining wall being limited to 1 metre in height (i.e. first wall a maximum of 1.5 metres and second retaining wall is a maximum of 1 metre).
4. Retaining walls are to be constructed of masonry materials.
5. Any wall with a height of 1.5m or greater requires lodgement of a Development Application.

### **Estate Fencing**

#### **Controls**

1. Estate fencing will be erected in specific locations to separate public and open space areas with residential development. Estate fencing is to be constructed of high quality materials and finishes and is to form part of the subdivisional works for the site.
2. The location of estate fencing is identified in a Development Application and is to be constructed in accordance with a Landscaping Plan.
3. Estate fencing is limited to a maximum height of 1.8m above ground level.
4. Estate fencing is not to be removed or altered in finish, shape or form of the fence.

## Bushfire Management

### Background

The natural environment and native vegetation is a significant feature of the Harrington Grove landscape. The retention of a significant area of remnant bushland within proximity to residential development across the subject land has been considered during the preparation of the Indicative Structure Plan.

### Controls

1. Precinct G and J will require a Bushfire Management Plan to be prepared to demonstrate the measures necessary to minimise the impact of fire on buildings in accordance with Planning for Bushfire Protection (NSW RFS).
2. A Bushfire Management Plan is to be prepared in conjunction with a Conservation Management Plan and Landscape Master Plan for Precincts Q, R and T.
3. A Bushfire Management Plan is to be prepared in accordance with Planning for Bushfire 2006 (or a more recent Rural Fire Services policy) and submitted with a Development Application for subdivision.
4. E2 Environmental Conservation zone needs to be located and designed in accordance with a Bushfire Management Plan and/or Conservation Management Plan and/or a Landscape Master Plan.
5. Fire Trails are to be constructed between areas where development is separated by bushland or alternative access is required to a public road. An approved Bushfire Management Plan and/or a Conservation Management Plan and/or a Landscape Master Plan will outline the alignment, construction and management of fire trails.

### Specific Development Precincts

The development precincts are those which are proposed to be developed for residential purposes, as outlined in Figure 4-3. The development of each precinct will be undertaken in accordance with the objectives for each respective development precinct.

Zone	Precincts
R5 Large Lot Residential	N, O

### Residential Precincts (R5 Large lot Residential)

#### Objective

- a. Conserve the heritage significance of the heritage homesteads and their immediate environs, whilst facilitating the provision of public road linkages and appropriate development.

### Harrington Grove – Precinct N Orielton Homestead

#### Controls

1. Implement the Orielton Conservation Management Plan for Orielton Homestead.
2. Alignment and construction of public road linkages, where necessary, to respect and be sympathetic to the natural environment.
3. Provide adequate bush fire management measures.
4. Identify areas of tree planting in accordance with a Conservation Management Plan to provide vegetated screening of development, where necessary.

### Harrington Grove – Precinct O

#### Objectives

- a. Create a range of lot sizes that:
  - (i) reflects the adjacent Kirkham Estate; and
  - (ii) allows for smaller lots for the more elevated northern portion of the precinct, whilst ensuring the visual quality of the development respects important viewscape elements.

- b. Provide for small holding rural residential living opportunities on land not being of prime crop or pasture potential and having ready access to urban areas and facilities.
- c. Ensure development is carried out in a manner that minimises risk from natural hazards, particularly bushfires and flooding.

#### **Controls**

- 1. Design and locate roads to take account of the natural contours of the site.
- 2. Provide pedestrian and cycle linkages.
- 3. Provide adequate bush fire management measures.
- 4. Introduce building envelopes to control the location of dwellings.
- 5. Appropriate separation of dwellings from flood affected land.
- 6. Prepare building controls to control building form, fences, materials and colours to ensure that all buildings have minimal visual impact.

#### **Environmental Elements**

##### **Development in Saline Areas**

Areas of salinity risk exist within the Precinct which require specific management and construction standards to ensure buildings and structures are protected from salinity damage. The areas of salinity risk are identified in Figures 4-22, 4-24, 4-30, 4-32, 4-37 and 4-40. There are also areas within the Precinct that contain soils with aggressivity to concrete and steel, which are identified in Figures 4-23, 4-25, 4-31, 4-33 and 4-38. Specific construction standards and procedures need to be implemented to address potential aggressivity impacts.

- 1. Development in areas of salinity risk shall be consistent with Camden Council's Policy No. 1.15 – Building in Salinity Prone Environments.

### **3. Centre Development Controls**

Not applicable.

### **4. Site Specific Residential Controls**

[\*\*CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES\*\*](#)

Note: The controls listed below are specific to Harrington Grove. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

#### **Harrington Grove General Residential Building Controls Applying to all Precincts**

##### **Housing**

##### **Objectives**

- a. Development is to enhance the existing or planned town/suburban character and streetscape.
- b. The form, scale and siting of buildings, and the materials and colours are to be appropriate to the character of the area.
- c. Garages are to be recessed from the front facade so as not to dominate the house and the streetscape.
- d. Building heights are to maintain the single and double storey residential character of the Camden LGA and to minimise the impact on existing residential development.
- e. Setbacks are to enhance or create landscape features, and maintain visual and acoustic privacy.

##### **Building and Site Design**

##### **Form and Character**

Residential development within Harrington Grove comprises a variety of styles, densities and form, which creates neighbourhood villages of a high standard.

- a. Whilst encouraging variety in housing design these Building Controls promote characteristics of good design such as:
  - i. facades that are attractive and provide interest.
  - ii. facades that are “welcoming” and do not dominate the streetscape.
  - iii. rooflines that are aesthetically pleasing and incorporate adequate eaves.
  - iv. reduced visual impact from garage doors.
  - v. make best use of the site area and orientation of the lot.
  - vi. energy consumption reductions in housing through passive solar design.
  - vii. good landscape design to maximise energy efficiency of dwellings.
  - viii. high levels of amenity (daylight, outlook, privacy) from within the house and the private open space.
  - ix. safe neighbourhoods through informal surveillance of the street.

### **Siting of Dwellings**

- b. The orientation, siting and layout of dwellings is to consider the following:
  - i. location and design of houses are to relate to the site topography.
  - ii. houses to be orientated to the front street.
  - iii. visual and acoustic privacy is to be maintained between the dwellings and adjacent residential properties.
  - iv. the benefits of passive solar design and natural ventilation.
  - v. effective landscaping and careful site design is to assist in acoustic and visual privacy and enhance shaded areas.
  - vi. minimise the effects of overshadowing, and visual and acoustic intrusion.
  - vii. the provision of sunlight in living spaces within buildings and in open spaces around buildings to improve energy efficiency.

### **Corner Lots**

2. Dwellings on corner lots are to consider the following:
  - (a) Dwellings on corner lots are to address both street frontages (Figure 4-7).
  - (b) Dwellings on corner lots may encroach closer to the road reserve to frame the corner and improve the visual quality of the streetscape.



;

### **Street Facades**

3. Garages are not to protrude in front of houses and/or dominate the streetscape. The front of the

house is to have an attractive facade that displays sufficient articulation (Figure 4-9). To achieve this, the following provisions apply.

4. Triple garages are to have at least one garage set back a minimum distance of 900mm behind the other garages.
5. Part of the front facade (excluding the garage) must be set back a minimum of 900mm from the rest of the facade (excluding the garage) (Figure 4-8). This results in a staggered or articulated facade. Recessed or protruding entry alcoves, central to the front building facade and containing the front door, do not, alone, satisfy this requirement.
6. On corner homesites, no straight section of the side wall facing a street is to be longer than 9m or shorter than 2.5m. Walls longer than 9m are to have a 'step' of at least 900mm between the sections.

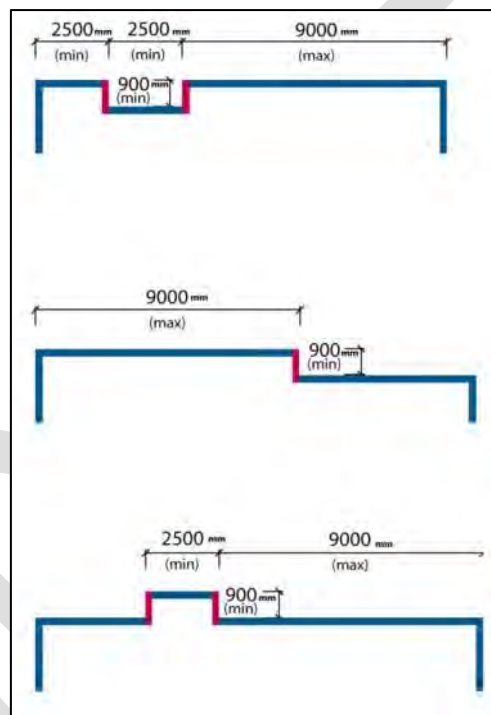


Figure 4-8: Street Facades

7. Garages are permitted forward of the front building facade providing (Figure 4-9):
  - (a) garage doors do not front the street,
  - (b) the facade of the garage fronting the street resembles a dwelling facade which includes windows and similar architectural elements, and
  - (c) the garage is integrated with the dwelling.

Facades – Acceptable

Facades – Not Acceptable

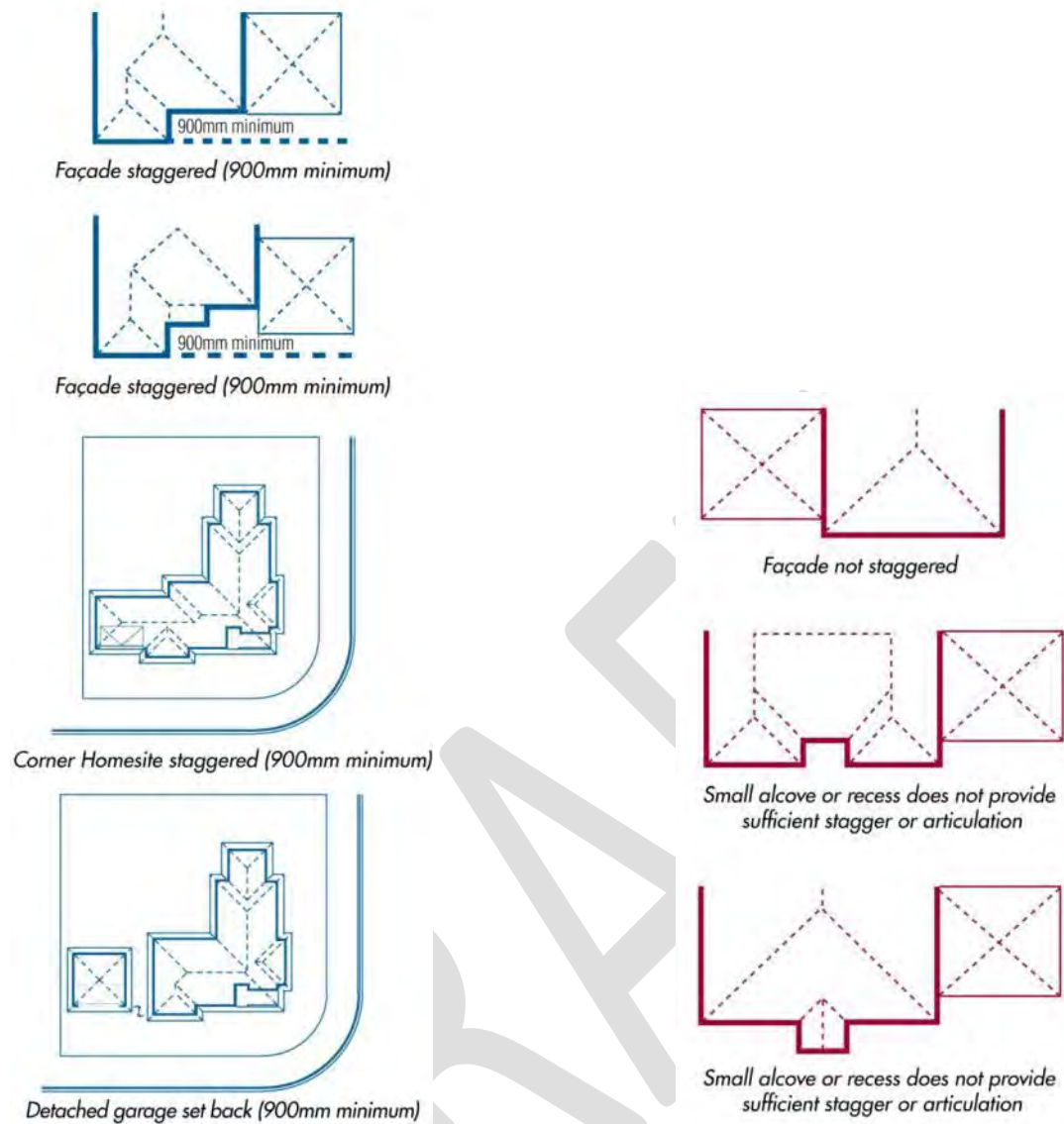


Figure 4-9: Facades which are/are not permitted

### Setbacks

#### Setbacks for Dwellings and Structures (General)

1. Setbacks within these precincts are to be in accordance with Table 4-2.

Table 4-2: Precinct Setbacks

Precinct	Front Setback					Side Setback					Rear Setback	Garages			
	Collector Road – Street Access	Collector Road – No Street Access	Collector Road – Corner Lots	Minor Access Road – Street Access	Minor Access Road – Corner Lots	Common Lot Boundary	Collector Road – Corner Lots	Minor Access Road – Corner Lots	Secondary Frontage	Lots Abutting Open Space	Common Lot Boundary	Building line Setback	Front Boundary Setback	Third Garage Setback to Main Garage	Common Lot Boundary
Precinct A	8m	6m	6m	6m	4m	2m <sup>^</sup>	6m	4m		2m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct B	8m	6m	6m	6m	4m	2m <sup>^</sup>	6m	4m		2m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct C	4.5m	4.5m	4.5m	4.5m	4.5m	0.9m <sup>^</sup>			3m	4.5m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	0.9m <sup>^</sup>
Precinct D	8m		6m	6m	4m	2m <sup>^</sup>	6m	4m		2m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct E	4.5m	4.5m	4.5m	4.5m	4.5m	0.9m <sup>^</sup>			3m	4.5m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	0.9m <sup>^</sup>
Precinct F	8m	6m	6m	6m	4m	2m <sup>^</sup>	6m	4m		2m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct G				6m	4m	2m <sup>^</sup>		4m			6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct H				6m	4m	2m <sup>^</sup>		4m			6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct I				6m	4m	2m <sup>^</sup>		4m			6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct J				6m	4m	2m <sup>^</sup>		4m			6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct K				4.5m	4.5m	0.9m <sup>^</sup>		4m		2m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct L	8m	6m	6m	6m	4m	2m <sup>^</sup>	6m	4m	3m	4.5m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	0.9m <sup>^</sup>
Precinct M	8m	6m	6m	6m	4m	2m <sup>^</sup>	6m	4m		2m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>
Precinct O	8m	6m	6m	6m	4m	2m <sup>^</sup>	6m	4m		2m <sup>^</sup>	6m <sup>^</sup>	0.9m	5.5m	0.9m	1.1m <sup>^</sup>

Notes:

\* On corner lots, the rear boundary may be interchanged with the side boundary to respond to dwelling orientation and design

<sup>^</sup> Reductions to the side and rear setback requirements are permitted in the following circumstances:

- i Side setbacks can be reduced to 1.5m for single storey dwellings on residential allotments less than the 800m<sup>2</sup>, and
- ii Garages are permitted to encroach into the side and rear setbacks on corner lots. Garages must be setback to a minimum of 1.1m from the lot boundary to the garage wall.

\*\* This figure may be reduced to 600mm providing any windows in walls utilising the reduced setback provisions are linked to a non-habitable room and are not larger than 900mm x 600mm. Such windows are to comply with fire safety hazards in the Building Code of Australia.

2. Eaves, fascias, downpipes, chimneys and gutters can encroach into the side setbacks provided there is a minimum separation distance of 450mm from the boundary, as shown on Figure 4-10.



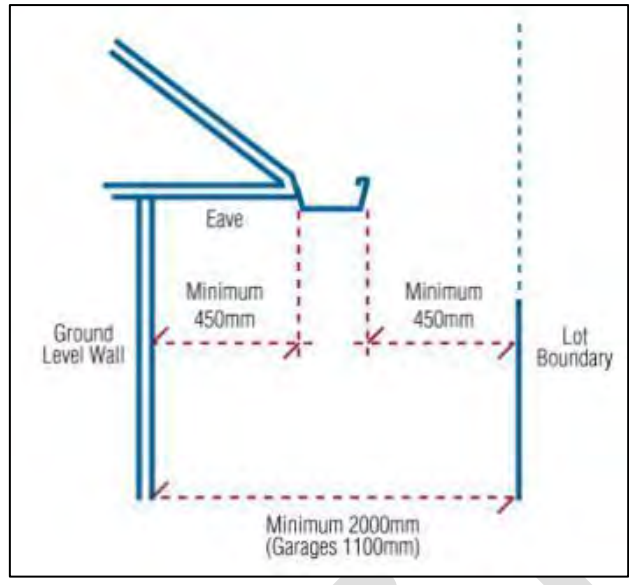


Figure 4-10: Side Boundary Setback

3. All outbuildings greater than 10m<sup>2</sup> in area are to comply with the standard setback provisions above.

**Corner Lots**

4. Corner lots may have a reduced front setback to the neighbouring allotments primary front setback. (i.e. where an abutting lot has a primary street setback of 6 metres, the corner lot shall have a setback to that road of 4 metres) ( Figure 4-11).
5. No side wall is to be longer than 9m or shorter than 2.5m in length and is to contain a minimum 900mm step in the facade.

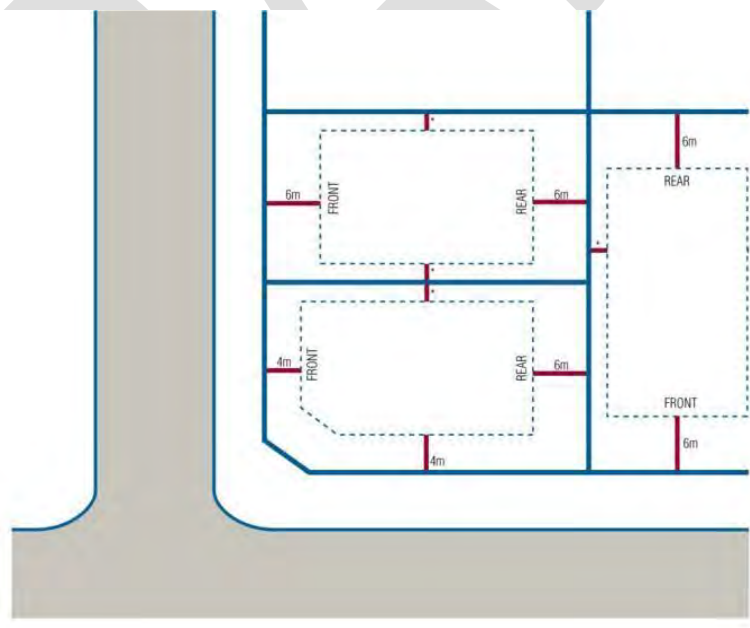


Figure 4-11: Corner Lot Setbacks

**Garages**

6. Garages are to be setback a minimum of 5.5m from any street frontage.
7. Garages are to be setback a minimum of 1.1m from any other boundary.
8. Garages are to be setback by a minimum of 900mm from the primary building facade closest to the road.

- Triple garages are to have at least one garage setback a minimum distance of 900mm behind the other garages.

#### **Site Coverage and Floor Area**

- The area of the dwelling (including ancillary buildings) is to occupy no more than 50% of the lot area (excluding access legs of battle-axe allotments).

**Note:** *Openverandahs and covered outdoor entertaining areas with perimeter walling no higher than 1m are excluded, as are garden sheds that comply with the SEPP*

#### **Materials**

##### **Colour**

- A colour schedule containing samples of external colours is to be provided to Camden Council when applying for development consent.
- Bolder, brighter, deeper shades of colour on feature areas of the building is encouraged provided they are in keeping with the overall colour scheme of the dwelling and do not detract from the streetscape.

##### **Walls**

- External walls of all dwellings are to be constructed of;
  - face or rendered brickwork,
  - stone,
  - rendered concrete blocks,
  - glass, or
  - lightweight materials such as fibre cement or seamless, textured and coated materials.
- The use of lightweight materials is only permitted on upper-storey walls and is to be constructed of fibre cement or other seamless, textured, coated materials.
- Dwellings are to be finished in earthy colours that blend with the natural surrounds. Bold contrasting colours are to be avoided, so as not to detract from the natural setting of the development.

##### **Roofs**

- Roofs are to be constructed of pre-painted steel sheet, tiles or slate.
- Roofs are to consist of a single colour and material.
- Highly reflective roofing materials (such as uncoated zincalume) are not permitted as the reflective qualities can impact upon neighbouring allotments and the surrounding area.
- A colour schedule containing samples of roof colours is to accompany the Development Application for building.

The colour of roofing, whether tiles or pre-painted sheet steel, is to be generally consistent with the natural surrounds and recessive in tone

#### **Roof Form**

##### **Roof Pitch and Line**

- The roof pitch is to be a minimum of 22.5° and a maximum of 45°.
- Skillion roofs are permitted with a minimum slope of 22.5°.
- The roof line is to be articulated to follow the modulation of the dwelling facade where the step within the facade exceeds 2.5m in length and fronts a road or public reserve (i.e. corner lot and street front) (Figure 4-12).
- Eaves no smaller than 450mm are to be incorporated into the building design and are required on all front and side facades of dwellings.

**Note:** *Variations to the minimum roof pitch requirement can be considered where architectural merit and innovation in the building design is demonstrated.*

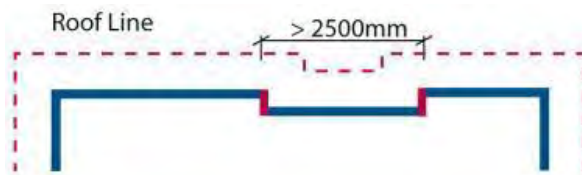


Figure 4-12: Roof Articulation

### Lofts

5. Lofts are intended to provide flexibility in the design and location of floor space within a dwelling but are not intended to be an additional storey.
6. Lofts are to be contained entirely within the roof pitch.
7. Lofts will not be counted as a storey.
8. Lofts may be used as habitable areas but are not included in floorspace calculations.
9. Dormer windows and tilt up windows that are flush with the roof are permitted.

### Garages and Driveways

#### Garage Design

1. Garages are to have a minimum internal dimension of 3m wide x 5.5m length for a single garage or 5.5m width x 5.5m length for a double garage. All dimensions are to be clear of any fixed internal structures, such as staircases (Figure 4-13).
2. A garage or carport is permitted at the rear or side of the dwelling, though not permitted to be constructed in the front setback of the allotment. All garages are to be positioned behind the setback line, and a minimum of 5.5m from the lot boundary fronting a road.
3. A third garage is permitted in accordance with Control 4 \within **Street Façades** of this Schedule.
4. A detached garage is permitted.
5. The carport/garage must be constructed of materials that match or complement the primary dwelling in respect of material, pitch of roof, design, colour and external appearance.
6. Garage doors are to be tilt-up, panel or sectional. Roller doors are not permitted to the front of the garage.
7. The width of the garage doors when viewed from the street shall not exceed 50% of the width of the dwelling's front elevation.

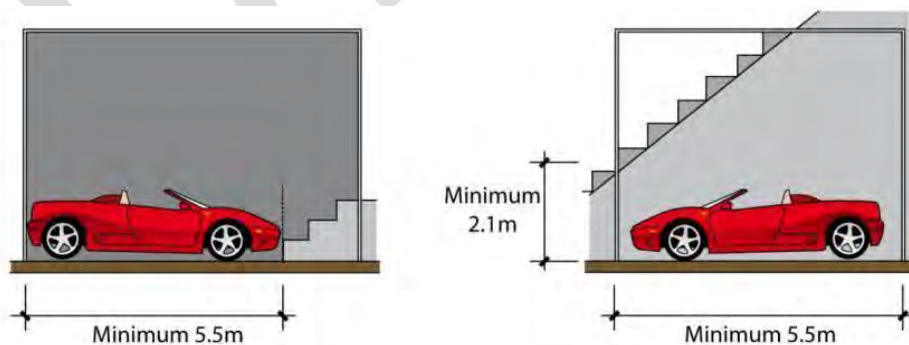


Figure 4-13: Carparking Clearance from Fixed Structures

#### Driveways (Access Design)

8. Driveways must be constructed from the garage to the road kerb prior to occupation of the dwelling and be a minimum of 5.5m in length from the lot boundary to the garage.

9. Driveways to corner lots are to be a minimum of 6 metres from the end point of the curve adjacent to the intersection of the primary and secondary lot boundaries (as shown on Figure 4-14).

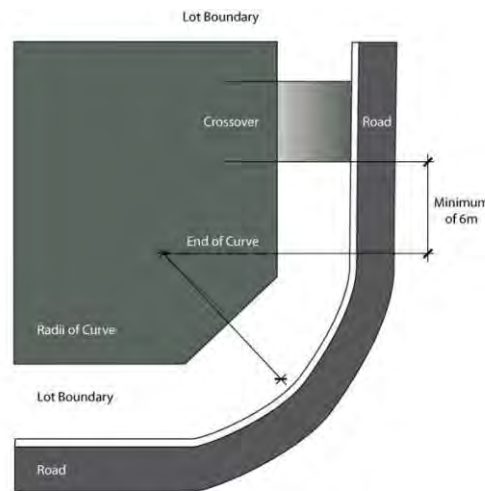


Figure 4-14: Carparking Clearance from Fixed Structures

10. The footpath cross-over needs to be constructed from the kerb to the boundary.
11. The driveway must not be less than 3m and no greater than 5.5m in width from the kerbside to the boundary of the lot and a consistent width for its length between the kerb and the lot boundary.
12. The driveway must be constructed to its full width using either a stencilled or stamped concrete, clay pavers or exposed aggregate. No portion of the driveway is to be uncoloured concrete.
13. Driveways are to be sufficiently setback from side boundaries to allow effective screen planting along the boundary, provided vehicular and pedestrian safety is maintained.
14. Driveways are to have an average overall grade of 1:6 (refer to Council's detailed requirements for grades and vertical curves) and be a minimum of 500mm clear of all drainage structures on the kerb and gutter and side fencing. They are not to interfere with the existing public utility infrastructure unless prior approval is obtained from the relevant authority.

## Landscaping and Private Open Space

### Landscaping

1. All parts of the lot not built upon or paved are to be landscaped with turf, groundcover, shrubs and/or trees.
2. No more than 40% of the front yard is to be hard paved surfaces.
3. Impervious areas are to be limited to a maximum of 65% of the lot area.
4. All gardens visible from roads or parks must be fully landscaped within three months of the house being occupied.

### Private Open Space

5. Each dwelling is to have quality, useable private open space, behind the primary building line to allow outdoor recreational and clothes drying areas.
6. The total area of private open space is to be a minimum area of 80m<sup>2</sup> (dwellings with 3 or less bedrooms) and 100m<sup>2</sup> (dwellings with 4 or more bedrooms).
7. Each dwelling is to have a principal private open space in at least one courtyard directly connected to a living zone, with the minimum dimensions of 5m wide x 5m deep and being not steeper than 1:15 gradient. On steeper sites open space is to be terraced to provide useable space or a timber deck with the minimum dimensions of 4m x 2.5m constructed adjacent and accessible to a living zone to minimise any site disturbance.

8. Sunlight must reach at least 50% of the principal private open space and of any adjoining dwelling for not less than 3 hours between 9:00am and 3:00pm on 21st June.

**Note:** Any area to be included in the above calculation is to have a minimum dimension of 2.5m. Any area in front of the front building alignment is not to be considered in the above calculation.

## Lot Fencing

### Front Fencing

1. Fencing along the front boundary is limited to a maximum height of 1m from finished ground level. Notwithstanding piers with a maximum dimension of 500mm x 500mm are permitted to a maximum height of 1200mm.
2. Fencing is to be constructed of face brick, rendered brick or rendered blockwork piers with visually permeable infill panels of landscaping, decorative steel, wrought iron or timber pickets (Figure 4-15). Panels are to be at least 70% visually permeable.
3. Where front fencing is located on top of a retaining wall, the total height of the front fence and retaining wall (measured from finished ground level on the verge side) is not to exceed 1m in height.
4. Fences constructed entirely of timber pickets, palings or materials of similar appearance are not permitted.
5. Bold contrasting primary coloured fencing is to be avoided so as not to detract from the natural setting of the development.



Front fencing with infill panels

Face brick piers with pickets

Rendered brick with decorative Steel

Figure 4-15: Examples of Allowable Fences

### Fencing Along Common Lot Boundaries

6. Fencing on side boundaries is limited to:
  - (a) 1m in height from the front boundary to 1m behind the front building facade closest to the side boundary, and
  - (b) 1.8m in height from 1m behind the front building facade closest to the side boundary to the rear boundary (Figure 4-16).

**Note:** The side fence erected with the first constructed dwelling, will take precedence, unless otherwise agreed by both affected landowners that these arrangements are impracticable.

- (c) Fencing on rear boundaries is limited to 1.8m in height.

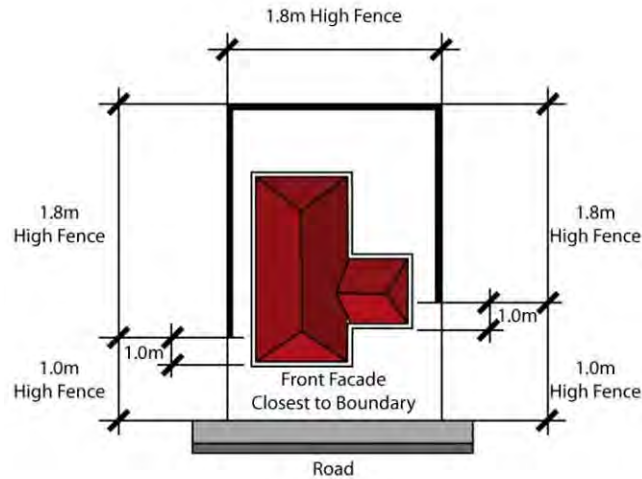


Figure 4-16: Common Boundary Fencing

7. Fencing along the side and rear common lot boundaries is to be constructed:
- of pre-painted sheet steel fencing or masonry materials where a fence height limit of 1.8m is permitted, and
  - in accordance with the front fencing requirements where a fence height limit of 1m is permitted (refer to control 1 in this subsection).

**Fencing Along a Road Reserve**

8. Fencing abutting a road reserve is to be constructed of:
- face brick, rendered brick or rendered blockwork, or
  - face brick, rendered brick or rendered blockwork piers with infill panels of landscaping, decorative steel, wrought iron, decorative timber or brushwood, or
  - brushwood.

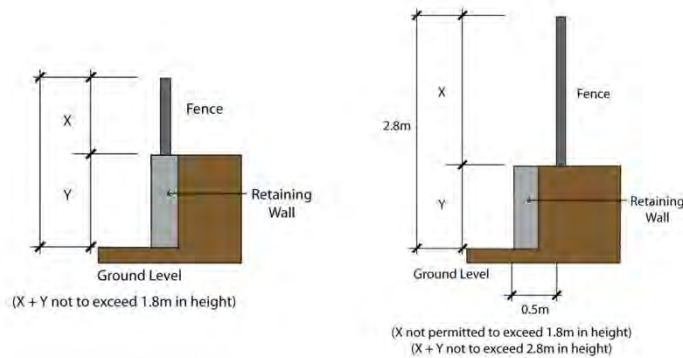


Figure 4-17: Lot Fencing Abutting a Road Reserve on a Retaining Wall

9. Where 1.8m corner lot fencing abutting a road reserve is constructed on top of a retaining wall, the total height of the front fence and retaining wall (measured from ground level on the verge side) is not to exceed 1.8m in height. Notwithstanding fencing is permitted to a height of 1.8m above a retaining wall provided the fence is setback a minimum of 500mm from the facia of the retaining wall (Refer Figure 4-18).
10. Fencing on common lot boundaries for corner lots is limited to a height of 1.8m.
11. Pre-painted sheet steel fencing alongside and rear common lot boundaries on corner lots is not to extend past a point measured to be 2.9m behind the minimum building setback for the corner lot (Refer to Figure 4-19 and Table 4-2 for setback requirements for corner lots). Fencing forward of this point is to be constructed of face brick, rendered brick or rendered blockwork with or

without visually permeable infill panels of landscaping, decorative steel, wrought iron, brushwood, or decorative timber.

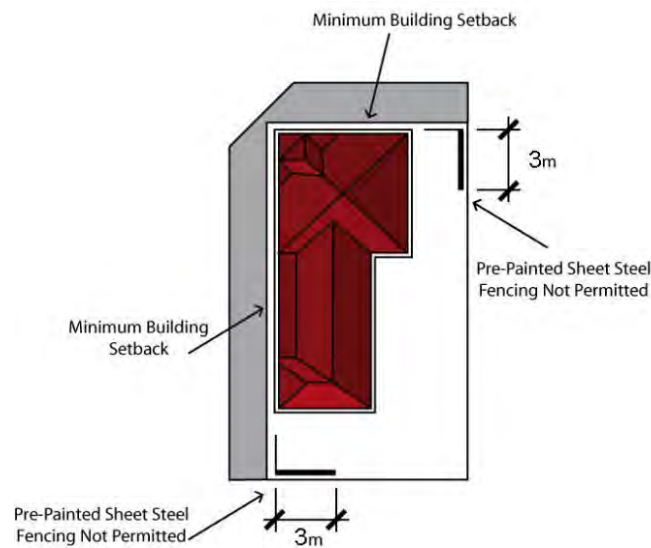


Figure 4-18: Pre-painted Sheet Steel Fencing on Common Lot Boundaries

**Return Fencing to the Dwelling**

12. Return fencing to the dwelling is:
  - (a) limited to a maximum height of 1.8m, and
  - (b) is to be setback a minimum of 1m behind the building facade fronting the street and closest to the lot boundary.
13. Fencing between the dwelling and the side boundary is to be constructed from the same or similar materials as the dwelling.
14. Gates located between the dwelling and the side boundary are to be constructed of decorative steel, wrought iron, brushwood or decorative timber.
15. Gates painted with bold primary colours are not permitted.
16. Fencing between the dwelling and side boundary may be constructed from pre-painted sheet steel where the distance is less than 3m to the boundary, and a minimum of 10m behind the building line. (Maximum height of 1.8m). (Refer figure 4-20).

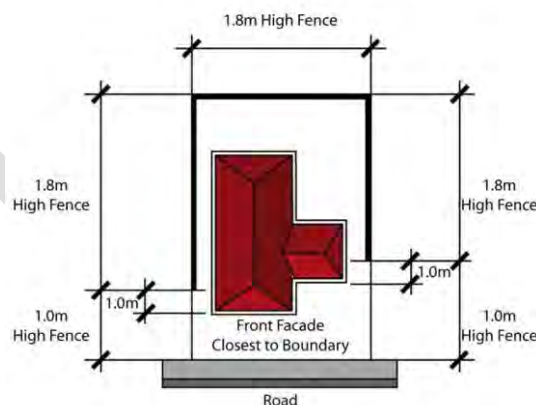


Figure 4-19: Return Fencing  
**Outbuildings**

17. Any outbuilding in excess of 10m<sup>2</sup> must be of the same architectural form as the main dwelling and be constructed of the same material. Such outbuildings must be contained within the building envelope.
18. Temporary structures are not permitted in front of the building facade and are not to be visible from the abutting street.

### **Bushfire Management**

1. A Bushfire Management Plan is to be prepared in accordance with *Planning for Bushfire 2006* (or a more recent Rural Fire Services policy) and submitted with a Development Application for subdivision.

### **Specific building controls and plans for Harrington Grove Precincts**

Note: The controls listed below are specific to Precincts within Harrington Grove. They must be read in conjunction with the generic controls in section D2.3.4 of this DCP. In the event of any inconsistency, the Precinct specific controls included in this subsection will take precedence.

## **Precinct A**

### **Lots with Single Storey Limitations**

1. Certain development sites may potentially impact on the visual linkages from the Harrington Park Homestead to across the ridgeline (Figure 4-21). These sites must ensure dwellings are limited to single storey.



Figure 4-20: Single Storey Lots in Precinct A

### **Dual Frontage Residential Lots Fronting Harrington Parkway**

2. Dwellings that front both Harrington Parkway and an opposing street (front and rear) are to address both frontages.
3. No direct vehicular access to Harrington Parkway is permitted.
4. Garages are to be setback a minimum of 20 metres from the lot boundary fronting Harrington Parkway.
5. Boundary fencing along the street frontage where vehicular access is permitted is limited to a maximum height of 1.8 metres. A minimum length of 10 metres of this fencing is to be 70% permeable.

### **Salinity and Aggressivity**

Refer to Environmental Elements in Section 2 of this Schedule salinity and aggressivity controls and Figure 4-22 and 4-23.



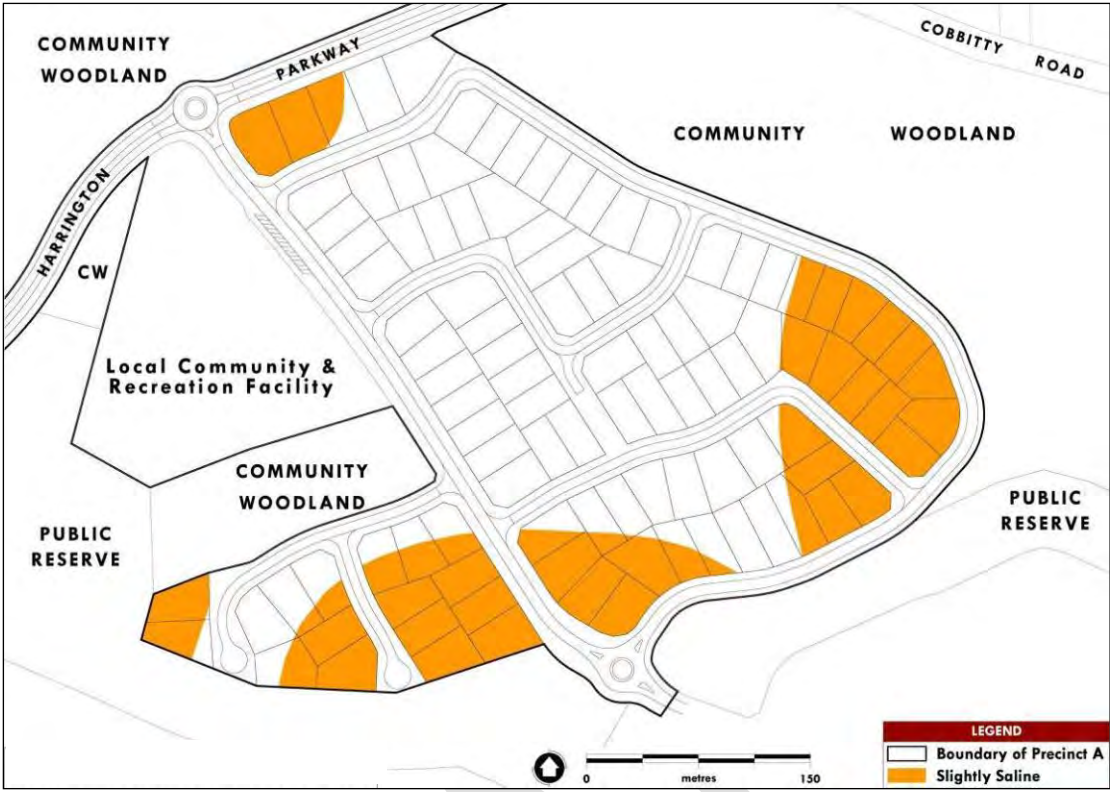


Figure 4-21: Salinity Risk Areas in Precinct A

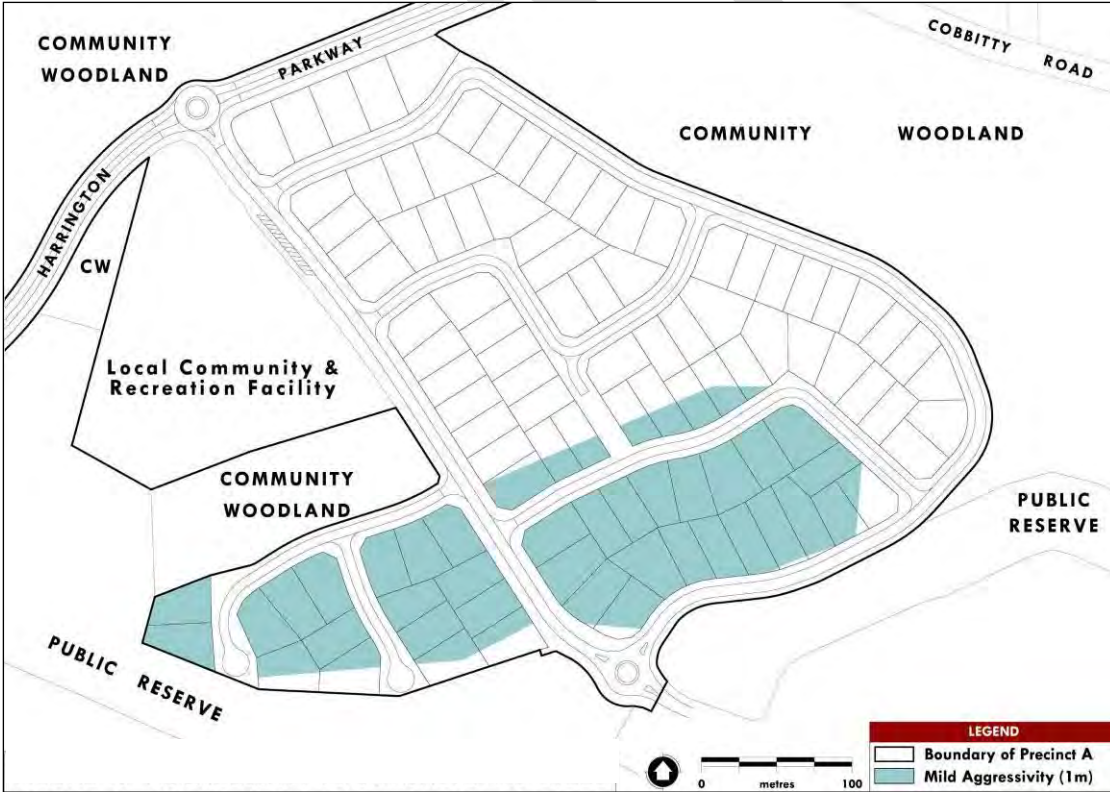


Figure 4-22: Aggressivity to Concrete and Steel in Precinct A

**Precinct B**

**Dual Frontage Residential Lots Fronting Harrington Parkway**

1. Dwellings that front both Harrington Parkway and an opposing street (front and rear) are to address both frontages.

2. No direct vehicular access to Harrington Parkway is permitted.
3. Garages are to be setback a minimum of 20 metres from the lot boundary fronting Harrington Parkway.
4. Boundary fencing along the street frontage where vehicular access is permitted is limited to a maximum height of 1.8 metres. A minimum length of 10 metres of this fencing is to be 70% permeable.

**Salinity and Aggressivity**

Refer to Environmental Elements in Section 2 of this Schedule for salinity and aggressivity controls and Figure 4-24 and 4-25.

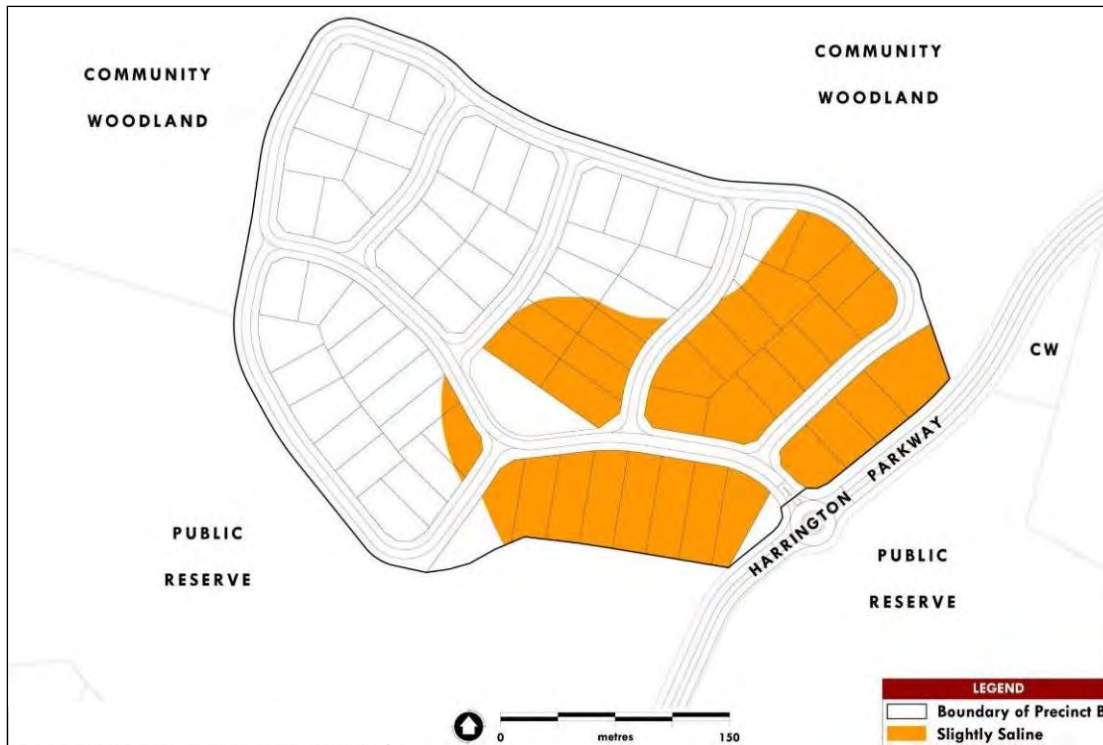


Figure 4-23: Salinity Risk Areas in Precinct B



Figure 4-24: Aggressivity to Concrete and Steel in Precinct B

## **Precinct C**

### **Zero Lot Line Guidelines and Controls**

The zero lot line guidelines and controls only apply to a single storey dwelling or to a single storey element of a two storey dwelling (e.g. garage). To ensure efficient use of a residential lot, part of the dwelling may be built as a 'zero lot line' (Figures 4-26 and 4-27).

1. The use of zero lot lines provides flexibility to maximise private courtyard spaces and take advantage of the opportunities for improved solar design. Buildings with zero lot lines are to comply with the following provisions:
  - (a) Ensuring there is no unreasonable adverse impact on the privacy, amenity or solar access of an adjoining allotment, side or rear walls without windows may be built on the boundary.
  - (b) The maximum length of wall built on the side boundary is limited to 8m and is to be a continuous length without any windows. Garages and carports are appropriate for zero lot line situations.
  - (c) An easement may be required on the neighbouring land for maintenance and support, except where a 400mm setback is adopted. Downpipes and drainage lines are not permitted within this setback area.

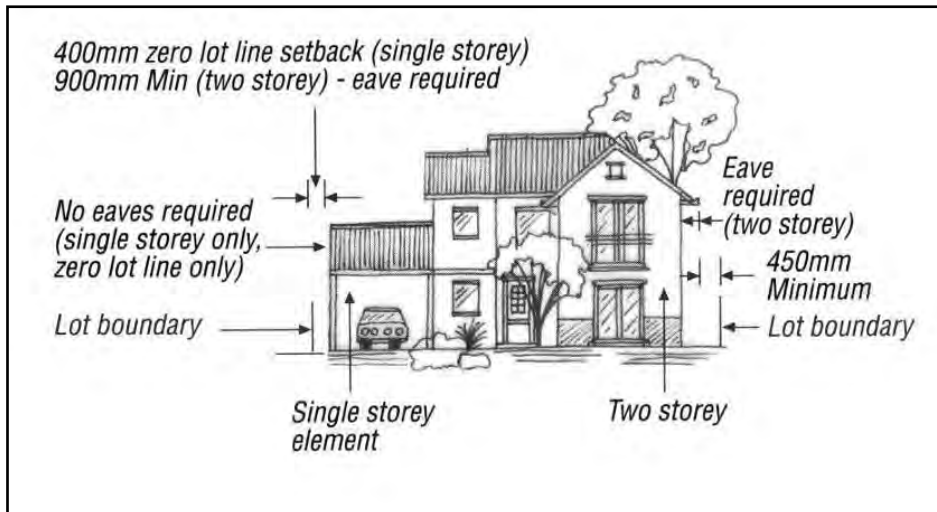


Figure 4-25: Zero Lot Lines in Elevation

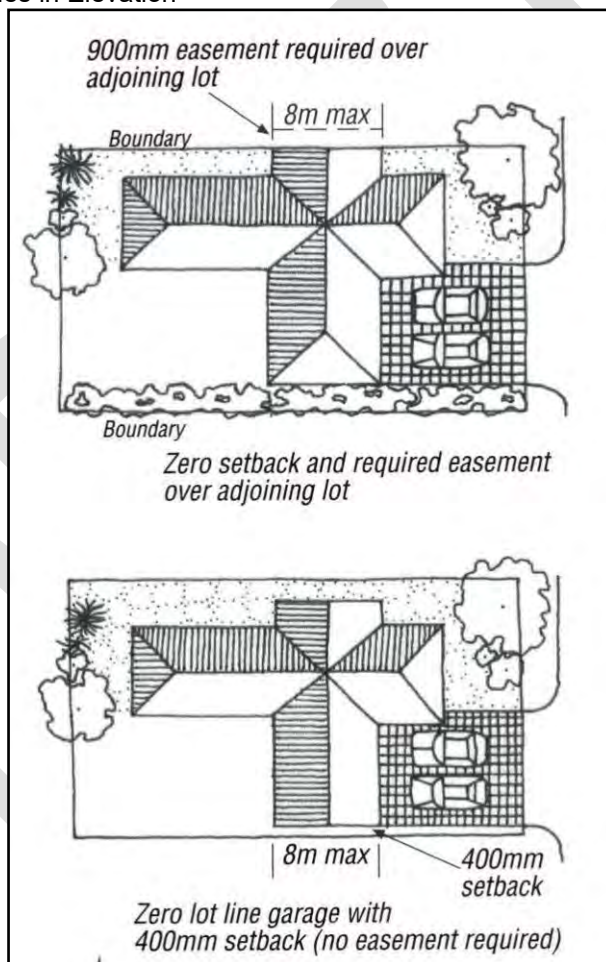


Figure 4-26: Zero Lot Lines in Plan View

### Private Open Space

Private outdoor open space is an important component of any dwelling. The climate in Sydney allows outdoor living areas to be utilised for most of the year. Therefore, it is important that these spaces are functional and relate to the size and activity areas of the dwelling.

1. Private open space areas should be securely enclosed (fences and gates) and abut living and

kitchen areas of the dwelling. Private open space areas are not intended to be walled with a roof, but a portion may be covered with a pergola or weatherproof canopy providing that the energy efficiency of the home is not affected.

2. A principal private open space area is to be provided within the private open space area. The principal private open space is to provide a highly usable private living area which adjoins the internal living areas of the dwelling.
3. A minimum of 80m<sup>2</sup> of private open space is to be provided for each dwelling.
4. Any area to be included in the above calculation must have a minimum dimension of 2.5m.
5. Any area in front of the front building alignment will not be considered in the above calculation.
6. A principal private open space area no less than 25m<sup>2</sup> with a minimum dimension of 5m x 5m is to be provided.
7. The principal private open space area is to be directly accessible from internal living area.

### **Lots adjacent to the Harrington Park Homestead Heritage Curtilage**

There are four lots near the boundary of the Harrington Park Homestead heritage curtilage which have specific design requirements for dwellings. These lots are identified in Figure 4-28 below.

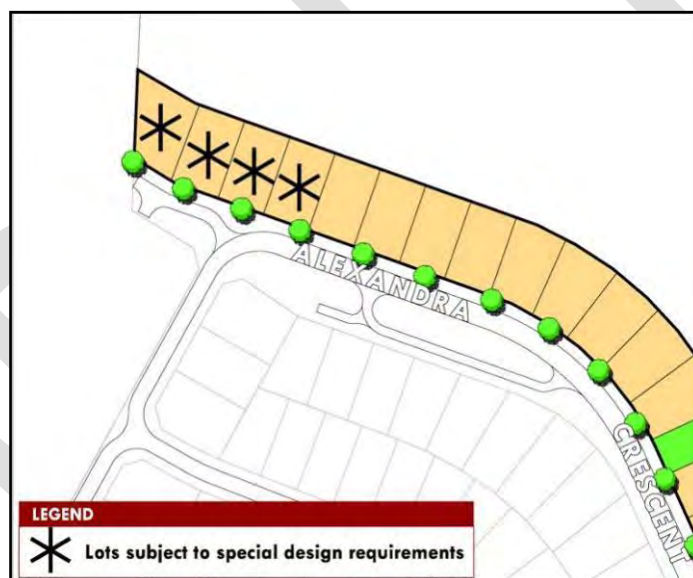


Figure 4-27: Lots subject to special design requirements

8. The following design and construction requirements apply to these lots:
  - (a) Materials used for external surfaces are to comply with the following:
    - (i) roofs are to use concrete tiles or non-reflective metal sheeting, in either case being of a uniform dark colour (such as black, dark grey or olive),
    - (ii) external walls of a building are to be finished in:
      - unpainted brickwork comprising brown or brownish red bricks, or
      - brickwork or masonry that is bagged or rendered in a soft muted colour (such as grey, grey-green, blue-grey, brown, salmon or fawn).
    - (iii) the front fencing on the site is of a post and rail or post and wire construction,
  - (b) The building has a verandah that has a minimum depth of 2 metres and that extends across at least 50% of the front of the building (excluding any garage).
  - (c) Any trees planted in the front yard of the site are of a species approved by the Council.

### Front Fencing Abutting a Road

9. The height of front fencing is limited to a maximum of 900mm and is to be at least 70% visually permeable.
10. Front fencing is to be constructed of rendered brick or blockwork columns with visually permeable infill panels of landscaping, decorative steel, wrought iron or timber pickets.
11. Front fencing is to be consistent in colour with the dwelling and neighbouring houses and fences.

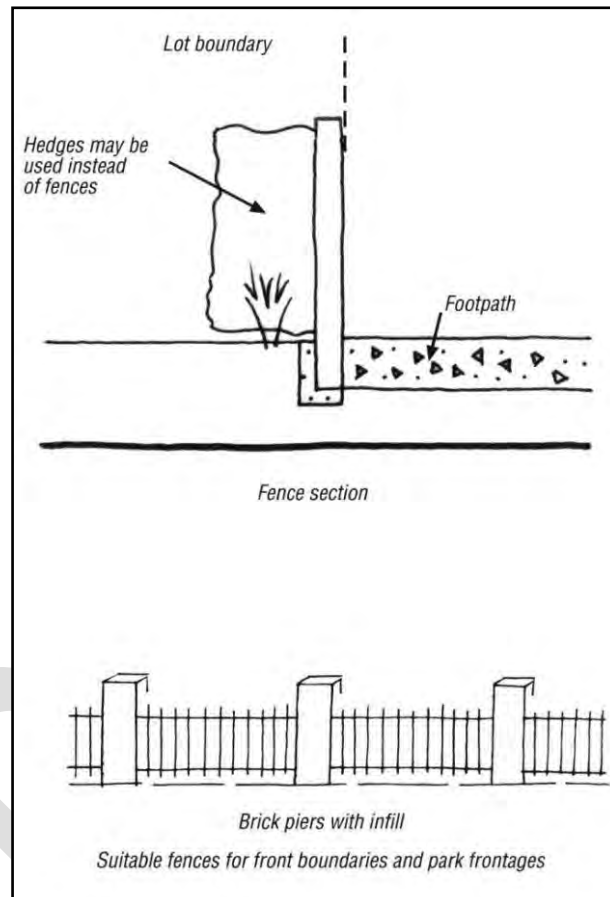


Figure 4-28: Lot Boundary Fencing

### Side Fencing Abutting a Reserve or Park

12. The height of side fencing is limited to a maximum 1.8m.
13. Side boundary fencing abutting a park or reserve can be constructed the entire length from the rear boundary to the front lot boundary line.
14. Fencing on side boundaries facing a reserve or park is to be constructed of:
  - (a) faced/rendered brick or rendered blockwork columns with infill panels of landscaping (hedges), decorative steel, wrought iron, timber pickets, rendered/faced brickwork or rendered blockwork (Figure 4-29), or
  - (b) dressed timber.

### Side and Rear Fencing Between House Lots

15. The height of side and rear fencing is limited to a maximum of:
  - (a) 900mm where the fence is in front of the front facade of the home, or
  - (b) 1800mm where the fence is 900mm behind the front facade of the house.

Note: Side and rear fencing is to be constructed of Colorbond® pre-painted sheet steel in the colour of Riversand® or a similar product and colour.

**Salinity and Aggressivity**

Refer to Environmental Elements in Section 2 of this Schedule for salinity and aggressivity controls and Figure 4-30 and 4-31.

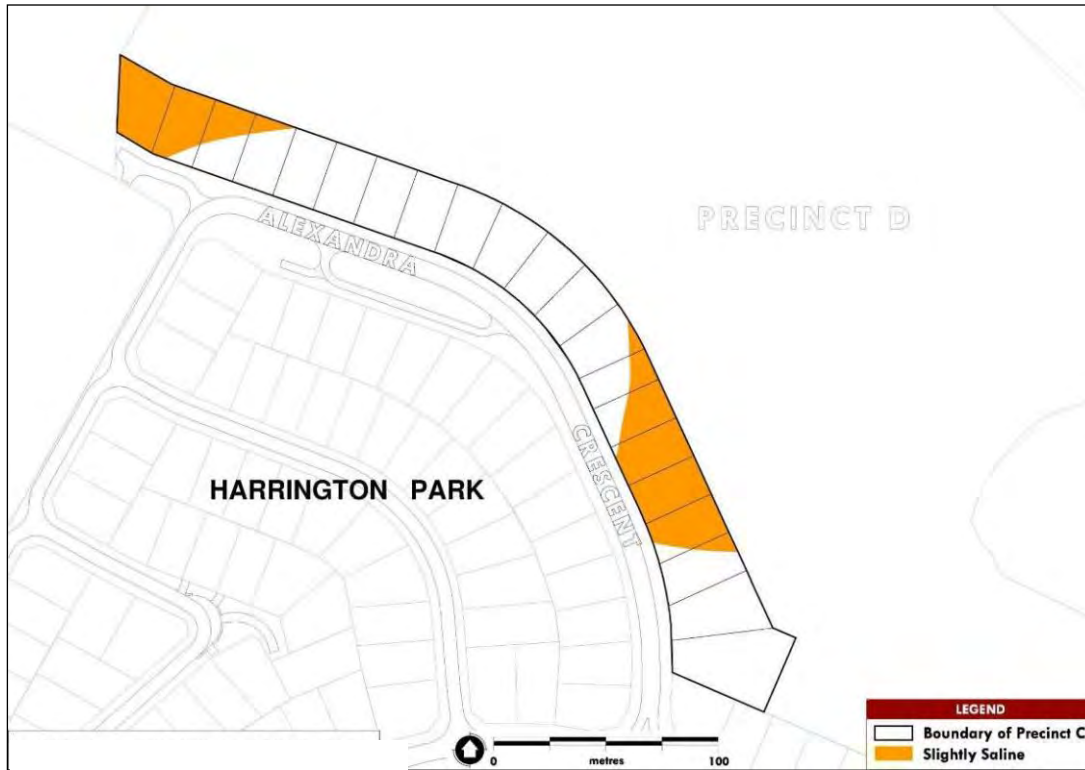


Figure 4-29: Salinity Risk Areas in Precinct C

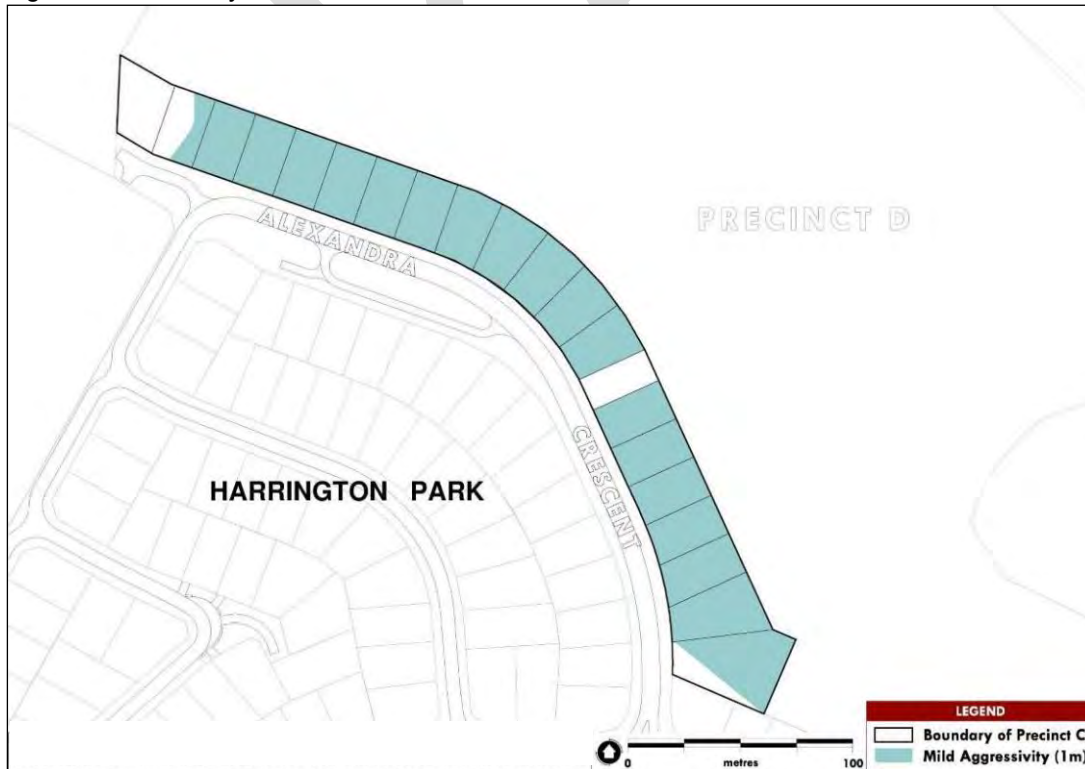


Figure 4-30: Aggressivity to Concrete and Steel in Precinct C

## **Precinct D**

### **Salinity and Aggressivity**

Refer to Environmental Elements in Section 2 of this Schedule for salinity and aggressivity controls and Figure 4-32 and 4-33.

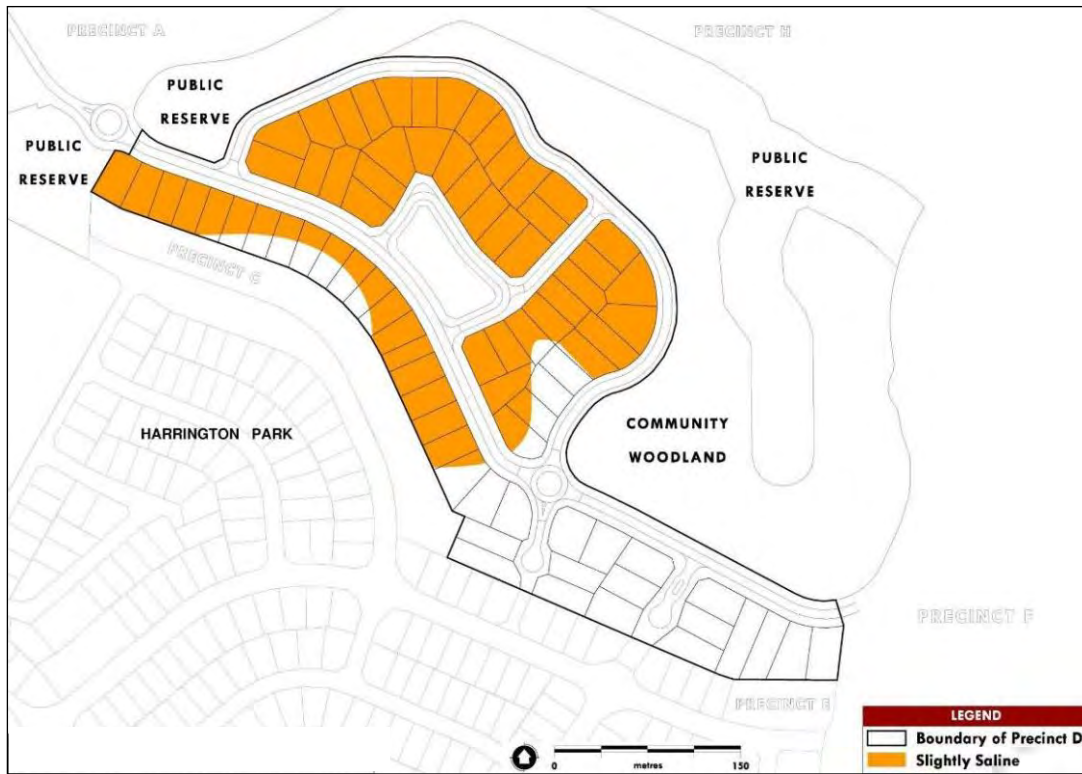


Figure 4-31: Salinity Risk Areas in Precinct D



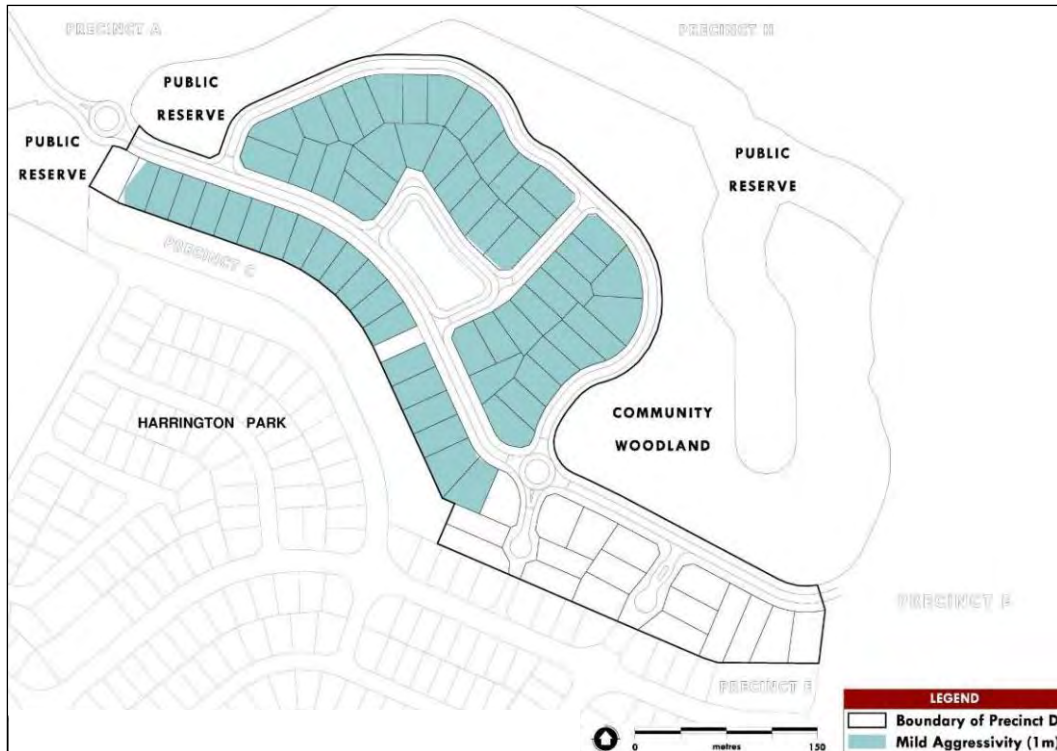


Figure 4-32: Aggressivity to Concrete and Steel in Precinct D

## **Precinct E**

### **Setbacks to Open Space Areas**

1. Setbacks to lot boundaries abutting open space are to be a minimum of 4.5m.
2. Verandahs and balconies can extend into the setback to open space by up to 1m provided these areas are not enclosed (excluding handrails and balustrades).
3. Eaves overhangs can extend into the setback to open space up to 1m.

### **Zero Lot Line Guidelines and Controls**

The zero lot line guidelines and controls only apply to a single storey dwelling or to a single storey element of a two storey dwelling (e.g. Garage). To ensure efficient use of a residential lot, part of the dwelling may be built as a 'zero lot line' (Refer Figures 4-34 and 4-35).

4. The use of zero lot lines provides flexibility to maximise private courtyard spaces and take advantage of the opportunities for improved solar design. Buildings with zero lot lines are to comply with the following provisions:
  - (a) Ensuring there is no unreasonable adverse impact on the privacy, amenity or solar access of an adjoining allotment, side or rear walls without windows may be built on the boundary.
  - (b) The maximum length of wall built on the side boundary is limited to 8m and is to be a continuous length without any windows. Garages and carports are appropriate for zero lot line situations.
  - (c) An easement may be required on the neighbouring land for maintenance and support, except where a 400mm setback is adopted. Downpipes and drainage lines are not permitted within this setback area.

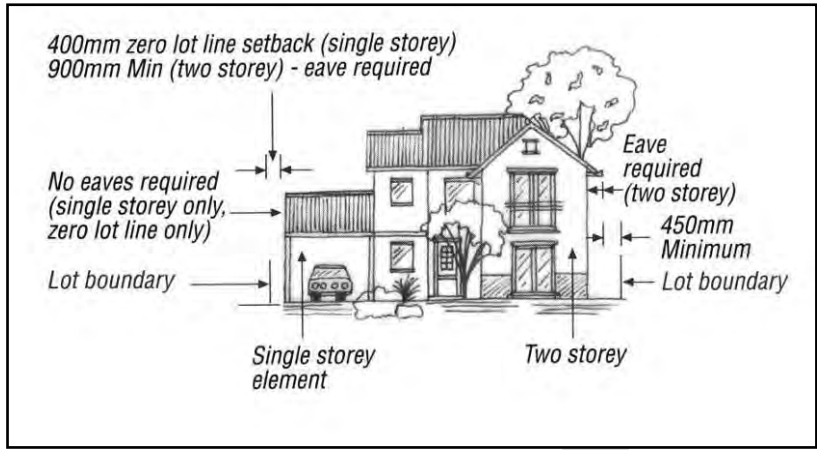


Figure 4-33: Zero Lot Lines in Elevation

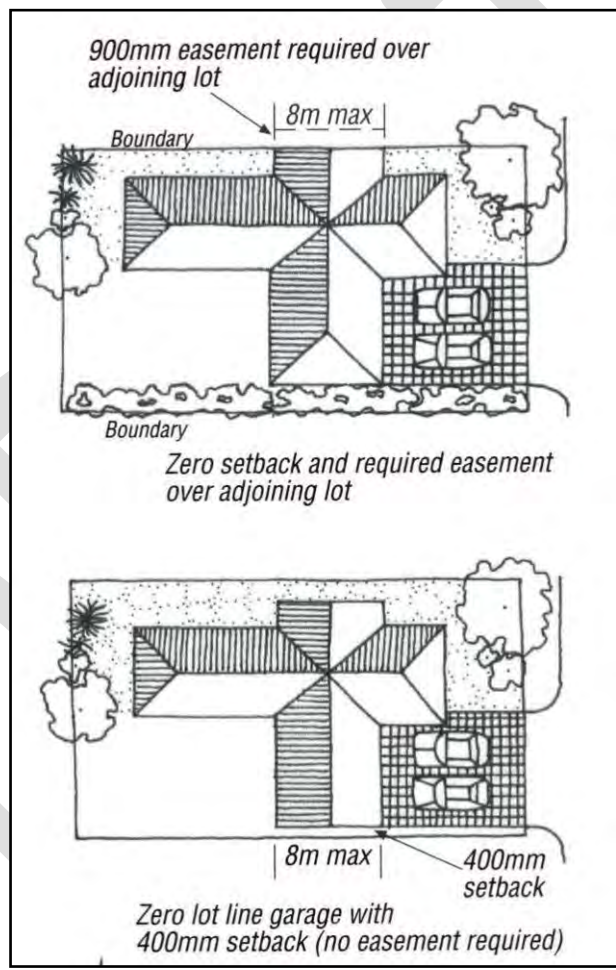


Figure 4-34: Zero Lot Lines in Plan View

**Private Open Space**

Private outdoor open space is an important component of any dwelling. The climate in Sydney allows outdoor living areas to be utilised for most of the year. Therefore, it is important that these spaces are functional and relate to the size and activity areas of the dwelling.

1. Private open space areas should be securely enclosed (fences and gates) and abut living and kitchen areas of the dwelling. Private open space areas are not intended to be walled with a roof, but a portion may be covered with a pergola or weatherproof canopy providing that the energy

efficiency of the home is not affected.

2. A principal private open space area is to be provided within the private open space area. The principal private open space is to provide a highly usable private living area which adjoins the internal living areas of the dwelling.
3. A minimum of 80m<sup>2</sup> of private open space is to be provided for each dwelling.
4. Any area to be included in the above calculation must have a minimum dimension of 2.5m.
5. Any area in front of the front building alignment will not be considered in the above calculation.
6. A principal private open space area no less than 25m<sup>2</sup> with a minimum dimension of 5m x 5m is to be provided.
7. The principal private open space area is to be directly accessible from internal living area.

#### **Front Fencing Abutting a Road**

8. The height of front fencing is limited to a maximum of 900mm and is to be at least 70% visually permeable.
9. Front fencing is to be constructed of rendered brick or blockwork columns with visually permeable infill panels of landscaping, decorative steel, wrought iron or timber pickets (Figure 4-36).
10. Front fencing is to be consistent in colour with the dwelling and neighbouring houses and fences.

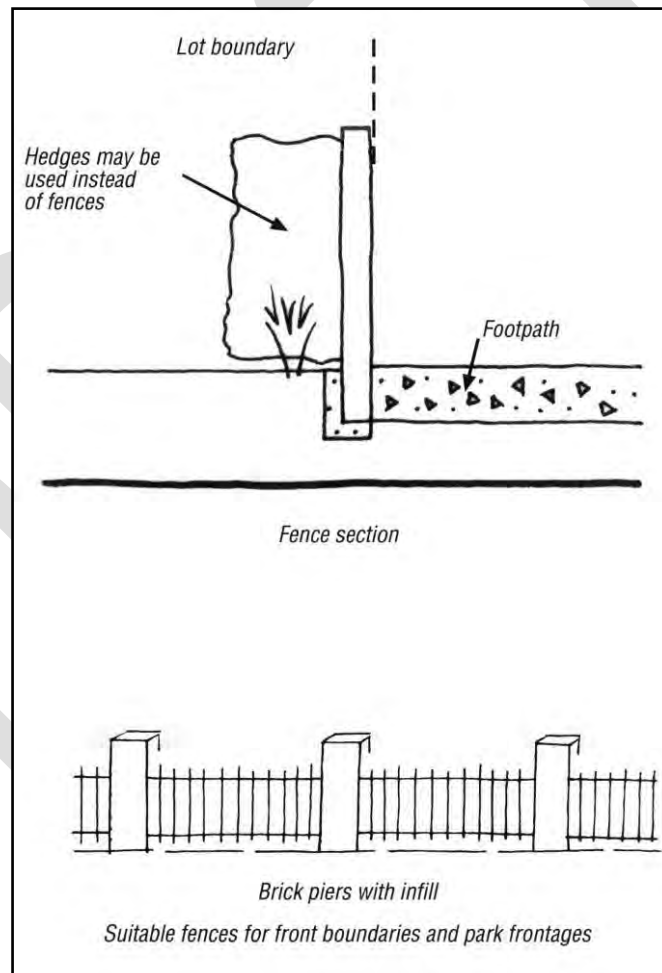


Figure 4-35 Lot Boundary Fencing

#### **Side Fencing Abutting a Reserve or Park**

1. The height of side fencing is limited to a maximum 1.8m.
2. Side boundary fencing abutting a park or reserve can be constructed the entire length from the

rear boundary to the front lot boundary line.

3. Fencing on side boundaries facing a reserve or park is to be constructed of:
  - (a) faced/rendered brick or rendered blockwork columns with infill panels of landscaping (hedges), decorative steel, wrought iron, timber pickets, rendered/faced brickwork or rendered blockwork (Figure 4-36), or
  - (b) dressed timber.

**Side and Rear Fencing Between House Lots**

4. The height of side and rear fencing is limited to a maximum of:
  - (a) 900mm where the fence is in front of the front facade of the home, or
  - (b) 1800mm where the fence is 900mm behind the front facade of the house.

**Note:** Side and rear fencing is to be constructed of Colorbond® pre-painted sheet steel in the colour of Riversand® or a similar product and colour.

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## **Precinct H**

### **Salinity and Aggressivity**

Refer to Environmental Elements in Section 2 of this Schedule for salinity and aggressivity controls and figure 4-37 and 4-38.

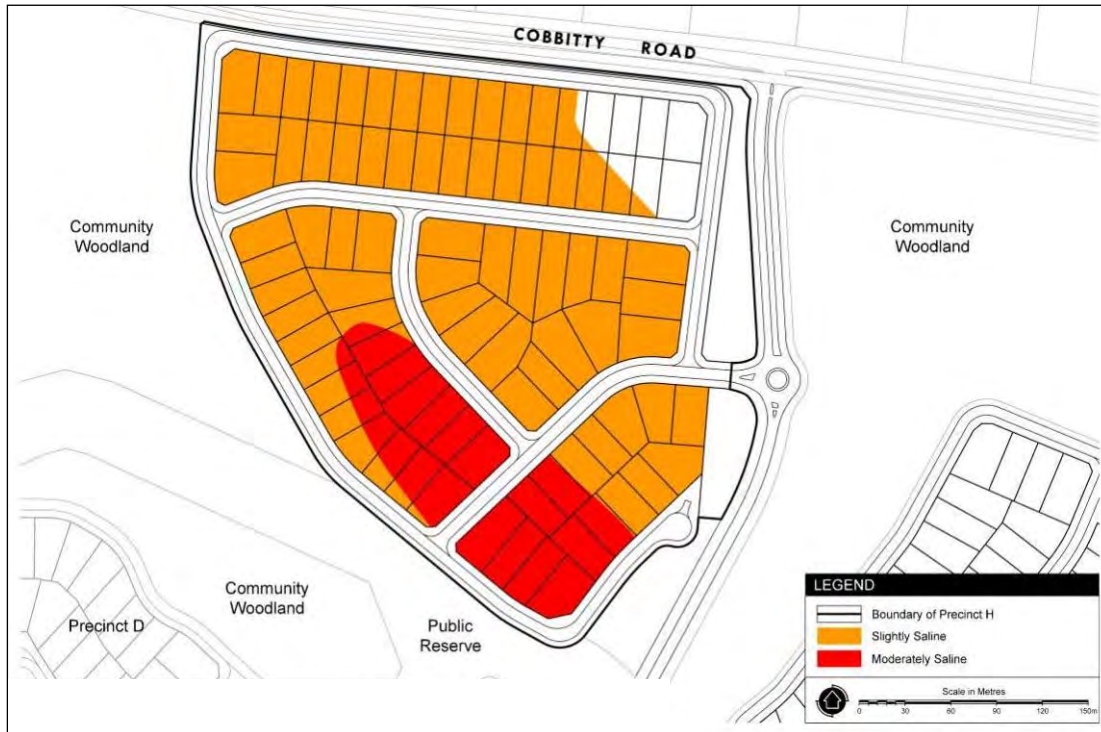


Figure 4-36: Salinity Risk Areas in Precinct H



Figure 4-37: Aggressivity to Concrete and Steel in Precinct H

## **Precinct K**

### **Private Open Space**

Private outdoor open space is an important component of any dwelling. The climate in Sydney allows outdoor living areas to be utilised for most of the year. Therefore, it is important that these spaces are functional and relate to the size and activity areas of the dwelling.

1. Private open space areas should be securely enclosed (fences and gates) and abut living and kitchen areas of the dwelling. Private open space areas are not intended to be walled with a roof, but a portion may be covered with a pergola or weatherproof canopy providing that the energy efficiency of the home is not affected.
2. A principal private open space area is to be provided within the private open space area. The principal private open space is to provide a highly usable private living area which adjoins the internal living areas of the dwelling.
3. A minimum of 80m<sup>2</sup> of private open space is to be provided for each dwelling.
4. Any area to be included in the above calculation must have a minimum dimension of 2.5m.
5. Any area in front of the front building alignment will not be considered in the above calculation.
6. A principal private open space area no less than 25m<sup>2</sup> with a minimum dimension of 5m x 5m is to be provided.
7. The principal private open space area is to be directly accessible from internal living area.

### **Lot Specific Setbacks**

Refer to Figure 4-39 below.



Figure 4-38: Precinct K - Indicative Lot Layout & Setback Plan

### Salinity and Aggressivity

Refer to Environmental Elements in Section 2 of this Schedule for salinity and aggressivity controls and 4-40.

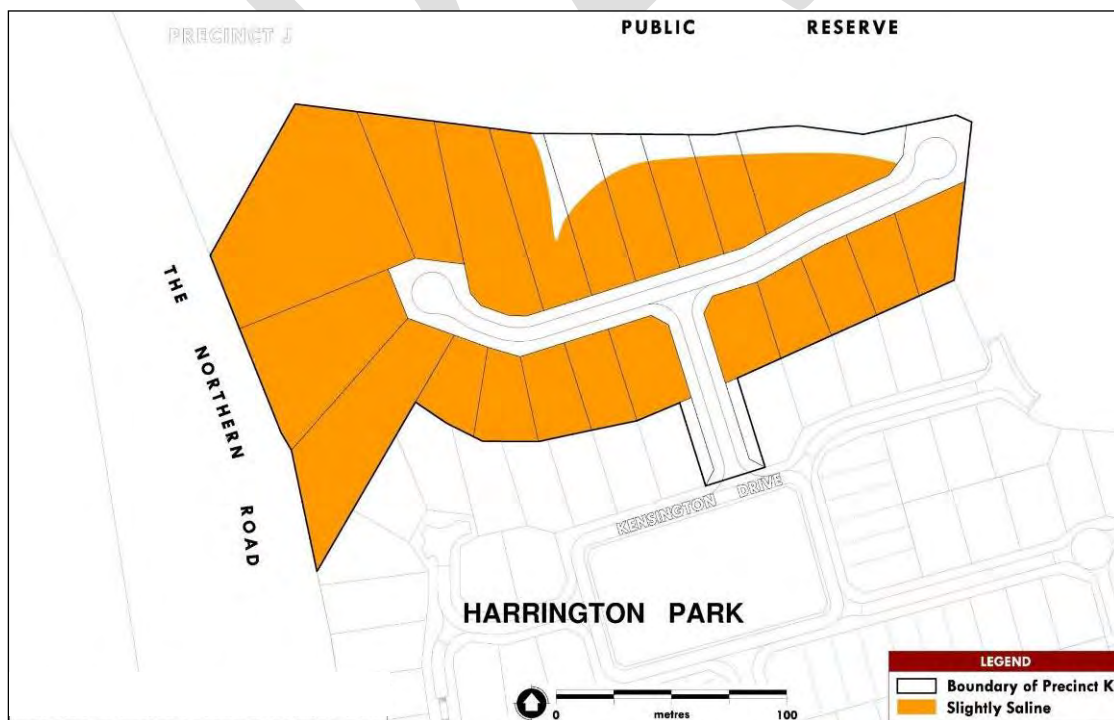


Figure 4-39: Salinity Risk Areas in Precinct K

### Precinct M

The rear setback to “The Lanes” residential area is 10m as outlined in Figure 4-41

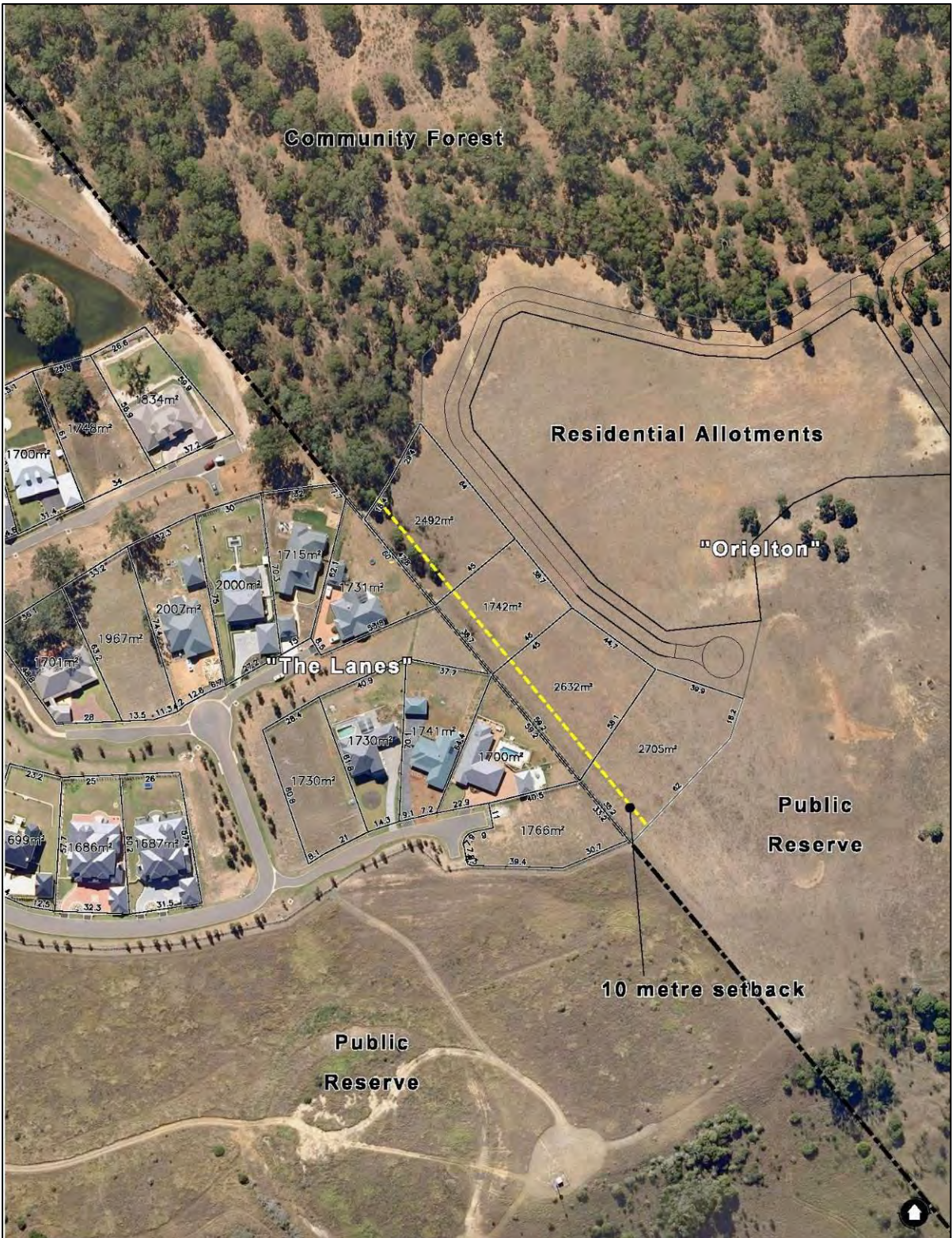


Figure 4-40: Precinct M - Indicative Interface Lot Layout Plan



**Table 4-5 Summary of residential accommodation controls**

Note: The controls listed below are specific to Harrington Grove Precincts (excluding C, E and K). They must be read in conjunction with the controls in Part 2 and Part 4 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

<b>SETBACKS (Refer to Table 4-2)</b>	
Front setback (min) – Precincts	6m
Front setback (min) – Collector road with street access	8m
Secondary street setback (min)	4-6m
Side setback (min)	2m
Rear setback (min)	6m
Garage setback (min)	0.9m behind principal building line and 5.5m from front boundary; third garage to be set back an additional 0.9m.
Architectural element front setback encroachment (max)	1.5m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max)	50%
Landscaped area (min)	35%
Landscaped area (min) within the front setback	60%
Private open space (min)	80m <sup>2</sup> for 3br dwelling; 100m <sup>2</sup> for 4br dwelling
Principal private open space (PPOS) (min)	25m <sup>2</sup> with a minimum dimension 5m
Gradient of PPOS (max)	1:15
Solar access to PPOS (min)	3 hours between 9.00am and 3.00pm on 21 June.
<b>GARAGE DESIGN</b>	
Garage door width (max)	50% of front elevation width

**Table 4-6 Summary of residential accommodation controls – Precincts C, E and K**

Note: The controls listed below are specific to Harrington Grove Precincts C, E and K. They must be read in conjunction with the controls in section Part 2 and Part 4 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

<b>SETBACKS (Refer to Table 4-2)</b>	
Front setback	Between 4.5m and 6.5m
Secondary street setback (min)	3m
Side setback (min)	0.9m
Rear setback (min)	6m
Open space setback (min)	4.5m
Garage setback (min)	0.9m behind principal building line and 5.5m from front boundary; third garage to be set back an additional 0.9m.
Architectural element front setback encroachment (max)	1m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	

Site coverage (max)	50%
Front yard paved surfaces (max)	40%
Private open space (min)	80m <sup>2</sup>
Principal private open space (PPOS) (min)	25m <sup>2</sup> with a minimum dimension 5m
Gradient of PPOS (max)	1:15
Solar access to PPOS (min)	3 hours between 9.00am and 3.00pm on 21 June.
<b>GARAGE DESIGN</b>	
Garage door width (max)	50% of front elevation width

- End of Schedule –

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# Schedule 5 – Mater Dei

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## 1 Introduction

The Mater Dei site adjoins Harrington Grove to the west of Macquarie Grove Road (Figure 5-1). It constitutes the northern portion of a larger site which is occupied by the heritage listed building called Wivenhoe, a functioning school, conference centre and collection of associated buildings. The site is bound to the east by Macquarie Grove Road, to the north by Cobbitty Road and to the west by the eastern edge of the access driveway to Wivenhoe and the remainder of the Mater Dei site.

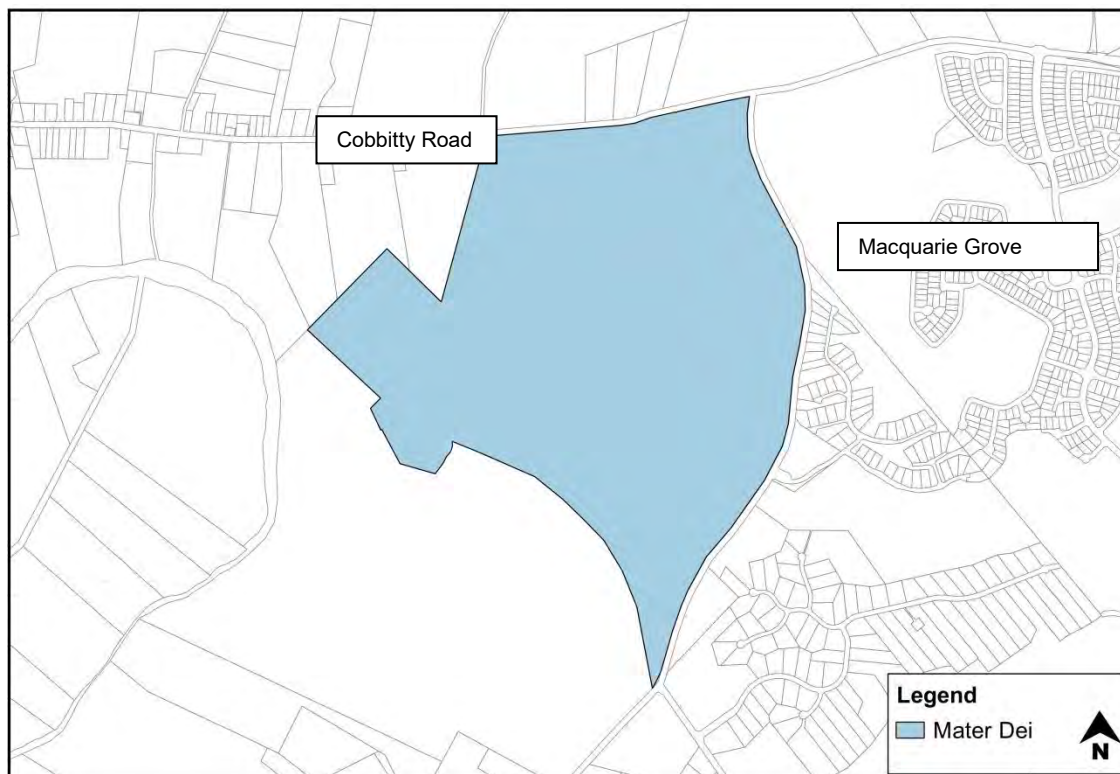


Figure 5-1: Mater Dei Location Plan

## 2 Subdivision Planning and Design

The public domain of Mater Dei has been completed. If there are any residual issues, please refer to the repealed Camden DCP 2011.

## 3 Centre Development Controls

Not applicable.

## 4 Site Specific Residential Controls

[CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)

Note: The controls listed below are specific to Mater Dei. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

### Wivenhoe Homestead (R5 Large lot Residential Zone)

#### Objectives

- a. To conserve the heritage significance of the heritage place and its setting, whilst facilitating the provision of public road linkages and appropriate development.
- b. Ensure an appropriate visual and physical curtilage is provided around the heritage place to protect it and so that it can continue to be enjoyed and understood by the public in perpetuity.

#### Controls

1. Alignment and construction of public road linkages, where necessary, to respect and be sympathetic to the natural environment and heritage significance.
2. Provide adequate bush fire management measures.
3. Identify areas of tree planting in accordance with a Conservation Management Plan to provide vegetated screening of development, where necessary.
4. Comply with the Wivenhoe Heritage Conservation Management Plan and chapter B3 of this DCP for each heritage item and curtilage area.

### Mater Dei

#### Appearance

1. Homes should be designed to be of 'contemporary, eco character'.
2. Use of architectural features such as awnings, porticos and verandah's are required to ensure street presentation of the homes is in keeping with the vision for Mater Dei.

#### Roof Eaves

3. 600mm at a minimum on eastern and western facades.

#### Corner Lots

4. Should be designed to present to both street frontage and public areas.
5. Front facade feature should continue around to 40% of the secondary frontage.

#### Parkland Lots

6. Should be designed to appropriately address the parkland area.
7. Architectural features are to be replicated to secondary frontages with front a parkland.
8. Blank walls to the parkland are not permitted.

#### Roofing

9. Roof designs must be a minimum pitch of 200
10. Skillion roofs can have a minimum pitch of 50
11. Highly reflective roofing material are not permitted.

#### Colours and Materials

12. Colours should be low in contrast and sympathetic to the natural environment. Rendered masonry, stone, timber, steel and painted/rendered brickwork should be the predominant external materials.

#### Fencing

13. Open fencing is preferred wherever possible.
14. Front fencing is not allowed.
15. Brush mat fencing is prohibited.

16. Rear and side boundary fences once behind the building line can be a maximum height of 1.8m but on bush front lots must return with open post and rail or post and wire for the rear 6m of the lot.

#### Maximum Driveway Width

17. 4.0m wide at the property verge but can be splayed within the property boundary to allow for adequate vehicle manoeuvrability.

#### Rainwater Tanks

18. Each dwelling must have a tank of at least 5,000ltr.
19. If the home contains a swimming pool, the water tank must be connected to the pool to assist in topping up the pool.
20. Water tanks in the APZ cannot be constructed of plastic

#### Kirkham Rise Guidelines

21. Kirkham Rise Design Guidelines volume 1, November 2010 and as amended, should be referenced for further detailed design requirements

**Table 5-1: Summary of residential accommodation controls – Mater Dei**

<b>SETBACKS</b>	
Front setback (min)	4.5m; average of 5.5m
Secondary street setback (min)	4.5m
Side setback ground floor (min)	1.5m
Side setback second floor (min)	4.5m
Rear setback ground floor (min)	6m
Rear setback second floor (min)	10m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back an additional 1m.
Architectural element front setback encroachment (max)	1m
Rear lane setback (min)	1.2m
Public reserve setback (min)	3m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max) – lots >450m <sup>2</sup>	Single storey development - 50% Double storey development – as per Part 4 of this DCP.
Front yard paved surfaces (max)	40%
Landscaped area (min)	40%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m <sup>2</sup> with a minimum dimension 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	3 hours between 9.00am and 3.00pm on 21 June.
<b>GARAGE DESIGN</b>	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

- End of Schedule -

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# Schedule 6 – Camden Lakeside

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## 1 Introduction

The Camden Lakeside development provides for residential uses set amongst a golf course and clubhouse facilities and environmental assets including watercourses and water bodies, and scattered remnant Cumberland Plain Woodland vegetation.

Camden Lakeside forms part of the Central Hills lands which were identified in the Camden Structure Plan as an important scenic and rural buffer between the urban areas of Camden and Campbelltown LGAs. The essential character of the Central Hills is seen to be generally open landscape, so that any new urban form components must be subservient. The unique conservation and heritage qualities, (including cultural landscapes) as well as maintenance of biodiversity and vegetation corridors, are also regarded as integral elements of the Central Hills area.

The site contains some significant remnant Cumberland Plain Woodland vegetation, albeit in small quantities, including an area of threatened *Pimelea spicata* vegetation just north of the first golf tee. The more intact vegetation communities are located along the banks of Rileys Creek, the primary drainage line through the site, and in the northern and north-eastern parts of the site. Other scattered remnant and planted vegetation occurs throughout Camden Lakeside, further contributing to the natural landscape character prevalent through much of the site.

Gledswood Homestead is the most visually and culturally significant built form adjacent to the site. This is a state heritage listed homestead nestled within well-maintained gardens of mature tree plantings, hedges and period fencing. Parts of the central, western and southern areas of the golf course are clearly visible from Gledswood. Maintenance of these views, particularly the views to the north of Gledswood homestead, is desirable.

The Sydney Catchment Authority Upper Canal is also listed on the State Heritage Register and adjoins the south and eastern edge of the site.

### Camden Lakeside Planning Principles

- Enhancement of the existing natural environment through the implementation of a water management system integrated with the golf course landscape.
- Retention and enhancement of existing significant Cumberland Plain Woodland where practical.
- Protection of important visual elements within the landscape including contained and long views, vegetation, waterbodies and cultural elements.
- Retention where possible of open space and golf play areas visible from Gledswood Homestead and gardens.
- Protection of the Sydney Catchment Authority Upper Canal.
- Establishment of streetscapes and other public spaces including parks and pedestrian paths which are visually and physically empathetic with the existing character of the site.
- Establishment of natural and built environments which reflect contemporary lifestyles.
- Creation of an urban structure which facilitates the implementation of ecologically responsible long term management procedures.
- Accommodation of relevant bushfire requirements, riparian setbacks and golf safety setbacks.
- Responsible physical integration of residential lots with the activity associated with the golf course and other land uses.
- Maintenance of a golf course, clubhouse and maintenance facility/depot.

### Relationship to Other Plans

The Camden Lakeside section was developed following completion of the Camden Lakeside Local Environmental Study (APP, 2007) which summarised the wide range of specialist consultant reports including:

- Cardno Forbes Rigby (July 2007) Civil Infrastructure and Water Cycle Assessment.
- Elton Consulting et al (November 2006) Community Facilities & Open Space Assessment.
- Cumberland Ecology (November 2006) Ecological (and Bushfire) Assessment.
- Lucas, C. et al (November 2006) Landscape Conservation Management Plan for the Former Gledswood Estate.
- Australian Museum Business Services (December 2006) Aboriginal Heritage Assessment.
- LFA (Pacific) (November 2006) Landscape and Visual Assessment.
- Douglas Partners (November 2006) Land Capability and Contamination Assessment.
- Atkins Acoustics (November 2006) Acoustic Planning Report.
- Maunsell Australia (November 2006) Transport Management and Accessibility Plan.

## **2 Subdivision Planning and Design**

### **2.1 Neighbourhood and Subdivision Design**

An indicative master plan for Camden Lakeside is shown in Figure 6-1. The proposed entry point to the development is off Raby Road. The entry will provide direct access to the Camden Lakeside clubhouse, golf course and residential allotments. A north-south oriented connector road provides an important vehicular, pedestrian and bicycle link between the northern and southern parts of the development.

A road link and potential bus route will be provided into the adjoining Gledswood homestead from Precinct 4. A dual use cycle/pedestrian path is also proposed from the Raby Road entrance, through Precinct 3 and into the Gledswood site and beyond.

The golf course incorporates water bodies, watercourses and tree planting. The proposed development includes construction of several new holes and modification of existing holes to accommodate the residential development.

Recreation facilities must be located adjacent to the golf clubhouse. The facilities will provide a place for residents to meet, socialise and exercise. It is anticipated that the facilities will include a pool, tennis court, children's play area and a small shelter.

The proposed development also contains a number of local parks for passive and active recreation uses. Pedestrian and bicycle routes provide convenient and safe access to the recreation facilities. Proposed residential areas are located primarily to the south of the site and to the north around the clubhouse. The principal design objective is to maximise views to the golf course and Rileys Creek.

The capacity of the Camden Lakeside site is 380 dwellings.



Figure 6-1 Camden Lakeside Master Plan

Note: It is noted that the entry from Raby Road has now been realigned to Emerald Hills Boulevard

**Subdivision design**

**Objectives**

- a. Establish a framework for the provision of a diversity of dwelling types, including options for seniors living, multi dwelling housing and residential flat buildings in Precinct 1.
- b. Maximise amenity of residential lots by providing maximum frontage and access to open space, including golf play areas, parks and creeks.
- c. Facilitate streetscapes which maximise opportunities for pedestrian activity and visual surveillance of public spaces.
- d. Establish an urban structure which will facilitate the protection and enhancement of the visual amenity of the landscape.
- e. Maximise amenity of residential lots by ensuring suitable noise attenuation measures adjacent to Camden Valley Way and Raby Road subject to maintaining visual access to the Camden Lakeside area from Camden Valley Way.
- f. Establish an urban structure which will allow for the protection and management of important vegetation.
- g. Maximise the use of public transport, walking and cycling trips to, from and within the site.

### **Controls**

1. The subdivision pattern for Camden Lakeside shall provide for a diversity of dwelling types (attached and detached) with lot sizes ranging from small lot residential (250m<sup>2</sup> to 450m<sup>2</sup>) to standard lot residential (450m<sup>2</sup> to 850m<sup>2</sup>) and large lot residential (850m<sup>2</sup>+).
2. Precinct 1 dwelling types may also include provision for seniors living, multi dwelling housing and residential flat buildings. The development of the latter will be on super lots which are not required to provide building envelopes as any future subdivision will be assessed to include the relevant design criteria. The permissible dwelling density is 1 dwelling per 200m<sup>2</sup> of site area with a maximum permissible site coverage of 50%.

## **2.2 Street, Pedestrian and Cycle Network**

### **Objectives**

- a. Establish a legible and well-connected street network that promotes safe pedestrian and bicycle movement as well as convenient vehicular access while recognising constraints to connectivity imposed by the water canal and the external arterial roads.
- b. Provide a vehicular and pedestrian connection with the Gledswood homestead precinct.
- c. Facilitate a future bus link with the adjacent Gledswood development site.
- d. Create well-vegetated, attractive streetscapes which are not dominated by driveways and garages.
- e. Ensure the parking arrangements contribute positively to the character of the streets.
- f. Incorporate existing significant trees into street verges where feasible.
- g. Establish verges which are sustainably landscaped with trees, shrubs and groundcovers that have low water and nutrient demands.
- h. Provide a variety of street tree planting with formal and informal spacings that will help create a special character within the streets.
- i. Utilise street verges for Water Sensitive Urban Design and stormwater treatment.
- j. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.
- k. Plant species selection and layout will minimise ongoing water and maintenance requirements.
- l. Where streets cannot be located immediately adjacent to open space, lots may back onto that open space providing they minimise potential personal and property security, vandalism and poor visual amenity.

### **Controls**

1. The street, pedestrian and cycle and public transport networks are to be designed and constructed in accordance with Figures 6-2, 6-8 and 6-9 and 6-3 – 6-7 and landscaped accordingly.
2. Kerb returns of 8.5m radius are to be provided for intersections between streets.

**Note:** Refer to Council's Engineering Construction Standards for road construction.

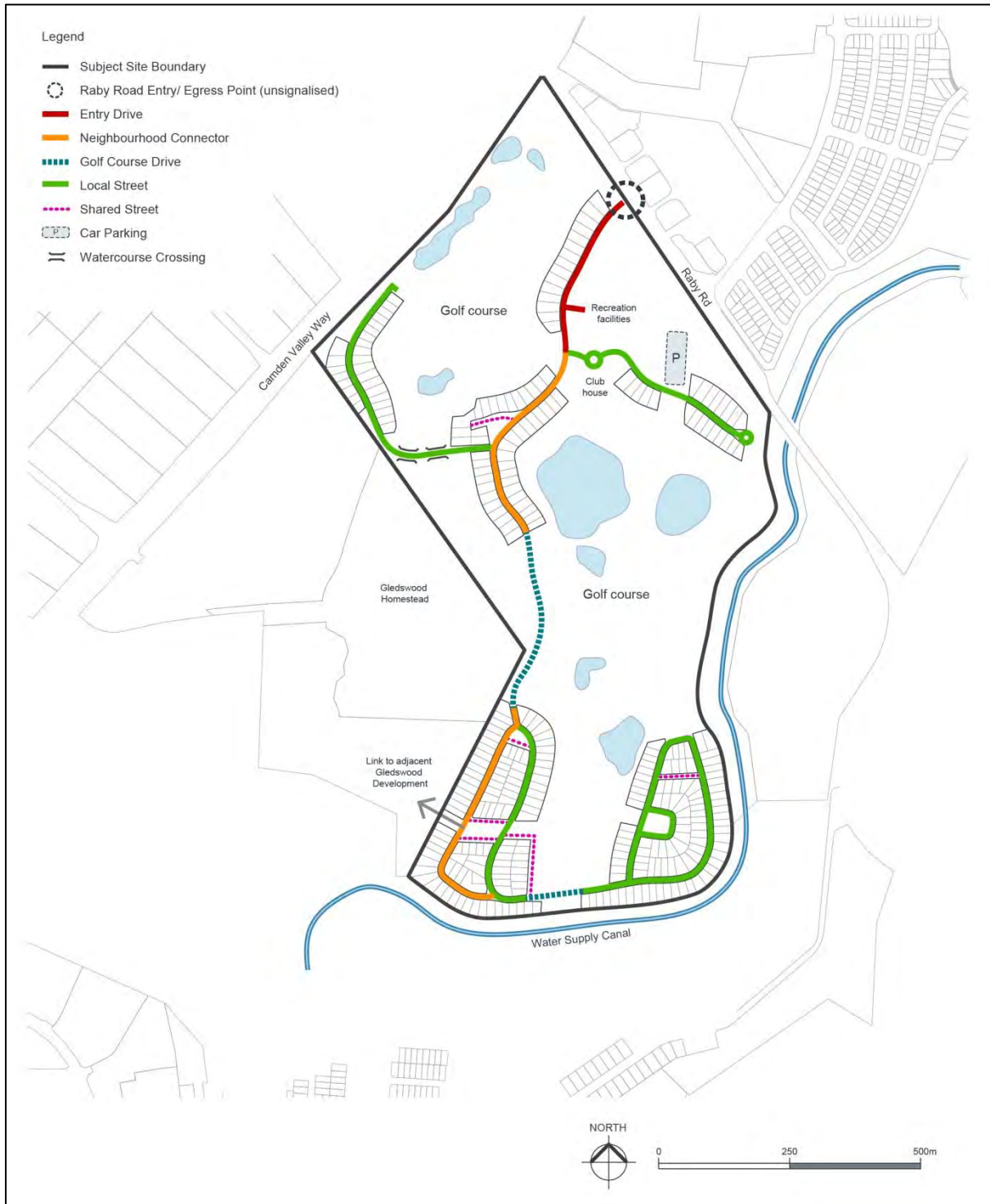


Figure 6-2: Camden Lakeside Indicative Road Structure

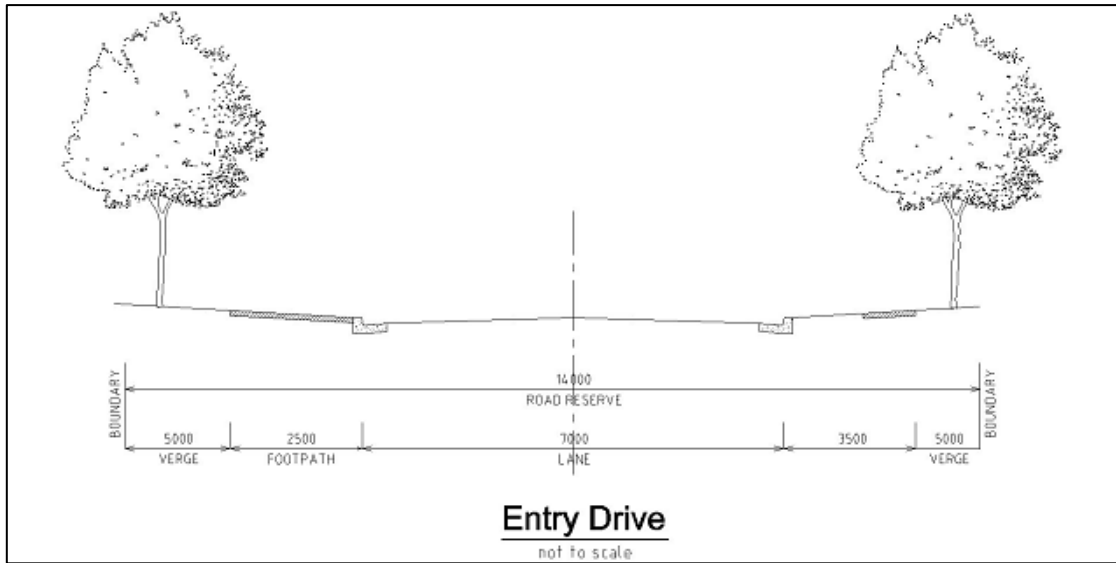


Figure 6-3: Camden Lakeside Entry Drive

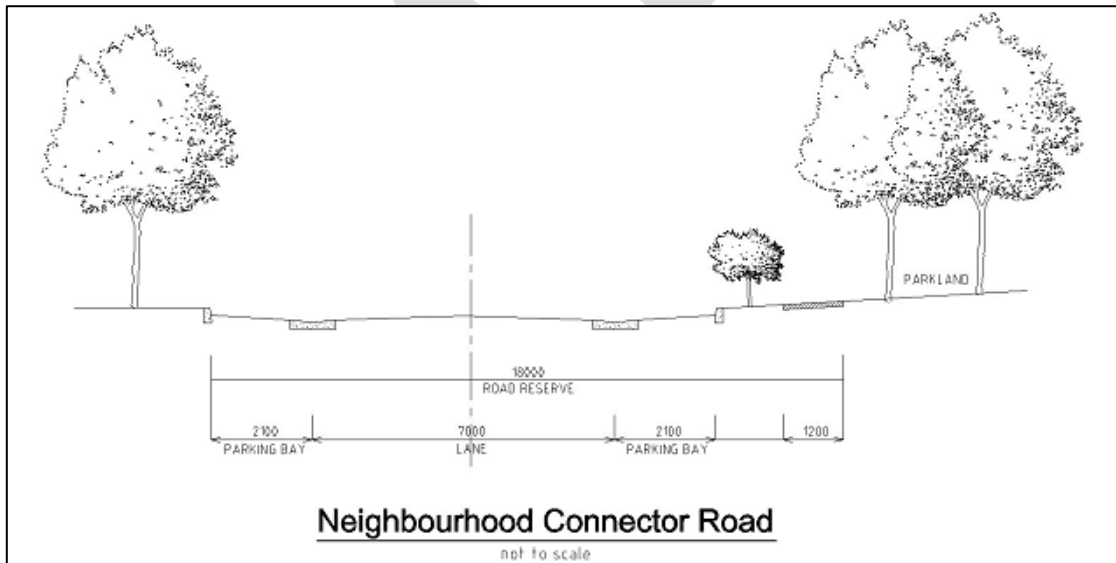


Figure 6-4: Camden Lakeside Neighbourhood Connector Road

Note: 2.5m dual use path in part as shown in figure 6-3

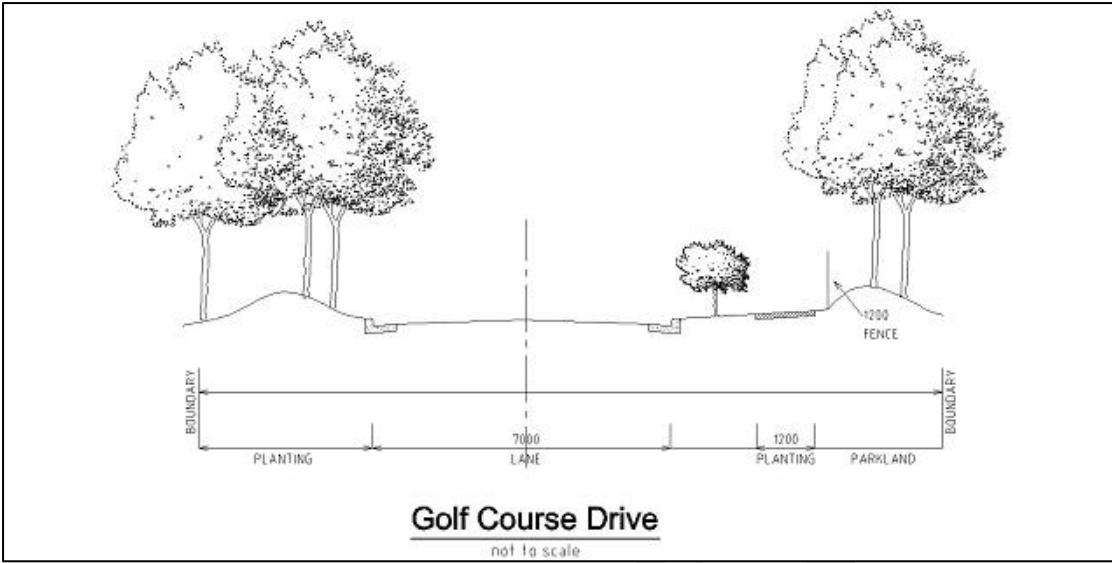


Figure 6-5: Camden Lakeside Golf Course Drive

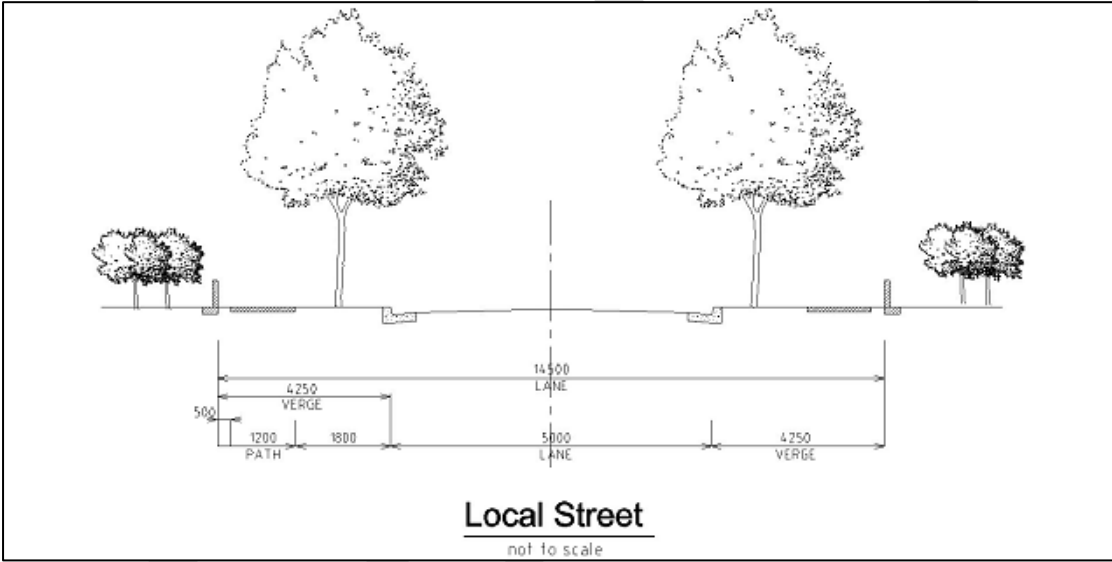


Figure 6-6: Camden Lakeside Local Street

Note: 2.5m dual use path in part as shown in Figure 6-2

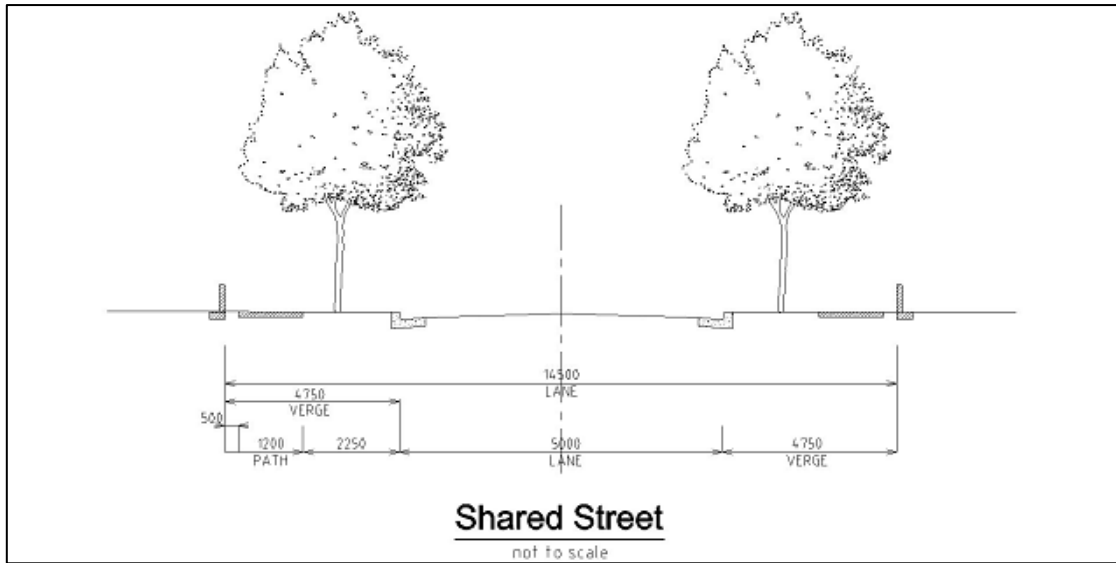


Figure 6-7 Camden Lakeside Shared Street

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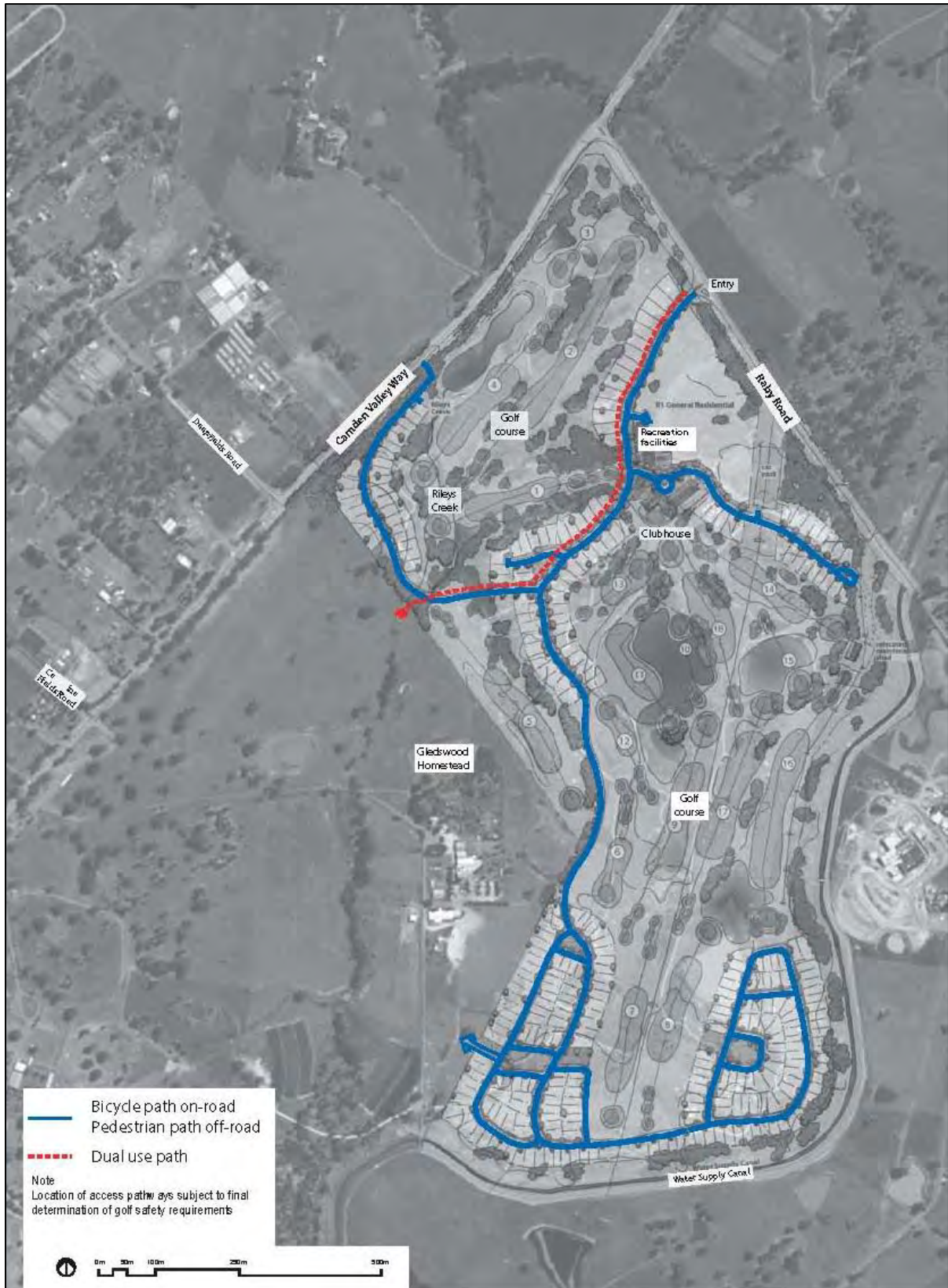


Figure 6-8 Camden Lakeside Pedestrian and Cycle Network



Figure 6-9 Camden Lakeside Indicative Bus Route

## **2.3 Parks and Open Space**

### **Objectives**

- a. Ensure that open space is of appropriate quality and quantity to meet the recreational and social needs of the community.
- b. Provide the framework for the protection and enhancement of remnant vegetation and riparian corridors within the public realm.
- c. Provide for the establishment of local parks and other open spaces which contribute to the sense of place.
- d. Utilise open space for Water Sensitive Urban Design and stormwater management.
- e. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.

### **Controls**

1. Local open space will generally be located in accordance with Figure 6-10.

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Figure 6-10 Camden Lakeside Indicative Open Space Network

## **2.4 Vegetation Conservation**

### **Objectives**

- a. Ensure the protection and enhancement of existing significant trees and significant remnant vegetation where practical.
- b. Facilitate the implementation of the agreed conservation offset package for Camden Lakeside.
- c. Prevent the spread of weeds during and after construction.

### **Controls**

1. All 'Core Local Vegetation Protected' and 'Other Vegetation Protected' areas identified in Figure C65 are to be retained within open space and protected to ensure long term viability.
2. Land identified as 'Core Local Vegetation Rehabilitated' in Figure 6-11 is to be restored in accordance with a Conservation Management Plan (CMP). The CMP must be prepared in line with the recommendations of the Cumberland Ecology - Ecological Assessment (January 2007) and be endorsed by Camden Council.
3. All applicants for subdivision and bulk earthworks are required to consider the need to minimise weed dispersion.



Figure 6-11: Camden Lakeside Compensatory Planting Areas

## **2.5 Upper Canal**

### **Objectives**

- a. Enhance and protect the heritage significance of the Upper Canal and respect its rural landscape setting.
- b. Ensure that new development is set back and visually screened from the Upper Canal.
- c. Provide public access along the Upper Canal perimeter for heritage interpretation purposes, while ensuring the security of the Upper Canal is maintained at all times.
- d. Minimise risks to public safety.
- e. Prevent stormwater, treated effluent or other pollutants from entering the Upper Canal system.

### **Controls**

1. A safety fence shall be erected along the southern boundary of residential Precinct 4 and the southern and eastern boundaries of Precinct 5 that adjoin the golf course (including the area between Precincts 4 and 5 that adjoins the upper canal). The fence shall be designed to satisfy the security requirements of WaterNSW without being detrimental to the heritage significance of the Upper Canal. Consideration must be to soften the visual impact of the fence from the Upper Canal and from the development. The fence shall be installed by the developer as part of the subdivision works occurring adjacent to the Upper Canal.
2. The stormwater system along the boundaries of Precincts 1, 4 and 5 that adjoin the Upper Canal shall be designed to ensure that stormwater during a 1% AEP flood event will not enter the Upper Canal. Management measures shall accommodate and not impede flows from the trails, drains, banks/berms, pipes/flumes/culverts/siphons that convey stormwater across the Upper Canal.
3. The reuse of treated effluent in the vicinity of the Upper Canal is to incorporate an irrigation system that avoids the potential for airborne contaminants to adversely impact on water in the Upper Canal.
4. Any development adjacent to the Upper Canal and roads crossing the Upper Canal shall be designed and constructed to minimize damage to the Upper Canal from vibration and from cut and fill works. Construction techniques shall satisfy the requirements of the Sydney Catchment Authority.
5. Further reference shall be made to Development adjoining Upper Canal System within Part 2 of this DCP.

## **2.6 Golf Course and Recreational Facilities Precinct**

### **Objectives**

- a. Control the interface between the golf course and adjacent land uses.
- b. Identify the materials, form and scale of boundary treatments at the interface between the golf course and adjacent land uses.
- c. Where practical, provide for the retention of existing trees both on the golf course and within adjacent lots.
- d. Establish an appropriate physical separation between golf play areas, roads, dwellings and other activities within adjacent land areas.
- e. Define the extent of the landscape curtilage which surrounds the recreational/golf course facilities and which forms the Precinct area.
- f. Facilitate the appropriate physical separation between the recreational facilities and surrounding activities.
- g. Establish site circulation, visual amenity and environmental management principles which apply to the Golf Course Facilities Precinct.
- h. Facilitate pedestrian and bicycle access to the Golf Course/Recreational Facilities Precinct.

### **Controls**

#### **Golf course design and safety setbacks**

1. The requirements for safety setbacks are to be determined by a specialist golf designer or similarly qualified person.
2. Where an existing significant tree cannot to be retained, a replacement tree of the same species is to be planted within close proximity of the existing tree.
3. Where practical, new planting within the golf course is to be located to maximise existing views of the golf course from lots and Gledswood homestead and Upper Water Canal.
4. Provide appropriate safety setbacks from the centreline of the fairways to the boundary of adjacent lots, roads and other development.
5. New planting is to be established to soften the visual impact of built forms.
6. Recreational and clubhouse facilities and associated activities that have the potential to cause intrusive/offensive noise to residential premises are to be designed to comply the Acoustic Amenity controls within Part 2 of this DCP.
7. Car parking is to be provided in the vicinity of the Recreational and Golf Course facilities in accordance with relevant provisions of this DCP.
8. Vehicular access and egress to the facilities and associated car park will be provided with adequate separation from and appropriate integration with the pedestrian and bicycle movement system.
9. Provide bicycle parking facilities in the Golf Course/Recreational Facilities Precinct. Pedestrian access requirements to the recreational facilities and Golf Club are to comply with Australian Standards for mobility and access.
10. Future extensions and modifications to the existing clubhouse are to be in keeping with the existing scale, form and character of the clubhouse.

#### **Recreational facilities**



11. If recreational facilities are provided, they are to be in a location easily accessible from the clubhouse and roads.
12. Facilities may include a full size fenced full size tennis court and swimming pool.

## **2.7 Odour Impacts**

### **Objectives**

- a. Ensure appropriate levels of air quality for the health and amenity of future residents.

### **Controls**

1. An odour impact assessment of the identified poultry operation (within the Benbow Environmental Level 3 Odour Impact Assessment for development of Camden Lakeside (November 2007)) is to be undertaken in accordance with the EPA draft policy Assessment and Management of Odour from Stationary sources in NSW and Technical Notes.
2. Any land identified by the odour study as being within a nominated separation distance (i.e. inside the 2.0 OU / cubic metre - 99th percentile expressed as a nose response average 1 second value) shall not be developed until either:
  - (a) The poultry operation ceases to operate and the existing use rights have been extinguished and the poultry sheds and supporting infrastructure has been demolished, or
  - (b) It can be demonstrated to Council that the odour levels are within acceptable limits to permit development.

## **2.8 Acoustic Amenity**

### **Objectives**

- a. Establish an urban structure which protects and enhances short and long views within the landscape, whilst allowing for the development of individual lots.
- b. Mitigate noise effects from Camden Valley Way and Raby Road to ensure private open space areas are not adversely affected by noise.
- c. Allow for the physical separation of incompatible activities to facilitate adequate privacy.
- d. Achieve high quality living environments which maximise visual privacy of the occupants and neighbouring properties through siting, building planning, location of openings and building materials.

### **Controls**

1. Lots contained within Precinct 2 immediately adjacent to Camden Valley Way are to have a continuous building facade (noise attenuation / barrier). This shall include where the facade faces toward the road, with a private open space area located on the eastern (protected) side of the facade and sleeping / quiet areas located within the part of the dwelling furthest away from the noise source. Figure 6-12 below shows indicative layout and noise attenuation measures which will help achieve the external noise criteria.

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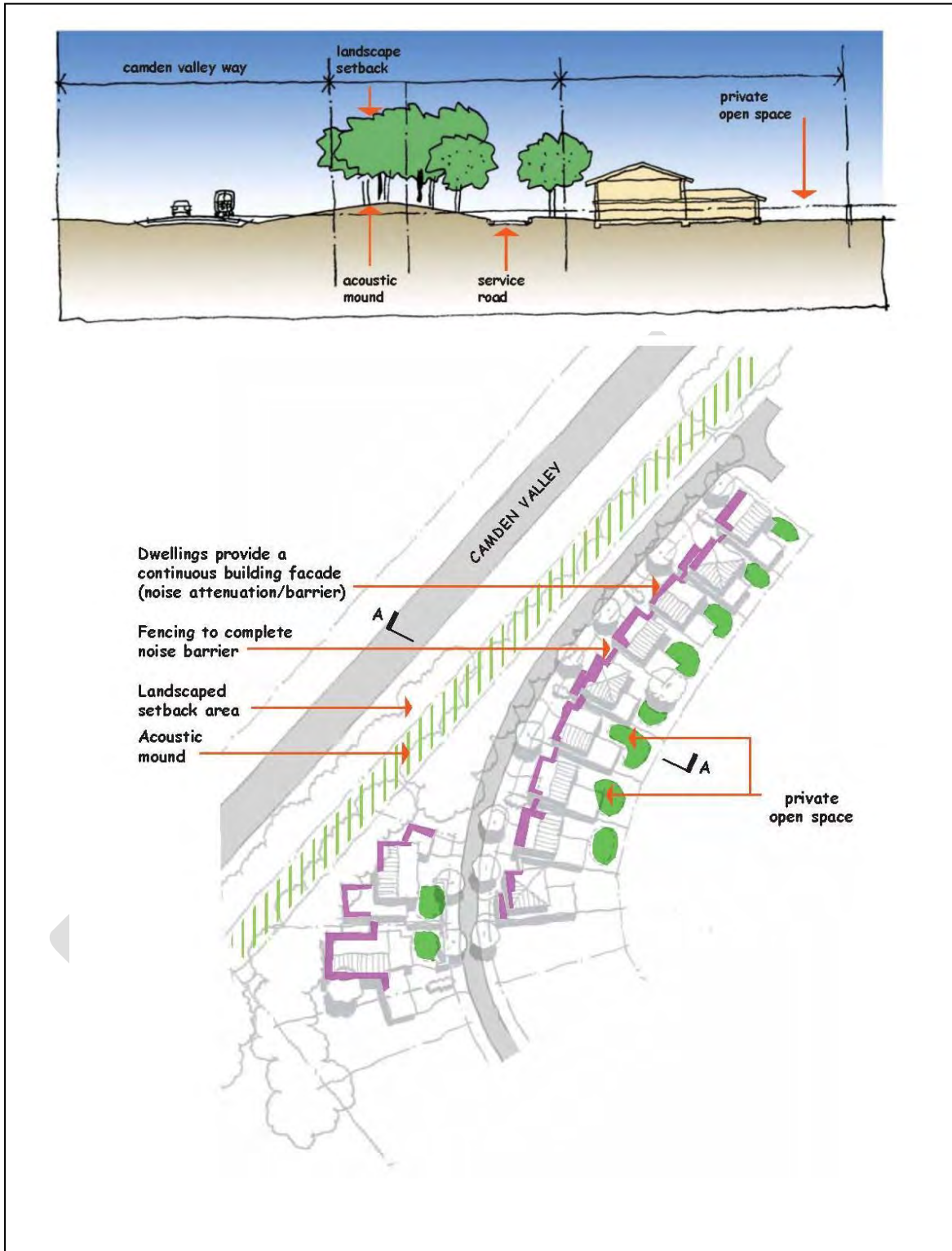


Figure 6-12 Camden Lakeside Indicative Layout and Noise Attenuation Measures

## **2.9 Stormwater Management**

### **Control**

The design and performance of the stormwater management system infrastructure must have regard to the Water Sensitive Urban Design measures contained within the 'Camden Lakeside Rezoning: Water Cycle and Civil Infrastructure Assessment' prepared by Cardno Forbes Rigby and dated September 2007.

### 3. Hotel Development Controls

3.1 Potential to Include Camden Lakeside Hotel Controls (exhibited under a separate process)

### 4. Site Specific Residential Controls

[CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)

Note: The controls listed below are specific to Camden Lakeside. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

#### Additional Acoustic Amenity Controls

1. Residential premises immediately adjacent to Camden Valley Way and Raby Road are to be designed to comply with Acoustic Amenity within Part 2 of this DCP. and be in accordance with the following principles:
  - i. Appropriately designed acoustic mounds are to be provided along Camden Valley Way where required.
  - ii. Setbacks and service roads placed between Camden Valley Way and housing.
  - iii. Internal dwelling layouts that are designed to minimise noise in living and sleeping areas.
  - iv. Higher than standard fencing constructed with a suitably solid mass.

Note: The controls listed below are specific to Camden Lakeside (Table 6-1). They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls included in this subsection will take precedence.

**Table 6-1 Summary of residential accommodation controls – Camden Lakeside**

<b>SETBACKS</b>	
Front setback (min)	4.5m
Secondary street setback (min) – lots >450m <sup>2</sup>	3m
Secondary street setback (min) – lots <450m <sup>2</sup>	2m
Side setback (min)	0.9m
Rear setback (min)	6m, with 50% of the building width permitted to extend to within 3m of the rear boundary
Rear setback - (where land abuts the Upper Canal)	6m with 10m being preferable
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back an additional 1m
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1.2m
Public reserve setback (min)	3m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max) – lots less than 450m <sup>2</sup>	Single storey development - 60%

	Two storey development – 50% ground floor, 30% upper floor
Site coverage (max) – lots 450m <sup>2</sup> or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m <sup>2</sup> with a minimum dimension 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	2 hours between 9.00am and 3.00pm on 21 June.
<b>GARAGE DESIGN</b>	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

### **Double Garages on Narrow Lots between 10m and less than or equal to 12.5m**

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

#### **Objectives**

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

#### **Controls**

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage between 10 metres and 12.5 metres (measured at the building line);
  - (a) It must be in conjunction with a 2 storey dwelling.
  - (b) It must be demonstrated that there is no loss of on street parking, site plans must show:
    - i. an unencumbered area capable of accommodating one on-street parking space in front of the subject dwelling;
    - ii. driveway crossover (minimum 4m for double garage); and
    - iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.
4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

- End of Schedule –

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# Schedule 7 – El Caballo Blanco and Gledswood

1 Introduction ..... 349  
2 Subdivision Planning And Design ..... 351  
3 Centre Development Controls ..... 377  
4 Site Specific Residential Controls..... 377

## 1 Introduction

The El Caballo Blanco and Gledswood release area is located between the Camden Lakeside and Turner Road release areas. The site has a north western frontage to Camden Valley Way and a northern frontage to Raby Road. The area is traversed by the Sydney Water Canal, running from north to south through the area. The release area is shown in Figure 7-1.

The El Caballo Blanco and Gledswood sites will be characterised by high quality urban design, low scale interconnected neighbourhoods set within a landscaped setting of the Gledswood Homestead and Camden Valley Golf Resort.

The development will comprise of a high quality golf course estate with the Gledswood Homestead and curtilage providing opportunities for tourist, entertainment facilities and other uses compatible with the heritage significance of the homestead.

The scenic and visual qualities of the area will be enhanced through the implementation of urban design guidelines and landscape treatments within the development.

This chapter contains objectives and supporting controls, intended to promote high quality design outcomes responsive to the characteristics of the site. The controls are minimum requirements of Council and development must demonstrate consistency with the relevant objectives.

Compliance with numerical controls does not necessarily guarantee approval of an application.

### **El Caballo Blanco and Gledswood Planning Principles**

1. To facilitate the conservation and ongoing maintenance of Gledswood Homestead and its curtilage.
2. To enable Gledswood to be adaptively reused for compatible uses consistent with the Conservation Management Plan (CMP) such, as a tourist or entertainment facility.
3. To protect, enhance and rehabilitate the Rileys Creek riparian corridor.
4. To protect important visual elements within the landscape including long views, significant trees and vegetation.
5. To protect the visual setting of Gledswood through appropriate screening and setbacks for new development.
6. To retain and enhance significant pockets of Cumberland Plain Woodland.
7. To facilitate development of a scale that meets environmental sustainability objectives while respecting the character of Gledswood.
8. To maintain golf course uses as a compatible use that reinforces the scenic, visual and ecological qualities of the locality.
9. To promote housing that provides a high standard of residential amenity and architectural design.
10. To create walkable neighbourhoods.
11. To establish a natural and built environment that reflects a contemporary lifestyle and complements Gledswood Homestead and its curtilage.
12. To provide a golf course and associated facilities.
13. To integrate residential lots, community facilities and tourist related uses with golf course activity.



14. To promote an urban form that complements the landscape characteristics of the site and heritage significance of Gledswood Homestead and its curtilage.

### **Structure Plan**

The site is part of a larger area undergoing change from rural to urban uses. Lands immediately to the north, known as Camden Lakeside, were the subject of a separate rezoning proposal and have been zoned for residential and recreational uses. Lands to the south are within the Turner Road precinct, a first release precinct of the South West Growth Centre.

The Structure Plan provides guidance for the connectivity of development on the subject lands with surrounding development. The Structure Plan seeks to ensure that:

- development is coordinated and infrastructure and facilities are delivered to support future residents and users; and
- conservation and environmental sustainability initiatives are implemented.

Lands to the west of Camden Valley Way are also part of the South West Growth Centre and will be the subject of future urban development. Connectivity and integration of the subject site to adjoining lands to the north and south is illustrated in Figure 7-1.

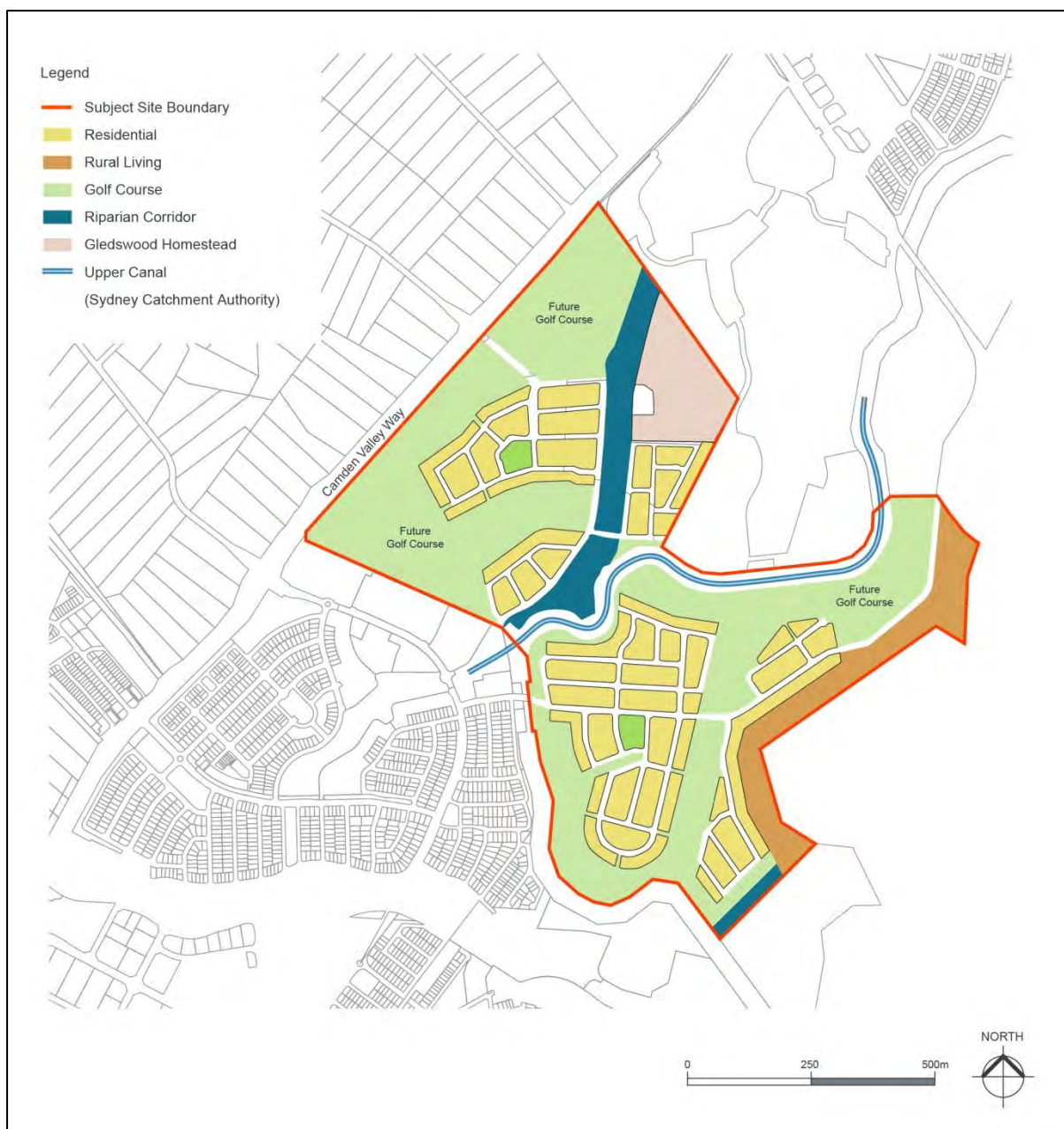


Figure 7-1 El Caballo Blanco and Gledswood Structure Plan

## 2 Subdivision Planning and Design

### 2.1 Indicative Layout Plan

The controls and ILP have been prepared to respond to the conservation outcomes identified for Gledswood, including the protection of significant visual connections, interpretation of historic access roads and the provision of landscape buffer areas.

#### Objectives

- a. To ensure development of the El Caballo Blanco and Gledswood lands (site) is undertaken in a co-ordinated manner.
- b. To ensure the golf course facilities provide a unifying landscape setting across the subject site and integration with the Turner Road Precinct to the south while at the same time respecting the historic landscape of the Gledswood Estate.

## Controls

1. Development is to be undertaken generally consistent with the Indicative Layout Plan (ILP) at Figure 7-2 subject to compliance with the objectives and development controls set out in this chapter.
2. Connectivity points as shown in Figures 7-1 and 7-2 are to be provided or suitable alternative points that maintain the same level of desired connectivity.
3. Where variation to the ILP is proposed, the applicant is to demonstrate that the proposed development is consistent with the vision, the Gledswood Estate CMP and the Development Objectives for development covered by this chapter.
4. Golf course facilities shall be designed to provide a unifying landscape element. The portion within the Gledswood Estate shall comply with the polices for landscape treatments contained within the CMP.

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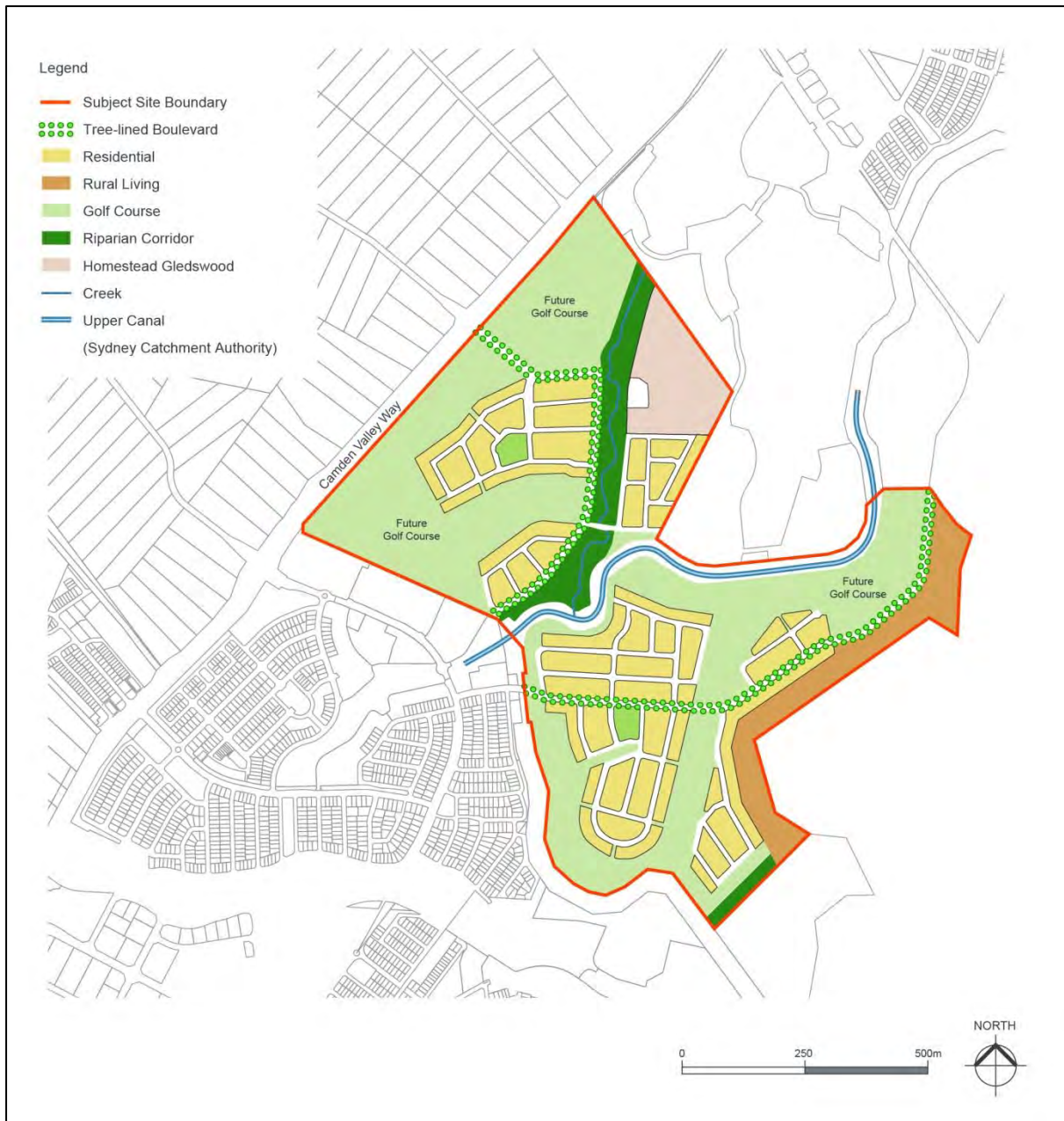


Figure 7-2 El Caballo Blanco and Gledswood ILP

**Precinct Areas**

In recognition of the provision of housing integrated with a re-developed golf course the land covered by the ILP has been divided into eight Precincts (Figure 7-3) The Precincts have been identified as follows:

- Precincts 1-4 - Housing
- Precinct 5 - Large Lot Housing
- Precinct 6 - Rural Living
- Precinct 7 - Gledswood Homestead
- Precinct 8 - Golf Course and Riparian Lands

The housing provided within the precincts will generally comprise three broad categories. The categories of housing will be:

- “Golf Course Housing” which will be dwellings which share a frontage to the Golf course lands;
- “Traditional Housing” which will be dwellings within the precinct on lots greater than 400m<sup>2</sup>; and
- Attached Dwellings which for the purpose of this site are “Mews housing” and are best located opposite either: golf course lands, RE2 zoned lands, riparian corridor lands or open space areas and accessible from a rear lane or second frontage.

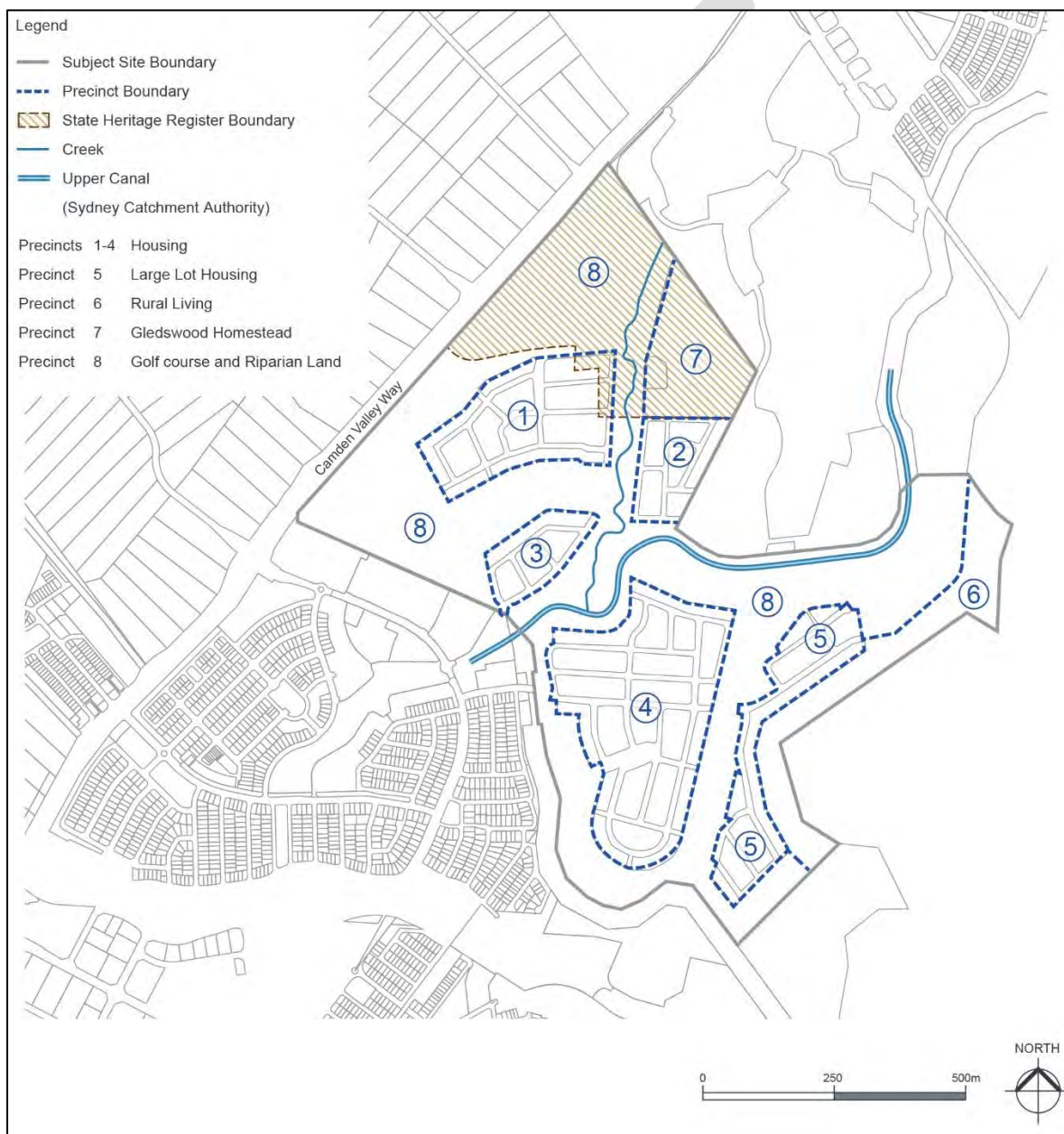


Figure 7-3 Precinct Areas

## **2.2 Street Network and Design**

### **Objectives**

- a. To provide a hierarchy of interconnected streets that give safe, convenient and legible access within and beyond the site.
- b. To provide a clearly discernible street hierarchy 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 and connections to the Turner Road precinct to the south.
- d. To ensure a high quality, functional, safe, legible and visually attractive public domain.
- e. To protect the historic alignment and rural character of selected access roads to Gledswood Homestead.
- f. To acknowledge the historical context of the site.

### **Controls**

1. The street network is to be provided consistent with Figure 7-2 (ILP) and the road hierarchy diagram at Figure 7-4
2. Where variations to the street network shown in Figure 7-4 are proposed, the alternate street network is to achieve the following principles:
  - (i) establish a permeable network that is based on a modified grid system,
  - (ii) encourage walking and cycling and reduce travel distances,
3. The historic access road alignment to the Gledswood Homestead and adjacent verges and post and rail fence are to be retained in any new street pattern. The entry point into the estate and its connection to the historical access road to the Gledswood Homestead is to reflect a rural character.
4. The proposed street network is to provide connections to the Turner Road Precinct to the South.
5. The design and configuration of proposed roads and footpaths are to be consistent with Council's Engineering Design Specification (other than historic access roads). The road designation is shown on the road hierarchy diagram at Figure 7- 4.

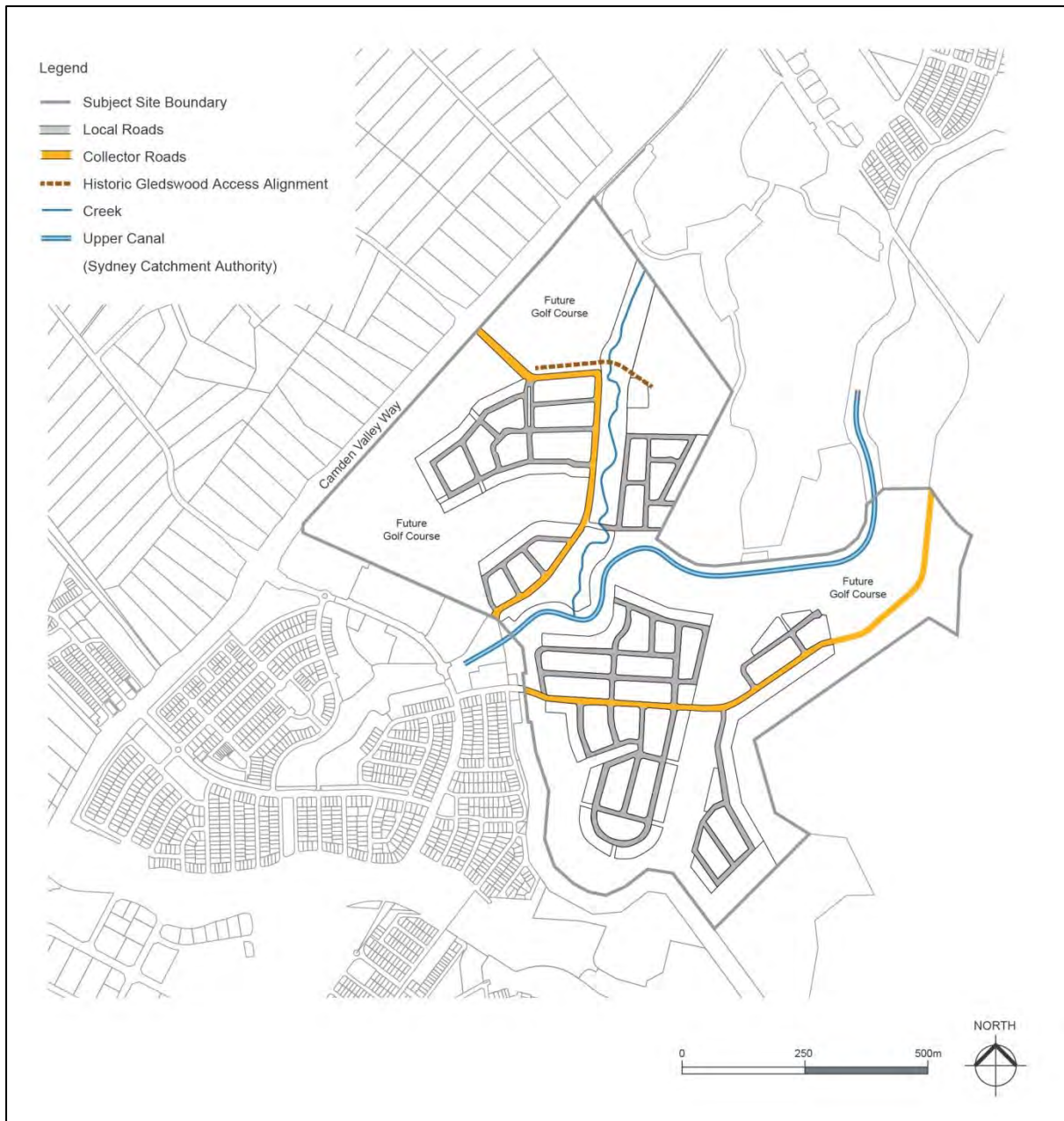


Figure 7-4 Road Hierarchy Diagram

### **2.3 Public Transport**

#### **Objectives**

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

#### **Controls**

1. Bus routes are to be provided generally in accordance with Figure 7-5. Where the bus route is known, the route shall 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.

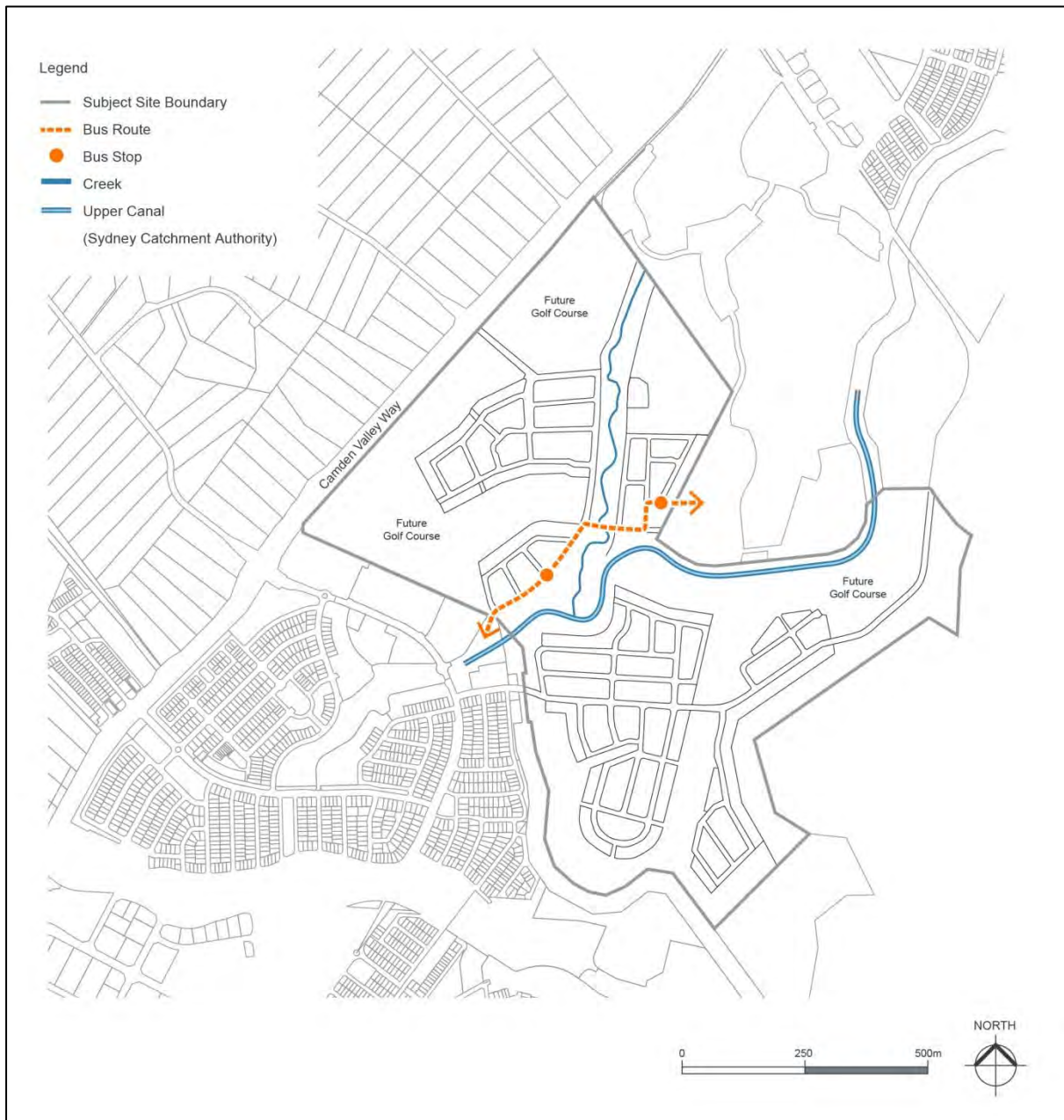


Figure 7-5 Bus Route

## **2.4 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 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 7-6 the design of cycleways located within the road reserve is to be in accordance with the requirements of this DCP. The minimum width of any 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 the Planning Guidelines for Walking and Cycling (DoP & RTA 2004) and Council's Pedestrian Access and Mobility Plan 2003.
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 each DA.

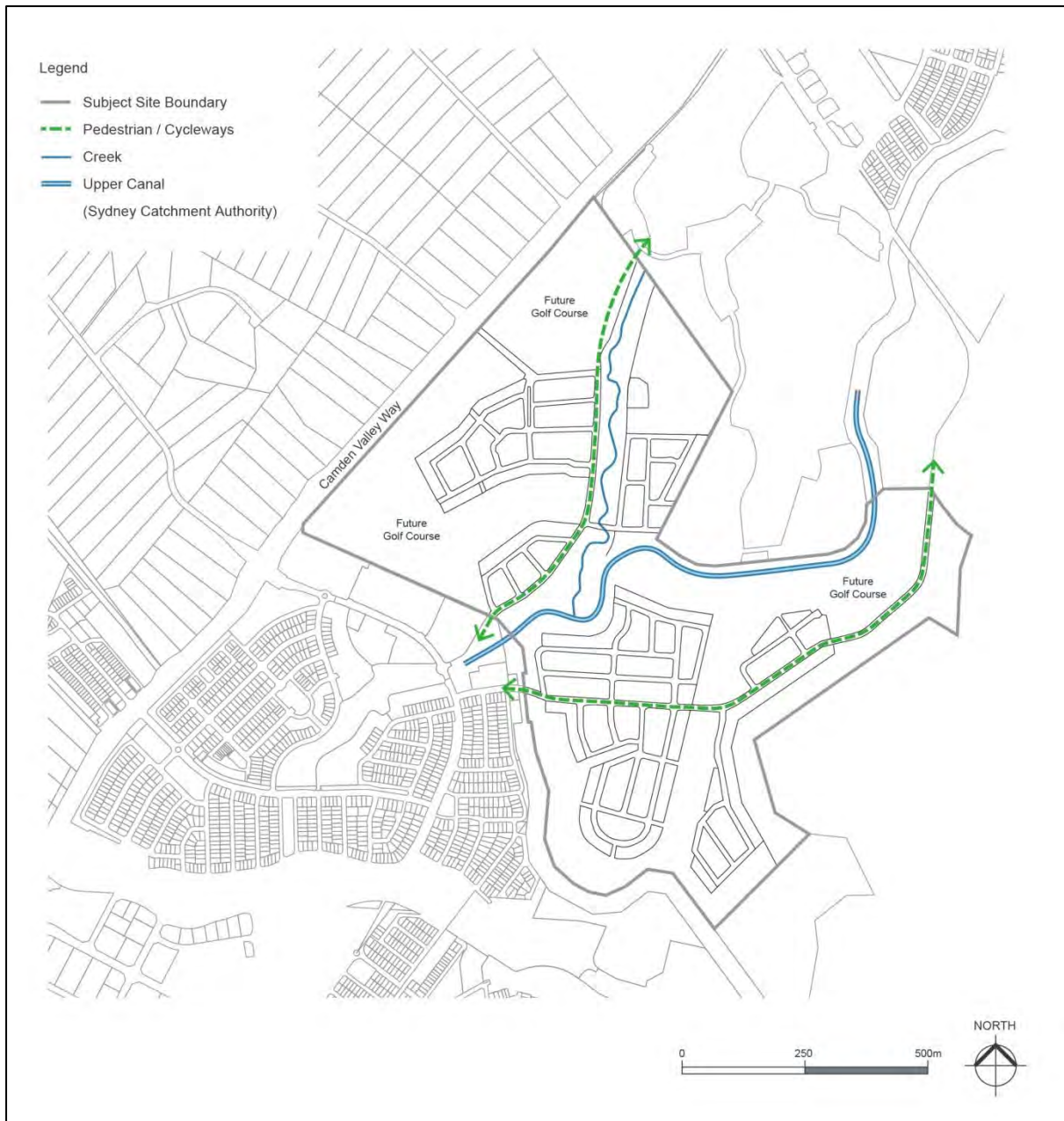


Figure 7-6 Pedestrian / Cycle Plan

## **2.5 Public Parks and Landscape**

### **Objectives**

- a. To meet the public open space and recreational needs of residents.
- b. To provide an equitable distribution of open space and recreation opportunities.
- c. To ensure high quality design and embellishment of open space.
- d. To provide a framework for the protection and enhancement of remnant vegetation and riparian corridors within the public realm.
- e. To utilise open space for water sensitive urban design and stormwater management.
- f. To promote plant species selection and design which will minimise ongoing water and maintenance requirements.

## **Controls**

1. Parks and other public open space areas and areas with landscape value are to be provided generally in accordance with Figure 7-2 (ILP). The spaces are to provide generally passive recreation opportunities.
2. The detailed design of public parks is to consider:
  - (i) the need for a range of play spaces and opportunities and cater for a range of ages;
  - (ii) provision of adequate parking, lighting and waste management facilities;
  - (iii) inclusion of interpretative signage detailing local history, the significance of the Gledswood estate, Aboriginal cultural values, environmental education themes and the like; and
  - (iv) the design of public parks is to be consistent with Council's Landscape and Streetscape Elements Manual for Camden and any adopted Section 94 contributions plan.
  - (v) parks should be located and designed to accommodate remnant vegetation and where appropriate, should be linked to and integrated with riparian corridors; and
  - (vi) parks should be generally bordered by streets on all sides with houses oriented towards them for surveillance.
3. Where possible the buffer of the riparian corridors should provide opportunities for pedestrian and cycleways, fitness trails and passive recreation facilities 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 Landscape and Streetscape Elements Manual for Camden.
4. A Landscape Concept and Development 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 Concept and Development Plan is to provide details on elements such as:
  - (i) earthworks
  - (ii) plant species and sizes
  - (iii) utilities and services - public art
  - (iv) hard and soft landscaping treatments – signage and lighting
  - (v) any entry statements
  - (vi) street furniture
  - (vii) play equipment
  - (viii) waste facilities
  - (ix) interpretative material

## **2.7 Land Adjacent to the Water NSW Upper Canal**

### **Objectives**

- a. To ensure that the Upper Canal is taken into account in siting, designing and constructing any proposed development adjoining or in the vicinity of the Canal.
- b. To ensure that the development adjacent to the Upper Canal corridor does not impact on the continued operation of the Canal infrastructure.

- c. To enhance and protect the heritage significance of the Upper Canal and respect its rural landscape setting.
- d. To retain a continuous landscape buffer adjacent to the Upper Canal.
- e. To ensure that new development is set back and visually screened from the Upper Canal.
- f. To provide public access along the Upper Canal perimeter for heritage interpretation purposes, while ensuring the security of the canal is maintained at all times.
- g. To provide for the safety and amenity of the public living or visiting areas adjacent to the Upper Canal.
- h. To protect water quality by preventing stormwater or other pollutants entering the Upper Canal system.

### **Controls**

1. Where subdivision or development (other than residential accommodation) is proposed adjacent to the Upper Canal corridor, applicants shall consult with Water NSW as part of the process of preparing the development application. Any written requirements of the Water NSW shall be submitted with the DA and the DA documentation shall show how the requirements have been addressed.
2. A local road shall be provided where no open space exists, or existing roads retained, between development and the Upper Canal corridor. The road shall contain a landscaped verge between the road carriageway and Canal corridor. A footpath is not required to be constructed on the Canal side road verge as part of the subdivision of adjoining lands.
3. Road, pedestrian and cycleway crossings of the Upper Canal shall be minimised and located and designed in accordance with Water NSW requirements.
4. 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 pathway into this landscape buffer where it is demonstrated that such encroachment is not inconsistent with the objectives of this control. The landscaped buffer is to be incorporated into the road reservation.
5. The landscape buffer shall be landscaped with native plant species of local provenance 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.
6. The design of the landscape buffer 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 Upper 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.
7. A security fence shall be erected along the length of the boundary adjacent to the Upper Canal. The fence shall be designed to satisfy the security requirements of the Water NSW, 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.
8. The stormwater system shall be designed to ensure that stormwater will not enter the Upper 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.

9. Any development adjacent to the Upper 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 Water NSW.
10. Development shall also have regard to Heritage section within Part 2 of this DCP.

Please refer to the Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines [https://www.waternsw.com.au/\\_data/assets/pdf\\_file/0011/55973/Guidelines-for-development-around-Warragamba-Pipelines-and-Upper-Canal.pdf](https://www.waternsw.com.au/_data/assets/pdf_file/0011/55973/Guidelines-for-development-around-Warragamba-Pipelines-and-Upper-Canal.pdf)

## **2.8 Retention of Existing Vegetation**

### **Objectives**

- a. The configuration of the proposed development precincts within the ILP for this DCP has been prepared to achieve the following objectives:
  - (i) A consolidated, comprehensive vegetation outcome across the site in accordance with the El Caballo Blanco / Gledswood Vegetation Management Strategy (VMS) dated 29 June 2011;
  - (ii) Retention of key vegetation nodes and habitat values (hollow bearing trees and 70% of all large trees);
  - (iii) A central category 1 riparian corridor (as defined by the NSW Office of Water)) along Riley's Creek connecting Camden Lakeside Golf Course through to Turner Road and South Creek;
  - (iv) Security of ongoing revegetation, management and restricted access by way of a comprehensive Vegetation Management Plan (VMP);
  - (v) Conservation of the historic landscape and setting of the Gledswood Estate through appropriate landscape design and selection within the State Heritage Register (SHR) curtilage area consistent with the policies of the CMP.
  - (vi) Areas of golf course rough, outside the Gledswood SHR curtilage, are to be created and managed as fully vegetated woodland corridors throughout the golf course; and
  - (vii) Designing Precinct pods of development to allow site wide connectivity.

### **Controls**

1. A comprehensive Vegetation Management Plan (VMP) is to be developed at the development approvals stage for the creation of Precinct super lots. The VMP is to contain detailed monitoring requirements and reporting periods to ensure that agreed outcomes are being met throughout the staged development and shall be consistent with the El Caballo Blanco/Gledswood Vegetation Management Strategy dated 29 June 2011 specifically.
2. The Vegetation Management Plan shall demonstrate consistency within the vegetation, retention, re-creation and removal outcomes detailed at Table 7-1 and the Gledswood Estate CMP.
3. A Development Staging Plan shall be prepared in conjunction with the Vegetation Management Plan, prior to or at the development approvals stage. The plan shall illustrate, for each stage, the area, the amount and type of vegetation to be removed, and the corresponding area and location of land to be revegetated.
4. Retain all good condition vegetation along the riparian corridor and adjacent areas. If good condition vegetation cannot be retained, staging of works is recommended across the site.
5. Any removal of good quality Shale Hills Woodland should occur at the final stage only after it can be demonstrated that the loss has been compensated for by sufficient habitat elsewhere within the site.

6. Strict controls on all construction and earthmoving activities to ensure no impact on vegetation to be retained.
7. Restoration and revegetation of all areas of rough within the golf course (other than within the Gledswood Estate SHR curtilage) to full Cumberland Plain Woodland communities. The treatment of any areas of rough within the SHR Curtilage shall be consistent with the policies of the CMP.
8. Fence off areas of existing vegetation from stock as soon as possible to facilitate and allow natural regeneration to occur. This will allow for native understorey species existing in the soil profile to regenerate naturally (for example *Themeda australis*), creating a likely reduction in the cost of regeneration across the site.
9. Incorporate eco-sensitive development controls into the rural residential zoning along the western boundary of the site e.g. retention of existing vegetation, or excluding stock from sensitive areas to allow for natural regeneration.
10. Ensure that areas where development abuts riparian corridors and existing good quality vegetation that there are adequate controls in place to protect these areas from contaminated runoff, rubbish and public access.
11. Each development applications for the development of Precincts 1-8 shall demonstrate that a minimum protection offset of 97.0ha of core regional vegetation has been achieved as set out in Table 7-1 below.
12. If a landholder enters into an agreement that provides for the protection and management of native vegetation located on land that has been identified in the LEP for development, revegetation requirements for that landholder can be reduced on the ratio of 4.1 to 1 (i.e. a reduction of 4.3m<sup>2</sup> of revegetation for every 1m<sup>2</sup> that is protected).
13. Council must consider the condition, viability and connectivity of the vegetation that is proposed to be retained and must consider the importance of the land that will no longer be revegetated in the context of the contribution to the connectivity and viability that this area would have made to the adjacent vegetation.
14. Clearing of vegetation required to be protected under the LEP may be considered by Council, subject to a 1 for 1 offset with vegetation that is otherwise approved in the LEP for development. The offset must be protected and managed.
15. Council must consider the condition, viability and connectivity of the vegetation that is proposed to be cleared or retained.
16. Council may only consent to the clearing of vegetation that is otherwise proposed to be protected if an equal or higher class of vegetation (as identified in the Camden Natural Assets Policy) is proposed to be protected.

**Table 7-1 Class of vegetation being retained, removed or re-created**

Class of Vegetation	Core Habitat – Regional retained	Core Habitat – Local retained	Support for Core habitat retained	Re-created vegetation habitat	Heritage native grassland re-created	Total area of vegetation to be achieved
	13.2ha	2.8ha	0.7ha	74.8ha	5.5ha	<b>97.0ha</b>

17. Achievement of this level of vegetation retention and re-creation shall be demonstrated across each of the ownerships and be generally consistent with Figure 7-8 which illustrates where vegetation loss, retention and re-creation may occur.

18. For further controls on Environmentally Sensitive Land refer to Part 2 of this DCP.



Figure 7-8 – Indicative locations of vegetation removal, retention, and re-creation. (Source: ECB/Gledswood VMS 20 June 2011)

## **2.9 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**

These provisions should be read in conjunction with the bushfire requirements within Part 2 of this DCP.

1. Generally at DA stage, any required APZs provided:
  - (i) are to be located wholly within the precinct;
  - (ii) may incorporate roads and flood prone land;
  - (iii) are to be located wholly outside of a CRZ but may be located within the buffer areas to the CRZs;
  - (iv) may be used for open space and recreation subject to appropriate fuel management;
  - (v) are to be maintained in accordance with the Planning for Bushfire Protection;
  - (vi) may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ); and
  - (vii) are not to burden public land; and
  - (viii) are to be 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 2006.
  - (ix) where APZ's are located within golf course lands any application must include appropriate management requirements and demonstrate consistency with the vegetation retention requirements with Retention of Existing Vegetation.
2. Vegetation within public and community title parks is to be designed and managed as a 'fuel reduced area'.
3. 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.
4. 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.

## **2.10 Infrastructure Provision**

### **Water Management Plan**

#### **Controls**

1. A detailed Water Management Plan shall be prepared and accompany any development application and demonstrate consistency with the El Caballo Blanco and Gledswood Lands Water Management Strategy: Stormwater Quality and Stream Health prepared by Equatica and dated 8 July 2011 (Figure 7-9, 7-10 and 7-11).
2. This Plan should demonstrate how stormwater quality targets will be achieved and include a separate monitoring plan that sets out procedures for water sampling, maintenance of water quality treatment facilities and risk management.



3. The Water Management Plan will specifically address the design standards, access to and maintenance of any water quality treatment or detention devices proposed to be located within the proposed golf course lands. Council shall be satisfied that any such devices located on land zoned RE 2 (i.e. golf course) intended to service the wider urban area will be appropriately managed and maintained. This may require the negotiation of licences, covenants or other such instruments to satisfy Council.

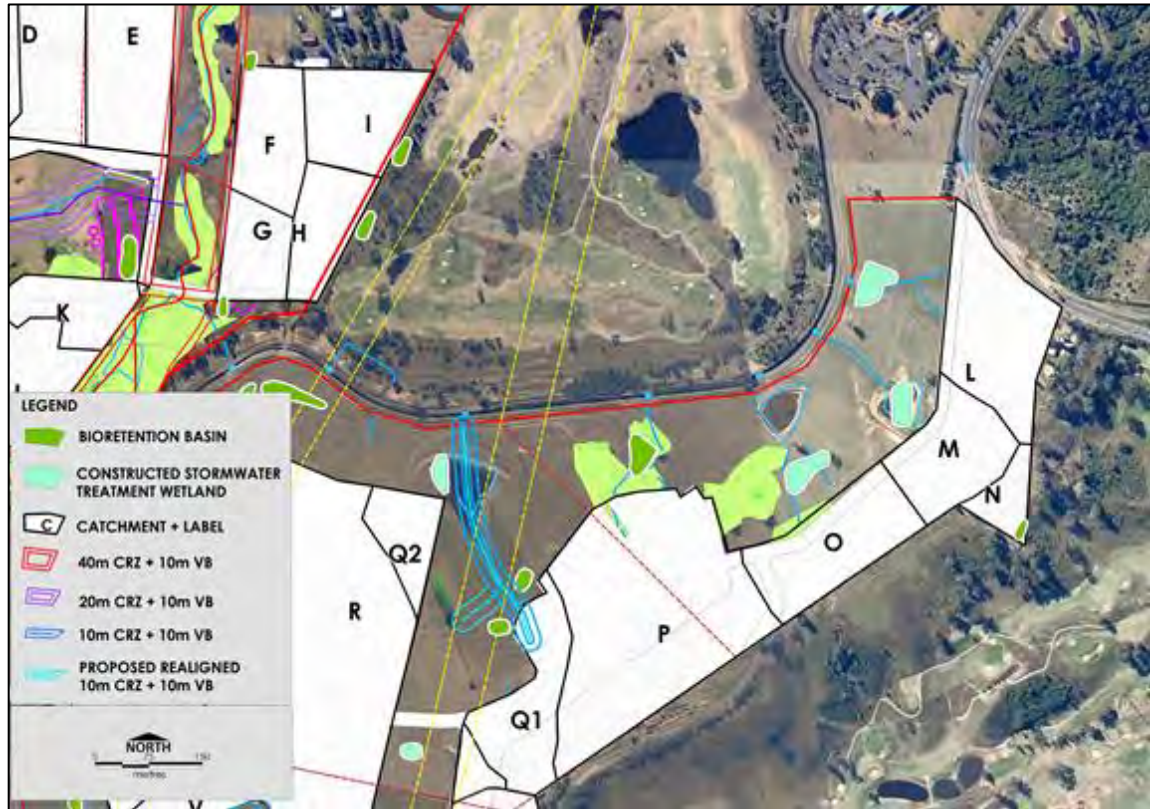


Figure 7-9 – Water Management Strategy for Precincts 2, 4, 5 and 6



Figure 7-10 – Water Management Strategy for Precincts 1, 2 and 3

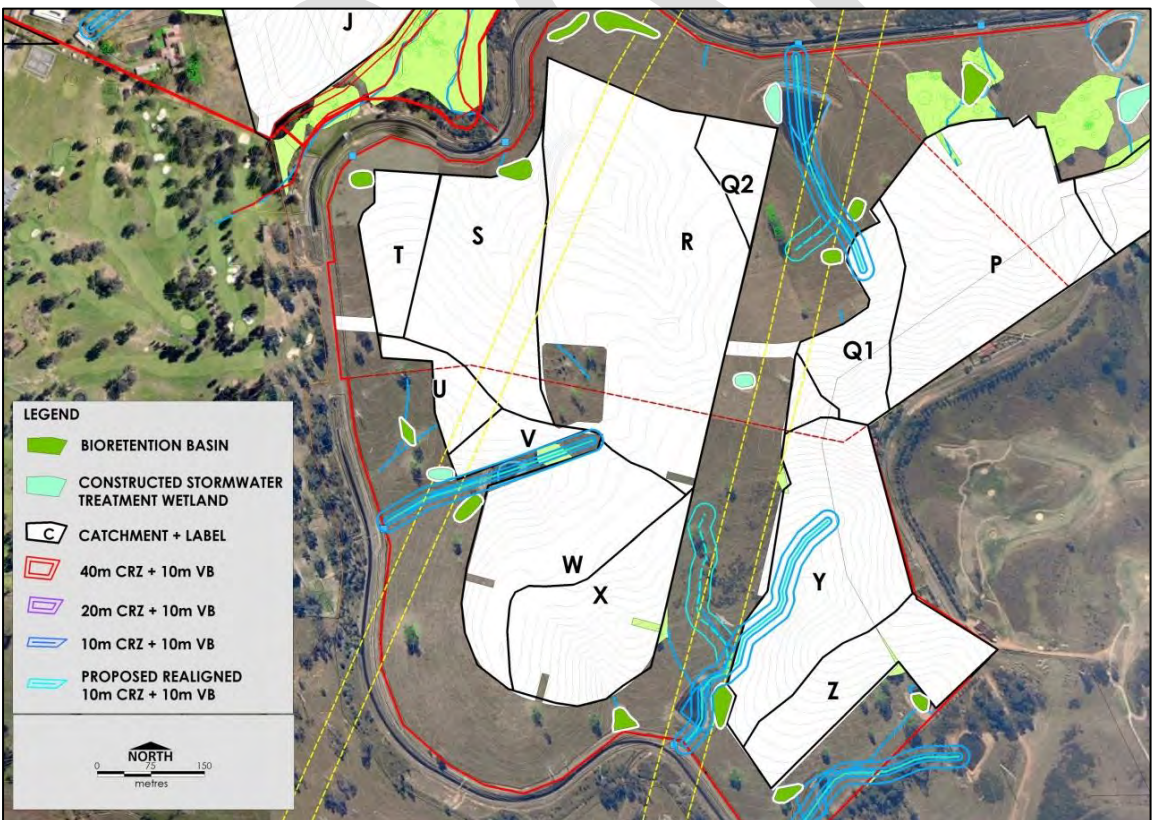


Figure 7-11: Water Management Strategy for Precincts 1, 2 and 3

### **Stormwater Concept Controls**

1. Development shall demonstrate general consistency with the El Caballo Blanco and Gledswood Preliminary Stormwater Quantity Management and Flooding Assessment prepared by Brown Consulting and dated July 2011.
2. Detention basins shall generally include a water quality component to assist in meeting the water quality objectives of the El Caballo Blanco and Gledswood Lands Water Management Strategy.
3. The location and design of detention basins are to be consistent with the policies of the Gledswood Estate CMP.

### **Flood Planning Levels Controls**

1. In addition to the requirements of this DCP, all proposed residential lots and habitable floor levels are to be 500mm above the 100 year ARI flood levels for the site. The ARI flood levels have been identified in the El Caballo Blanco and Gledswood Preliminary Stormwater Quantity Management and Flooding Assessment prepared by Brown Consulting and dated December 2010.

### **Local Infrastructure Controls**

1. Local infrastructure shall be provided in accordance with the timeframes identified in the VPA.
2. Local infrastructure will be provided to support the relevant precinct stages.

### **Specific Development Precinct**

The objectives for each Precinct have been identified to supplement and support the relevant development controls that will apply to housing within the site. Development must be generally consistent with the relevant objectives.

### **Residential Precinct 1 – R1 General Residential Objectives**

- a. Housing within precinct 1 will comprise a range of “Golf Course Housing”, “Traditional Housing” and Attached Dwellings (as defined in Figure 7-3) that conforms to the 9.5m height limit that applies. Buildings will be a mix of 1, 2 and 3 storey buildings, except those located within the 7.0m height limited area identified in the Camden LEP 2010 as it applies to the site. The precinct abuts the western boundary of the Gledswood homestead curtilage and the landscape treatment to the boundary should reflect this relationship.
- b. Buildings within the area identified in the Camden LEP as being subject to a 7.0m height limit will be on larger lots. These buildings will be single storey to protect the significant outlooks and character of the curtilage surrounding the Gledswood Homestead.
- c. Dwelling houses that front golf course lands should be high quality and high amenity homes that respond to the attributes of outlook and access that these sites enjoy.
- d. A range of dual occupancy, multi-dwelling and residential flat development is permitted across the precinct and preferably should be located opposite, or in the vicinity of RE2 zoned lands or public open space.
- e. Dual Occupancy development is permitted on lots of greater than 750m<sup>2</sup>. The preferred outcome is for Dual Occupancy development to be carried out on corner lots and be designed to address both frontages.

- f. Multi dwelling housing is permitted on lots greater than 1000m<sup>2</sup> and the preferred outcome is for these forms of development to front onto or be opposite either golf course lands, RE2 zoned lands, riparian corridor lands or public open space areas.
- g. Residential Flat Buildings will be permitted on lots of a minimum of 2000m<sup>2</sup> with a minimum frontage of 60.0m at the building line.

**Residential Precinct 2 – R1 General Residential Objectives**

- a. Housing within precinct 2 will predominantly comprise “Golf Course Housing” and “Traditional Housing”. Opportunities for Attached Dwellings are limited, due to the preference for these forms of housing to front onto open space areas and be provided with a secondary access. The precinct abuts the southern boundary of the Gledswood homestead curtilage and the landscape treatment to the boundary should reflect this relationship.
- b. Buildings will be a mix of 1, 2 and 3 storey structures.
- c. Dwelling houses that front golf course lands should be high quality and high amenity homes that respond to the attributes of outlook and access that these sites enjoy.
- d. Dual Occupancy development is permitted on lots of greater than 750m<sup>2</sup>. The preferred outcome is for Dual Occupancy development to be carried out on corner lots and be designed to address both frontages.
- e. Multi dwelling housing is permitted on lots greater than 1000m<sup>2</sup> and the preferred outcome is for these forms of development to front onto or be opposite either golf course lands, RE2 zoned lands, riparian corridor lands or public open space areas.
- f. Residential Flat Buildings will be permitted on lots of a minimum of 2000m<sup>2</sup> with a minimum frontage of 60.0m at the building line.

**Residential Precinct 3 – R1 General Residential Objectives**

- a. Housing within precinct 3 will predominantly comprise “Traditional Housing”, with “Golf Course Housing” provided to the perimeter of the precinct. The precinct abuts the western boundary of the Gledswood homestead curtilage and the landscape treatment to the boundary should reflect this relationship.
- b. Buildings will be a mix of 1, 2 and 3 storey structures.
- c. Dwelling houses that front golf course lands should be high quality and high amenity homes that respond to the attributes of outlook and access that these sites enjoy.
- d. Dual Occupancy development is permitted on lots of greater than 750m<sup>2</sup>. The preferred outcome is for Dual Occupancy development to be carried out on corner lots and be designed to address both frontages.
- e. Multi dwelling housing is permitted on lots greater than 1000m<sup>2</sup> and the preferred outcome is for these forms of development to front onto or be opposite either golf course lands, RE2 zoned lands, riparian corridor lands or public open space areas.
- f. Residential Flat Buildings will be permitted on lots of a minimum of 2000m<sup>2</sup> with a minimum frontage of 60.0m at the building line.

#### **Residential Precinct 4 – R1 General Residential Objectives**

- a. Housing within precinct 4 will predominantly comprise “Golf Course Housing” and “Traditional Housing”. Opportunities for Attached Dwellings are limited.
- b. Buildings will be a mix of 1, 2 and 3 storey structures.
- c. Dwelling houses that front golf course lands should be high quality and high amenity homes that respond to the attributes of outlook and access that these sites enjoy.
- d. Dual Occupancy development is permitted on lots of greater than 750m<sup>2</sup>. The preferred outcome is for Dual Occupancy development to be carried out on corner lots and be designed to address both frontages.
- e. Multi dwelling housing is permitted on lots greater than 1000m<sup>2</sup> and the preferred outcome is for these forms of development to front onto or be opposite either golf course lands, RE2 zoned lands, riparian corridor lands or public open space areas.
- f. Residential Flat Buildings will be permitted on lots of a minimum of 2000m<sup>2</sup> with a minimum frontage of 60m at the building line.

#### **Residential Precinct 5 – R2 Low Density Residential Zone Objectives**

- a. Housing within precinct 5 will predominantly comprise “Traditional Housing” which reflects the R2 zoning and larger lot sizes of 800m<sup>2</sup> and the precincts role as a transition into the rural landscape to the east.
- b. Buildings will be a mix of 1, 2 and 3 storey structures.
- c. Dwellings that front golf course lands should be high quality and high amenity homes that respond to the attributes of outlook and access that these sites enjoy.

#### **Rural Living Precinct 6 – R5 Large Lot Residential and RU2 Rural Landscape Objectives**

- a. Precinct 6 provides a transition between the residential development to the west and the rural landscapes to the east. The land is covered by two zones, RU2 Rural Landscape in the northern part of the precinct and R5 Large Lot Residential in the southern portion of the precinct. Land in the RU2 zone is subject to a minimum lot size of 2 hectares while the R5 zoned land is subject to a 4000m<sup>2</sup> minimum lot size.
- b. Housing in precinct 6 will be larger dwellings on large lots consistent with the transition from urban to non-urban land uses. Buildings will be a mix of 1 and 2 storey structures with larger setbacks to reflect the desired dominance of landscaping over the built form.
- c. Dwellings within the RU2 Rural Landscape zone are required to be located below ridgelines to protect the existing long distance rural views.

#### **Gledswood Homestead Precinct 7 – RE2 Private Recreation and SP3 Objectives**

- a. The use and management of Gledswood is to facilitate the long term maintenance and conservation of the buildings and landscape consistent with the Conservation Management Plan (CMP) prepared and adopted for the site.

- b. A number of appropriate uses have been identified in the CMP that could be accommodated within the buildings and curtilage of Gledswood. These include tourism related uses, restaurants and functions, hotel and golf course related uses. The CMP will be the primary guiding document for the on-going preservation, maintenance and use of the Gledswood site.

### **Golf Course and Golf Facilities and Riparian Areas Precinct 8 – RE2 Private Recreation**

#### **Objectives**

- a. The Golf Course and golf course facilities precinct provides a unifying element and setting for the residential precincts and the future uses of the Gledswood Homestead. The golf course will be a “links” style golf course within which opportunities exist to retain and manage native vegetation, native grasses, habitat and riparian areas off the fairways that contribute to the maintenance of the biodiversity of the subject lands and the Camden local government area.
- b. The golf course lands will accommodate golf course related uses and facilities such as a Club House, driving range, pro-shop and green keeping equipment storage and maintenance facilities.
- c. Development of the golf course shall have regard to the Vegetation Management Plan (VMP) prepared for the area to facilitate the retention and conservation of native vegetation.
- d. The development of golf course holes in the north west corner of the site between Camden Valley Way and Gledswood will be required to comply with the policies of the Conservation Management Plan (CMP) to maintain a landscape character consistent with the significance of this area as a portion of the Gledswood estate curtilage. The visual connections to and from the Gledswood Homestead and curtilage must be protected through compliance with the landscape policies within the CMP.

### **Residential Subdivisions**

#### **Objectives**

- a. To establish a clear urban structure that maximises the ‘sense of neighbourhood’ and encourages walking and cycling over private car use.
- b. To establish a subdivision layout that utilises the residential development areas efficiently, maximises the natural attributes of the site and clearly defines and reinforces the public domain.
- c. To ensure that all residential lots are afforded a high level of amenity in terms of solar access, views/outlook and/or proximity to public and community facilities and parks.
- a) To ensure corner sites are developed as visually significant elements in order to promote a strong and legible character.
- d. To maintain sight lines for the safety of pedestrians and vehicles.
- e. To provide a range of densities, lot sizes and house types to foster a diverse community and interesting streetscapes.

### **Controls**

#### **1. Minimum Lot Widths**

- (i) Precincts 1, 2, 3 and 4:
  - Attached Dwelling: Minimum width at the building line of 7.5m
  - Dwelling Houses: Minimum width at the building line of 12.5m
  - Dual Occupancy: No minimum width but must be a corner lot of a minimum area of 750m<sup>2</sup>
  - Multi dwelling housing: Minimum width at the building line of 20.0m
  - Residential Flat Buildings: Minimum width at the building line of 60m
- (ii) Precinct 5:
  - Dwelling Houses: Minimum width at the building line of 20m

- (iii) Precinct 6:
  - Dwelling Houses: Minimum width at the building line of 35m
- 2. Lot Depths
  - (i) For development within precincts 1, 2 3 4 and 5 the preferred lot depths are between 30m and 35m.
  - (ii) Variations can be considered where it is demonstrated that housing opportunities can be provided on proposed lot depths that meet the desired housing character and form required by this part of the DCP. The provision of multi-unit housing on lots with an area greater than 1000m<sup>2</sup> or Residential Flat Buildings on lots with an area greater than 2000m<sup>2</sup> can be considered on lots that may be irregular in shape or which do not have a depth in the preferred range of 30m to 35m.
- 3. Lot Alignments
  - (i) Proposed lots on the opposite sides of a road are encouraged to be offset to permit views and outlooks to the open space and golf course areas between the building setbacks created by the controls in this DCP.
- 4. Corner Lot Splays
  - (i) Splays on corner lots shall be designed in accordance with Figure 7-12 other than where roundabouts are proposed.

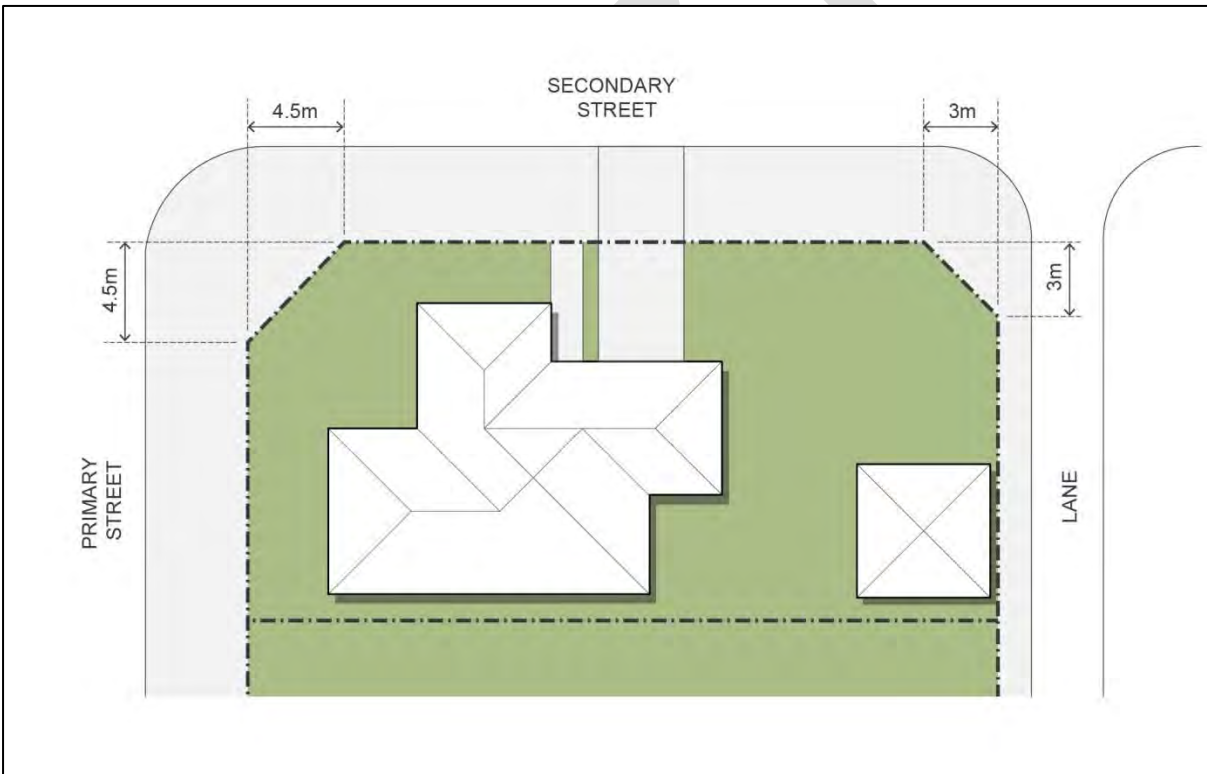


Figure 7-12 Corner Splay Diagram

## Gledswood and Approaches

### Introduction

Gledswood and its curtilage is listed on the State Heritage Register (SHR) and is also identified as a heritage item in the Camden LEP. Consistent with the significance of the site a Conservation Management Plan (CMP) has been prepared to guide the conservation, management, and possible adaptive re-use of the site and buildings.

The CMP has identified principles for the interpretation of visual connections and historic access roads. These principles have been incorporated within the ILP prepared for the development of the lands covered by this chapter of the DCP.

The CMP identifies a range of suitable uses for the existing buildings and where additional infill development can be considered.

### **Objectives**

- a. To protect the heritage significance of Gledswood and its curtilage.
- b. To facilitate redevelopment and adaptive re-use of Gledswood in a manner that provides for its conservation and future maintenance that respects the heritage significance of the site.

### **Controls**

1. Development is to demonstrate consistency with the adopted Conservation Management Plan (CMP) for Gledswood and the principles contained within Figure 7.1 of the CMP.
2. To maintain and enhance the rural character of the entry into the estate and to visually screen new development within Precinct 1 from view from the historic access drive, the Gledswood Road access is to incorporate a vegetated landscape buffer treatment consistent with Figure 7-13. The landscape buffer:
  - (i) is measured from the existing fence line to any new fence line adjacent to the new internal road of Precinct 1 and is to be 32 metres in depth comprising 2m of slashed native grasses and 30 m of Cumberland Plain Woodland Buffer;
  - (ii) the landscape buffer is generally located within land within zone RE2 Private Recreation.
3. The entry road from Camden Valley Way into the estate shall retain its historic alignment and rural character. Kerb and gutter should not be used on this section of the road. The historic post and rail fence is to be conserved.
4. Golf Course development in the north western section of Precinct 8 must be a links style course comprising open grasslands and plantings consistent with the policies of the CMP.

Any proposed subdivision of the Gledswood curtilage will require the approval of the Heritage Council and must ensure that the heritage significance and historic rural character of the estate is retained.



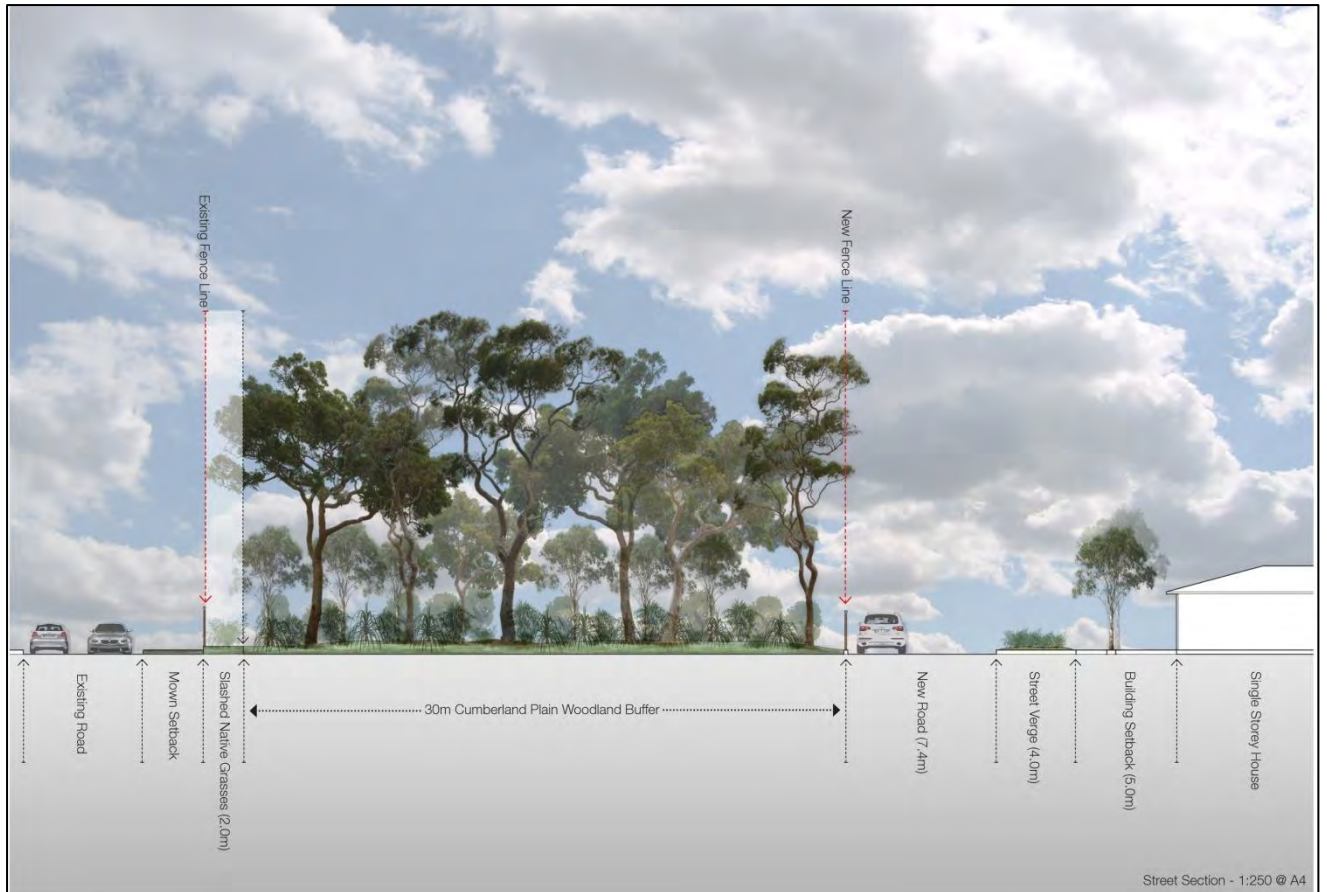


Figure 7-13 Cross Section through Gledswood Access Road

### Golf Course and Riparian Lands Objectives

- a. To control the interface between the golf course and adjacent land uses.
- b. To protect the character of the rural estate which surrounds and forms part of the curtilage of the Gledswood Homestead, consistent with the CMP.
- c. To identify the materials, form and scale of boundary treatments at the interface between the golf course and adjacent land uses.
- d. To provide where practical the retention of existing trees both on the golf course and within adjacent lots.
- e. To establish an appropriate physical separation between golf play areas, roads, dwellings and other activities within adjacent land areas.
- f. To define the extent of the landscape curtilage which surrounds the community/golf course facilities and which forms the Precinct area.
- g. To facilitate the appropriate physical separation between the community facilities and surrounding activities.
- h. To establish site circulation, visual amenity and environmental management principles which apply to the Golf Course Facilities Precinct.
- i. To facilitate pedestrian and bicycle access to the Golf Course/Community Facilities Precinct.
- j. To utilise golf course areas to improve the ecological and environmental qualities of the area by implementing the Vegetation Management Plan and Water Management Plan.

### Controls

1. The north-west portion of the site within the SHR curtilage is to be landscaped in a manner that protects its heritage significance as part of the Gledswood Estate and enhances views of the Homestead from Camden Valley Way.

2. The requirements for safety setbacks are to be determined by a specialist golf designer or similarly qualified person.
3. A Golf Course Safety Report is to be submitted with all subdivision applications for the subdivision of land immediately adjacent to the proposed golf course and/or any golf course development applications.
4. Any proposed removal of existing vegetation is to have regard to the vegetation retention requirements for the RE2 zoned lands, the CMP and the VMP.
5. Where practical, new planting within the golf course is to be located to maximise existing views of the golf course from residential lots.
6. The design and management of the Golf Course is to be consistent with the requirements of any adopted VMP and the CMP.
7. A landscape plan prepared by suitably qualified landscape architect is to be provided with any application for the development of the Golf Course holes. The landscape treatment of land within the SHR boundary should be consistent with the policies of the CMP.
8. The golf course layout is to be designed to minimise the need for golfers and golf carts to cross public roads, where this is unavoidable, safe crossing points are to be provided to the satisfaction of council.
9. Where an existing significant tree cannot be retained, a replacement tree of the same species is to be planted within close proximity of the existing tree.
10. Greenkeepers and maintenance equipment storage sheds provided for the golf course are to be screened and treated to minimise their visual dominance in the landscape setting.
11. Any crossings of the Sydney Catchment Authority Canal are to comply with the requirements of the Sydney Catchment Authority and the NSW Heritage Office
12. The category 3 riparian areas located south of the entry point to the estate shall be revegetated to screen the residential portion of the estate from the entry road.
13. A 32 metre landscape buffer as shown in Figure 7-13 shall be provided adjacent to and along the length of the existing access road to Gledswood to the point that it meets the category 3 riparian creek.
14. Riparian revegetation along Rileys Creek within Precinct 8 shall be of an open grassland form.
15. Riparian revegetation along with the balance of Rileys Creek shall ensure that it is capable of screening views of Precinct 1 from the Gledswood Homestead Precinct 7.
16. Development is to demonstrate consistency with the adopted Conservation Management Plan (CMP) for Gledswood and the principles contained within Figure 7.1 of the CMP.
17. Any proposed subdivision of the Gledswood curtilage will require the approval of the Heritage Council and must ensure that the heritage significance and historic rural character of the estate is retained.
18. The original access road to the Gledswood Homestead as referred in the CMP is to be managed and appropriately interpreted in accordance with the CMP.

### Club House Location Requirements

Should a new Club House for the golf course be required it could be provided to the south of the site adjoining the Turner Road Entertainment precinct. The Turner Road Entertainment precinct includes specific controls to protect view axes over the subject site and towards Gledswood Homestead.

The development of any Golf Clubhouse or similar development in the interface area between the land covered by this DCP and the Turner Road Entertainment precinct is to conform to the design and layout principles that seek to protect and reinforce the view axes. Where a building is proposed that is bisected by the secondary site axis from the Entertainment precinct building transparency zones and building breaks are to be provided consistent with the guidelines that apply to the Entertainment Precinct.

The principles are outlined in the following Figure 7-13.

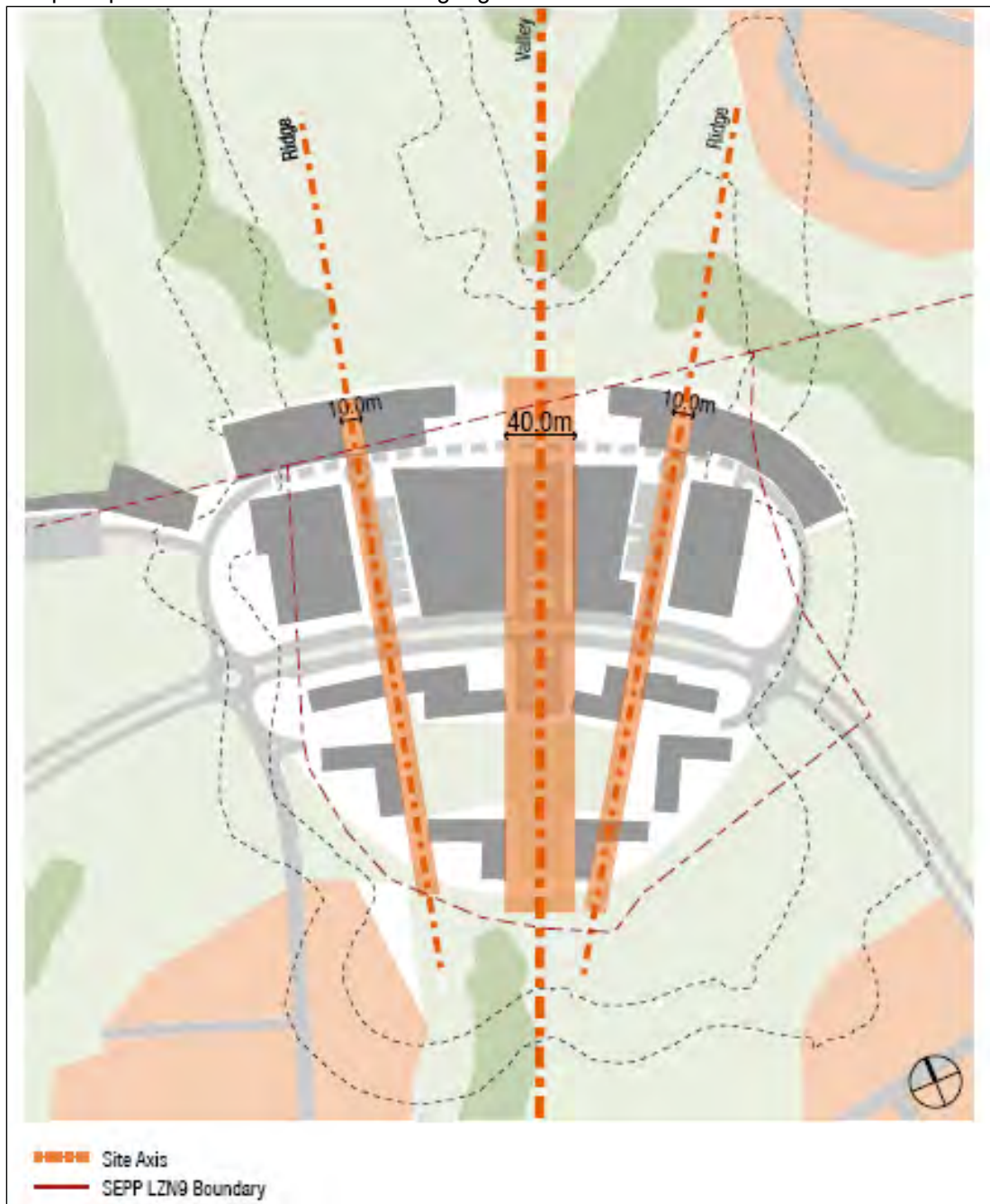


Figure 7-13 Principle north south axis along the valley and secondary axes along the ridgelines providing view corridors and view cone

## **Contamination Objectives**

- a. To ensure that previously identified Areas of Environmental Contamination (AEC) are appropriately managed to minimise risks to human health and the environment.

## **Controls**

1. Remediation Action Plans shall be provided in accordance with Council's Policy – Management of Contaminated Lands where development applications are submitted for land affected by AEC identified in any of the following reports:
  - (i) report on Phase 2 Contamination Assessment, Gledswood Effluent Treatment Ponds, Catherine Field, Prepared for Paynter Dixon, Project 40470C, February 2008; and
  - (ii) report on Sampling, Analysis and Quality Plan and Trial Treatment Methodology Gledswood Ponds, Catherine Field (Douglas Partners, 2 December 2009); and
  - (iii) report on Supplementary Contamination Assessment and Preliminary Waste Classification, Gledswood Ponds, Catherine Fields, Prepared for SH Camden Valley Pty Ltd, Project 40470.14 August 2010.
2. Council may require a Site Audit Statement (SAS) issued by an appropriately accredited Site Auditor where remediation works have been undertaken. The SAS is to confirm that areas identified as being contaminated are suitable for the proposed use. The SAS, if requested by Council, shall be submitted for review and written approval prior to the issue of a Subdivision Certificate.
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 Guidelines for Consultants Reporting on Contaminated Sites published by the NSW Office of Environment and Heritage; and should have regard to the reports listed in Control 1 above.

Further reference shall be made to the provisions within Part 2 of this DCP regarding Salinity Management and Contaminated and Potentially Contaminated Land Management.

## **3 Centre Development Controls**

Not applicable.

## **4 Site Specific Residential Controls**

### **[CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)**

Note: The controls listed below are specific to El Caballo Blanco and Gledswood. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

### **Residential Controls**

Matters such as car parking (other than for secondary dwellings), cut and fill, road geometry and construction, services, stormwater management, crime prevention through environmental design, noise attenuation and waste collection are all addressed within other Parts of the DCP.

### **Front Setbacks – 3rd Level**

#### **Objectives**

- a. To provide a variety of streetscapes that reflect the character of different precincts, the diversity of edge conditions, house types and road hierarchies.
- b. To create an attractive and cohesive streetscape.

- c. To encourage the use of simple and articulated building forms.

**Controls**

**Attached Dwellings**

- 1. 7.5m for any third level from the front street boundary as illustrated in Figure 7-14.

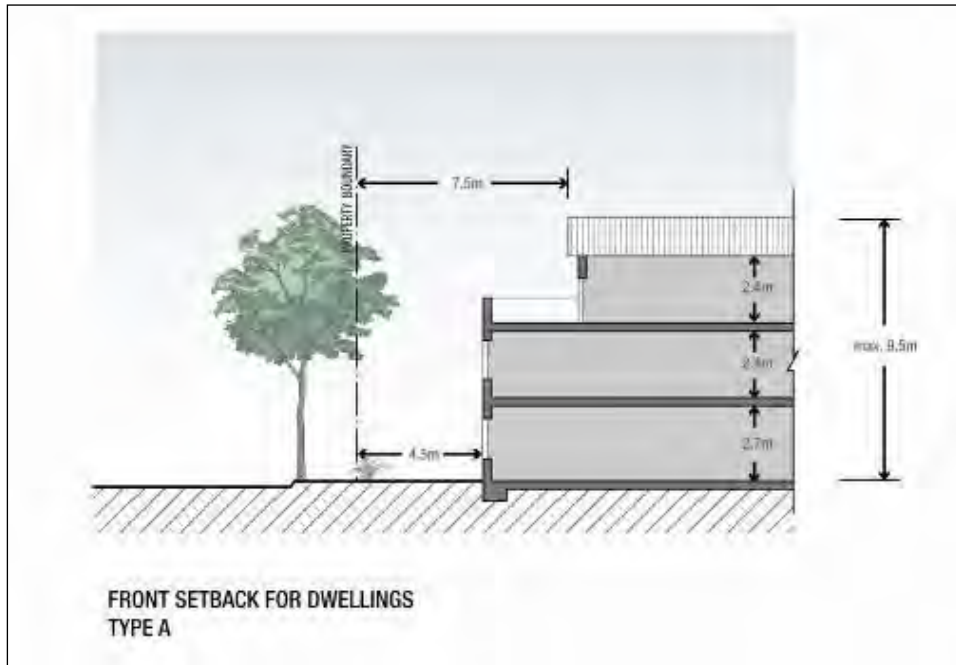


Figure 7-14 Third Level Setback Principles for Residential Development

**Golf Course Setbacks – Residential Development**

**Objectives**

- a. Specific setback requirements are necessary for the development of any lot that shares a boundary with lands used for golf course purposes. This is necessary to ensure that suitable landscape integration occurs between golf course and residential development.

**Controls**

- 1. Any lot that shares any boundary with the golf course must provide a setback, to any building, of 5.0m from that shared boundary.
- 2. Ancillary recreation facilities such as decks can be provided within the required setback so long as the finished height is no greater than 500mm above ground level (finished).

**Dwelling Height, Massing and Siting**

**Objectives**

- a. To ensure development is appropriately scaled to suit the dwelling’s context and its scale.
- b. To ensure building heights achieve built form outcomes that reinforce quality urban and building design.
- c. To protect residential amenity.

**Controls**

- 1. All housing forms will be generally 1 and 2 storeys in height.
- 2. Third storeys are permitted where the third level is setback 7.5m from a street boundary and occupies an area no greater than 40% of the area of the ground floor footprint. The design must also demonstrate that the required levels of solar access are maintained to the subject

and adjoining dwellings. Any balconies at the third level must be recessed to avoid impacts upon privacy and overlooking to adjoining properties.

### **Landscaped Area**

1. The minimum landscaped area within the front setback is 40%.

### **Double Garages on Narrow Lots between 10m and less than or equal to 12.5m**

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

### **Objectives**

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

### **Controls**

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage between 10 metres and 12.5 metres (measured at the building line);
  - (a) It must be in conjunction with a 2 storey dwelling.
  - (b) It must be demonstrated that there is no loss of on street parking, site plans must show:
    - i. an unencumbered area capable of accommodating one on-street parking space in front of the subject dwelling;
    - ii. driveway crossover (minimum 4m for double garage); and
    - iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.
4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

### **Fences**

#### **Objectives**

- a. To ensure boundary fencing and walls are of a high quality and do not detract from the streetscape or golf course.
- b. To provide privacy and security for the development.
- c. To define boundaries between public and private areas.

#### **Controls**

1. No fencing shall be provided to any street frontages, forward of the applicable building setbacks.
2. Side and rear fencing is to be a maximum of 1.8m high and is not to project beyond the applicable building line.
3. Side fencing may be timber lap and cap fencing or masonry walls. Metal fencing is discouraged.
4. 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 frontage is proposed it must comply with the secondary street setback requirements, and not exceed 1.8m in height.
5. Fencing to golf course lands is to be a maximum height of 1.2m and be of open style.

6. Side fencing on lots fronting golf course land is to terminate 3m from the golf course boundary. The remaining 3m is to be fencing to a maximum height of 1.2m to match the fencing to the golf course.
7. Fencing that adjoins mews or rear accessways is to be open style fencing that permits casual surveillance. Metal or timber paling or lapped/capped fencing can only be used internally between dwelling lots.

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 walls must be located a minimum of 450mm from the side or rear boundary of the lot containing the cut.

- End of Schedule -

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# Schedule 8 – Emerald Hills

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# 1 Introduction

Emerald Hills provides an opportunity to create a residential precinct distinguished by a balanced mix of sustainable land uses and liveable neighbourhoods, within the context of the employment, commercial activities and community services available within the Camden LGA, South West Growth Centre and the future Leppington Town Centre and railway station.

Development will consist of predominantly low density homes supported by local retail, commercial and community uses with associated employment opportunities. Development will be located within landscaped and natural settings and the character of the place will be derived from the integration of its high scenic values established by its distinctive creeks, hills and ridge top with new public domain areas. Emerald Hills will be highly accessible to pedestrians and urban design will minimise conflicts with vehicles. Development will provide safe and convenient pedestrian and cycle linkages to other areas within the site and surrounding places.

Homes on smaller housing sites will be located in areas of high amenity which are within walking distance of proposed bus routes, parks and playgrounds. The neighbourhood centre, sports oval and proposed primary school site will establish a vibrant community hub that meets the day to day needs of residents.

Stormwater management shall be ecologically sustainable by using water quality control measures, which will relate strongly to the creek line corridors. Similarly, Emerald Hills will retain large areas of woodlands and rehabilitate new open space areas to enhance the contribution of the site to the prominent scenic quality of the edges of South Creek Valley.

## Emerald Hills Planning Principles

- A site character founded upon a series of residential neighbourhoods immersed within the landform, open spaces and the pathway network;
- Enhancement of view corridors to prominent local natural features that are celebrated within the road and local open space network to promote sense of place and way finding;
- Establishment of a local centre linked to recreation facilities and possibly a primary school that provides possibilities for residents to walk or cycle to a range of facilities. The location of the centre adjoining the creek provides the opportunity to establish a distinctive high quality public domain;
- Provision of opportunities for a variety of dwelling forms in appropriate locations which either reinforce the scenic values of the site or contribute to the accessibility, vitality and character of the local centre, the amenity offered by open spaces and the viability of public transport;
- Configuration of a legible interconnected 'grid pattern' of walkable streets which seeks to address site topography and encourage walking and cycling as well as provide a choice of alternate routes for vehicles;
- The potential for a bus route and bus stops located along a local collector road that links all residential areas with the local centre and with any potential routes beyond the site to the Leppington Town Centre and railway station;
- The preservation of the existing remnant vegetation in the north eastern part of the site;
- The provision of a hierarchy of open spaces commencing with preservation of the prominent ridge and hilltops and concluding in small local parks all located within a 5 minutes walking catchment;
- The adoption of environmental management techniques to support environmental protection in concert with the provision of public open space and stormwater management in urban development;
- The rehabilitation of riparian corridors, which will be integrated into the stormwater management system to provide the mechanism to ensure that water quality is enhanced.

## 2 Subdivision Planning and Design

### Neighbourhood and Subdivision Design

An indicative master plan for Emerald Hills is shown in Figure 8-1. The proposed entry points to the development are off Raby Road, Camden Valley Way and St Andrews Road. The entries will provide direct access to the residential precincts, community and recreation facilities, major and minor public open spaces and the local centre.

A north-south oriented collector road will provide an important vehicular, pedestrian and bicycle link between the northern and southern parts of the development.

A circular dual use cycle/pedestrian path that extends to connections outside the site is also proposed within linear parklands and roads to not only link spaces and places within Emerald Hills, but also establish opportunities for fitness and recreation.

The riparian corridors and open spaces will incorporate water bodies, watercourses and tree planting as well as water quality and stormwater management measures.

A key feature of Emerald Hills is the approach to environmental and scenic protection. The large area of vegetation in the north east corner will generally be preserved and the prominent ridge and hilltops will be celebrated within the public open space network.

### **Relationship to other Plans**

The Emerald Hills indicative master plan is based on the following technical and environmental studies:

- AHMS, February 2013, Historical Heritage Assessment;
- AHMS, February 2013, Aboriginal Heritage Preliminary Assessment;
- Cardno, May 2013, Infrastructure Servicing and Delivery Plan;
- Cardno, May 2013, Traffic Assessment;
- Cardno, May 2013, Water Cycle Management Report and addendums August & September;
- Deep End Services, 24 October 2012, Emerald Hills Retail and Economic Impact;
- Douglas and Partners, March 2013, Preliminary Contamination Assessment;
- Douglas and Partners, June 2013, Salinity Report;
- Douglas and Partners, August 2013, Geotechnical Assessment;
- Eco Logical Australia, September 2013, Biodiversity Certification Assessment Report;
- Eco Logical Australia, June 2013, Bushfire Assessment;
- Eco Logical Australia, April 2013, Preliminary Constraints Analysis Ecology and Riparian Issues Assessment;
- Elton Consulting, May 2013, Social Planning Report;
- Hill PDA, March 2013, Emerald Hills Retail Need and Economic Impact Assessment – Peer Review;
- SLR, April 2013, Odour Impact Assessment;
- SLR, September 2013, Residential Precinct Acoustic Assessment.



Figure 8-1 Indicative Master Plan

## Objectives

- a. Establish a framework for the provision of a diversity of predominantly low density dwelling types.
- b. Maximise amenity of residential lots by providing maximum frontage and access to open space, including play areas, parks, ridge tops and creeks.
- c. Facilitate attractive streetscapes which maximise opportunities to establish a sense of place, promote pedestrian activity and encourage safety and casual surveillance of public spaces.
- d. Establish an urban structure which will facilitate the protection and enhancement of the scenic quality of the landscape.
- e. Maximise amenity of residential lots by ensuring suitable noise attenuation measures adjacent to Camden Valley Way and Raby Road subject to maintaining visual connectivity between Emerald Hills and adjoining major roads.
- f. Establish an urban structure which will allow for the protection and management of important vegetation.
- g. Maximise the use of public transport, walking and cycling trips to, from and within the site.

## Controls

1. The subdivision pattern for Emerald Hills shall generally follow the indicative master plan shown in Figure 8-1.
2. Subdivision shall provide for a diversity of lot sizes and types in appropriate locations which either reinforce the scenic values of the site, or contribute to the accessibility, vitality and character of the local centre, the amenity offered by open spaces and the viability of public transport. This may include larger groupings of smaller lots in the locations shown hatched red in Figure 8-2.
3. The maximum dwelling density at Emerald Hills shall be 15 dwellings per hectare measured across the whole of the shaded area shown as 'net developable area' in Figure 8-2.
4. The maximum dwelling density shall be achieved via residential subdivision which includes the following lot sizes and dwelling types:
  - Smaller lot housing (single or two storey detached, semi-detached or zero lot line dwellings) on 220-300m<sup>2</sup> lots in areas of high amenity as shown hatched red in Figure 8-2,
  - Conventional low density housing lots of between 300-600m<sup>2</sup> shall allow for single or two storey detached dwellings, and
  - Large lots of between 1,000 and 4,000+ m<sup>2</sup> shall be located where attention to landscape visual character, environmental protection, and management of bushfire hazard and noise impact is required.

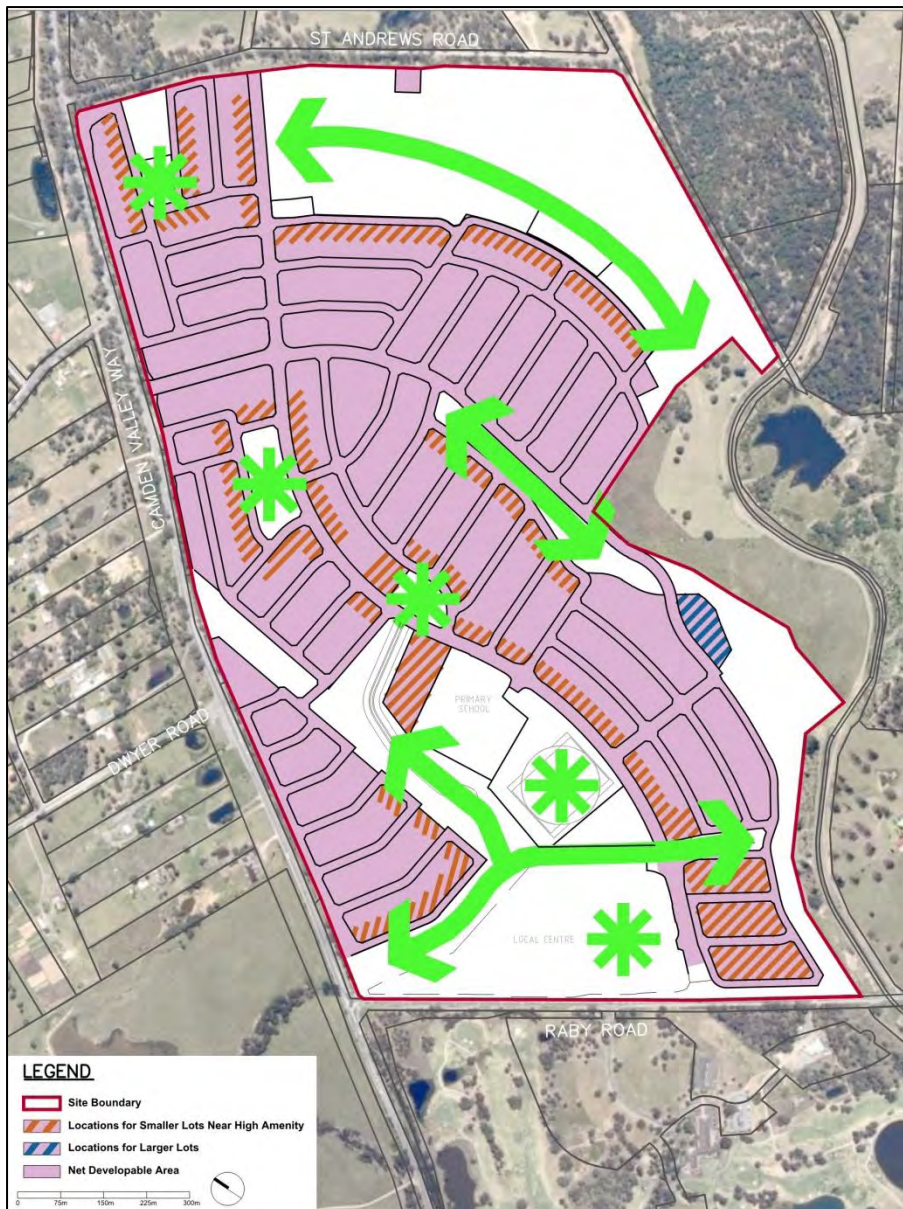


Figure 8-2 Locations of Smaller Lot Housing Near Areas of High Amenity

### **Street, Pedestrian and Cycle Network**

#### **Objectives**

- a. A legible interconnected 'grid pattern' of walkable streets which seeks to address site topography and encourage walking and cycling as well as provide a choice of alternate routes for vehicles.
- b. The provision of a major local collector road that is located parallel to Camden Valley Way and incorporates distinctive entries into the site from Camden Valley Way. St Andrews Road and Raby Road facilitating vehicle access. Road character and route shall be designed to minimise 'rat-running' and through traffic seeking to avoid the Camden Valley Way / Raby Road intersection.
- c. Local roads addressing frontages to public open space to avoid the provision of rear fences and contributing to protecting and enhancing the character of the site.
- d. A road network distinguished by well-vegetated, attractive streetscapes which are not dominated by driveways and garages.
- e. A bus route and bus stops located along a major local collector road that links the local centre with any potential routes beyond the site to the Leppington Town Centre and railway station.

- f. A permeable local road network within the majority of the urban part of the site, which would ensure dwellings are located within a 400 metres/5 minutes walking catchment of the bus route and public open space.
- g. A simple hierarchy of road design and character comprising a collector road and local roads.
- h. Provision of a variety of street tree planting with formal and informal spacing that will help create a special character within the streets incorporating verges which are sustainably landscaped with trees, shrubs and groundcovers that have low water and nutrient demands. Plant species selection and layout should minimise ongoing water and maintenance requirements.
- i. A flexible and connected pedestrian and cycle pathway network that utilises open space corridors.

#### **Controls**

1. The street, pedestrian and cycle and public transport networks are to be designed and constructed generally in accordance with Figures 8-3, 8-4 and 8-5 to 8-10 and landscaped accordingly.
2. The design and construction of the collector road in accordance with Figures 8-8, 8-9 and 8-10 shall provide north-south pedestrian and cycle connectivity through the Emerald Hills development to East Leppington at the north and Camden Lakeside to the south.
3. Root guards shall be used around all street trees to minimise damage to road pavements and footpaths.
4. The design and construction of Raby Road and St Andrews Road are subject to further detailed design at the Development Application stage in accordance with Council requirements and in conjunction with the RMS and TfNSW.

**Note:** Refer to Council's Engineering Construction Specifications for road construction.

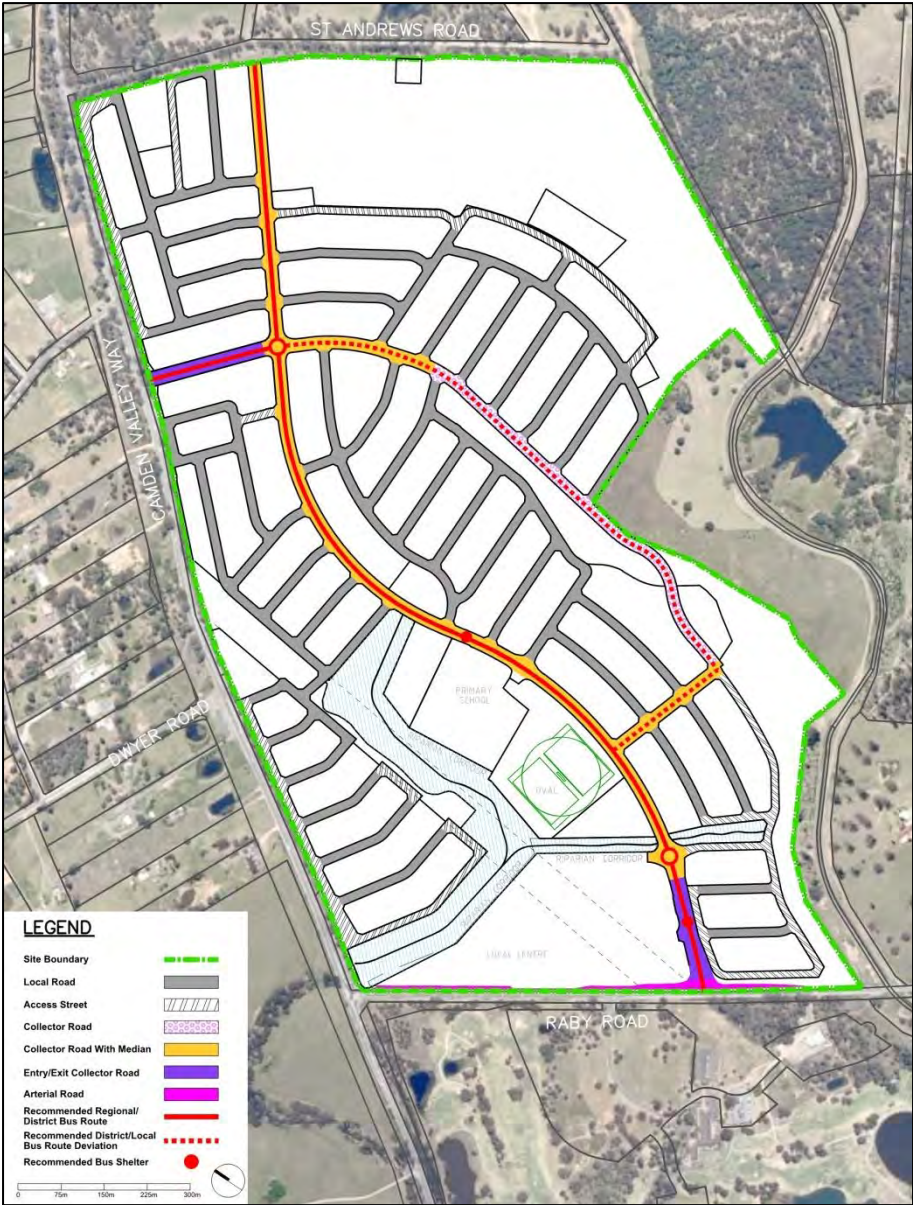


Figure 8-3 Emerald Hills Road Hierarchy and Bus Route



Figure 8-4 Emerald Hills Pedestrian and Cycle Paths



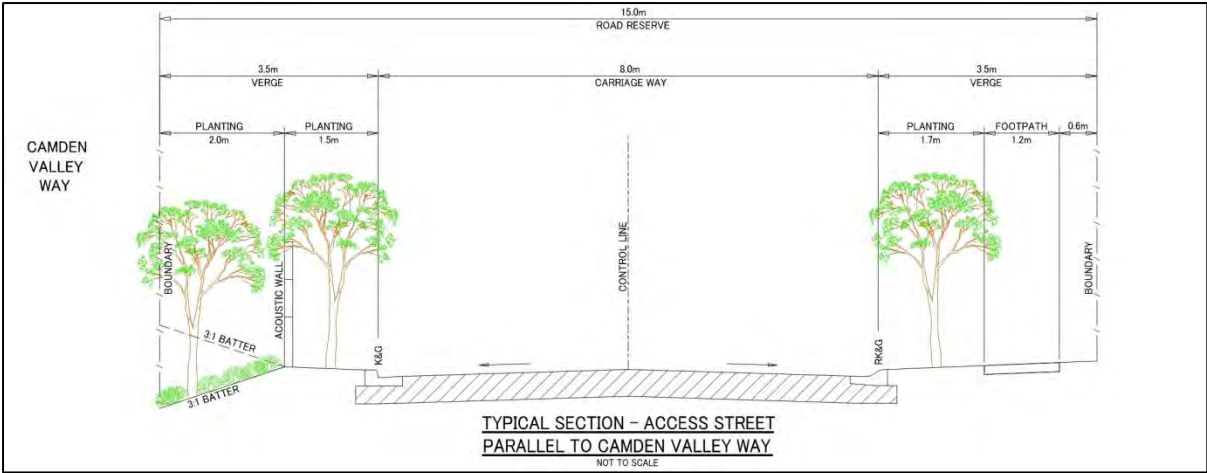


Figure 8-5 Emerald Hills Typical Access Street

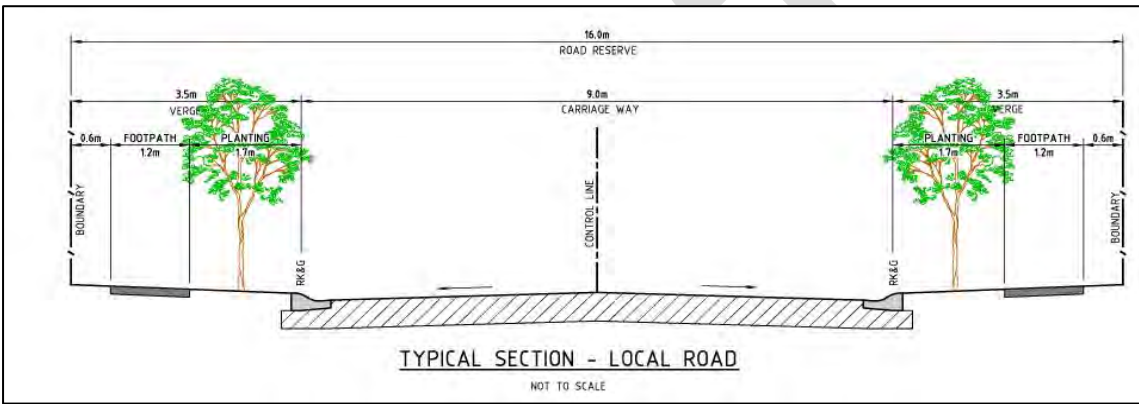


Figure 8-6 Emerald Hills Typical Local Road

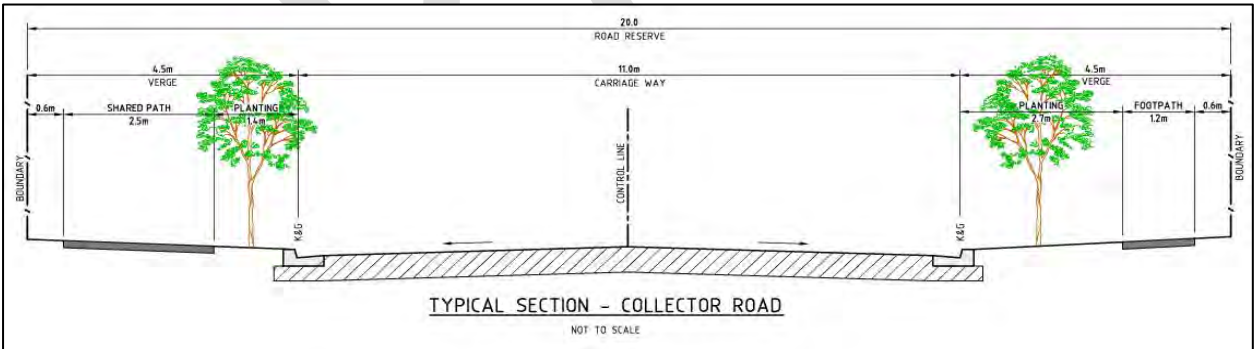


Figure 8-7 Emerald Hills Typical Collector Road

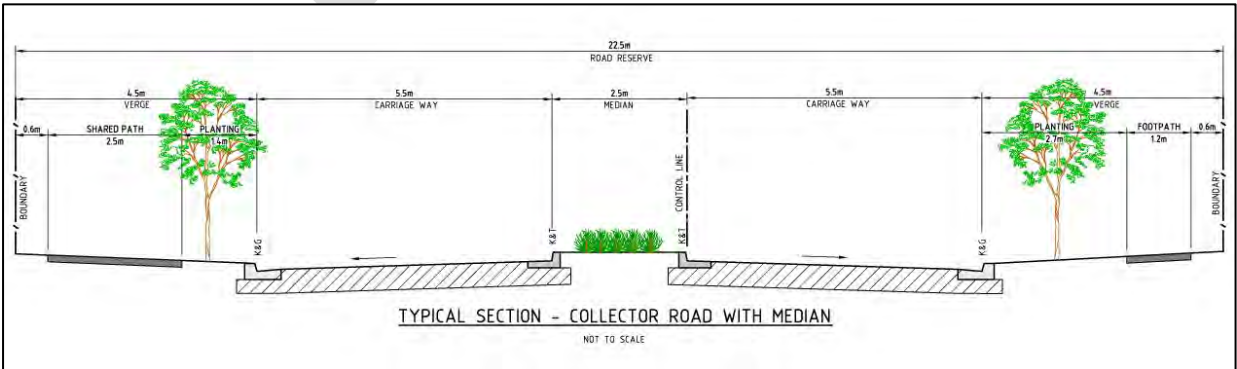


Figure 8-8 Emerald Hills Typical Collector Road with Median

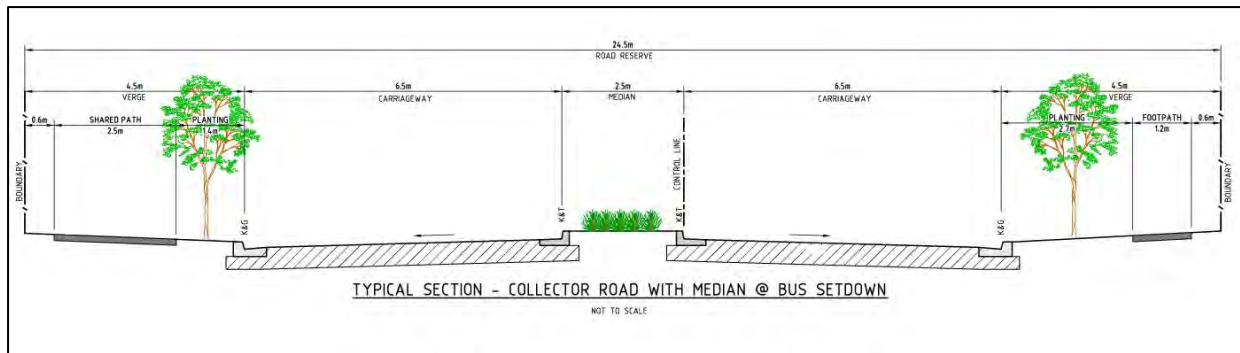


Figure 8-9 Emerald Hills Typical Collector Road with Median and Bus Set down

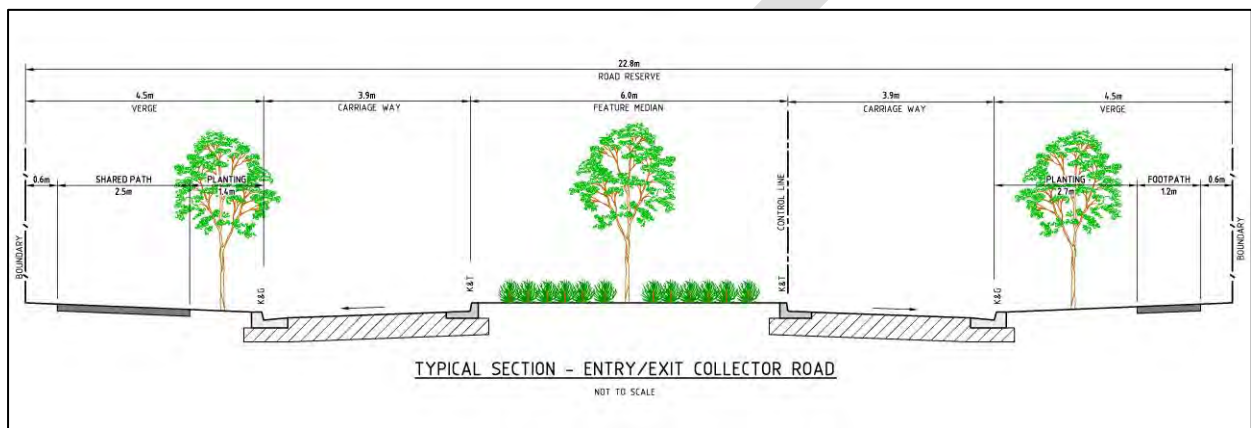


Figure 8-10 Emerald Hills Typical Entry / Exit Collector Road

## **Bulk Earthworks and Retaining Walls**

### **Objectives**

- a. To allow manipulation of the natural landform whilst preserving distinctive scenic features.
- b. Management of landform manipulation to ensure conditions suitable for development are achieved.

### **Controls**

1. Development Applications are to provide accurate site surveys prepared by a qualified surveyor to provide a clear and accurate representation of the contours of the land.
2. Retaining walls at the subdivisional works stage of development are permitted to reduce the need for cut and fill at the dwelling construction stage.
3. Proposals requiring significant moving and filling of earth will be considered if it contributes to the overall quality of the development and the urban design outcomes for the area.
4. Development Applications are to illustrate bulk earthworks and retaining walls and provide justification for proposed changes to land levels.
5. The maximum height of a retaining wall is 1.5 metres.
6. Any wall with a height of 1.5m or greater requires lodgement of a Development Application.
7. In instances where a retaining wall greater than 1.5 metres in height is required, a second retaining wall is permitted providing the retaining wall structure incorporates a step of 1 metre in width, with the second retaining wall being limited to 1 metre in height (i.e. first wall a maximum of 1.5 metres and second retaining wall is a maximum of 1 metre).
8. Retaining walls are to be constructed of masonry materials.

9. Compaction of filled areas is to be 98% standard compaction and in accordance with AS 3798-1990 in accordance with engineering standards and a compaction certificate is to be submitted to Council.
10. Earth moved from areas containing noxious weed material must be disposed of at an approved waste management facility and transported in compliance with the Noxious Weed Act 1993.

### **Open Space, Public Domain and Fencing**

#### **Objectives**

- a. Ensure that open space is of appropriate quality and quantity to meet the recreational and social needs of the community.
- b. Ensure an attractive public domain and streetscapes are established that contribute to the visual quality of the site.
- c. Provide the framework for the protection and enhancement of remnant vegetation and riparian corridors within the public domain.
- d. Provide for the establishment of local parks and other open spaces which contribute to the sense of place.
- e. Utilise open space for Water Sensitive Urban Design and stormwater management.
- f. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.
- g. Provide appropriate fencing between the Emerald Hills site and adjacent Sydney Water Upper Canal land.

#### **Controls**

1. Local open space shall generally be located in accordance with Figure 8-11.
2. Estate fencing shall be erected in locations to separate public domain areas from residential development.
3. Estate fencing is to be constructed of consistent high quality materials and finishes and is to form part of the subdivisional works for the site.
4. The location of estate fencing is identified in a Development Application and is to be constructed in accordance with a Landscaping Plan.
5. Estate fencing is limited to a maximum height of 1.8m above ground level.
6. Estate fencing is not to be removed or altered in finish, shape or form of the fence.
7. Appropriate fencing to prevent public access to the Sydney Water Upper Canal land shall be provided.



Figure 8-11 Local Open Space  
**Vegetation Conservation**

**Objectives**

- a. Ensure the protection and enhancement of existing significant trees and significant remnant vegetation.
- b. Facilitate the implementation of an agreed conservation management plan for Emerald Hills.

**Controls**

- 1. The proponent of the Emerald Hills development is to enter into a Biobanking Agreement with the Office of Environment and Heritage for the land identified as 'Environmental Conservation' in Figure 8-8. This will ensure that the environmental conservation land is appropriately protected, enhanced and managed to ensure its long term viability, and to help achieve the necessary biodiversity offset credits to facilitate development of the site.

**NOTE:** The Biodiversity Certification Assessment Report undertaken by Eco Logical Australia dated 12 September 2013 identifies the Biobanking of the environmental conservation land as a critical component in facilitating the future development of the site.



Figure 8-8 Environmental Conservation Area

## 8.1 School and Communities Facilities Precinct

### Objectives

- Control the interface between the school, sports oval and adjacent land uses.
- Establish an appropriate physical separation between facilities, roads, dwellings and other activities within adjacent land areas.
- Define the extent of the landscape curtilage which surrounds the school.
- Facilitate the appropriate physical separation between the recreational facilities and surrounding activities.

- e. Establish site circulation, visual amenity and environmental management principles which apply to the School and Community Facilities Precinct.
- f. Facilitate pedestrian and bicycle access to the Precinct.

**Controls**

- 1. Development will generally be located in accordance with the principles in Figure 8-9.
- 2. A multi-purpose community room of approximately 170m<sup>2</sup> floor space is to be provided within the amenities building of approximately 360m<sup>2</sup> which is attached to the recreation oval.



Figure 8-9 School and Communities Facilities Precinct

**8.2 Acoustic Amenity**

**Objectives**

- a. Establish an urban character which protects and enhances short and long views within the landscape, whilst allowing for the development of individual lots.
- b. Mitigate noise effects from Camden Valley Way and Raby Road to ensure internal areas are not adversely affected by noise.

**Controls**

- 1. Lots immediately adjacent to Camden Valley Way shall adopt the indicative layout shown in Figure 8-1 which will help achieve the external noise criteria.

**8.3 Stormwater Management**

**Objectives**

- a. Provide the framework for the protection and enhancement of water quality and management of stormwater within the Site.

**Control**

1. The design and performance of the stormwater management system infrastructure must have regard to the Water Sensitive Urban Design measures contained within the Cardno, May 2013, Water Cycle Management Report and addendum reports dated June 2013.

**8.4 Bushfire Risk Management**

**Objectives**

- a. Provide the framework for the protection of property and vegetation from bushfire hazard within the Site.

**Controls**

1. Subject to detailed design at development application stage, the indicative location and widths of Asset Protection Zones are to be provided in accordance with Figure 8-10 and;
  - (a) are to be located wholly within the Precinct.
  - (b) may incorporate roads and flood prone land.
  - (c) may be used for open space and recreation within private lots subject to appropriate fuel management.
  - (d) are to be maintained in accordance with the Planning for Bushfire Protection (NSW RFS).
  - (e) may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ).
  - (f) are not to burden public land.
  - (g) 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 Bushfire Protection.
  - (h) may be allowed within the outer 50% of the VRZ but any encroachment into the riparian corridor requires offsets to be provided.
2. Buildings adjacent to APZs are to be constructed in accordance with the requirements of Appendix 3 of Bushfire Protection and Australian Standard 3959 - Construction of Building in Bushfire-prone Areas.
3. 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.
4. Temporary APZs, identified through a Section 88b instrument, may 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 8-10 Indicative Bushfire Asset Protection Zones

**8.5 Large Lots within Environmental Conservation**

**Objectives**

- a. To preserve significant vegetation, whilst facilitating the provision of appropriate development as a mechanism to own and manage the vegetation.

**Controls**

1. Identify building envelopes through a Section 88b instrument, located to respect and be sympathetic to the natural environment and significance of the vegetation.
2. Provide adequate bush fire management measures.
3. Manage vegetation in accordance with a Conservation Management Plan

**8.6 Scenic Character Protection Area**

**Objectives**

- a. To protect the scenic character of the Scenic Hills Area to the east of the site.



## Controls

1. This clause applies to lots and dwellings generally in the area indicated in Figure 8-11.
2. Dwelling materials and colours shall adopt darker, recessive toned colours such as dark browns, dark greens, dark greys and charcoal, and utilise non-reflective surfaces for both wall and roof cladding.
3. Utility and ancillary structures shall adopt darker, recessive toned colours such as dark browns, dark greens, dark greys and charcoal, along with non-reflective surfaces.
4. Bulk earthworks shall be undertaken along the northern ridgeline and surroundings as per the 'Minimum Earthworks Cut Level' as shown in Figure 8-11. The finished ground levels shall be in accordance with the spot RLs shown on Figure 8-11. Certification of the finished ground levels in accordance with this control will be required to be submitted to Council prior to the issuing of subdivision certificates in relation to this land.
5. Road verge/street tree planting shall adopt hardy dark-leaved evergreen trees with good canopy cover.
6. The ridgeline reserve shall be planted out with tall locally indigenous woodland species (to blend with woodland canopies in the Scenic Hills) using a minimum pot size of 100 litres, planted across the entire width of the reserve.
7. The southern verge of the perimeter road between the scenic character protection area and the Sydney Catchment Authority land (delineated by a purple line in Figure 8-11) shall be planted with tall locally indigenous woodland species using a minimum pot size of 100 litres.
8. Street lights shall have hoods or other appropriate design treatment to minimise light spill and reducing ambient light haze as much as possible

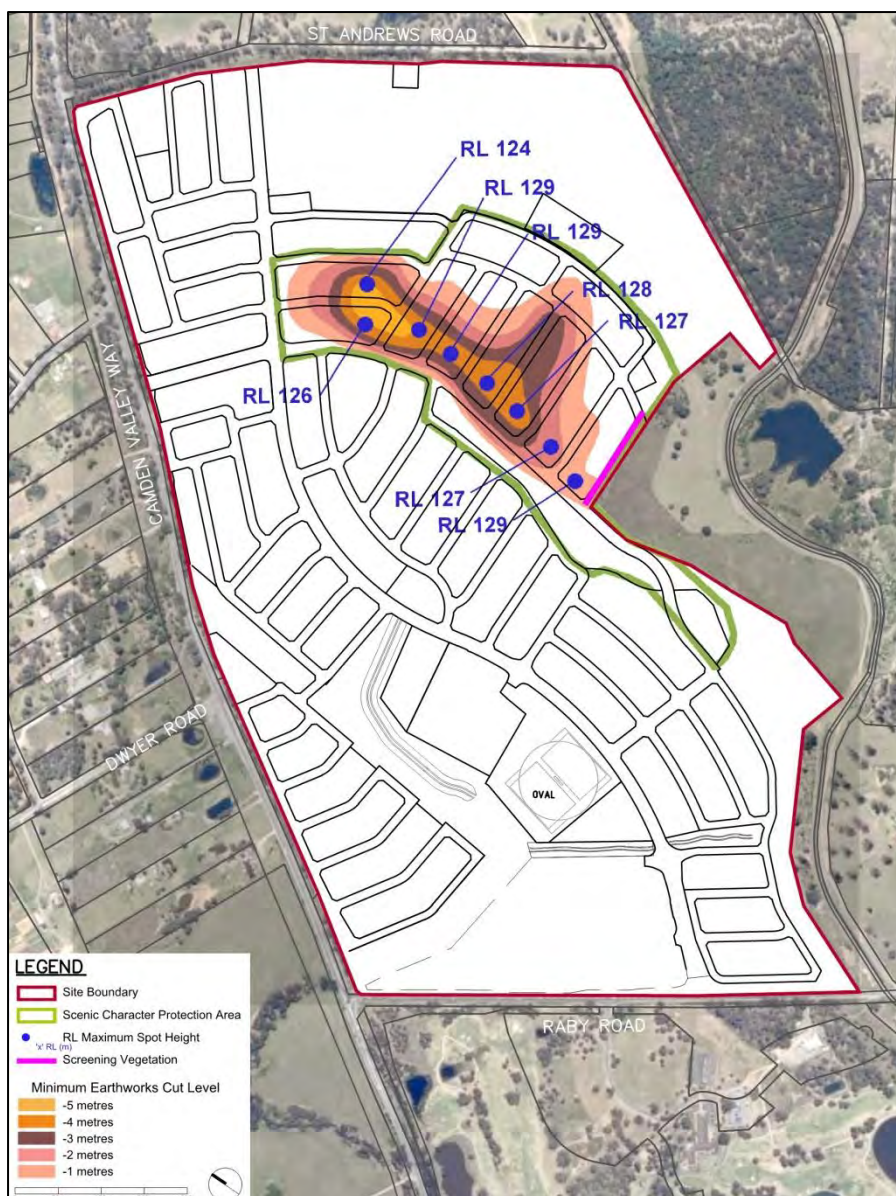


Figure 8-11 Scenic Character Protection Area

## 8.7 Aboriginal and European Heritage

### Background

The Emerald Hills site, like surrounding areas, has a history of Aboriginal occupation, European settlement and agricultural purposes. The St Andrews Home for Boys was established in 1934 on site and was used in various capacities until 1987. These buildings were not heritage listed and have been lawfully demolished. However, it became apparent during the rezoning process that they are considered by architectural groups to be an important example of the Sydney School of Architecture, designed by Phillip Cox. It is appropriate that the architecture and various previous uses of the site are interpreted within the new Emerald Hills residential development.

The following documents were prepared to inform the rezoning of the Emerald Hills site, and should be referred to as part of the preparation of the Heritage Interpretation Strategy as outlined below:

- *Historical Heritage Assessment: St Andrew's Home for Boys, 1100-1150 Camden Valley Way, Leppington*, prepared by AHMS (Final Report), dated February 2013.

- *Aboriginal Heritage Preliminary Assessment: Emerald Hills Estate, Leppington*, prepared by AHMS (Final Report), dated February 2013.
- *Photographic Archival Record: St Andrews boys Home (Burnside) Leppington*, prepared by Inspire Urban Design and Planning, dated 4 February 2013.

### Objectives

- b) To ensure that the Aboriginal and European land uses and the Sydney School of Architecture style of the former St Andrews' Boys Home (now demolished) are interpreted and incorporated where possible into the public domain of Emerald Hills.

### Controls

1. A Heritage Interpretation Strategy shall be prepared by a suitably qualified and experienced heritage consultant which identifies the key stories associated with the site, its varying owners, associations and evolving users over time. Some examples of key people would include Thurawal, Dharug and Gundungurra Aboriginal peoples, the Cubbitch Barta clan, early colonial settlers and farming families such as those of Cordeaux, Edwards, Ward, Gaudry, Kable, Chisholm, Moore, William and Florence Price, the Presbyterian/Uniting Church/Burnside Homes (St Andrews School for Boys) and architects Philip Cox and Ian McKay.
2. The Heritage Interpretation Strategy must be submitted for Council approval as part of the Development Application for the park shown in C68 in the site of the former St Andrews School site. It should include an implementation plan with prioritised actions that identify specific locations and recommended means of interpretation that will be integrated into the park. These might include structures, artworks, plaques, sculptures, installations, street tree selection and treatment, landscaping which is themed on past uses, open space designs and treatments, and place names.

The following publications may assist in preparing the Interpretation Strategy:

- *Historical Heritage Assessment: St Andrew's Home for Boys, 1100-1150 Camden Valley Way, Leppington*, prepared by AHMS (Final Report), dated February 2013.
- *Aboriginal Heritage Preliminary Assessment: Emerald Hills Estate, Leppington*, prepared by AHMS (Final Report), dated February 2013.
- *Interpreting Heritage Places and Items*

<http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/NSWHeritageOfficeGuidelinesinfointerpreting.pdf>

- *Heritage Interpretation Policy*

<http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/interpretationpolicy.pdf>

### 3 Centre Development Controls

#### Background

The Emerald Hills Centre will form part of the Emerald Hills Urban Release Area.

#### Controls

##### Maximum Floor Area

1. The centre will have a maximum lettable floor area of 10,000m<sup>2</sup> for 'retail premises' excluding 'food and drink premises'.

##### Layout and Design

1. Development shall be in accordance with the site planning principles contained in the master plan for the Centre in Figure 8-12. Development applications for the purposes of remediation, earthworks, drainage, environmental landscape works and other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the B2 Local Centre zone boundaries in LEP 2010 may be accepted.

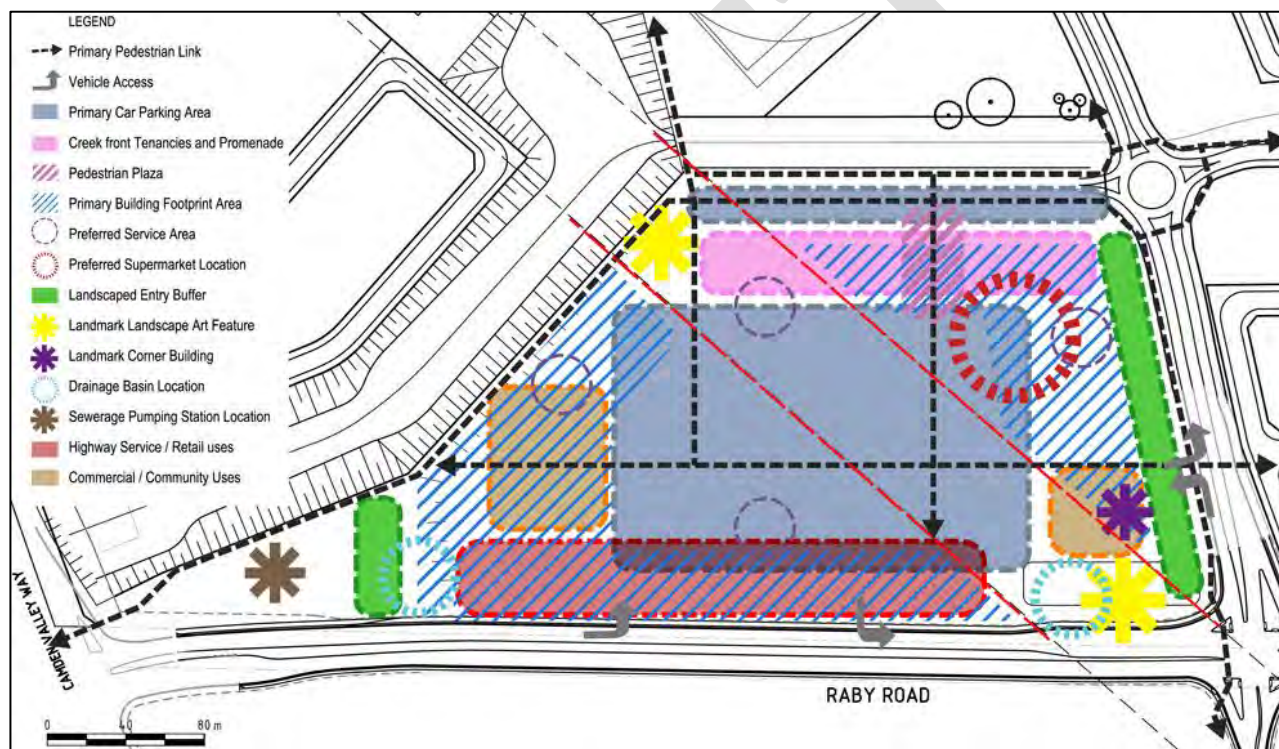


Figure 8-12 Site Planning Principles for Emerald Hills Centre

2. The development shall be designed to provide access and exposure to Raby Road and Riley's Creek adjoining the centre site whilst incorporating a vibrant and active focal point in the form of a civic square, plaza or main street.
3. In addition to any relevant controls for the centre, residential buildings within the centre are subject to the controls contained in Chapter D2 of this DCP as relevant.
4. Vehicle access and/or car parking facilities will not be approved if within 30 metres of a Transmission Line structure without adequate precautions provided to protect the structure from any accidental damage.

#### **Built Form and Appearance**

1. Subject to compliance with the building height limits contained in Camden LEP 2010, development within the centre should have a range of building heights up to a maximum of three storeys.
2. Important buildings may be designed as landmark buildings which exhibit high quality design and should be sited at visually prominent locations such as corners and entries.
3. Buildings are to be visible from and have a presence to street frontages. Where buildings are not proposed to be built to the street frontage, setbacks are to be minimised. Buildings are also to be designed and located to take advantage of proximity to open space areas, including the adjoining riparian corridor.
4. Blank walls visible from principal streets and the public domain are to be minimised.
5. The centre should exhibit a character which is in keeping with nearby significant landscape elements, the presence of which should be promoted as urban design features.
6. Building location form, land uses and activities and landscaping should be designed and sited to minimise the visual impact of the power lines that traverse the centre site.
7. Retail/commercial/residential buildings built to the alignment of internal streets and pedestrian areas shall incorporate awnings/verandahs over the footpath areas, irrespective of whether building walls contain windows, doors or other openings.
8. Any building two storeys in height or greater shall include a verandah or balcony terrace at level 1 above ground level to any internal street or pedestrian area. They shall be accessible for use as open space/balcony from the upper level.
9. All mixed use buildings should be able to function as part residential use with potential for a mix of retail, business, or residential at first level directly accessible and visible from the ground level.
10. The design of buildings should provide flexibility to enable the use of various parts of the building to change over time as necessitated by demand.
11. The centre shall be provided with parking that provides convenient access and is located in a manner that does not dominate adjoining public domain areas, riparian corridors or streetscapes.
12. Building walls, windows, entries, car parks, loading areas and service docks shall be designed to enable maximum casual surveillance to be achieved to promote safety and security in the public domain.

## 4 Site Specific Residential Controls

[CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)

Note: The controls listed below are specific to Emerald Hills. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

Table 8-1 Summary of residential accommodation controls – Emerald Hills

<b>SETBACKS</b>	
Front setback (min)	4.5m
Secondary street setback (min)	1m
Side setback (min)	0.9m or 0m where nominated zero lot line on lot development plan
Rear setback ground floor (min)	4m
Rear setback first floor (min)	6m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back an additional 1m.
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1.2m
Public reserve setback (min)	3m
Ridgeline reserve setback for large lots (min)	10m
<b>HEIGHT</b>	
As per LEP 2010 and Part 4 of this DCP	
<b>PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE</b>	
Site coverage (max) – lots less than 450m <sup>2</sup>	Single storey development - 60%
	Two storey development – 50% ground floor, 30% upper floor
Site coverage (max) – lots 450m <sup>2</sup> or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m <sup>2</sup> with a minimum dimension 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	3 hours between 9.00am and 3.00pm on 21 June.
<b>GARAGE DESIGN</b>	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

### **Double Garages on Narrow Lots between 10m and less than or equal to 12.5m**

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

### Objectives

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

### Controls

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage between 10 metres and 12.5 metres (measured at the building line);
  - (a) It must be in conjunction with a 2 storey dwelling.
  - (b) It must be demonstrated that there is no loss of on street parking, site plans must show:
    - i. an unencumbered area capable of accommodating one on-street parking space in front of the subject dwelling;
    - ii. driveway crossover (minimum 4m for double garage); and
    - iii. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.
2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.
3. The balcony must cover at least 50% of the width of the dwelling.
4. The double garage must be recessed from the main building.
5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.
6. The front entrance must be visible from the street.
7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

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# Schedule 9 – Catherine Field Village

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## 1 Introduction

### Background

Catherine Field Village is located within the South West Priority Growth Area. In recent times, this land was subdivided into 4000m<sup>2</sup> allotments.

## 2 Subdivision Planning and Design

### Controls

#### Road Layout

Development must conform with the road and subdivision layout shown at Figure 9-1 in the first instance.

Any variations proposed will only be considered if they satisfy all relevant environmental criteria.

Variations which do not affect other landowners will be dealt with by Council on merit.

Variations which affect adjoining landowners will be dealt with by Council on merit if the agreement of the adjoining landowners is obtained.

#### Building Envelopes

All development applications for subdivision of land must nominate a building envelope on each lot with a minimum area of 300m<sup>2</sup> and a minimum one way dimension of 15m, suitable for the erection of a dwelling. The nominated building envelope, and access road from this, shall be free of any site constraints such as flood affectation, required sewage and stormwater disposal areas, setbacks, watercourses and significant trees.

#### Temporary Access

Temporary right of ways will be considered by Council; however they must be extinguished when permanent access is provided.

#### Street Tree Planting

Street planting shall be of indigenous species, preferably using plants grown from locally collected seeds. A street tree-planting scheme is required prior to subdivision and shall include elements of mass planting as part of the overall salinity strategy.

The following trees (refer to Table 9-1) are suitable as street trees in the Catherine Field area:

Preferred	Eucalyptus tereticornis Eucalyptus moluccana Eucalyptus botryoides Angophora bakeri
Acceptable	Eucalyptus crebra Eucalyptus baueriana Eucalyptus fibrosa Eucalyptus amplifolia Eucalyptus maculata Angophora subvelutina Brachychiton acerifolis Brachychiton discolor Brachychiton populneum Angophora floribunda
<b><i>Smaller Trees</i></b>	
Preferred	Melaleuca stypheloides Melaleuca decora
Acceptable	Melaleuca linariifolia Melaleuca ericfolia

**Table 9-1 Street Trees in Catherine Field**

**Services**

New electricity services within the Catherine Field village shall be provided underground.

**Battleaxe lots**

Handle widths to battleaxe lots are to be a minimum of 6 metres with a maximum length of 100 metres. A handle may serve two lots provided that there are reciprocal rights of way. An all weather pavement surface constructed to Council's standards is to be provided within each handle.



Figure 9-1 Catherine Field Village

**3 Centre Development Controls**

Not applicable

## 4 Site Specific Residential Controls

### [CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)

Note: The controls listed below are specific to Catherine Field Village. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

#### **Setbacks**

The minimum front building setback from a boundary having a frontage to a public street must be equal to the average setback of the adjoining dwellings. Where there are no adjoining dwellings, the minimum front building set back shall be 20 metres.

In the case of battle-axe lots the front building setback (i.e. from the rear boundary of the adjoining property with street frontage) shall be 10 metres.

Consideration may be given to a variation of the minimum front setback as follows:

- on corner allotments, provided the development is compatible with development in the vicinity.
- on allotments constrained by the location and use of existing buildings or the topography or other mitigating environmental constraint.
- The minimum rear building setback is 15 metres and the minimum side setback is 5 metres or 15 metres for a corner lot from its secondary road frontage.

#### **Fencing**

Boundary fencing is to be constructed as post and rail or post and wire/wire netting.

- End of Schedule -

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# 1 Introduction

## Background

Yamba is a property containing a heritage listed cottage and associated buildings. It is located on Camden Valley Way between Narellan and Camden. It abuts rural/primary production land to the north, the Links Estate to the west, and Kirkham Lane to the south. Located opposite across Camden Valley Way is the Elderslie Release area, Rheinberger's Hill, and the Camden Golf Club. See Figure 10-1.

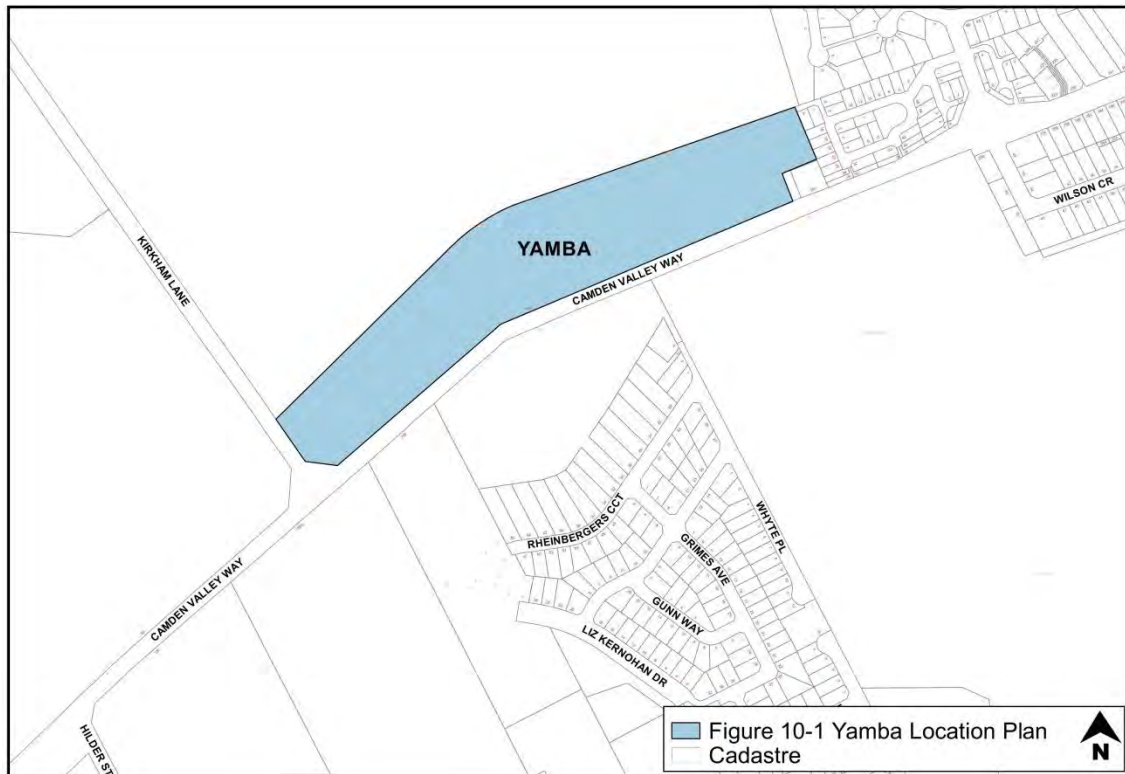


Figure 10-1 Yamba Location Plan  
2 Subdivision Planning and Design

### **Objectives**

- a. Promote the conservation of Yamba cottage and its curtilage which includes the barn and roadside stall.
- b. Promote the conservation of the worker's cottage.
- c. Achieve development that occurs in an environmentally sensitive and energy efficient manner, is sustainable in terms of efficient use of land, resources and community facilities, maintenance of adequate services and facilities and development that reflects land capability and other constraints.
- d. Ensure that development is consistent with the semi-rural character of the site.
- e. Prescribe development guidelines relating to the shape and form of buildings and their relationship to Camden Valley Way and Yamba cottage.
- f. Ensure that new buildings, ancillary structures and additions to the existing cottages are complementary in design to the existing heritage buildings.
- g. Maintain strategic view lines and corridors both to and from the site as identified in the Yamba Cottage Conservation Management Plan.

### **Yamba planning principles**

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1. Yamba cottage and the buildings within its curtilage will be restored in accordance with the Yamba CMP and be actively used. The historical grouping of these buildings will be reinforced by the pattern of subdivision, which incorporates these buildings on the same lot of land, forming the centrepiece of the development.
2. The workers cottage will be restored and enhanced to enable its ongoing use as a dwelling house. It will be located on the large lot which includes all of the land between the cottage and Kirkham Lane.
3. The rural character of the site will be maintained by limiting development to six large rural/residential allotments on the lower slopes surrounding Yamba Cottage. The new dwelling houses on these lots will be sympathetic to the heritage significance of Yamba Cottage by using appropriate building materials and adopting a bulk and scale which is subservient to Yamba cottage.
4. Future medium density townhouses at the eastern corner of the site will improve the rural/urban interface by providing a transition between the existing medium density development adjoining the site and the rural/open space land to the west. The townhouses will present an active frontage to Camden Valley Way and will appear as single storey dwellings when viewed from the street.
5. Existing view lines and corridors will be maintained and enhanced via the strategic location of new residential allotments and the removal of noxious weed species Camden Valley Way. Future landscaping will be appropriately planned so as not to impact on view lines and corridors.
6. Vehicular access to the site will be rationalised with the construction of an internal access road having a single connection point to Camden Valley Way.
7. The Yamba Voluntary Planning Agreement (VPA) ensures the conservation of Yamba cottage and associated buildings is linked to stages of development of the site to guarantee the heritage outcomes for Yamba.
8. Reference must be made to the heritage provisions of this DCP.



Figure 10-2 Yamba Indicative Master Plan

## Controls

### Subdivision

1. The subdivision of the site shall be generally consistent with the lot layout depicted on the indicative master plan shown at Figure 10-2.
2. The lot layout shall include:
  - (a) a 'Yamba' lot which includes the land between Camden Valley Way and the internal access road, Yamba cottage, and the packing shed/roadside stall and barn buildings.
  - (b) six new dwelling lots on the lower slopes surrounding Yamba Cottage.
  - (c) a 'workers cottage' lot which includes the workers cottage and the remainder of the land at the southern corner of the site.
  - (d) a 'medium density' lot at the eastern corner of the site which will be developed and further subdivided in the future.
  - (e) an 'open space' lot which includes the remaining land surrounding the watercourse which will be revegetated and for dedication to Council in accordance with the VPA.

### Contamination

3. A detailed Phase 2 contamination investigation shall be carried out on the site and the results submitted with the initial development application on the site in accordance with Council's policy titled 'Management of Contaminated Lands'.

#### **Flooding**

4. The location of the 1% AEP and PMF flood lines shall be verified by ground survey. These shall be used to determine the appropriate location of dwellings and infrastructure at the detailed design stage prior to lodging a development application for the site.

#### **Landscaping and weed management**

5. A landscape master plan shall address the following:
  - (a) location of existing vegetation species on the site (both endemic and introduced/invasive).
  - (b) a weed management strategy for the introduced/invasive species, with particular regard for the vegetation fronting Camden Valley Way.
  - (c) location of all existing and proposed structures and associated services on the site.
  - (d) location of existing and proposed fencing. Solid boundary fencing is not permitted and post, rail/post and wire fencing is an appropriate form of fencing.
  - (e) a planting schedule indicating proposed plant species, quantities and growth characteristics/mature heights. This shall include street tree planting along Camden Valley Way and the revegetation of the open space land around the watercourse.
  - (f) access road, kerbing, driveway and footpath surfacing and treatments.
6. Street tree planting fronting Camden Valley Way shall be appropriately spaced to minimise the impact upon existing view lines and corridors to Yamba cottage from Camden Valley Way. The proposed species of street tree must be discussed with Council prior to finalising the landscape plan.
7. Landscaping must respect the rural character of the site by maintaining the prominent open grassed areas and limiting new vegetation to appropriate locations.
8. Landscaping within the view corridors identified on the indicative master plan shown at Figure 10-2 shall be minimised to maintain view lines and corridors.

#### **Vehicular access**

9. Vehicular access to the site shall be achieved by a single point near the eastern corner of the site, generally in the same location as shown on the indicative master plan shown at Figure 10-2. Direct access to Camden Valley Way will not be permitted at any other point.
10. The access road within the site shall be constructed as a 'minor access road' as per Council's Engineering Specifications.
11. The access road shall be designed and constructed to allow access by waste collection and other service vehicles and, where necessary, shall incorporate turning heads to facilitate vehicle manoeuvring and access within the site.
12. The access road shall be constructed using appropriate materials and finishes in the context of the site. To soften the appearance of the road it is preferred that rolled edge kerbing be used and that raw white concrete kerbing be avoided.
13. The individual access driveways to each dwelling shall be constructed using gravel, bitumen or coloured concrete. The use of raw white concrete or stenciled concrete is not permitted.

#### **Further Information**

- *Yamba Cottage Conservation Management Plan.*
- *Yamba Voluntary Planning Agreement.*

### **3 Centre Development Controls**

Not Applicable

## 4 Site Specific Residential Controls

### [CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES](#)

Note: The controls listed below are specific to Yamba. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

#### Background

This subsection provides detailed site-specific controls for residential development at Yamba. The development must occur in accordance with the following controls and documents:

- Yamba Voluntary Planning Agreement
- Yamba Cottage Conservation Management Plan
- Heritage controls contained in this DCP

#### Controls

##### **New detached dwelling houses to the rear of Yamba cottage**

1. New stand-alone dwellings shall have a footprint not exceeding 150m<sup>2</sup> excluding garages.
2. Each dwelling shall have a maximum width of 15m and a minimum of 20-25m separation shall be provided between each new dwelling in accordance with the development concept plan shown at Figure 10-2.
3. The maximum height of new dwellings is 1 storey with attic rooms permissible where the pitch of the roof does not exceed 35 degrees.
4. Dwellings and additions shall be constructed using appropriate materials to achieve a light-weight appearance which are complementary to Yamba cottage. Such materials may include timber or cladding for external walls, corrugated metal roofing and guttering in non-reflective colours, and minimal use of masonry and brickwork (e.g. foundation plinths only).
5. New dwellings shall address the internal access road, with private open space being provided behind the dwelling on the lower slopes.
6. Preference shall be given to locating car parking underneath the dwellings wherever the fall of the land permits this, with vehicular access achieved via a driveway beside each dwelling.
7. If the car parking cannot be located underneath the dwelling, car parking may be provided at-grade in the form of one enclosed garage not exceeding 20m<sup>2</sup> and a single carport attached to the garage. At-grade car parking shall be designed so that it is not visually dominant when viewed from the front of the dwelling. Preference shall be given to locating at-grade car parking behind the rearmost point of the dwelling rather than integrating the garaging with the front façade of the dwelling.
8. Post and rail / post and wire fencing shall be used to delineate the side and rear boundary lines between allotments, with screening vegetation used to enhance privacy where necessary. Fences forward of the building line are not permitted in any form. Solid non-transparent boundary fencing is not permitted.

##### **Additions to Yamba cottage and workers cottage**

23. Additions to the rear of Yamba cottage shall not exceed 100m<sup>2</sup> inclusive of any at-grade enclosed car parking areas.
24. Additions to the rear of Yamba cottage shall not exceed the width of the core of Yamba cottage (that is, excluding the width of the verandah structure).
25. Additions to the rear of the worker's cottage shall not exceed 100m<sup>2</sup>.
26. It is preferred that car-parking be incorporated underneath the additions at the rear of the workers cottage given the fall of the land adjacent to the cottage.
27. The additions shall feature materials and finishes that are complementary to the existing built form of the cottages. A suitably qualified heritage consultant should assist in the formulation of a schedule of materials, finishes and colours for the additions to the cottages, and the schedule must be consistent with the recommendations of the Yamba CMP.

**Multi dwelling housing at Yamba**

28. Development fronting Camden Valley Way shall be limited to single storey with attic rooms permitted within the roof void provided that the roof pitch does not exceed 40 degrees.
29. The outdoor private open space areas of new dwellings shall achieve an acceptable level of amenity in compliance with the Department of Environment and Climate Change's Environmental Criteria for Road Traffic Noise and the Acoustic Amenity controls within this DCP.
30. The use of solid boundary fencing fronting Camden Valley Way shall be minimised and avoided wherever possible.
31. Where the location of private open space areas necessitates the use of solid boundary fencing to provide acceptable amenity to these areas, the fencing shall incorporate design measures such as modulation and articulation of the wall façade, landscaping screening and features, and variation in building materials, colours and finishes, in order to achieve an acceptable urban design outcome. Landscaping may be incorporated by measures including, but no limited to, alcoves in an articulated wall façade or a uniform setback at the front of the wall.
32. Where boundary fencing does not provide adequate noise attenuation, appropriate and attractive acoustic treatments shall be incorporated into the design of the dwellings.
33. Development should utilise neutral/earthen tones and non-reflective finishes. The use of light or bright colours or reflective materials may result in an adverse impact upon distant views from Studley Park House which is an item of heritage significance located nearby.
34. A buffer of at least 5m shall be provided between the sewage pumping station and habitable buildings on the site to provide visual and acoustic separation between the pumping station and future dwellings. Preference should be given to siting non-habitable buildings or other land uses adjacent to the sewage pumping station wherever possible.
35. Sydney Water must be consulted early in the design stage to ascertain the exact location of existing and proposed easements at the north-eastern corner of the site to ensure that no construction is proposed in or over these easements.

- End of Schedule –

# Schedule 11 – Grasmere

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## 1 Introduction

This Schedule provides subdivision guidelines for that at Grasmere and specific controls for Crase Place, Grasmere.

## 2 Subdivision Planning and Design

### Objectives

- a. Ensure that the subdivision and local road layout provides for safe vehicular and pedestrian management, whilst providing a clear hierarchy, with design and construction standards applicable to a rural residential development as indicated in Figure 11-1.
- b. Ensure the supply of town water by the developer to all lots up to a ground level of approximately RL110m AHD (subject to investigation and determination by Sydney Water).
- c. Be responsive to the variable terrain and ensure reasonable privacy and/or view sharing.

### Controls

1. With the exception of land within the Harben Vale Estate, all structures shall have a minimum 20m building setback from the front boundary, excepting those fronting two roads whereby the setbacks to the secondary road shall be a minimum 5m.
2. All structures shall have a side boundary setback of a minimum 5m.
3. No outbuilding/structure shall be erected with a ridge height in excess of 4.5m above natural ground level.
4. All structures shall have a minimum 8m building setback from the front boundary of any lot having frontage to The Old Oaks Road, Smalls Road or Werombi Road.
5. Each new allotment created shall provide a satisfactory building envelope for the erection of a dwelling and outbuildings, having regard to the requirements of service provision, boundary setbacks, flood line, on-site effluent disposal and the height limitation.
6. The paved carriageway shall be designed to create an edged road muster with grass up to the bitumen edge and prevent edge breakdown as well as ensure water is satisfactorily drained away from the road.
7. Pathways shall be provided with a minimum paved width of 2.5m and a minimum 10m reservation, as generally shown on the plan adjacent to Sickles Creek. Other pathways shall have a minimum reservation width of 4m.
8. Town water supply will be provided by the developer to all lots up to a level of approximately RL110m AHD. The exact ground level will be determined by Sydney Water and shall be ascertained and documented with the development application by the applicant.
9. As the provision of a town water supply to lots above RL110 AHD is likely to require the major amplification of existing water mains and/or the installation of booster pumps, each dwelling erected on such lots is to be provided with a domestic water supply by a water storage tank of 23,000 litres minimum capacity.

**Note:** A restriction as to user is to be placed on the title of each lot (section 88B Instrument) above RL110m AHD that is not serviced by a town water supply. This shall indicate that the owner of the lot will be responsible for the provision of a domestic water supply as detailed in control (8) above. Also, that the owner will be responsible for all costs associated with the provision of a mains water supply if/when the mains water supply becomes available



Figure 11-1: Grasmere



## Crase Place, Grasmere

This subsection applies to the land marked in red on Figure 11-2 below:



Figure 11-2 Odour Buffer Line

### Notes:

1. A restriction as to user is to be placed on the lot containing the hatched area as shown on Figure 11-2 to indicate that no dwellings are to be constructed due to odour impact from the West Camden Water Recycling Plant.
2. A restriction as to user is to be placed on all lots highlighted in red in Figure 11-2 to indicate that these lots are in close proximity to the West Camden Water Recycling Plant.

## 3 Centre Development Controls

Not applicable

## 4 Site Specific Residential Controls

[\*\*CLICK HERE FOR COPIES OF COUNCIL'S ASSESSMENT TABLES\*\*](#)

Note: The controls listed below are specific parts of Grasmere. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

### Objective

To ensure residential and associated development is designed and located to blend in with the rural residential backdrop, when viewed from the important view corridors including the vehicle entrance to Carrington hospital on the corner of Werombi and Smalls Road.

Maintain consistency with existing adjoining development.

### Controls

1. Native screen landscaping, incorporating trees and shrubs, must be planted along the area marked green in Figure 11-3 to screen development.
2. Building materials and colours (of dwellings, outbuildings and hard landscaping) are to be restricted to recessive, mid-dark earth tones to blend in with the rural setting. White, cream, red, terracotta, or contrasting and reflective colours are not acceptable. Uncoloured or light concrete driveways are not acceptable.
3. All structures shall have a front boundary setback of 12m

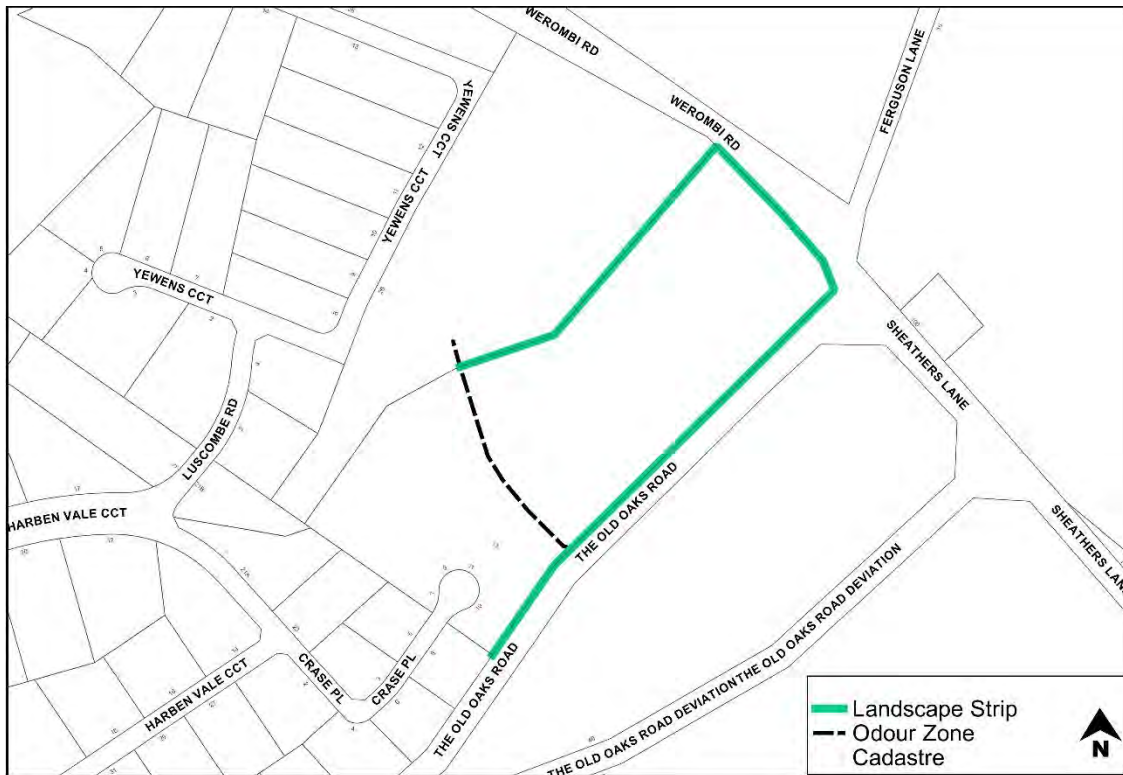


Figure 11-3: Crase Place, Grasmere

- End of Schedule -

# Schedule 12 – 121 Raby Road, Leppington

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## 1. Introduction

### Raby Road, Leppington

This section applies to the land marked in red in Figure 12-1.



Figure 12-1: Land to which is schedule applies

#### Objectives

- a. To ensure the development does not pose an adverse impact on sensitive landscape areas such as the Scenic Hills, the settings of heritage items or heritage conservation areas or other places of heritage significance.
- b. Minimise opportunity for light spill from infrastructure in the public domain.
- c. To prohibit development on land subject to future road widening of Raby Road.

#### Controls

1. A 10m wide (minimum) vegetated buffer screen incorporating upper, middle and lower canopy plantings from the Cumberland Plain Woodland vegetation community must be planted in the locations shown in Figure C6.2 to achieve a natural visual buffer as recommended in the Landscape and Visual Analysis Reports (Distinctive Living Design, JMD Design, Musescape) and Flora and Fauna Assessment (Lesryk Environmental Consultants). A Vegetation Management Plan (VMP) is to be submitted with the first DA.
  - a. The VMP is to specify the necessary buffer screen plantings and ongoing maintenance.
  - b. Areas of native landscaping buffer screen are to be fenced off and protected when earthworks and civil works are being carried out in proximity.
  - c. A covenant **MUST** be registered on the title of the lots requiring compliance with the VMP.

- d. Planting works as per the VMP must be completed prior to the release of the Subdivision Certificate for the relevant lots.
2. Street lights must have hoods or other appropriate design treatment (e.g. use of low glare street light luminaires) to minimise light spill in order to reduce ambient light haze as much as possible.
3. A Section 88B instrument must be placed on the lots containing the hatched area in Figure C6.1 to indicate that development for the purposes of any permanent structure shall not be undertaken to accommodate for future road purposes.

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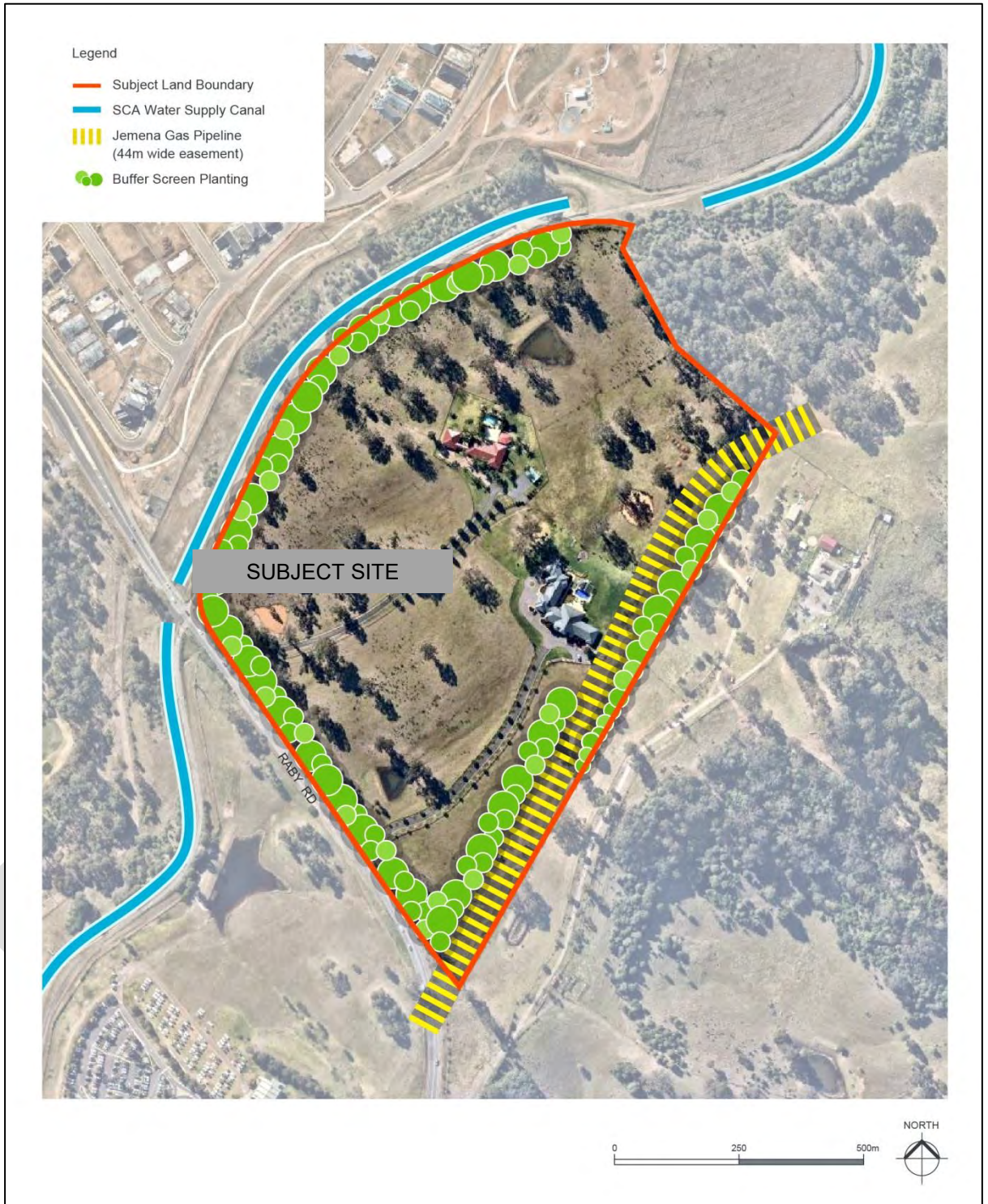


Figure 12-2: Landscape Map

## 2. Subdivision Planning and Design

### Objectives

- a. To protect the landscape and visual character of the Scenic Hills.
- b. To ensure new buildings, utility and ancillary structures do not pose an adverse impact on sensitive landscape areas such as the Scenic Hills, the settings of heritage items or heritage conservation areas or other places of heritage significance.

### Controls

1. Materials and colours for buildings, utility and ancillary structures must adopt darker, recessive toned colours such as browns, dark greens, dark greys and charcoal. Both wall and roof cladding must be constructed of non-reflective materials.

### 3 Centre Development Controls

Not Applicable

### 3 Site Specific Residential Controls

#### Objectives

- a. To protect the landscape and visual character of the Scenic Hills.
- b. To ensure new buildings, utility and ancillary structures do not pose an adverse impact on sensitive landscape areas such as the Scenic Hills, the settings of heritage items or heritage conservation areas or other places of heritage significance.

#### Controls

1. Materials and colours for buildings, utility and ancillary structures must adopt darker, recessive toned colours such as browns, dark greens, dark greys and charcoal. Both wall and roof cladding must be constructed of non-reflective materials.

Note Refer to Part 4 of this DCP for General Controls for Residential Development

#### Further information

- Betteridge Consulting Pty Ltd, t / a MUSEcape , November 2015, 121 Raby Road, Leppington Visual Impact Assessment Peer Review (of Distinctive Living Design Landscape and Visual Analysis);
- Betteridge Consulting Pty Ltd, t / a MUSEcape , July 2015, Leppington Visual Impact Assessment Peer Review (of James Mather Delaney Design Landscape and Visual Analysis);
- JMD Design, February 2013, Landscape and Visual Analysis, 121 Raby Road Leppington;
- Distinctive Living Design, October 2015, Landscape and Visual Analysis, 121 Raby Road Leppington;
- PKA Acoustic Consulting, January 2016, Planning Proposal Acoustic Assessment, 121 Raby Road Leppington;
- Dominic Steele Consulting Archaeology, September 2015, Aboriginal Archaeological & Cultural Heritage Assessment, 121 Raby Road, Leppington;
- Douglas Partners, October 2015, Salinity Investigation and Management Plan, Land Capability Assessment, Lot 121 Raby Road Leppington;
- Lesryk Environmental Consultants, May 2014, Flora and Fauna Assessment;
- Douglas Partners, July 2014, Preliminary Site Investigation;
- Stefani Group, May 2015, Stormwater Management and Flood Assessment Report, 121 Raby Road Leppington;
- Australian Bushfire Protection Planners Pty Ltd, September 2015, Bushfire Constraints Assessment, 121 Raby Road Leppington;
- Traffix Traffic & Transport Partners, January 2016, 121 Raby Road Leppington;
- GLN Planning, May 2015, Open Space and Community Facilities Assessment, 121 Raby Road Leppington.

-End of Schedule-

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