



PROPOSED ROAD PATTERNS

**THE DRAFT AMENDMENT PROPOSES
CHANGES TO THESE DCP CHAPTERS:**

**E5 EMU PLAINS
E8 KINGSWOOD
E15 ST MARYS / NORTH ST MARYS**

**NEW CHAPTER - D2.7 PROPOSED
ROAD PATTERN DESIGNS**

**COUNCIL REPORTS AND MINUTES
ARE INCLUDED IN THIS SECTION**

NOTE:

Amendments to the DCP are marked in red.

Table of Contents

PART B PROPOSED ROAD PATTERN	6
5.3 PROPOSED ROAD PATTERN FOR TROY AND EMERALD STREET	6
5.4 ROAD PATTERN, VICINITY BROUGHAM STREET, EMU PLAINS	7
5.5 ROAD PATTERN, VICINITY GREY STREET, EMU PLAINS	8

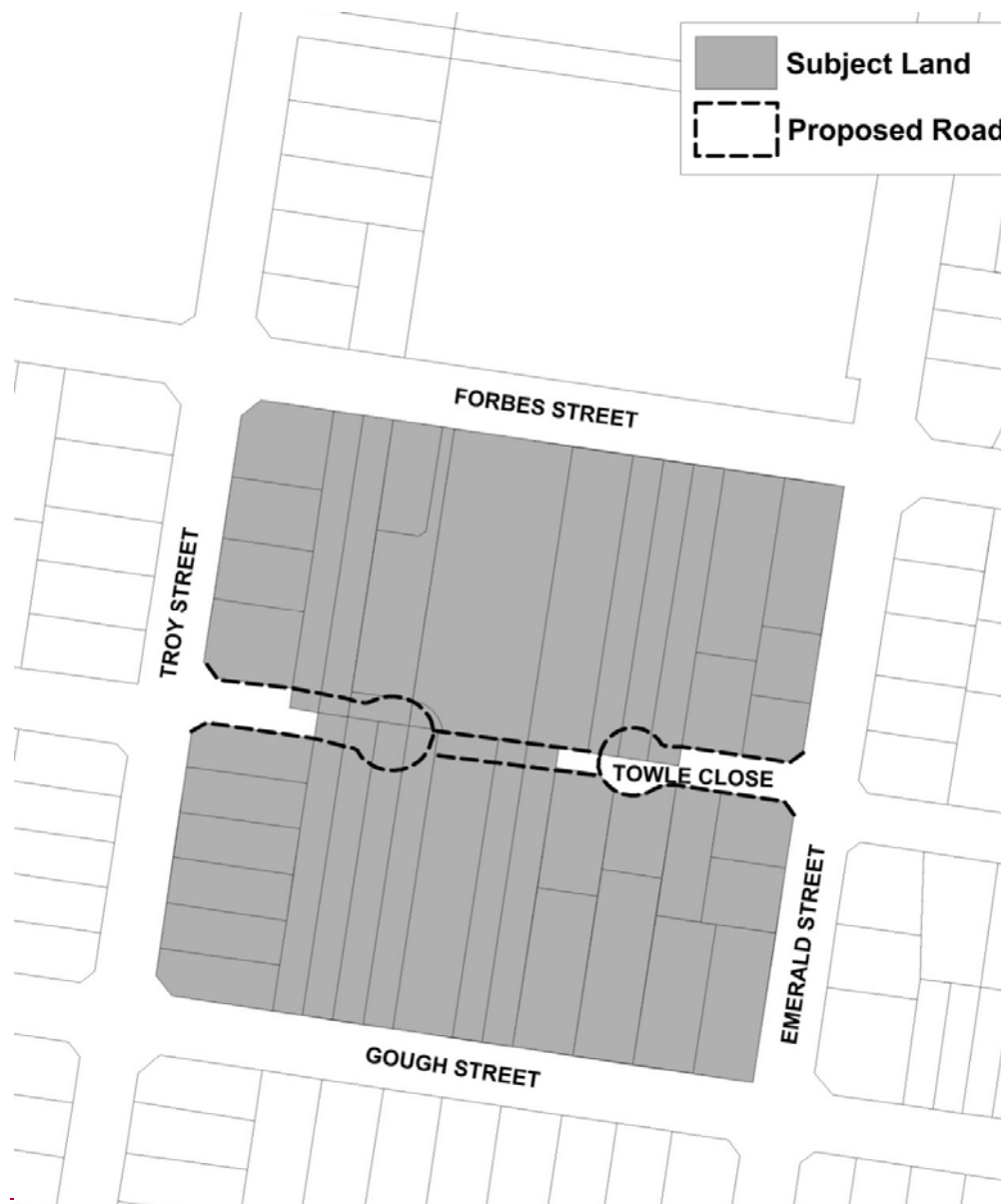
THIS SECTION TO BE DELETED

Part B Proposed Road Pattern

5.3 Proposed Road Pattern for Troy and Emerald Street

- 1) Development patterns in the vicinity of Troy and Emerald Street, Emu Plains shall be consistent with the road pattern, as shown in Figure E5.2.
- 2) As part of the approval of development applications for subdivision in the area shown on Figure E5.2, Council may require the dedication of land for creation of public roads, or construction of roads and subsequent dedication to Council, to ensure that development meets the objectives of this DCP.

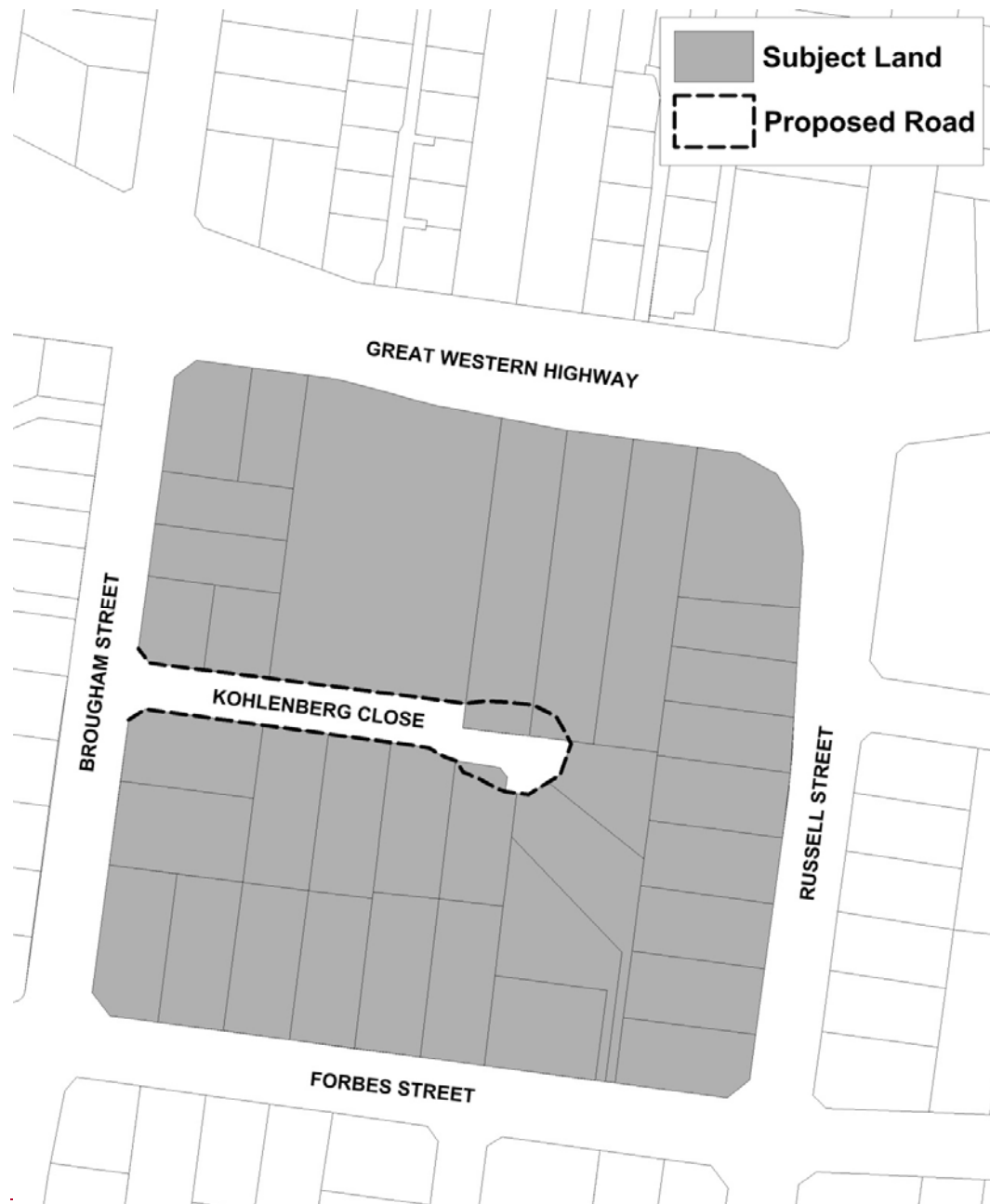
Figure E5.2: Proposed road pattern in the vicinity of Troy and Emerald Streets, Emu Plains



5.4 Road Pattern, Vicinity Brougham Street, Emu Plains

- 1) Development patterns in the vicinity of Brougham Street, Emu Plains shall be consistent with the road pattern, as shown in Figure E5.3.
- 2) As part of the approval of development applications for subdivision in the area shown on Figure E5.3, Council may require the dedication of land for creation of public roads, or construction of roads and subsequent dedication to Council, to ensure that development meets the objectives of this DCP.

Figure 5.3: Proposed road pattern in the vicinity of Brougham Street, Emu Plains



5.5 Road Pattern, Vicinity Grey Street, Emu Plains

- 1) Development patterns in the vicinity of Grey Street, Emu Plains shall be consistent with the road pattern, as shown in Figure E5.4.
- 2) As part of the approval of development applications for subdivision in the area shown on Figure E5.4, Council may require the dedication of land for creation of public roads, or construction of roads and subsequent dedication to Council, to ensure that development meets the objectives of this DCP.

Figure E5.4: Proposed road pattern in the vicinity of Grey Street, Emu Plains



Table of Contents

E8 KINGSWOOD 3

PART A – DESIGN AND SITING OF NON-RESIDENTIAL DEVELOPMENT ON LAND FRONTING MORLEY AVENUE AND THE GREAT WESTERN HIGHWAY, KINGSWOOD 3

8.1 PRELIMINARY	3
8.1.1 LAND TO WHICH THIS SECTION APPLIES	3
8.1.2 AIMS AND OBJECTIVES	4
8.2 DEVELOPMENT CONTROLS	4
8.2.1 BUILDING SETBACKS	4
8.2.2 SIGNAGE	4
8.2.3 CAR PARKING	4
8.2.4 VEHICULAR ACCESS	5
8.2.5 LOADING AREAS	5
8.2.6 STORAGE AREA	5
8.2.7 BUILDING DESIGN AND LAYOUT	5
8.2.8 WESTERN RAIL LINE	6
8.2.9 LANDSCAPING ALONG THE GREAT WESTERN HIGHWAY	6

~~PART B – ROAD PATTERN – VICINITY STOCK AVENUE, KINGSWOOD 77~~

PART GB – THE KNOLL 8

8.3 PRELIMINARY	8
8.3.1. LAND TO WHICH THIS PART APPLIES	8
8.3.1.1 RELATIONSHIP TO OTHER PLANS AND DOCUMENTS	8
8.3.1.2 SUPPORTING STUDIES	8
8.3.2 STRUCTURE PLAN	9
8.3.2.1 VISION FOR THE KNOLL	9
8.3.3 THE PUBLIC DOMAIN	10
8.3.3.1 STREET NETWORK	10
8.3.3.2 PEDESTRIAN AND CYCLE NETWORK	12
8.3.3.3 OPEN SPACE NETWORK	13
8.3.4 RESIDENTIAL DEVELOPMENT	14
8.3.4.1 SUBDIVISION DESIGN	14
8.3.4.2 STREETScape, FEATURE ELEMENTS AND ROOF DESIGN	15
8.3.4.3 DWELLING HEIGHT, MASSING AND SITING	16
8.3.4.4 BUILDING SETBACKS	17
8.3.4.5 DEVELOPMENT ON SLOPING LAND	18
8.3.4.6 STUDIO OR SECONDARY DWELLINGS	19
8.3.4.7 PRIVATE OPEN SPACE	19

8.3.4.8 SITE COVERAGE AND LANDSCAPED AREA	19
8.3.4.9 FENCING	20
8.3.4.10 GARAGES AND ACCESS	21
8.3.5 ENVIRONMENTAL AND RESIDENTIAL AMENITY	22
8.3.5.1 VISUAL AND ACOUSTIC PRIVACY	22
8.3.5.2 SAFETY AND SURVEILLANCE	22
8.3.5.3 SUSTAINABLE BUILDING DESIGN	23

E8 Kingswood

Part A – Design and Siting of Non-Residential Development on Land Fronting Morley Avenue and the Great Western Highway, Kingswood

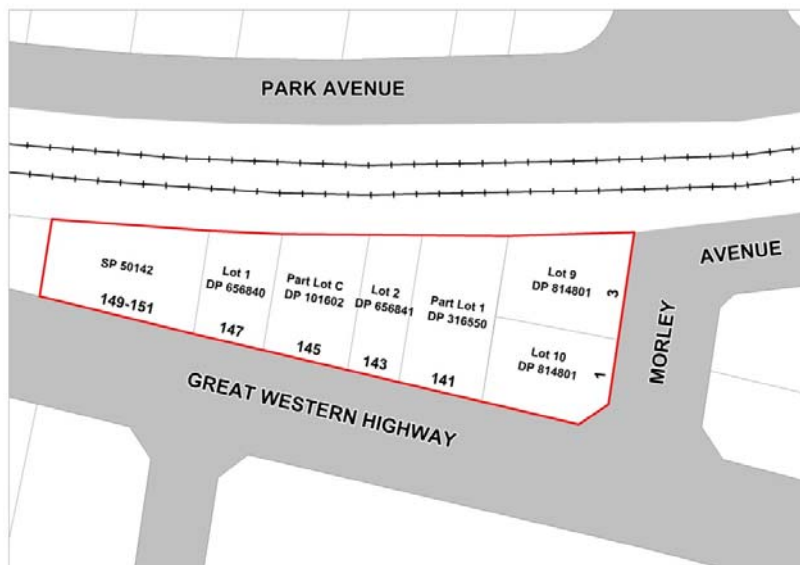
8.1 Preliminary

8.1.1 Land to which this section applies

This section applies to following land within Kingswood, as shown in Figure E8.1:

- Lots 9 and 10 DP 814801, 1 – 3 Morley Avenue, Kingswood,
- Part Lot C, DP 101602, 145 Great Western Highway, Kingswood,
- Lot 1, DP 656840, 147 Great Western Highway, Kingswood,
- Part Lot 1, DP 316550, 141 Great Western Highway, Kingswood,
- Lot 2, DP 656841, 143 Great Western Highway, Kingswood,
- SP 50142, 149 – 151 Great Western Highway, Kingswood.

Figure E8.1: Land to which this section applies



8.1.2 Aims and Objectives

- a) To encourage low traffic generating developments with sufficient onsite parking which satisfies Council's Car parking Code and adequate on site loading / off loading facilities;
- b) To encourage a proper design and landscape address to both the Great Western Highway and Western rail line consistent with the high visual exposure of the land;
- c) To ensure that developments will not detrimentally affect the existing environments and are compatible with adjoining land uses, particularly whilst any residential properties remain;
- d) To encourage amalgamation of allotments to allow orderly redevelopment to occur; and
- e) To ensure that development in layout, landscaping and signage is in keeping with the residential character of the land and in turn discourage the visual appearance of commercial ribbon development.

8.2 Development Controls

In considering an application for the development of land subject to this Section, Council shall take into consideration the following matters:

8.2.1 Building Setbacks

- 1) The following front building setbacks apply to development along the Great Western Highway:
 - a) 7m: 1 – 3 Morley Avenue and 141 – 147 Great Western Highway, Kingswood.
 - b) 5m: SP 50142, 149 – 151 Great Western Highway, Kingswood.
- 2) All building setbacks are to be appropriately landscaped.
- 3) On-site car parking will be considered within the front setback where it can be demonstrated that it will be suitably screened by landscaping.

8.2.2 Signage

- 1) All signage is to comply with the requirements of the Advertising and Signage Section of this DCP.
- 2) Signs identifying the location and activities of business will be permitted only along the Great Western Highway frontage.
- 3) No signage is to be erected along the frontage to the railway.

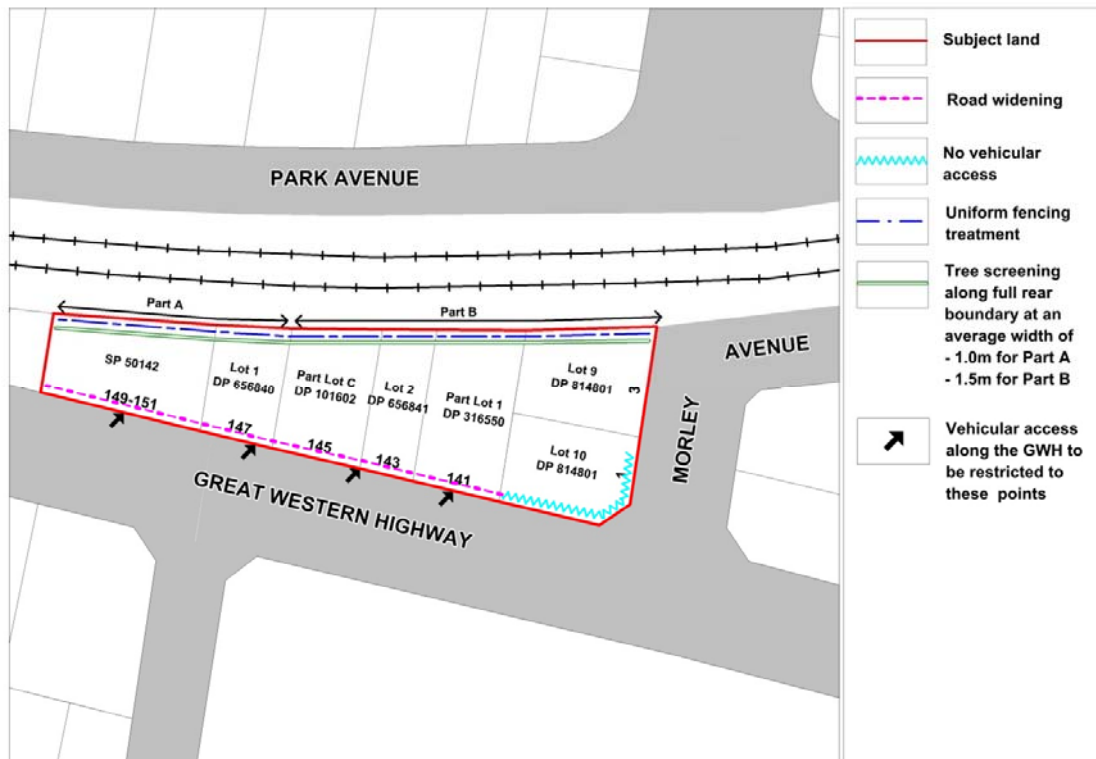
8.2.3 Car Parking

- 1) Car parking is to be provided in accordance with the Transport, Access and Parking Section of this DCP.
- 2) Car parking areas are to be suitably located so as to serve all sections of the development.
- 3) Car parking shall be provided with landscaping strips, particularly if adjacent to any existing dwelling being used for residential purposes and along the Great Western Highway and railway line boundaries of the allotments.

8.2.4 Vehicular Access

- 1) Vehicular access to 1 – 3 Morley Avenue, Kingswood will be provided off Morley Avenue only.
- 2) Vehicular access to other properties will be limited to existing vehicular access points, and in accordance with Figure E8.2: Vehicular Access. No new vehicular access points will be permitted off the Great Western Highway except for one access point to service SP 50142, 149 – 151 Great Western Highway, Kingswood.

Figure E8.2: Vehicular Access



8.2.5 Loading Areas

- 1) Sufficient loading areas shall be provided on site in accordance with the requirements of the Transport, Access and Parking Section of this DCP.

8.2.6 Storage Area

- 1) Storage areas will not be permitted along the Great Western Highway frontage. All goods and materials shall be stored within buildings.

8.2.7 Building Design and Layout

- 1) The design of buildings and layout of uses on site shall:
 - a) ensure a proper design and landscape address to both the Great Western Highway and Western Rail Line having regard to the high visual exposure of the land; and
 - b) ensure that any impact on the amenity of adjoining residential dwellings is minimised.

8.2.8 Western Rail Line

- 1) To achieve a high standard and uniform address to the Western Rail Line, the following shall be undertaken:
 - a) The lot boundary to the Western Rail Line is to be screened with trees comprising of species consistent with the existing landscape setting of the area. This tree screen shall vary in width as per the plan attached to this section; and
 - b) Any fencing treatment of the boundary to the Western Rail Line shall be uniform for all lots and comprise of wire mesh fencing to a height of 1.8m.

8.2.9 Landscaping along the Great Western Highway

- 1) Landscaping shall form an integral part of the use of the setback area from The Great Western Highway.
- 2) It shall at maturity effectively screen any car parks and visually 'soften' the built form nature of the development in order to emphasise the 'low key' commercial character of development and to be compatible with existing residences.

Part B – Road Pattern – Vicinity Stock Avenue, Kingswood

- 1) Development patterns in the vicinity of Stock Avenue, Kingswood shall be consistent with the road pattern, as shown in Figure E8.3.
- 2) As part of the approval of development applications for subdivision in the area shown on Figure E8.3, Council may require the dedication of land for creation of public roads, or construction of roads and subsequent dedication to Council, to ensure that development meets the objectives of this DCP.

Figure E8.3: Road Pattern – Vicinity Stock Avenue, Kingswood



Part ~~C~~B – The Knoll

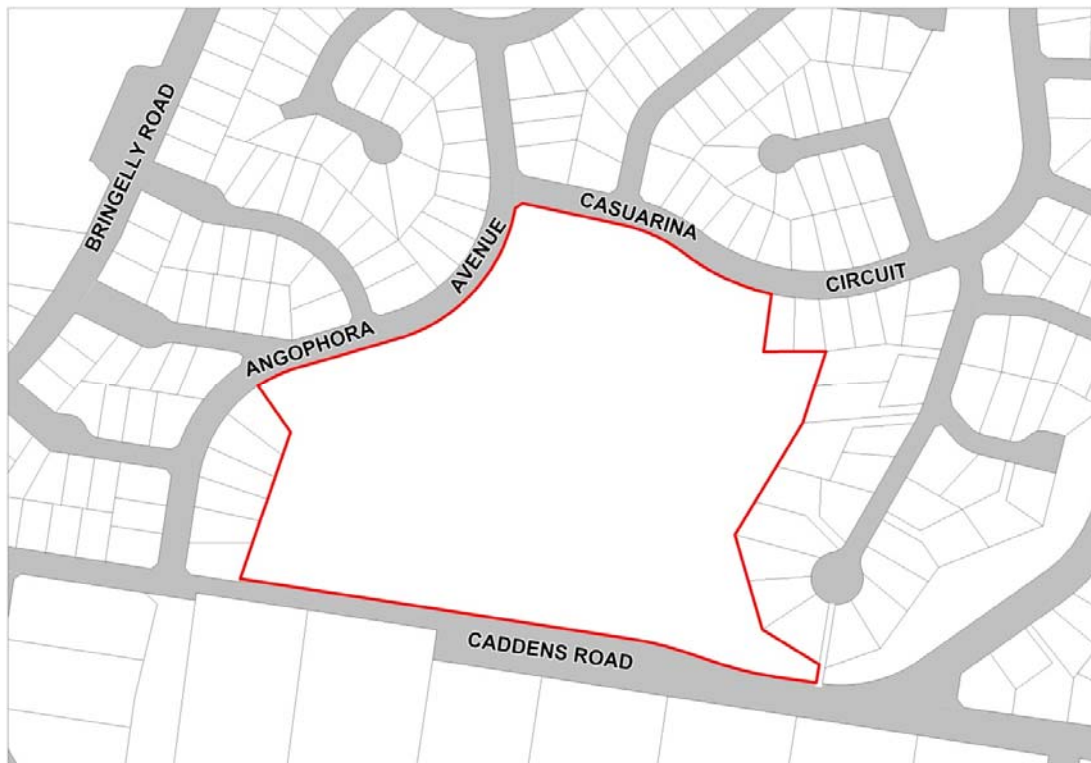
8.3 Preliminary

8.3.1. Land to which this Part Applies

This section applies to the land located at 17-53 Caddens Road, Orchard Hills (Lot 21 DP 1151724) within the Penrith Local Government Area.

The land, known as 'The Knoll' is identified in Figure 8.4.

Figure 8.4: Land to which The Knoll applies



8.3.1.1 Relationship to other Plans and Documents

This section must be read in conjunction with any environmental planning instrument applying to the land, as well as any Planning Agreement for The Knoll.

In the event of any inconsistency between this Section and the rest of this DCP, the requirements of this Section prevail.

Where a specific issue is not addressed in this Section, reference should be made to relevant sections of this DCP.

8.3.1.2 Supporting Studies

The following supporting studies and documents have been used in the preparation of this section and are available for reference from Council:

- a) Aboriginal Heritage Assessment by Godden Mackay Logan and Jo McDonald (March 2012).
- b) Ecological and Bushfire Report by EcoLogical Australia (March 2012).
- c) Infrastructure and Services Report by J. Wyndham Prince (March 2012).
- d) Phase 1 Environmental Site Assessment by WSP (March 2012).
- e) Traffic Report by Halcrow (May 2012).
- f) Stage 1 Road Safety Audit by GTA Consultants (November 2012)
- g) Community Consultation Report by Manidis Roberts (May 2012).
- h) Stormwater Management Report by J. Wyndham Prince (February 2013).
- i) JBS Environmental Phase 2 Investigation (Feb 2012).

8.3.2 Structure Plan

8.3.2.1 Vision for The Knoll

The Knoll comprises accessible grassland with an area of approximately 7.33 hectares. The Knoll is surrounded by existing residential development.

The development of the Knoll is to:

- a) Provide an appropriate balance between low-density residential development and public open space.
- b) Create a 'Hill Top Park' for community use.
- c) Demonstrate a high standard of residential amenity and a high standard of urban and architectural design quality.
- d) Maintain the existing established character of the areas adjoining the Knoll.
- e) Facilitate connections with land and development adjoining the Knoll.
- f) Maintain district views and vistas attained from the Hill Top Park.
- g) Provide an integrated, convenient and sustainable road, footpath and cycle network.

In order to achieve the vision for the Precinct, a Structure Plan was prepared as part of the planning proposal. This Structure Plan demonstrated the opportunity to subdivide land into a minimum of 45 individual residential lots and establish an area of informal public open space, to be known as Hill Top Park, at the central portion of the precinct.

The Knoll Structure Plan establishes the urban structure and form for the planning and future development of the Knoll. The Structure Plan (Figure E8.5) demonstrates the subdivision of the Knoll to provide 45 individual residential lots and an area of public open space in the form of a hill top park.

Figure E8.5 – Structure Plan for The Knoll



8.3.3 The Public Domain

8.3.3.1 Street Network

A. Objectives

- a) To deliver a safe and convenient vehicular, pedestrian and cycleway network.
- b) To provide visual interest within streetscapes.

B. Controls:

- 1) The street network is to be set out in accordance with the Structure Plan.
- 2) The cycleway network is to be built in accordance with the Structure Plan. The indicative route of the cycleway mostly crosses through the precinct and connects to the new Caddens residential development to the east of the precinct.
- 3) Street trees are required on all street verges/nature strips (between footpath and kerbs). Street planting will be located to:
 - a) Minimise risk to utilities and services.
 - b) Maintain adequate sight lines for vehicles and pedestrians particularly in locations of driveways and corners.
 - c) Provide adequate shading for pedestrians.
 - d) Provide attractive and interesting streetscape.
 - e) Minimise interference with street lighting.
- 4) The provision of street trees should be of a uniform species and preferably native.

Figure E8.6 – Indicative cross-sections and plans of desired streetscapes for allotments with precinct

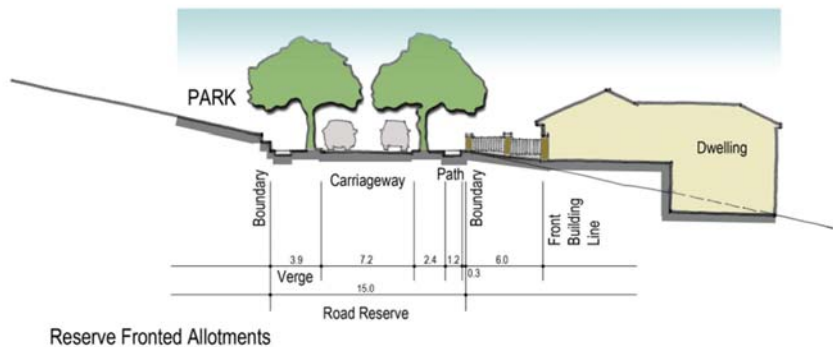
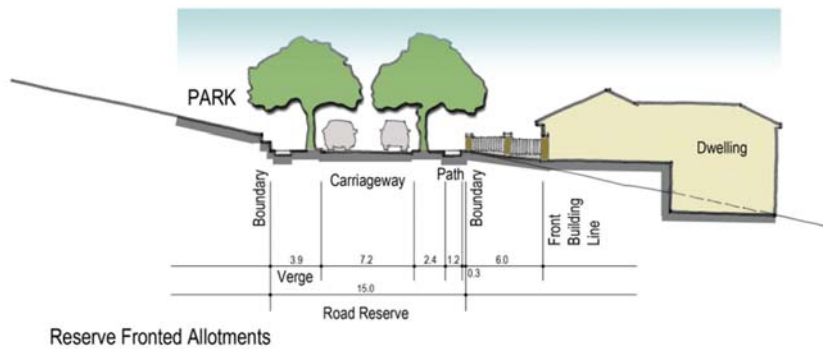


Figure E8.7 – Indicative cross-sections and plans of desired streetscapes for reserve fronted allotments within precinct



8.3.3.2 Pedestrian and Cycle Network

A. Objectives:

To provide a clear, convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the precinct.

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 outside of the precinct.

B. Controls:

- 1) Pedestrian routes and cycleways are indicated on the Structure Plan.
- 2) Pedestrian footpaths are to have a minimum width of 1.5m.
- 3) All pedestrian and cycleway routes and facilities are to be consistent with the Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources and the Roads and Traffic Authority, 2004).
- 4) Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, and be functional and accessible to people with a disability.
- 5) Clearly and frequently signpost shared pedestrian/cycle links.
- 6) 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.
- 7) Pedestrian and cycle pathways are to be constructed as part of road infrastructure works with detailed designs to be submitted with the development applications for subdivision.

8.3.3.3 Open Space Network**A. Objectives:**

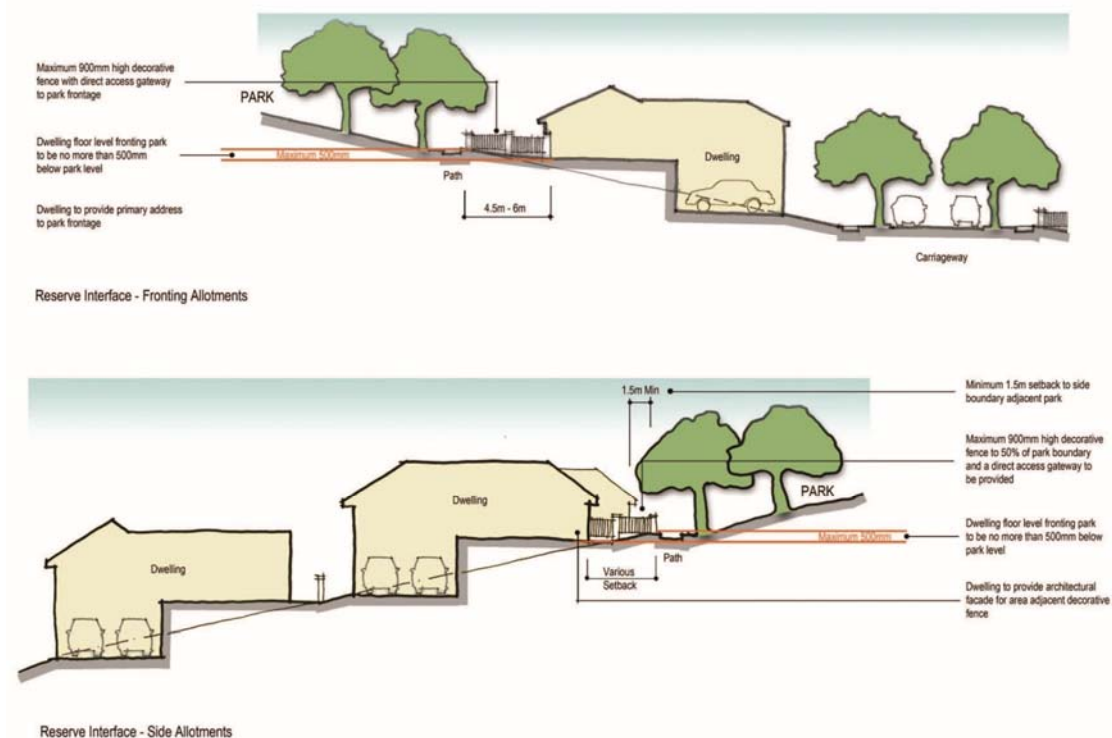
- a) To create a sense of identity for the precinct while maintaining the existing character of surrounding development.
- b) To respect the amenity and privacy of existing residential properties adjacent to the precinct.
- c) To create passive recreational open space for the precinct for both future residents of the precinct and existing residents of surrounding properties.
- d) To provide a visual focal point of the precinct.
- e) To maintain district views and vistas of Orchard Hills and beyond from the hilltop at the precinct.

B. Controls:

- 1) Retain and embellish the land nominated as Hill Top Park on the Structure Plan.
- 2) Dwellings that border the Hill Top Park should generally be orientated towards the open space for passive surveillance and deliver an attractive surround to the Hill Top Park (refer to Figure E8.8)
- 3) Provide cycle ways and footpaths to form key open space linkages throughout the precinct.
- 4) Identify areas for passive recreational space within the proposed Hill Top Park.
- 5) Provide a three metre wide landscaped easement between existing residential properties and new lots abutting the precinct's western and eastern boundaries to respect privacy and amenity between the precincts.
- 6) Provide appropriate street furniture within the Hill Top Park which should be consistent in terms of appearance and design. A public domain plan should be prepared with the subdivision development application showing street furniture, including as appropriate:
 - a) Seats
 - b) Litter bins

- c) Drinking fountains
- d) Lighting
- e) Information signs

Figure E8.8 – Indicative interface with Hill Top Park on front and side allotments



8.3.4 Residential Development

8.3.4.1 Subdivision Design

A. Objectives:

- a) To establish a consistent urban form and structure that encourages a low density residential character with desirable streetscapes.
- b) To design lots that respond to the natural topography and street pattern of the precinct.
- c) To provide a desirable level of amenity for individual lots in terms of solar access, views and outlook, and proximity to public open space.

B. Controls:

- 1) The subdivision layout of the precinct should be subject to survey generally in accordance with the Structure Plan at Figure E8.5.
- 2) Provide a balanced range of north-south and east-west orientated sites.

8.3.4.2 Streetscape, Feature Elements and Roof Design

A. Objectives:

- a) To encourage dwelling designs which create a harmonious streetscape and responds to the predominate character of the surrounds of the precinct.
- b) To provide a clear distinction between public and private space and to encourage casual surveillance of the street and Hill Top Park.
- c) To identify elements of roof design that respond appropriately to the streetscape character while providing weather protection to windows.
- d) To create an attractive and cohesive streetscape through the provision of simple and articulated building and roof forms in a contemporary style.
- e) To reduce the dominance of garages on the streetscape.
- f) To encourage eaves, verandahs, balconies and other feature elements on the front facades of dwellings.

B. Controls:

- 1) Primary street façade of a dwelling to incorporate at least one of the following building elements to articulate its presentation to the street:
 - a) an entry feature
 - b) awnings or louvres or other sunshade devices over windows
 - c) open verandah
 - d) bay windows
 - e) balcony at first floor
 - f) other decorative architectural features
- 2) Secondary street façade on corner lots include at least a window off a habitable room and particular design features (e.g. verandah, balcony or landscaping).
- 3) Eaves to be provided to all roofs with a minimum overhang of 400mm.
- 4) Roof pitch is to be a maximum of 25 degrees.
- 5) Garages and parking spaces are to be sited behind the front building line of dwelling or integrated into the façade of the dwelling for garages that are situated at basement or sub-ground floor level.

Figure E8.9 – Primary Street Façade Design Principles



8.3.4.3 Dwelling Height, Massing and Siting

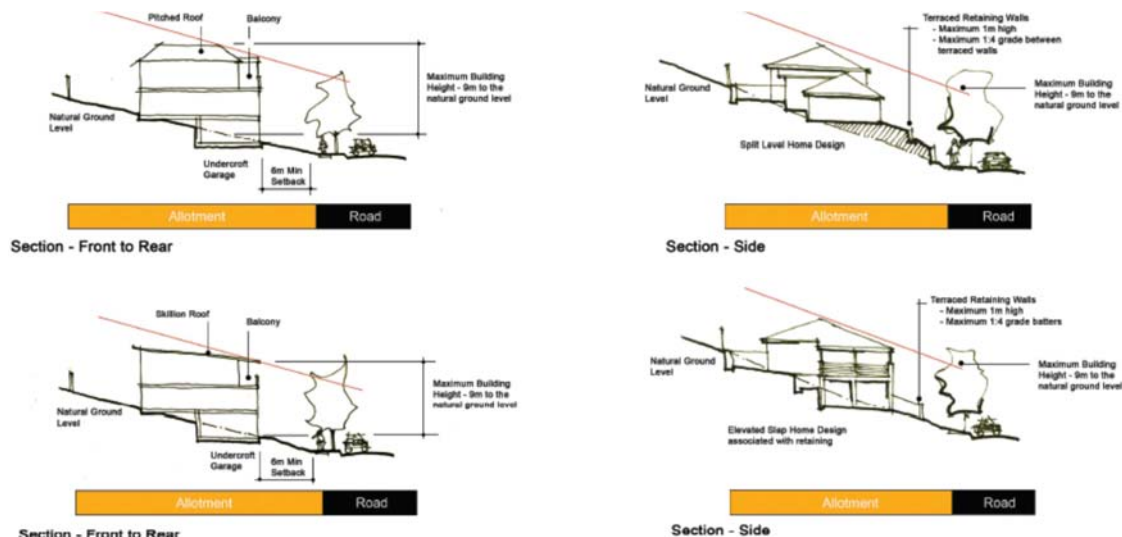
A. Objectives:

- a) To achieve consistency in design of dwellings and create an appropriate scale for dwellings to respond to the natural landscape and street pattern of the precinct.
- b) To nominate building heights to create a desirable streetscape and respect solar access and privacy aspects of individual lots.
- c) To avoid significant cut and fill of land to accommodate dwellings on steeply sloping site.

B. Controls:

- 1) Dwellings are to be a maximum of two storeys in height with the exception of dwellings that incorporate basement/undercroft garages or split level solutions for steeply sloping sites as illustrated in Figure E8.10.
- 2) Maximum external wall height for all dwellings is 7m from the natural ground level.
- 3) At least 3 hours of direct sun between 9am and 3pm onto 50% of principal private open space should be achieved for new dwellings and their adjoining properties.
- 4) Satisfy cut and fill and excavation numeric controls set out in Section 8.3.4.5 Development on Sloping Land of this Part.
- 5) Housing interface to the Hill Top Park to be a maximum of 500mm below park level at the boundary.

Figure E8.10 –Building Height and Development Control solutions for sloping sites



8.3.4.4 Building Setbacks

A. Objectives:

- To minimise the impacts of development on neighbouring properties in relation to views, privacy and overshadowing.
- To provide space between buildings.
- To reinforce the visual prominence of corner lots to promote a strong and legible character.
- To reduce the visual impact of front garaging on street frontages.

B. Controls:

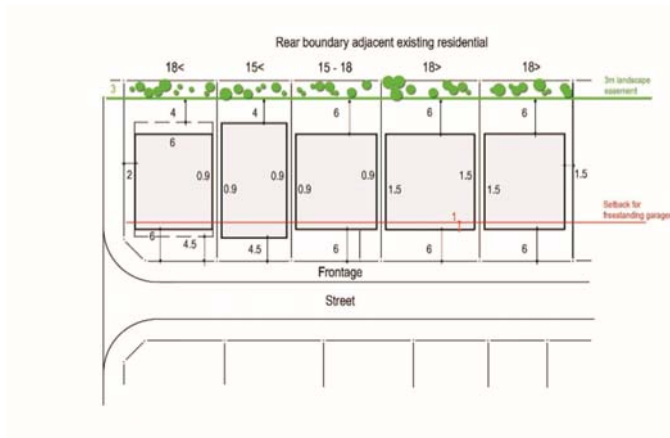
- Dwellings are to be sited in conformity with the numeric controls specified in Table E8.1 and the landscape easement requirement specified in Section E8.3.3.3 Open Space Network, in order to establish a consistent front building line in response to the curve pattern of the road reserve as well as respecting solar access, privacy and amenity aspects of individual lots (refer figure E8.11).

Table E8.1: Building Setbacks

Allotment Type	Front	Side	Rear
Frontage with 18 and greater	6m	1.5m	6m
Frontage between 15m and 18m	6m	0.9m	6m
Frontage with 15m and lesser	4.5m	0.9m	4m

- 2) Secondary frontages for all corner sites are to be provided in accordance as follows:
 - a) 2m on lots less than 18m wide
 - b) 3m for dwellings on lots 18m and wider
- 3) Secondary frontages should be staggered to minimise the incidence of blank frontages.
- 4) Freestanding garages that are independent of a dwelling (i.e. not sited within the building envelope of a dwelling at basement/undercroft level) are to be sited at least 1m behind the front building line of dwellings to reduce its visual prominence within the street frontage of sites.

Figure E8.11 –Setback Principles



8.3.4.5 Development on Sloping Land

A. Objectives:

- a) To minimise incidence of cut and fill and alterations in natural ground levels.
- b) To encourage appropriate dwelling design which suits the topography of lots.
- c) To protect adjoining properties from potential structural instability by proposed excavation.
- d) To lessen the visual impact of retaining walls on allotment boundaries.

B. Controls:

- 1) Cut and fill of land is to be minimised under the following numeric controls:
 - a) Maximum depth of any cut in the slope is 1m.
 - b) Maximum height of any fill of the slope is 1m.
- 2) Side boundary retaining walls for development on cross slopes should retain a cut no higher than 1m.
- 3) Excavation works should be at least 1.5m from side and rear boundaries to respect the structural stability of adjoining sites.
- 4) Retaining walls should be setback at least 1m from any boundary and if possible screened by suitable landscaping.
- 5) Where the retaining of land is greater than 1m in height, retaining walls should be tiered with a minimum distance of 600mm between walls and suitably landscaped.

- 6) Enbankments should have a maximum grade of 1:4 and be suitably landscaped to prevent erosion.

8.3.4.6 Studio or Secondary Dwellings

A. Objectives:

- a) To provide a diversity of housing and accommodation options to satisfy various family types and age groups.
- b) To provide innovative housing solutions compatible with the surrounding residential development.

B. Controls:

- 1) The design of the studio or secondary dwelling should be compatible with the design scheme of the principal dwelling.
- 2) Windows and private open spaces should not overlook the private space of any adjacent dwellings.
- 3) Where practical private open space in the form of a balcony should be provided to the secondary dwelling in addition to private open space area requirements.

8.3.4.7 Private Open Space

A. Objectives:

- a) To allocate sufficient space within an allotment for recreational purposes.
- b) To provide a desirable level of residential amenity.
- c) To optimise solar access on recreational areas.

Controls:

- 1) Each dwelling must be provided with an area of private open space.
- 2) Minimum of 20% of site area is to be reserved for private open space capable for recreational uses.
- 3) 50% of the private open space should be exposed to direct sunlight for at least 3 hours between 9am and 3pm.

8.3.4.8 Site Coverage and Landscaped Area

A. Objectives:

- a) To provide sufficient landscaped area to each allotment.
- b) To encourage an appropriate level of amenity.
- c) To enhance streetscapes.
- d) To reduce impervious areas/or maximise pervious areas/or maximise stormwater infiltration/absorption to lessen site stormwater runoff.

Controls:

- 1) A 3m landscaped setback will be provided at the rear of properties which are adjacent to existing residents (as illustrated in Figure E8.5). This will be provided in addition to standard building setbacks detailed in section E8.3.4.4 Building Setbacks.

- 2) Landscaped area in any part of a site, at ground level, that is permeable and consists of soft landscaping, turf or planted areas and the like. On lots 450m² and greater, 35% of the lot area must be landscaped.
- 3) A landscape plan is to be submitted with all development applications for residential development. The development application must indicate the location and other requirements for landscaping contained in this DCP.
- 4) The front setback area of a dwelling is to be landscaped with the treatment to clearly delineate between the private and public domain. The front setback is to incorporate two trees. The rear garden must include at least one tree that will achieve a height of 6m at maturity. These may include existing trees that are to be retained.
- 5) To prevent accumulation of water and concentration of salts, subsoil drains are to be installed around the perimeter of residences and connected to the stormwater system.
- 6) Low water demand drought resistant vegetation is to be used in common landscaped areas, including native salt tolerant trees.
- 7) Garbage bin storage and clothes drying areas are to be concealed from view and shown on site plans.

8.3.4.9 Fencing

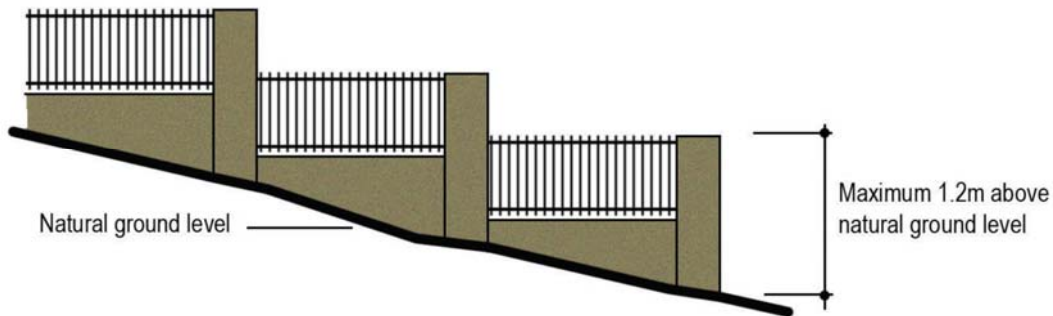
A. Objectives:

- a) To provide privacy to both residents and neighbours.
- b) To ensure boundary fencing is of a high quality and does not detract from the streetscape.
- c) To ensure that fencing is consistent with the street and the design and style with its dwelling.
- d) To permit causal surveillance of open space.

Controls:

- 1) The design of front fences is to take reference from, and complement, the architectural style of the dwelling on the site and dwellings on adjacent sites in terms of style, height and materials.
- 2) Maximum height of 1.2m for front fences.
- 3) On sloping sites, the height of the fence is to be averaged so that the fence steps down the slope (refer to Figure E8.12).
- 4) Any solid up-stand section should be limited to 600mm in height. The top half of the fence should be of an open design with a minimum open area of 50%, for visibility to and from the site. Components such as arched gates, piers and the like may exceed the maximum 1.2m height limit.
- 5) Maximum height of 1.8m for side and rear boundary fences.
- 6) Where a dwelling is located adjacent to open space, boundary fencing is to be of a high quality material and finish and the design is to permit causal surveillance of the open space.
- 7) The fencing on the secondary street of a lot with a frontage 17.5m or greater must be set back 0.9m from the secondary street boundary and must incorporate landscaped vegetation between the fence and the boundary.
- 8) Metal sheet fencing is not permitted anywhere.

Figure E8.12 – Front fencing



8.3.4.10 Garages and Access

A. Objectives:

- a) To provide sufficient, safe and secure parking for residents.
- b) To design and locate off-street car parking areas not to unreasonably detract from the appearance and quality of the dwelling-house or streetscape.
- c) To maximise pedestrian and vehicular safety.
- d) To minimise loss of views from the public domain.
- e) To discourage garages from dominating the frontage of a dwelling.

Controls:

- 1) Off-street parking spaces should be provided in accordance with within the Transport, Access and Parking Section of this DCP.
- 2) All car accommodation including garages must be sympathetic in architectural character to the dwelling and not visually dominate or adversely impact on the existing built or landscape character of the street.
- 3) Where a carport or garage entry forms part of the front façade of a dwelling, it is to be set back a minimum of 5.5m from the front boundary and at least 1m behind the building façade.
- 4) The maximum dimensions for garage doors are to be less than 50% of the front façade, 6m in width and 2.4m in height. Front double garages are only permitted on lots with a frontage width equal to or greater than 12.5m. Triple width garages are discouraged.
- 5) Parking spaces are to comply with AS 2890.1 off street parking, including:
 - a) Minimum internal width between main walls of 3m for a single garage; and Minimum internal width between main walls of 5.5m for a double garage.
 - b) Driveway access to garages on steep land must comply with AS 2890.1. Stencil-crete on driveways is not permitted.
- 6) Driveways are to be no wider than 4.5m at the front boundary and should be located a minimum of 1.5m from street trees.
- 7) Where practical driveways and car parking facilities for corner lots are to be accessed off a secondary street.

- 8) The maximum number of dwellings to be serviced from a shared driveway is 4.

8.3.5 Environmental and Residential Amenity

8.3.5.1 Visual and Acoustic Privacy

A. Objectives:

- a) To maintain visual and acoustic privacy for each property.
- b) To discourage overlooking from one dwelling to another.

B. Controls:

- 1) Habitable room windows should not directly face other habitable room windows or private open space of adjoining dwellings on site or on adjoining sites.
- 2) Balconies at first floor with side and rear aspects to have a maximum area of 15m² and a depth of 1.7m to minimise the incidence of overlooking from one dwelling to another.
- 3) Windows of habitable rooms above ground floor level should have sill heights of 1.7m. Windows with sill heights less than 1.7m above floor level should comprise opaque glazing below this level.
- 4) Use of landscaping alongside boundaries is encouraged to provide natural screening between lots.
- 5) The internal layout of residential buildings, window openings, the location and design of outdoor living areas and elements (i.e. courtyards, balconies and retaining walls), and building plant should be designed to minimise noise impact and transmission and enhance visual amenity.

8.3.5.2 Safety and Surveillance

A. Objectives:

- a) To reduce opportunities for concealment.
- b) To encourage natural and passive surveillance of the street and public domain.
- c) Dwelling design should encourage overlooking of primary and secondary streets as well as other public or communal areas, including the Hill Top Park. This is to be achieved by siting at least one living room to the front of the dwelling (which has an aspect to a primary street) and at least one habitable room to the side or rear (which has an aspect to a secondary street or public open space).
- d) Front fencing to comply with design controls set out in the fencing section of this Part to enable reasonable passive and casual surveillance of the street.
- e) Developments, including open space, are to avoid creating areas for concealment and blank walls facing the street.
- f) Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety and must be designed to minimise opportunities for concealment.
- g) Development applications for subdivision, public open space and community facilities are to incorporate the principles of Crime Prevention Through Environmental Design (CPTED). Refer to the Site Planning and Design Principles section of this Plan for the CPTED principles.

8.3.5.3 Sustainable Building Design

A. Objectives:

- a) Design and build dwellings that are environmentally sustainable in relation to energy and water use.
- b) Maximise opportunities for natural ventilation through building layout.

B. Controls:

- 1) Design of dwelling to be in accordance with energy and water use targets set out under State Environmental Planning Policy – Building Sustainability Index (BASIX). A BASIX Certificate is required for all new residential development.
- 2) Minimum dwelling floor to ceiling heights should be as follows:
 - a) Ground floor habitable rooms of two storey single dwellings – 2.65m;
 - b) Upper floors and all non-habitable rooms – 2.4m;
 - c) Single storey dwellings – 2.65m;
 - d) Attics – 1.5m wall height at edge of room with a 30 degree minimum ceiling slope; and
 - e) All floors of multi-unit dwellings – 2.4m.
- 3) Door and window openings and building/dwelling layout are to encourage adequate cross ventilation and solar access.
- 4) North and west facing windows are to incorporate sunshade awnings/panels or appropriate weather control devices.
- 5) All dwellings are to incorporate an outdoor clothes line/drying area in a sunny location not visible from a street or public place.

Table of Contents

PART A ROAD PATTERN IN THE VICINITY BORONIA ROAD, ST MARYS NORTH	22
---	---------------

LAND TO WHICH SECTION APPLIES:	22
---	---------------

DEVELOPMENT CONTROLS	22
---------------------------------	---------------

E15 PART B ST MARYS TOWN CENTRE	2
--	----------

15.1. LAND USE CONTROLS	8
--------------------------------	----------

15.1.1. RESIDENTIAL DEVELOPMENT CONTROLS	8
--	---

15.1.2. MIXED USE DEVELOPMENT CONTROLS	9
--	---

15.2. BUILT FORM CONTROLS	11
----------------------------------	-----------

15.2.1. BUILDING TO STREET ALIGNMENT AND STREET SETBACKS	15
--	----

15.2.2. STREET FRONTAGE HEIGHTS	17
---------------------------------	----

15.2.3. MAXIMUM BUILDING HEIGHTS AND LOT LAYOUT REQUIREMENTS	23
--	----

15.2.4. BUILDING DEPTH AND BULK	23
---------------------------------	----

15.2.5. BOUNDARY SETBACKS AND BUILDING SEPARATION	24
---	----

15.2.6 SITE COVERAGE AND DEEP SOIL ZONES	25
--	----

15.2.7. LANDSCAPE DESIGN	26
--------------------------	----

15.2.8. PLANTING ON STRUCTURES	29
--------------------------------	----

15.3 OTHER CONTROLS	29
----------------------------	-----------

15.3.1. PEDESTRIAN AMENITY	29
----------------------------	----

15.3.2 ACCESS, PARKING AND SERVICING	38
--------------------------------------	----

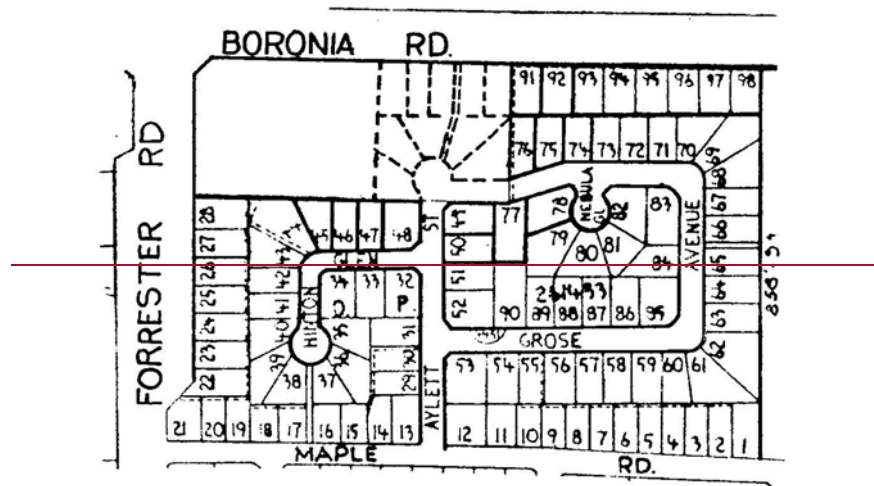
15.3.3 PRECINCT CONTROLS	44
--------------------------	----

Part A Road Pattern in the vicinity Boronia Road, St Marys North

Land to which Section Applies:

This section applies to the following land:

Figure E15.1: Subdivision Pattern for the land in the vicinity of Boronia Road, St Marys



Development Controls

Any subdivision proposal for the subject land should follow the above subdivision pattern, as shown in Figure E15.1.

E15 Part B St Marys Town Centre

A. Background

This section applies to development on land covered by the St Marys Town Centre as shown in Figure E15.2. This section provides specific controls for the St Marys Town Centre in addition to the general controls elsewhere in this DCP.

The aim of the controls in this section of the DCP is to provide more detailed provisions for development in the St Marys Town Centre that will:

- Contribute to the growth and character of St Marys;
- Deliver a balanced social, economic and environmental outcome; and
- Protect and enhance the public domain.

B. General Objectives

- To facilitate the revitalisation of St Marys Town Centre by promoting redevelopment and urban sustainability;

2.7 Proposed Road Pattern Designs

The following developments are covered by this section:

Development patterns shall be consistent with the road patterns as shown in Figures D2.15 to D2.18:

Figure D2.15: Proposed road pattern for Kohlenberg Close in the vicinity of Brougham Street, Emu Plains

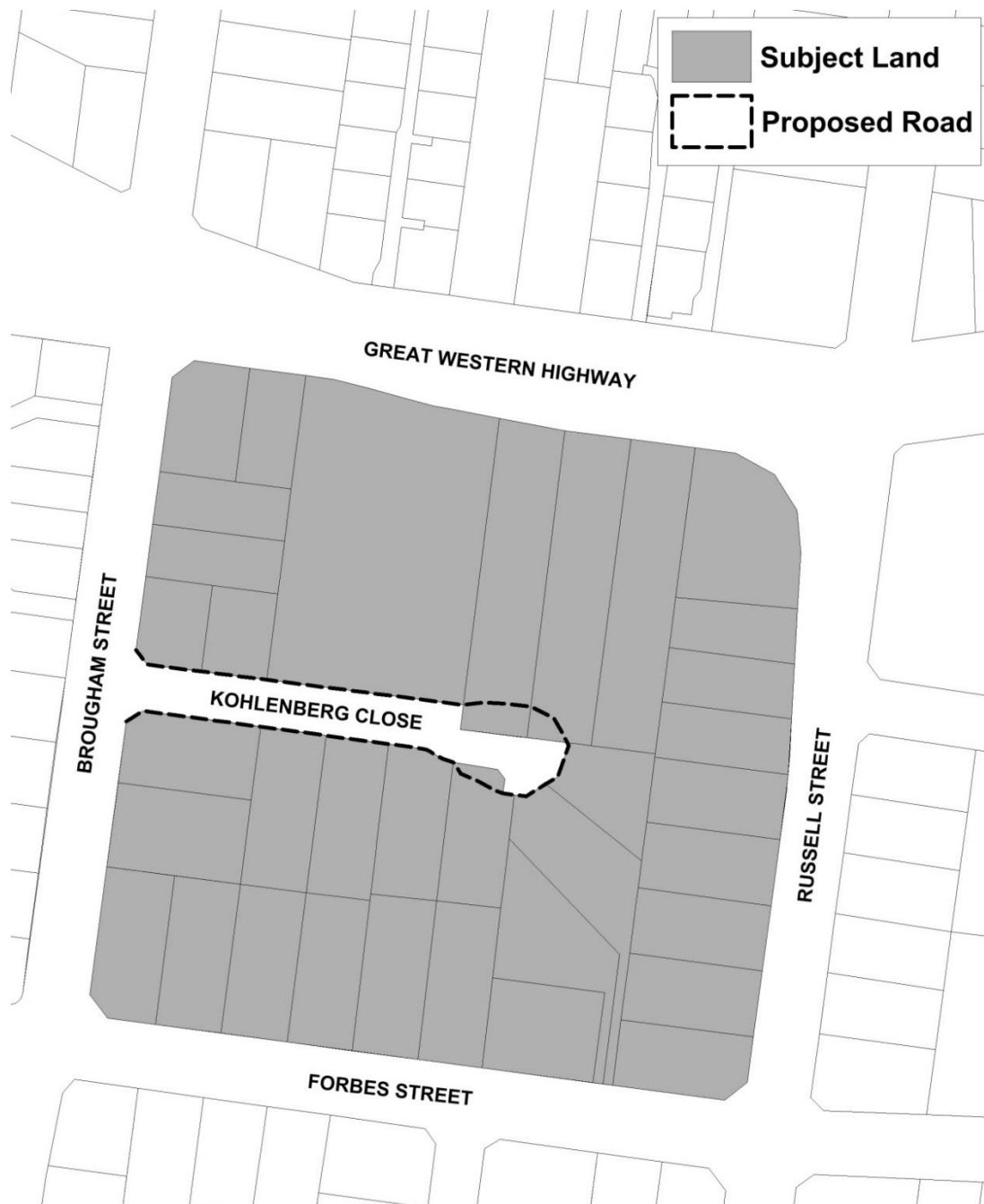


Figure D2.16: Proposed road pattern for Acorn Street in the vicinity of Grey Street, Emu Plains



Figure D2.17: Proposed road pattern in the vicinity of Towle Close, Emu Plains



Figure D2.18: Proposed road pattern in the vicinity of Stock Avenue, Kingswood



This section provides specific controls for development where specific road patterns have been identified. In the event of any inconsistency between this section and the rest of this DCP, the requirements of this section prevail.

A. Objectives

1. To facilitate the creation and construction of public roads,
2. To create a strong nexus between public roads and future development,
3. To maintain and enhance the amenity, safety and access of these public roads.

B. Controls

1) Street Frontage

Development on land that abuts a proposed road (as shown in Figure D2.15 to D2.18) shall be oriented to the proposed road and provide pedestrian and vehicular access to the proposed road.

2) Fencing

Any fencing along the frontage to the proposed road must be “see-through” construction.

Fencing of a “see-through” construction includes:

1. Panels set into a timber frame or between brick piers; where
2. Any solid base is not taller than 1m; and
3. Panels are spaced pickets or palings, or lattice.

3) Landscaping

Despite the landscaped area controls contained elsewhere within Section D2 of this Development Control Plan:

A maximum of 10% reduction in the minimum landscaped area requirement may apply to development of the specified sites where an application proposes construction of the proposed road and subsequent dedication of the land.