

Table of Contents

Table of Contents

A. Introduction

- 1.1 What is the name of this Plan?
- 1.2 What does the Plan seek to achieve?
- 1.3 Where does the Plan apply?
- 1.4 Relationship of this Plan to the LEP and other plans and policies
- 1.5 Repeal of plans
- 1.6 How is the Plan structured?
- 1.7 Where do I find the relevant controls?
- 1.8 What is the date of commencement for the Plan?

B. DCP Principles

- 1.1. Background
 - 1.1.1. Council's Commitment to Sustainability
 - 1.1.2 Sustainability and Development Control
 - 1.1.3 Key Principles for this Plan
 - 1.1.4 How to Use these Principles
- 1.2. Principles

C1 Site Planning and Design Principles

- 1.1 Site Planning
 - 1.1.1 Site Analysis
 - 1.1.2 Key Areas with Scenic and Landscape Values
- 1.2 Design Principles
 - 1.2.1 Application of Certification System
 - 1.2.2 Built Form - Energy Efficiency and Conservation
 - 1.2.3 Building Form - Height, Bulk and Scale
 - 1.2.4. Responding to the Site's Topography and Landform
 - 1.2.5 Safety and Security (Principles of Crime Prevention through Environmental Design)
 - 1.2.6 Maximising Access and Adaptability
 - 1.2.7 Adult Change Facilities

C2 Vegetation Management

- 2.1 Preservation of Trees and Vegetation
- 2.2 Biodiversity Corridors and Areas of Remnant Indigenous Vegetation in Non-Urban Areas
- 2.3 Bushfire Management

C3 Water Management

- 3.1 The Water Cycle/Water Conservation
- 3.2 Catchment Management and Water Quality
- 3.3 Watercourses, Wetlands and Riparian Corridors

- 3.4 Groundwater
- 3.5 Flood Planning
- 3.6 Stormwater Management and Drainage
- 3.7 Water Retention Basins / Dams
- 3.8 Rainwater / Storage Tanks

C4 Land Management

- 4.1 Site Stability and Earthworks
- 4.2 Landfill
- 4.3 Erosion and Sedimentation
- 4.4 Contaminated Lands
 - 4.4.1 Preventing Contamination
 - 4.4.2 Triggers for Contamination Investigation
 - 4.4.3 Stages of Contamination Investigation
 - 4.4.4 Site Audit
 - 4.4.5 Remediation Procedures
 - 4.4.6 Clean Up Notices
 - 4.4.7 Council Records and Community Information
- 4.5 Salinity

C5 Waste Management

- 5.1 Waste Management Plans
- 5.2 General Controls
 - 5.2.1 Site Management
 - 5.2.2 Selection of Building Materials
 - 5.2.3 Designing for Waste Minimisation
 - 5.2.4 Siting and Design of Waste Storage and Collection Areas
 - 5.2.5 Management of Waste Storage and Collection Areas
- 5.3 Development Specific Controls
 - 5.3.1 Residential Development Controls
 - 5.3.2 Mixed Use Development Controls
 - 5.3.3 Non-Residential Development Controls
- 5.4 Hazardous Waste Management
- 5.5 On-Site Sewage Management

C6 Landscape Design

- 6.1 Controls
 - 6.1.1 Development Process
 - 6.1.2 Protection of the Environment
 - 6.1.3 Neighbourhood Amenity and Character
 - 6.1.4 Site Amenity
 - 6.1.5 Construction

C7 Culture and Heritage

- 7.1 European Heritage

Table of Contents

- 7.1.1 Determining the Impact on Heritage Significance
- 7.1.2 Heritage Items
- 7.1.3 Heritage Conservation Areas
- 7.1.4 Design Guidelines
- 7.1.5 Development in the Vicinity of a Heritage Item or Conservation Area
- 7.1.6 Archaeological Sites
- 7.1.7 Potential Heritage Items
- 7.1.8 Demolition
- 7.1.9 Archival Recording
- 7.1.10 Business, Office and Retail Buildings
- 7.1.11 Conservation Incentives and Fee Concessions
- 7.2 Aboriginal Culture and Heritage
- 7.3 Significant Trees and Gardens

C8 Public Domain

- 8.1. Pedestrian Amenity
- 8.2. Street Furniture
- 8.3. Lighting
- 8.4. Outdoor Dining and Trading Areas
- 8.5. Public Art

C9 Advertising and Signage

- Introduction
- 9.1. General Requirements for Signs
- 9.2. Signs in the Vicinity of Heritage Items
- 9.3. Residential, Rural and Environmental Zones (E3 and E4)
- 9.4. Commercial, Mixed Use and Industrial Zones
- 9.5. Open Space Zones (Public and Private Recreation)
- 9.6. Special Event Advertising

C10 Transport, Access and Parking

- 10.1. Transport and Land Use
- 10.2. Traffic Management and Safety
- 10.3. Key Transport Corridors
- 10.4. Roads
- 10.5. Parking, Access and Driveways
 - 10.5.1. Parking
 - 10.5.2. Access and Driveways
- 10.6. Pedestrian Connections
- 10.7. Bicycle Facilities

C11 Subdivision

- 11.1. General Subdivision Requirements
- 11.2. Rural Subdivision
- 11.3. Residential Subdivision

- 11.3.1. Allotment Orientation
- 11.3.2. Site Frontage
- 11.3.3. Allotment Dimensions
- 11.3.4. Road Network
- 11.3.5. Road Design and Construction
- 11.3.6. Landscaping and Site Design
- 11.3.7. Services
- 11.3.8. Drainage
- 11.3.9. Public Open Space
- 11.3.10. Environmental Site Management
- 11.4. Industrial Subdivision
 - 11.4.1. Subdivision – Lot Standards
 - 11.4.2. Subdivision – Access Roads
 - 11.4.3. Subdivision – Other Requirements

C12 Noise and Vibration

- 12.1. Road Traffic Noise
- 12.2. Rail Traffic Noise and Vibration
- 12.3. Aircraft Noise
- 12.4. Industrial and Commercial Development
- 12.5. Rural Development
- 12.6. Open Air Entertainment
- 12.7. Vibration and Blasting

C13 Infrastructure and Services

- 13.1. Location of Easements for Infrastructure
- 13.2. Utilities and Service Provision
- 13.3. On Site Sewage Management
- 13.4. Engineering Works and Construction Standards
- 13.5. Development adjacent to the Sydney catchment authority controlled areas – the warragamba pipelines

C14 Urban Heat Management

- 14.1. Urban Heat Management
- 14.2. Cooling with Landscaping
- 14.3. Cool Colours and Materials
- 14.4. Cooling through Building Design
- 14.5. Optimising Mechanical Heating and Cooling

D1 Rural Land Uses

- 1.1. Rural Character
- 1.2. Rural Dwellings and Outbuildings
 - 1.2.1. Siting and Orientation of Dwellings and Outbuildings
 - 1.2.2. Setbacks and Building Separations
 - 1.2.3. Site Coverage, Bulk and Massing
 - 1.2.4. Height, Scale and Design

Table of Contents

1.2.5 Dual Occupancy Dwellings	2.2.12 Building Design
1.2.6 Secondary Dwellings	2.2.13 Energy Efficiency
1.2.7 Materials and Colours	2.2.14 Design of Dwellings And Private Courtyards
1.2.8 Land in the Vicinity of Proposed Second Sydney Airport	2.2.15 Garage Design
1.3. Farm Buildings	2.2.16 Garden Design
1.3.1 Siting and Orientation	2.2.17 Paving Design
1.3.2 Floor Space, Height and Design	2.2.18 Fences and Retaining Walls
1.3.3 Materials and Colours	2.2.19 Visual and Acoustic Privacy and Outlook
1.4. Agricultural Development	2.2.20 Safety and Security
1.4.1. Extensive Agriculture	2.2.21 Accessibility and Adaptability
1.4.2. Intensive Livestock Agriculture	2.2.22 Storage and Services
1.4.3. Poultry Farms, Piggeries, Feedlots and Dairies	2.3. Secondary Dwellings
1.4.4. Animal Boarding or Training Establishments	2.3.1 General
1.4.5. Aquaculture	2.3.2 Site Coverage
1.4.6. Horticulture	2.3.3 Siting and Design
1.5. Non-Agricultural Development	2.3.4 Private Open Space
1.5.1. Rural Amenity and Design	2.3.5 Design and Materials
1.5.2. Home Businesses and Home Industries	2.3.6 Facilities
1.5.3. Tourist and Visitor Accommodation	2.4. Multi Dwelling Housing
1.5.4. Rural Industries	2.4.1 Residential Character
1.5.5. Retail Premises	2.4.2 Preferred Configuration for New Dwellings
1.5.6. Truck Parking Areas	2.4.3 Development Site
D2 Residential Development	2.4.4 Urban Form
2.1. Single Dwellings	2.4.5 Front and Rear Setbacks
2.1.1. Residential Character	2.4.6 Building Envelope and Side Setbacks
2.1.2. Setbacks and Building Envelope	2.4.7 Driveways and Parking Areas
2.1.3. Development on Sloping Land	2.4.8 Landscaped Area
2.1.4. Landscaped Area	2.4.9 Solar Planning
2.1.5. Building Design/Site Works	2.4.10 Significant Townscapes and Landscapes
2.1.6. Solar Planning	2.4.11 Corner Sites and Park Frontages
2.1.7. Garden Design and Fences	2.4.12 Building Design
2.1.8. Significant Landscapes	2.4.13 Energy Efficiency
2.1.9. Significant Townscapes	2.4.14 Design of Dwellings and Private Courtyards
2.2. Dual Occupancies	2.4.15 Garage Design
2.2.1. Residential Character	2.4.16 Garden Design
2.2.2. Preferred Configuration for Dual Occupancy Development	2.4.17 Paving Design
2.2.3. Alternative Configuration for Dual Occupancy Development	2.4.18 Fences and Retaining Walls
2.2.4. Urban Form	2.4.19 Visual and Acoustic Privacy and Outlook
2.2.5. Front and Rear Setbacks	2.4.20 Safety and Security
2.2.6. Building Envelope and Side Setbacks	2.4.21 Accessibility and Adaptability
2.2.7. Driveways and Parking Areas	2.4.22 Storage and Services
2.2.8. Landscaped Area	2.5. Residential Flat Buildings
2.2.9. Solar Planning	2.5.1 Residential Character
2.2.10 Significant Landscapes & Townscapes	2.5.2 Preferred Configuration for Residential Flat Buildings
2.2.11 Corner Sites and Park Frontages	2.5.3. The Development Site
	2.5.4. Urban Form
	2.5.5. Landscaped Area
	2.5.6. Front and Rear Setbacks
	2.5.7. Side Setbacks

Table of Contents

- 2.5.8. Visual and Acoustic Privacy and Outlook
- 2.5.9. Solar Planning
- 2.5.10 Significant Townscapes & Landscapes
- 2.5.11 Corner Sites and Park Frontages
- 2.5.12 Building Design
- 2.5.13 Energy Efficiency
- 2.5.14 Design of Dwellings And Private Courtyards
- 2.5.15 Garages
- 2.5.16 Garden Design
- 2.5.17 Paving Design
- 2.5.18 Fences and Retaining Walls
- 2.5.19 Safety and Security
- 2.5.20 Accessibility and Adaptability
- 2.5.21 Storage and Services
- 2.6 Non Residential Developments
- 2.7 Proposed Road Pattern Designs

D3 Commercial and Retail Development

- 3.1. Bulky Good Retailing
- 3.2. Sex Services Premises
- 3.3. Restricted Premises

D4 Industrial Development

- 4.1. Key Precincts
- 4.2. Building Height
- 4.3. Building Setbacks and Landscape
- 4.4. Building Design
- 4.5. Storage of Materials and Chemicals
- 4.6. Accessing and Servicing the Site
- 4.7. Fencing
- 4.8. Lighting

D5 Other Land Uses

- 5.1. Application of Certification System
- 5.2. Child Care Centres
- 5.3. Health Consulting Rooms
- 5.4. Educational Establishments
- 5.5. Parent Friendly Amenities
- 5.6. Places of Public Worship
- 5.7. Vehicle Repair Stations
- 5.8. Cemeteries, Crematoria and Funeral Homes
- 5.9. Extractive Industries
- 5.10 Telecommunication Facilities
- 5.11 Boarding Houses

E Key Precincts

E1 Caddens

- 1.1 About This Section

- 1.1.1 Land to Which This Section Applies
- 1.1.2 Aims of This Section
- 1.1.3 General Objectives
- 1.1.4 Other Relevant Parts of This DCP
- 1.1.5 Other Relevant Sources of Information
- 1.1.6 Concept Plans
- 1.2 Structure Plan
 - 1.2.1 Urban Structure
 - 1.2.2 Character Area Design Principles
 - 1.2.3 Dwelling Yield and Diversity
- 1.3 The Public Domain
 - 1.3.1 Street Network and Design
 - 1.3.2 Street Furniture and Public Art
 - 1.3.3 Pedestrian and Cycle Network
 - 1.3.4 Public Transport
 - 1.3.5 Open Space, Environmental Conservation and Landscape Network
 - 1.3.6 Biodiversity
 - 1.3.7 Aboriginal and European Heritage
 - 1.3.8 Bushfire Hazard Management
 - 1.3.9 Water Cycle Management
 - 1.3.10 Contamination Management
 - 1.3.11 Salinity Management
- 1.4 Residential Development
 - 1.4.1 Subdivision and Neighbourhood Design
 - 1.4.2 Streetscape, Feature Elements and Roof Design
 - 1.4.3 Dwelling Height, Massing and Siting
 - 1.4.4 Building Setbacks
 - 1.4.5 Development Forms
 - 1.4.6 Private Open Space
 - 1.4.7 Site Cover and Landscaped Areas
 - 1.4.8 Fencing
 - 1.4.9 Garages and Access
- 1.5 Environmental and Residential Amenity
 - 1.5.1 Visual Privacy and Acoustic Amenity
 - 1.5.2 Safety and Surveillance
 - 1.5.3 Sustainable Building Design
- 1.6 The Precinct Centre

E2 Claremont Meadows Stage 2

- 2.1. Introduction
 - 2.1.1. Area Covered By This Section
 - 2.1.2 Aims of This Section
- 2.2 Residential Development
 - 2.2.1 Multi Dwelling Housing
 - 2.2.2 Traditional Residential
 - 2.2.3 Large Lot Residential Adjacent To the M4 Motorway
 - 2.2.4 Gateway Site on The Great Western Highway

Table of Contents

- 2.2.5 Home-Based Business Activities
- 2.3 Areas of Ecological Sensitivity
 - 2.3.1 Remnant Bushland
 - 2.3.2 Watercourse and Riparian Corridors
 - 2.3.3 Water Cycle
 - 2.3.4 Salinity
 - 2.3.5 Contaminated Land
 - 2.3.6 Bushfire Hazard
 - 2.3.7 Air Quality
- 2.4 Community Services and Recreation
 - 2.4.1 Neighbourhood Parks
- 2.5 Recognition of Surrounding Land Uses
 - 2.5.1 Major Roads (Werrington Arterial, Great Western Highway and the M4 Motorway)
 - 2.5.2 Integration with Claremont Meadows Stage 1
 - 2.5.3 South Creek Corridor
 - 2.5.4 Former Gipps Street Landfill Site
- 2.6 Public Domain
 - 2.6.1 Management of the Public Domain
 - 2.6.2 Landscape Design
- 2.7 Infrastructure
 - 2.7.1 Streets and Access
 - 2.7.2 Sewer and Water
 - 2.7.3 Energy Supplies
 - 2.7.4 Telecommunications

E3 Cranebrook

Part A Waterside

- 3.1 Waterside Corporate
 - 3.1.1.1 Purpose of This Section
 - 3.1.1.2 Land to Which This Section Applies
 - 3.1.2.3 General Objectives
 - 3.1.3.2 Catchment Water Quality
 - 3.1.3.3 Water Quantity
 - 3.1.3.4 Management of the Lakes System
 - 3.1.4.1 Site and Building Works
 - 3.1.4.2 Access and Parking
 - 3.1.4.3 Acoustic Requirements
 - 3.1.4.4 Streetscape
 - 3.1.4.5 Building Envelopes
 - 3.1.4.6 Built Form – Corner of Andrews and Castlereagh Roads
 - 3.1.4.7 Built Form – Lateral 1
 - 3.1.4.8 Built Form - Neighbourhood Facilities
 - 3.1.4.9 Landscaping and Open Space
 - 3.1.5.1 Management Principles
- 3.2 Waterside Residential
 - 3.2.1.1 Purpose of the Section
 - 3.2.1.2 Land to Which the Section Applies
 - 3.2.1.3 Vision for Waterside

- 3.2.1.4 Aims and Principles of This Section
- 3.2.1.5 Urban Structure and Staging
- 3.2.1.6 Approval Process
- 3.2.1.7 Specific Information Relating To the R1 General Residential and E2 Environmental Conservation Zones
- 3.2.1.8 Wetlands Protection
- 3.2.1.9 Ownership and Management Under The Community Scheme Legislation
- 3.2.2.1 Floodway, Drainage and Site Works
- 3.2.2.2 Urban Design
- 3.2.2.3 Acoustic Requirements
- 3.2.2.4 Landscape Planting and Open Space
- 3.2.2.5 Roads and Car Parking
- 3.2.2.6 Residential Development
 - 3.2.2.6.1 Dwelling Types
 - 3.2.2.6.2 Residential Development Controls

Part B Cranebrook Neighbourhood Centre

- 3.3 Community Land / Group Neighbourhood Centre Cranebrook

Part C Cranebrook Rural Residential Development

- 3.4 Cranebrook Rural Residential Development
 - 3.4.1 Introduction
 - 3.4.1.1 Land to Which This Part Applies
 - 3.4.1.2 General Objectives
 - 3.4.2 Specific Objectives and Policies
 - 3.4.2.1 Access and Roads
 - 3.4.2.2 Subdivision and Layout
 - 3.4.2.3 Built Structures
 - 3.4.2.4 Landscape
 - 3.4.2.5 Community Facilities
 - 3.4.2.6 Services
 - 3.4.2.6.1 Water Supply/Effluent Disposal
 - 3.4.2.6.2 Drainage
 - 3.4.3 Maps

E4 Emu Heights – Blue Mountains Escarpment Siting, Design and Management

Part A – Preliminary

- 4.1 Introduction
 - 4.1.1 Land to which this section applies
 - 4.1.2 Purpose of the Section
 - 4.1.3 Aims and Objectives of this Section
 - 4.1.4 Special Requirements

Part B – Controls

Table of Contents

- 4.2 Siting
- 4.3 Construction and Earthworks
- 4.4 Building Design
 - 4.4.1 Roof Form
 - 4.4.2 Building Height
 - 4.4.3 Doors and Windows
 - 4.4.4 Fences
- 4.5 Building Materials
- 4.6 Building Colours
- 4.7 Services
- 4.8 Access
- 4.9 Landscaping
- 4.10 Bushfire Hazard
- Appendix 1: Maps of Blue Mountains Escarpment Area

E5 Emu Plains

Part A Commercial Area

- 5.1 Introduction
 - 2.1.1 Land to which this Part Applies
- 5.1.2 Aims of this Part
- 5.2 Controls
 - 5.2.1 Commercial Development
 - 5.2.2 Traffic Management
 - 5.2.3 Parking
 - 5.2.4 Residential Development
 - 5.2.5 Pedestrian Access

Part B Russell Street Industrial Area

- 5.3 Introduction
 - 5.3.1 Land to which this Part applies
 - 5.3.2 Aims of this Part
- 5.4 Controls
 - 5.4.1 Site Access
 - 5.4.2 Traffic Management
 - 5.4.3 Land Use and Design Outcomes
 - 5.4.4 Flood Management

E6 Erskine Business Park

- 6.1 Preliminary
 - 6.1.1 Aims And Objectives Of This Section
 - 6.1.2 Land To Which This Section Applies
- 6.2 Subdivision
- 6.3 Site Development And Urban Design
 - 6.3.1 Height
 - 6.3.2 Site Coverage
 - 6.3.3 Setbacks
 - 6.3.4 Urban Design
 - 6.3.5 Signage And Estate Entrance Walls
 - 6.3.6 Lighting

- 6.3.7 Fencing
- 6.3.8 Services
- 6.3.9 Transmission Line Easement
- 6.4 Environmental Quality
 - 6.4.1 Noise Pollution
 - 6.4.2 Air Pollution
 - 6.4.3 Storage, Transportation And/Or Processing Of Chemical Substances
 - 6.4.4 Energy Conservation
 - 6.4.5 Trading/Operating Hours Of Premises
- 6.5 Drainage
 - 6.5.1 Introduction
 - 6.5.2 Western Catchment – South Creek
 - 6.5.3 Eastern Catchment – Ropes Creek
- 6.6 Transport Network
- 6.7 Biodiversity
 - 6.7.1 Biodiversity Conservation Area and Landscape Buffer
- 6.8 Landscaping
 - 6.8.1 Objectives
 - 6.8.2 Controls
- 6.9 Landscape Areas
 - 6.9.1 Objectives
 - 6.9.2 Controls
 - 6.9.3 Requirements
 - 6.9.4 Requirements
 - 6.9.5 Landscape Area Requirements – Oakdale South Industrial Estate

E7 Glenmore Park

Part A – Glenmore Park Stage 1

- 7.1 Preliminary
 - 7.1.1 Land to Which This Part Applies
- 7.2 Glenmore Park Town Centre
 - 7.2.1 Preliminary7.2.2 Character Of The Glenmore Park Local Centre
 - 7.2.3 Urban Context
 - 7.2.4 Land Use Controls
 - 7.2.5 Built Form Controls
 - 7.2.5.1 Background
 - 7.2.5.2 Objectives
 - 7.2.5.3 Street Setbacks and Building Alignment
 - 7.2.5.4 Building Height Controls
 - 7.2.5.5 Building Exteriors
 - 7.2.5.6 Interface with Residential Areas
 - 7.2.5.7 Landscape Design
 - 7.2.5.8 Public Domain
 - 7.2.6 Car Parking and Access
 - 7.2.6.1 Vehicle Footpath Crossings and Driveways
 - 7.2.6.3 On-Site Parking

Table of Contents

- 7.2.6.4 Site Facilities and Services
- 7.2.7 Design Principles
- 7.2.7.1 Energy Efficiency
- 7.2.7.2 Water Management and Water Sensitive Urban Design
- 7.2.8 Waste Management
- 7.2.9 Safety And Security (Crime Prevention Through Environmental Design)
- 7.2.10 Site Topography
- 7.2.11 Other Controls
- 7.2.11.1 Town Square
- 7.2.11.2 Community Centre Building
- 7.3 Glenmore Park Major Land Use
- 7.3.1 Land to Which This Section Applies
- 7.3.2 Purpose of the Section

Part B – Glenmore Park Stage 2

- 7.4.1 Preliminary
- 7.4.1.1 Land to Which This Part Applies
- 7.4.1.2 Relationship to Other Plans and Documents
- 7.4.1.3 Supporting Studies
- 7.4.1.4 How to Use This Section
- 7.4.1.5 Concept Plans
- 7.4.2 Structure Plan
- 7.4.2.1 Introduction
- 7.4.2.2 Urban Structure
- 7.4.2.3 Dwelling Yield
- 7.4.2.4 Dwelling Diversity
- 7.4.3 Public Domain
- 7.4.3.1 Responding to The Site's Natural Features
- 7.4.3.1.1 Corridors
- 7.4.3.1.2 Bushfire Hazard Management
- 7.4.3.1.3 Water Management
- 7.4.3.1.4 Flood Management
- 7.4.3.1.5 Trees
- 7.4.3.1.6 The Northern Road View Shed
- 7.4.3.2 Access and Movement
- 7.4.3.2.1 Urban Structure
- 7.4.3.2.2 Vehicular Movement
- 7.4.3.2.3 Public Transport
- 7.4.3.2.4 Pedestrians and Bicycles
- 7.4.3.3 Streetscapes
- 7.4.3.3.1 Landscape Character
- 7.4.3.3.2 Street Furniture and Public Art
- 7.4.3.3.3 Road Sections
- 7.4.3.4 Open Spaces
- 7.4.3.4.1 Active Open Space
- 7.4.3.4.2 Neighbourhood Parks
- 7.4.3.4.3 Riparian Corridor Edge Parks

- 7.4.3.5 Neighbourhood Precinct
- 7.4.3.5.1 Urban Structure
- 7.4.3.5.2 Urban Character
- 7.4.3.5.3 Retail Built Forms
- 7.4.3.5.4 Primary School
- 7.4.4 Private Domain
- 7.4.4.1 Subdivision
- 7.4.4.2 Shared Driveways
- 7.4.4.3 Site Planning
- 7.4.4.3.1 Principal Private Open Space
- 7.4.4.3.2 Garages and Parking
- 7.4.4.3.3 Building Footprints
- 7.4.4.4 Solar Planning
- 7.4.4.5 Dwelling Design
- 7.4.4.6 Visual and Acoustic Privacy
- 7.4.4.7 Defining Boundaries
- 7.4.4.8 Site Facilities
- 7.4.5 Typical Development Forms
- 7.4.5.1 Apartments
- 7.4.5.2 Terrace Dwellings And Live – Works
- 7.4.5.3 Semi Detached Dwellings
- 7.4.5.4 Studios
- 7.4.5.5 Built To Boundary Dwellings
- 7.4.5.6 Detached Dwellings
- 7.4.5.6.1 Surveyors Creek Catchment
- 7.4.5.6.2 Mulgoa Creek Catchment
- 7.4.5.7 Non-Residential Development

Part C – Glenmore Park Stage 3

- 7.5 Glenmore Park Stage 3
- 7.5.1 Preliminary
- 7.5.1.1 Land to Which This Part Applies
- 7.5.1.2 Relationship to Other Plans and Documents
- 7.5.1.3 Supporting Studies
- 7.5.1.4 How to Use This Section
- 7.5.2 Structure Plan
- 7.5.2.1 Introduction
- 7.5.2.2 Urban Structure
- 7.5.2.3 Dwelling Yield
- 7.5.3 Public Domain
- 7.5.3.1 Responding to the Site's Natural Features
- 7.5.3.1.1 Corridors
- 7.5.3.1.2 Bushfire Hazard Management
- 7.5.3.1.3 Water Management
- 7.5.3.1.4 Flood Management
- 7.5.3.1.5 Trees
- 7.5.3.2 Access and Movement¹
- 7.5.3.2.1 Urban Structure
- 7.5.3.2.3 Public Transport

Table of Contents

- 7.5.3.2.4 Pedestrians and Cyclists
- 7.5.3.3 Streetscapes
 - 7.5.3.3.1 Landscape Character
 - 7.5.3.3.2 Street Furniture and Public Art
 - 7.5.3.3.3 Road Sections
- 7.5.3.4 Open Spaces
 - 7.5.3.4.1 Open Spaces – District Parks
 - 7.5.3.4.2 Open Spaces - Local (Neighbourhood) Parks
 - 7.5.3.4.3 Linear (Riparian Corridor Edge) Parks
- 7.5.3.5 Neighbourhood Precinct
 - 7.5.3.5.1 Urban Structure
 - 7.5.3.5.2 Urban Character
 - 7.5.3.5.3 Retail Built Forms
 - 7.5.3.5.4 Primary School
- 7.5.4 Private Domain
 - 7.5.4.1 Subdivision
 - 7.5.4.2 Dwelling Diversity
 - 7.5.4.3 Shared Driveways
 - 7.5.4.4 Site Planning
 - 7.5.4.4.1 Principal Private Open Space
 - 7.5.4.4.2 Garages and Parking
 - 7.5.4.4.3 Building Footprints
 - 7.5.4.5 Solar Planning
 - 7.5.4.6 Dwelling Design
 - 7.5.4.7 Visual and Acoustic Privacy
 - 7.5.4.8 Defining Boundaries
 - 7.5.4.9 Site Facilities
- 7.5.5 Typical Development Forms
 - 7.5.5.1 Dwellings on R2 Low Density Residential Lots
 - 7.5.5.2 Dwellings on R3 Medium Density Residential Lots
 - 7.5.5.3 Studios
 - 7.5.5.4 Dwellings on C4 Environmental Living Lots
 - 7.5.5.5 Non-Residential Development
- 7.5.6 Lot Development, Earthworks and Grading

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
 - 8.1.2 Aims and Objectives
- 8.2 Development Controls
 - 8.2.1 Building Setbacks

- 8.2.2 Signage
- 8.2.3 Car Parking
- 8.2.4 Vehicular Access
- 8.2.5 Loading Areas
- 8.2.6 Storage Area
- 8.2.7 Building Design and Layout
- 8.2.8 Western Rail Line
- 8.2.9 Landscaping Along the Great Western Highway

Part B The Knoll

- 8.3 Preliminary
 - 8.3.1 Land to Which This Part Applies
 - 8.3.1.1 Relationship to Other Plans and Documents
 - 8.3.1.2 Supporting Studies
 - 8.3.2 Structure Plan
 - 8.3.2.1 Vision for The Knoll
 - 8.3.3 The Public Domain
 - 8.3.3.1 Street Network
 - 8.3.3.2 Pedestrian and Cycle Network
 - 8.3.3.3 Open Space Network
 - 8.3.4 Residential Development
 - 8.3.4.1 Subdivision Design
 - 8.3.4.2 Streetscape, Feature Elements and Roof Design
 - 8.3.4.3 Dwelling Height, Massing and Siting
 - 8.3.4.4 Building Setbacks
 - 8.3.4.5 Development on Sloping Land
 - 8.3.4.6 Studio or Secondary Dwellings
 - 8.3.4.7 Private Open Space
 - 8.3.4.8 Site Coverage and Landscaped Area
 - 8.3.4.9 Fencing
 - 8.3.4.10 Garages And Access
 - 8.3.5 Environmental and Residential Amenity
 - 8.3.5.1 Visual and Acoustic Privacy
 - 8.3.5.2 Safety and Surveillance
 - 8.3.5.3 Sustainable Building Design

E9 Mulgoa Valley

- 9.1 Siting and Built Form controls
 - 9.1.1 Heritage Items and Vistas
 - 9.1.2 Siting
 - 9.1.3 Building Form, Materials and Colours
 - 9.1.4 Planting
 - 9.1.5 Access, Parking and Services
 - 9.1.6 Fences and Entrances
 - 9.1.7 Signage
- 9.2 Other Controls
 - 9.2.1 Mulgoa Road

Table of Contents

9.3 Other Relevant Information

E10 Orchard Hills

- 10.1 Siting and built form controls
 - 10.1.1 Siting and orientation of dwellings and outbuildings
 - 10.1.2 Building form, materials and colours
 - 10.1.3 Vegetation and plantings
 - 10.1.4 Access, parking and services
 - 10.1.5 Fences and entrances
 - 10.1.6 Signage
- 10.2 Other relevant information

E11 Penrith

Part A Penrith City Centre

- 11.1 Preliminary
 - 11.1.1 Area Included Within the Penrith City Centre
 - 11.1.2 Aims and Objectives of This Section
 - 11.1.3 Penrith City Centre Precincts and Character Areas
- 11.2 Building Form
 - 11.2.1 Introduction
 - 11.2.2 Building to Street Alignment and Street Setbacks
 - 11.2.3 Street Frontage Heights
 - 11.2.4 Building Depth and Bulk
 - 11.2.5 Boundary Setbacks and Building Separation
 - 11.2.6 Mixed Use Buildings
 - 11.2.7 Site Cover and Deep Soil Zones
 - 11.2.8 Landscape Design
 - 11.2.9 Planting on Structures
- 11.3 Pedestrian Amenity
 - 11.3.1 Permeability
 - 11.3.2 Active Street Frontages and Address
 - 11.3.3 Awnings
 - 11.3.4 Vehicle Footpath Crossings
 - 11.3.5 Pedestrian Overpasses and Underpasses
 - 11.3.6 Building Exteriors
- 11.4 Access, Parking and Servicing
 - 11.4.1 Pedestrian Access and Mobility
 - 11.4.2 On-Site Parking Options
 - 11.4.3 Site Facilities and Services
- 11.5 Sustainable Development
 - 11.5.1 Reflectivity
 - 11.5.2 Maximising Liveability and Longevity
 - 11.5.3 Reduce Resource Consumption
- 11.6 Controls for Residential Development
 - 11.6.1 Housing Choice and Mix
- 11.7 Controls for Special Areas
 - 11.7.1 Precinct Controls

Part B North Penrith

- 11.8.1 Preliminary
 - 11.8.1.1 Purpose of This Section
 - 11.8.1.2 Land to Which This Section Applies
 - 11.8.1.3 Relationship with Other Planning Documents
 - 11.8.2 Concept Plan
 - 11.8.2.1 Vision
 - 11.8.2.2 Outcomes
 - 11.8.3 Residential Development
 - 11.8.3.1 Housing Density and Diversity
 - 11.8.3.2 Subdivision
 - 11.8.3.3 Building Envelopes
 - 11.8.3.4 Building Design and Articulation
 - 11.8.3.5 Private Open Space and Landscaping
 - 11.8.3.6 Fencing
 - 11.8.3.7 Garages, Site Access and Parking
 - 11.8.3.8 Visual and Acoustic Amenity
 - 11.8.3.9 Specific Provisions - Key Sites
 - 11.8.3.10 Specific Provisions - Residential Flat Buildings
 - 11.8.3.11 Specific Provisions - Ancillary Dwellings
 - 11.8.4 The Village Centre
 - 11.8.4.1 Built Form Controls
 - 11.8.4.2 Access, Parking and Servicing
 - 11.8.5 Thornton Hall
 - 11.8.5.1 Built Form Controls
 - 11.8.6 Industrial Development
 - 11.8.6.1 Built Form Controls
- Appendix A – Example Of Building Envelope Plan
Appendix B – Residential Design Palette

Part C 164 Station Street, Penrith

- 11.1 Site analysis and local context
 - 11.1.1 Land and purpose which section applies
 - 11.1.2 Site Vision
 - 11.1.3 Site Objectives
 - 11.1.4 Local Context
- 11.2 Structure Plan
 - 11.2.1 Urban Structure
 - 11.2.2 Landscape Structure
 - 11.2.3 Character Areas and Urban Precincts
 - 11.2.4 Dwelling Density
 - 11.2.5 Indicative Development Staging
- 11.3 The Public Domain
 - 11.3.1 Street Network and Design
 - 11.3.2 Pedestrian and Cyclist Networks
 - 11.3.3 Public Open Space and Landscape Network
 - 11.3.4 Above Ground Basements

Table of Contents

- 11.4 Residential Development
 - 11.4.1 Key Design Principles
 - 11.4.2 Building Height, Massing and Siting
 - 11.4.3 Building Setbacks
 - 11.4.4 Private Open Space
 - 11.4.5 Mixed Use Buildings
 - 11.4.6 Housing Diversity
- 11.5 Environmental and Residential Amenity
 - 11.5.1 Visual Privacy and Acoustic Amenity
 - 11.5.2 View Corridors
- 11.6 Access, Parking and Servicing
 - 11.6.1 Vehicle Access
 - 11.6.2 Pedestrian Access and Mobility
 - 11.6.3 On-Street Parking Options
 - 11.6.4 Parking Requirements for Residential Apartments
 - 11.6.5 Service Roads and Emergency Vehicles

E12 Penrith Health and Education Precinct

Part A – Hospital Precinct

- 12.1 Background
 - 12.1.1 Area Included Within the Hospital Precinct
 - 12.1.2 Aims of the Controls for the Hospital Precinct
 - 12.1.3 General Objectives
 - 12.1.4 Character Areas
- 12.2 Land Use Controls
 - 12.2.1 Mixed Use Development Controls
- 12.3 Built Form Controls
 - 12.3.1 Street Alignment, Building Height and Setbacks
 - 12.3.2 Building Depth and Bulk
 - 12.3.3 Boundary Setbacks and Building Separation
 - 12.3.5 Building Exteriors
 - 12.3.6 Landscape Design
 - 12.3.7 Planting on Structures
- 12.4 Other Controls
 - 12.4.1 Public Domain
 - 12.4.2 Pedestrian Amenity
 - 12.4.2.1 Permeability
 - 12.4.2.2 Active Street Frontages and Address
 - 12.4.2.3 Safety and Security
 - 12.4.2.4 Awnings
 - 12.4.2.5 Vehicle Footpath Crossings
 - 12.4.3 Car Parking
 - 12.4.4 Site Facilities and Services
- 12.5 Other Information

Part B – Business Park Precinct

- 12.6 Introduction
 - 12.6.1 Area Included In the Business Park Precinct
 - 12.6.2 General Objectives
 - 12.6.3 Requirements for a Concept Plan
 - 12.6.4 Preparation of a Concept Plan
- 12.7 Built Form Controls
 - 12.7.1 Street Alignment and Setbacks
 - 12.7.2 Side and Rear Setbacks
 - 12.7.3 Building Bulk
 - 12.7.4 Building Separation
 - 12.7.5 Site Coverage and Deep Soil Zones
 - 12.7.6 Architectural Excellence
 - 12.7.7 Active Street Frontages
 - 12.7.8 Pedestrian Permeability
 - 12.7.9 Awnings
 - 12.7.10 Landscaping and Fencing
 - 12.7.11 Water and Energy Efficient Design
 - 12.7.12 Traffic, Parking and Site Access

Part C – South Werrington Urban Village Precinct

- 12.8 South Werrington Urban Village
 - 12.8.1 Preliminary
 - 12.8.1.1 Background
 - 12.8.1.2 Land to Which This Section Applies
 - 12.8.1.3 Aims and General Objectives of This Section
 - 12.8.1.4 Supporting Studies
 - 12.8.1.5 Concept Plans
 - 12.8.2 Structure Plan
 - 12.8.2.1 Vision
 - 12.8.2.2 Urban Structure
 - 12.8.2.3 Desired Future Character
 - 12.8.2.4 Dwelling Yields
 - 12.8.3 Public Domain
 - 12.8.3.1 Responding to The Site's Natural Features
 - 12.8.3.2 Transport and Accessibility
 - 12.8.3.3 Streetscapes
 - 12.8.3.4 Passive Open Space and Environmental Conservation Areas
 - 12.8.3.5 Public Facilities
 - 12.8.4 Private Domain
 - 12.8.4.1 Subdivision
 - 12.8.4.2 Site Planning
 - 12.8.4.4 Dwelling Design
 - 12.8.4.5 Visual and Acoustic Privacy
 - 12.8.4.6 Fencing
 - 12.8.4.7 Site Facilities
 - 12.8.5 Residential Development Forms
 - 12.8.5.1 All Housing Types
 - 12.8.5.2 Integrated Housing

Table of Contents

- 12.8.5.3 Apartments
- 12.8.5.4 Attached Dwellings
- 12.8.5.5 Semi Detached Dwellings
- 12.8.5.6 Studios
- 12.8.5.7 Detached Dwellings
- 12.8.5.8 Built To Boundary Dwellings
- 12.8.6 Development for Employment Purposes

Part D - Werrington Mixed-Use Area

- 12.9.1 Preliminary
 - 12.9.1.1 Land to Which This Section Applies
 - 12.9.1.2 Aims of This Section
- 12.9.2 Concept Plans
 - 12.9.2.1 Requirements for a Concept Plan
 - 12.9.2.2 Concept Plan Strategies
 - 12.9.2.3 Adoption of a Concept Plan
 - 12.9.2.4 Form of a Concept Plan
- 12.9.3 Urban Design
 - 12.9.3.1 Land Use and Activities
 - 12.9.3.2 Pattern of Streets, Open Spaces and Community Facilities
 - 12.9.3.3 Pattern of Street-Blocks and Subdivision
 - 12.9.3.4 Pattern of Built Form and Landscaped Areas
 - 12.9.3.5 Public Domain
- 12.9.4 Sustainability
 - 12.9.4.1 Social and Economic
 - 12.9.4.2 Biodiversity: Flora and Fauna
 - 12.9.4.3 Water Cycle
 - 12.9.4.4 Air Quality
- 12.9.5 Public Transport
- 12.9.6 Site Features
 - 12.9.6.1 Topography and Soils
- 12.9.7 Infrastructure Services
 - 12.9.7.1 Street Networks
 - 12.9.7.2 Principal and Secondary Site Roads
 - 12.9.7.3 Pedestrian and Cycle Access
 - 12.9.7.4 Energy Supplies
 - 12.9.7.5 Community Services and Recreation
 - 12.9.7.6 Landscape Design
- 12.9.8 Residential Development
 - 12.9.8.1 Residential Density
 - 12.9.8.2 Residential Amenity
 - 12.9.8.3 Crime Prevention and Community Safety
 - 12.9.8.4 Population and Housing
 - 12.9.8.5 Home-Based Business Activities
 - 12.9.8.6 Retail and Business Services
 - 12.9.8.7 Parking

E13 Riverlink Precinct

Part A Riverlink Excluding Panthers Penrith Site

- 13.1 Urban Framework
 - 13.1.1 Landscape Structure
- 13.2 Connectivity
 - 13.2.1 Permeability
 - 13.2.2 Pedestrian and Cycle Network
- 13.3 Built Form
 - 13.3.1 Street Alignment and Setbacks
 - 13.3.2 Active Street Frontages
- 13.4 Future Character Strategy for Sub Precincts
 - 13.4.1 River Gateway
 - 13.4.2 Tourism and Recreation Precinct
 - 13.4.2.1 2 Tench Avenue, Jamisontown

Part B Panthers Penrith Precinct

- 13.5 Panthers Penrith Site
 - 13.5.1 Background
 - 13.5.2 Riverlink Precinct Plan
- 13.6 Panthers Penrith Precinct Vision
 - 13.6.1 Panthers Penrith Precinct Vision
 - 13.6.2 Precinct Objectives
- 13.7 Urban Framework
 - 13.7.1 Structure Plan
 - 13.7.2 Landscape Structure
- 13.7.3 Sub Precincts
- 13.7.4 Views
- 13.7.5 Public Art Strategy
- 13.8 Connectivity
 - 13.8.1 Street Design and Character
 - 13.8.2 Pedestrian and Cycle Network
 - 13.8.3 Public Transport
 - 13.8.4 Traffic, Parking and Site Access
- 13.9 Built Form
 - 13.9.1 Street Alignment and Setbacks
 - 13.9.2 Active Street Frontages
 - 13.9.3 Awnings
 - 13.9.4 Building Depth and Bulk
 - 13.9.5 Building Articulation
 - 13.9.6 Architectural Excellence
- 13.10 Delivery
 - 13.10.1 Flooding and Drainage
 - 13.10.2 Utilities
 - 13.10.3 Staging

E14 St Clair

- 14.1 Land at Banks Drive and Mamre Road
 - 14.1.1 Land to which this section applies
 - 14.1.2 Aims of this Section
 - 14.1.3 Development Standards

Table of Contents

- 14.1.3.1 Setbacks
- 14.1.3.2 Access
- 14.2 Land at Cook Parade
- 14.2.1 Land to which this section applies
- 14.2.2 Aims of this Section

E15 St Marys

Part A St Marys Town Centre

- 15.1. Land Use Controls
 - 15.1.1 Residential Development Controls
 - 15.1.2 Mixed Use Development Controls
- 15.2. Built Form Controls
 - 15.2.1 Building to Street Alignment and Street Setbacks
 - 15.2.2 Street Frontage Heights
 - 15.2.3 Maximum Building Heights and Lot Layout Requirements
 - 15.2.4 Building Depth and Bulk
 - 15.2.5 Boundary Setbacks and Building Separation
 - 15.2.6 Site Coverage and Deep Soil Zones
 - 15.2.7 Landscape Design
 - 15.2.8 Planting on Structures
- 15.3. Other Controls
 - 15.3.1 Pedestrian Amenity
 - 15.3.2 Access, Parking and Servicing
 - 15.3.3 Precinct Controls

E16 Sydney Science Park

- 16 Sydney Science Park
- 16.1 Sydney Science Park Vision
- 16.2 Urban Structure
 - 16.2.1 Precinct Plan
 - 16.2.1.1 Overview
 - 16.2.1.2 Character Areas
 - 16.2.1.3 Requirement for a Precinct Plan
 - 16.2.2 Connectivity
 - 16.2.2.1 Street Network
 - 16.2.2.2 Public Transport
 - 16.2.2.3 Pedestrian and Cycle Network
 - 16.2.3 Public Domain and Landscape
 - 16.2.4 Public Art Strategy
 - 16.2.5 Stormwater Management and Water Sensitive Urban Design
 - 16.2.5 Amelioration of Natural Hazards
 - 16.2.6 Aboriginal Archaeological Sites
- 16.3 Built Form
 - 16.3.1 Employment Uses

- 16.3.1.1 Street A, Building Height and Setbacks
- 16.3.1.2 Active Street Frontages
- 16.3.1.3 Building Depth and Bulk
- 16.3.1.4 Architectural Excellence
- 16.3.1.5 Site Coverage and Deep Soil Zones
- 16.3.1.6 Pedestrian Permeability
- 16.3.1.7 Awnings
- 16.3.1.8 Interim and Temporary Uses
- 16.3.2 Residential Uses
 - 16.3.2.1 Housing Types
- 16.3.3 Water and Energy Efficient Design

E17 Orchard Hills North

- 1 INTRODUCTION
 - 1.1 Land to which this DCP applies
 - 1.2 Aims of this Section
 - 1.3 Relationship to other parts of Penrith DCP
- 2 STRUCTURE PLAN – ORCHARD HILLS NORTH
 - 2.1 Vision
 - 2.2 General objectives
 - 2.3 Character Areas
- 3 TRANSPORT, MOBILITY AND STREET NETWORK
 - 3.1 Street network
 - 3.2 Caddens Road
 - 3.3 North-South Road Corridor
 - 3.4 East-West Road Corridor
 - 3.5 Intersection Treatments
 - 3.6 Existing Roads – Castle Road, Ulm Road, Kingswood Road
 - 3.7 Pedestrian and cycle network
 - 3.8 Public transport
- 4 PUBLIC REALM
 - 4.1 Public realm
 - 4.2 Active local open space
 - 4.3 Passive local open space
 - 4.4 Bushland open space
 - 4.5 Riparian corridor open space
 - 4.6 Biodiversity
 - 4.7 Street Furniture and public art
 - 4.8 Street landscaping
 - 4.9 Rural Fire Service facility
 - 4.10 Canopy Cover

Table of Contents

5	RESIDENTIAL DEVELOPMENT	18.2.7 INTERFACE WITH THE TRANSMISSION LINE EASEMENT
5.1	Subdivision and neighbourhood design	18.2.8 INTERFACE WITH THE OUTER SYDNEY ORBITAL
5.2	Site grading, earthworks and retaining walls	18.3 ENVIRONMENTAL QUALITY
5.3	Developing on sloping land	18.3.1 STRATEGIC CONSERVATION AREAS AND AVOIDED LANDS
5.4	General residential built form design	18.3.2 NOISE POLLUTION
5.5	Residential typology and built form	18.3.3 AIR POLLUTION
5.6	Shop top housing	18.3.4 TRADING/OPERATING HOURS OF PREMISES
5.7	Dwellings located in Precinct 6	18.3.5 STORAGE, TRANSPORTATION AND/OR PROCESSING OF CHEMICAL SUBSTANCES
5.8	Secondary dwellings	18.4 ROAD NETWORK AND SITE ACCESS
5.9	Dual occupancy	18.5 ACCESS AND PARKING
5.10	Multi dwelling housing	18.6 INTEGRATED WATER CYCLE MANAGEMENT
5.11	Private open space	18.7 FLOOD PRONE LAND
5.12	Fencing	APPENDIX A WATERWAY HEALTH OBJECTIVES
5.13	Garages, driveways, parking and access	
5.14	Shared driveways	
5.15	Residential amenity	
5.16	Safety and surveillance	
6	VILLAGE CENTRE	
6.1	Urban Layout Context	
6.2	Land use and built form	
7	OTHER	
7.1	Urban heat island	
7.2	Water cycle management, basins and flooding	
7.3	Contaminated land management	
7.4	Development staging	
8	REFERENCES	

F. Other relevant information

Appendix F1: Definitions

Appendix F2: Development Process

Appendix F3: DA Submission Requirements

Appendix F4: Technical Information

E18 Luddenham Road Industrial Business Park

18.1 INTRODUCTION
18.1.1 AREA INCLUDED IN THE LUDDENHAM ROAD INDUSTRIAL BUSINESS PARK
18.2 SITE DEVELOPMENT AND URBAN DESIGN
18.2.1 BUILDING SETBACKS
18.2.2 LANDSCAPING
18.2.3 BUILDING AND URBAN DESIGN
18.2.4 SIGNAGE AND ESTATE ENTRANCE WALLS
18.2.5 LIGHTING
18.2.6 SERVICES

Table of Contents

Table of Contents

A. Introduction

- 1.1 What is the name of this Plan?
- 1.2 What does the Plan seek to achieve?
- 1.3 Where does the Plan apply?
- 1.4 Relationship of this Plan to the LEP and other plans and policies
- 1.5 Repeal of plans
- 1.6 How is the Plan structured?
- 1.7 Where do I find the relevant controls?
- 1.8 What is the date of commencement for the Plan?

B. DCP Principles

- 1.1. Background
 - 1.1.1. Council's Commitment to Sustainability
 - 1.1.2 Sustainability and Development Control
 - 1.1.3 Key Principles for this Plan
 - 1.1.4 How to Use these Principles
- 1.2. Principles

C1 Site Planning and Design Principles

- 1.1 Site Planning
 - 1.1.1 Site Analysis
 - 1.1.2 Key Areas with Scenic and Landscape Values
- 1.2 Design Principles
 - 1.2.1 Application of Certification System
 - 1.2.2 Built Form - Energy Efficiency and Conservation
 - 1.2.3 Building Form - Height, Bulk and Scale
 - 1.2.4. Responding to the Site's Topography and Landform
 - 1.2.5 Safety and Security (Principles of Crime Prevention through Environmental Design)
 - 1.2.6 Maximising Access and Adaptability
 - 1.2.7 Adult Change Facilities

C2 Vegetation Management

- 2.1 Preservation of Trees and Vegetation
- 2.2 Biodiversity Corridors and Areas of Remnant Indigenous Vegetation in Non-Urban Areas
- 2.3 Bushfire Management

C3 Water Management

- 3.1 The Water Cycle/Water Conservation
- 3.2 Catchment Management and Water Quality
- 3.3 Watercourses, Wetlands and Riparian Corridors

- 3.4 Groundwater
- 3.5 Flood Planning
- 3.6 Stormwater Management and Drainage
- 3.7 Water Retention Basins / Dams
- 3.8 Rainwater / Storage Tanks

C4 Land Management

- 4.1 Site Stability and Earthworks
- 4.2 Landfill
- 4.3 Erosion and Sedimentation
- 4.4 Contaminated Lands
 - 4.4.1 Preventing Contamination
 - 4.4.2 Triggers for Contamination Investigation
 - 4.4.3 Stages of Contamination Investigation
 - 4.4.4 Site Audit
 - 4.4.5 Remediation Procedures
 - 4.4.6 Clean Up Notices
 - 4.4.7 Council Records and Community Information
- 4.5 Salinity

C5 Waste Management

- 5.1 Waste Management Plans
- 5.2 Development Specific Controls
 - 5.2.1 Siting and Design of Waste Bin Storage Areas for Residential Development
 - 5.2.2 Residential Development Controls
 - 5.2.3 Mixed Use Development Controls
 - 5.2.4 Non-Residential Development Controls
- 5.3 General Controls
 - 5.3.1 Site Management
 - 5.3.2 Selection of Building Materials
 - 5.3.3 Designing for Waste Minimisation
 - 5.3.4 Siting and Design of Waste Storage and Collection Areas
 - 5.3.5 Management of Waste Storage and Collection Areas
- 5.4 Hazardous Waste Management
- 5.5 On-Site Sewage Management

C6 Landscape Design

- 6.1 Controls
 - 6.1.1 Development Process
 - 6.1.2 Protection of the Environment
 - 6.1.3 Neighbourhood Amenity and Character
 - 6.1.4 Site Amenity
 - 6.1.5 Construction

Table of Contents

C7 Culture and Heritage

- 7.1 European Heritage
 - 7.1.1 Determining the Impact on Heritage Significance
 - 7.1.2 Heritage Items
 - 7.1.3 Heritage Conservation Areas
 - 7.1.4 Design Guidelines
 - 7.1.5 Development in the Vicinity of a Heritage Item or Conservation Area
 - 7.1.6 Archaeological Sites
 - 7.1.7 Potential Heritage Items
 - 7.1.8 Demolition
 - 7.1.9 Archival Recording
 - 7.1.10 Business, Office and Retail Buildings
 - 7.1.11 Conservation Incentives and Fee Concessions
- 7.2 Aboriginal Culture and Heritage
- 7.3 Significant Trees and Gardens

C8 Public Domain

- 8.1. Pedestrian Amenity
- 8.2. Street Furniture
- 8.3. Lighting
- 8.4. Outdoor Dining and Trading Areas
- 8.5. Public Art

C9 Advertising and Signage

- Introduction
- 9.1. General Requirements for Signs
- 9.2. Signs in the Vicinity of Heritage Items
- 9.3. Residential, Rural and Environmental Zones (E3 and E4)
- 9.4. Commercial, Mixed Use and Industrial Zones
- 9.5. Open Space Zones (Public and Private Recreation)
- 9.6. Special Event Advertising

C10 Transport, Access and Parking

- 10.1. Transport and Land Use
- 10.2. Traffic Management and Safety
- 10.3. Key Transport Corridors
- 10.4. Roads
- 10.5. Parking, Access and Driveways
 - 10.5.1. Parking
 - 10.5.2. Access and Driveways
- 10.6. Pedestrian Connections
- 10.7. Bicycle Facilities

C11 Subdivision

- 11.1. General Subdivision Requirements
- 11.2. Rural Subdivision
- 11.3. Residential Subdivision
 - 11.3.1. Allotment Orientation
 - 11.3.2. Site Frontage
 - 11.3.3. Allotment Dimensions
 - 11.3.4. Road Network
 - 11.3.5. Road Design and Construction
 - 11.3.6. Landscaping and Site Design
 - 11.3.7. Services
 - 11.3.8. Drainage
 - 11.3.9. Public Open Space
 - 11.3.10. Environmental Site Management
- 11.4. Industrial Subdivision
 - 11.4.1. Subdivision – Lot Standards
 - 11.4.2. Subdivision – Access Roads
 - 11.4.3. Subdivision – Other Requirements

C12 Noise and Vibration

- 12.1. Road Traffic Noise
- 12.2. Rail Traffic Noise and Vibration
- 12.3. Aircraft Noise
- 12.4. Industrial and Commercial Development
- 12.5. Rural Development
- 12.6. Open Air Entertainment
- 12.7. Vibration and Blasting

C13 Infrastructure and Services

- 13.1. Location of Easements for Infrastructure
- 13.2. Utilities and Service Provision
- 13.3. On Site Sewage Management
- 13.4. Engineering Works and Construction Standards
- 13.5. Development adjacent to the Sydney catchment authority controlled areas – the warragamba pipelines
- C14 Urban Heat Management
 - 14.1. Urban Heat Management
 - 14.2. Cooling with Landscaping
 - 14.3. Cool Colours and Materials
 - 14.4. Cooling through Building Design
 - 14.5. Optimising Mechanical Heating and Cooling

D1 Rural Land Uses

- 1.1. Rural Character
- 1.2. Rural Dwellings and Outbuildings
 - 1.2.1. Siting and Orientation of Dwellings and Outbuildings

Table of Contents

1.2.2 Setbacks and Building Separations	2.2.9. Solar Planning
1.2.3 Site Coverage, Bulk and Massing	2.2.10 Significant Landscapes & Townscapes
1.2.4 Height, Scale and Design	2.2.11 Corner Sites and Park Frontages
1.2.5 Dual Occupancy Dwellings	2.2.12 Building Design
1.2.6 Secondary Dwellings	2.2.13 Energy Efficiency
1.2.7 Materials and Colours	2.2.14 Design of Dwellings And Private Courtyards
1.2.8 Land in the Vicinity of Proposed Second Sydney Airport	2.2.15 Garage Design
1.3. Farm Buildings	2.2.16 Garden Design
1.3.1 Siting and Orientation	2.2.17 Paving Design
1.3.2 Floor Space, Height and Design	2.2.18 Fences and Retaining Walls
1.3.3 Materials and Colours	2.2.19 Visual and Acoustic Privacy and Outlook
1.4 Agricultural Development	2.2.20 Safety and Security
1.4.1. Extensive Agriculture	2.2.21 Accessibility and Adaptability
1.4.2. Intensive Livestock Agriculture	2.2.22 Storage and Services
1.4.3. Poultry Farms, Piggeries, Feedlots and Dairies	2.3 Secondary Dwellings
1.4.4. Animal Boarding or Training Establishments	2.3.1 General
1.4.5. Aquaculture	2.3.2 Site Coverage
1.4.6. Horticulture	2.3.3 Siting and Design
1.5. Non-Agricultural Development	2.3.4 Private Open Space
1.5.1. Rural Amenity and Design	2.3.5 Design and Materials
1.5.2. Home Businesses and Home Industries	2.3.6 Facilities
1.5.3. Tourist and Visitor Accommodation	2.4 Multi Dwelling Housing
1.5.4. Rural Industries	2.4.1 Residential Character
1.5.5. Retail Premises	2.4.2 Preferred Configuration for New Dwellings
1.5.6. Truck Parking Areas	2.4.3 Development Site
D2 Residential Development	2.4.4 Urban Form
2.1 Single Dwellings	2.4.5 Front and Rear Setbacks
2.1.1. Residential Character	2.4.6 Building Envelope and Side Setbacks
2.1.2. Setbacks and Building Envelope	2.4.7 Driveways and Parking Areas
2.1.3. Development on Sloping Land	2.4.8 Landscaped Area
2.1.4. Landscaped Area	2.4.9 Solar Planning
2.1.5. Building Design/Site Works	2.4.10 Significant Townscapes and Landscapes
2.1.6. Solar Planning	2.4.11 Corner Sites and Park Frontages
2.1.7. Garden Design and Fences	2.4.12 Building Design
2.1.8. Significant Landscapes	2.4.13 Energy Efficiency
2.1.9. Significant Townscapes	2.4.14 Design of Dwellings and Private Courtyards
2.2. Dual Occupancies	2.4.15 Garage Design
2.2.1. Residential Character	2.4.16 Garden Design
2.2.2. Preferred Configuration for Dual Occupancy Development	2.4.17 Paving Design
2.2.3. Alternative Configuration for Dual Occupancy Development	2.4.18 Fences and Retaining Walls
2.2.4. Urban Form	2.4.19 Visual and Acoustic Privacy and Outlook
2.2.5. Front and Rear Setbacks	2.4.20 Safety and Security
2.2.6. Building Envelope and Side Setbacks	2.4.21 Accessibility and Adaptability
2.2.7. Driveways and Parking Areas	2.4.22 Storage and Services
2.2.8. Landscaped Area	2.5 Residential Flat Buildings
	2.5.1 Residential Character
	2.5.2 Preferred Configuration for Residential Flat Buildings
	2.5.3. The Development Site
	2.5.4. Urban Form

Table of Contents

- 2.5.5. Landscaped Area
- 2.5.6. Front and Rear Setbacks
- 2.5.7. Side Setbacks
- 2.5.8. Visual and Acoustic Privacy and Outlook
- 2.5.9. Solar Planning
- 2.5.10 Significant Townscapes & Landscapes
- 2.5.11 Corner Sites and Park Frontages
- 2.5.12 Building Design
- 2.5.13 Energy Efficiency
- 2.5.14 Design of Dwellings And Private Courtyards
- 2.5.15 Garages
- 2.5.16 Garden Design
- 2.5.17 Paving Design
- 2.5.18 Fences and Retaining Walls
- 2.5.19 Safety and Security
- 2.5.20 Accessibility and Adaptability
- 2.5.21 Storage and Services
- 2.6 Non Residential Developments
- 2.7 Proposed Road Pattern Designs

D3 Commercial and Retail Development

- 3.1. Bulky Good Retailing
- 3.2. Sex Services Premises
- 3.3. Restricted Premises

D4 Industrial Development

- 4.1. Key Precincts
- 4.2. Building Height
- 4.3. Building Setbacks and Landscape
- 4.4. Building Design
- 4.5. Storage of Materials and Chemicals
- 4.6. Accessing and Servicing the Site
- 4.7. Fencing
- 4.8. Lighting

D5 Other Land Uses

- 5.1. Application of Certification System
- 5.2. Child Care Centres
- 5.3. Health Consulting Rooms
- 5.4. Educational Establishments
- 5.5. Parent Friendly Amenities
- 5.6. Places of Public Worship
- 5.7. Vehicle Repair Stations
- 5.8. Cemeteries, Crematoria and Funeral Homes
- 5.9. Extractive Industries
- 5.10 Telecommunication Facilities
- 5.11 Boarding Houses

E Key Precincts

E1 Caddens

- 1.1 About This Section
 - 1.1.1 Land to Which This Section Applies
 - 1.1.2 Aims of This Section
 - 1.1.3 General Objectives
 - 1.1.4 Other Relevant Parts of This DCP
 - 1.1.5 Other Relevant Sources of Information
 - 1.1.6 Concept Plans
- 1.2 Structure Plan
 - 1.2.1 Urban Structure
 - 1.2.2 Character Area Design Principles
 - 1.2.3 Dwelling Yield and Diversity
- 1.3 The Public Domain
 - 1.3.1 Street Network and Design
 - 1.3.2 Street Furniture and Public Art
 - 1.3.3 Pedestrian and Cycle Network
 - 1.3.4 Public Transport
 - 1.3.5 Open Space, Environmental Conservation and Landscape Network
 - 1.3.6 Biodiversity
 - 1.3.7 Aboriginal and European Heritage
 - 1.3.8 Bushfire Hazard Management
 - 1.3.9 Water Cycle Management
 - 1.3.10 Contamination Management
 - 1.3.11 Salinity Management
- 1.4 Residential Development
 - 1.4.1 Subdivision and Neighbourhood Design
 - 1.4.2 Streetscape, Feature Elements and Roof Design
 - 1.4.3 Dwelling Height, Massing and Siting
 - 1.4.4 Building Setbacks
 - 1.4.5 Development Forms
 - 1.4.6 Private Open Space
 - 1.4.7 Site Cover and Landscaped Areas
 - 1.4.8 Fencing
 - 1.4.9 Garages and Access
- 1.5 Environmental and Residential Amenity
 - 1.5.1 Visual Privacy and Acoustic Amenity
 - 1.5.2 Safety and Surveillance
 - 1.5.3 Sustainable Building Design
- 1.6 The Precinct Centre

E2 Claremont Meadows Stage 2

- 2.1. Introduction
 - 2.1.1. Area Covered By This Section
 - 2.1.2 Aims of This Section
- 2.2 Residential Development

Table of Contents

- 2.2.1 Multi Dwelling Housing
- 2.2.2 Traditional Residential
- 2.2.3 Large Lot Residential Adjacent To the M4 Motorway
- 2.2.4 Gateway Site on The Great Western Highway
- 2.2.5 Home-Based Business Activities
- 2.3 Areas of Ecological Sensitivity
- 2.3.1 Remnant Bushland
- 2.3.2 Watercourse and Riparian Corridors
- 2.3.3 Water Cycle
- 2.3.4 Salinity
- 2.3.5 Contaminated Land
- 2.3.6 Bushfire Hazard
- 2.3.7 Air Quality
- 2.4 Community Services and Recreation
- 2.4.1 Neighbourhood Parks
- 2.5 Recognition of Surrounding Land Uses
- 2.5.1 Major Roads (Werrington Arterial, Great Western Highway and the M4 Motorway)
- 2.5.2 Integration with Claremont Meadows Stage 1
- 2.5.3 South Creek Corridor
- 2.5.4 Former Gipps Street Landfill Site
- 2.6 Public Domain
- 2.6.1 Management of the Public Domain
- 2.6.2 Landscape Design
- 2.7 Infrastructure
- 2.7.1 Streets and Access
- 2.7.2 Sewer and Water
- 2.7.3 Energy Supplies
- 2.7.4 Telecommunications

E3 Cranebrook

Part A Waterside

- 3.1 Waterside Corporate
- 3.1.1.1 Purpose of This Section
- 3.1.1.2 Land to Which This Section Applies
- 3.1.2.3 General Objectives
- 3.1.3.2 Catchment Water Quality
- 3.1.3.3 Water Quantity
- 3.1.3.4 Management of the Lakes System
- 3.1.4.1 Site and Building Works
- 3.1.4.2 Access and Parking
- 3.1.4.3 Acoustic Requirements
- 3.1.4.4 Streetscape
- 3.1.4.5 Building Envelopes
- 3.1.4.6 Built Form – Corner of Andrews and Castlereagh Roads
- 3.1.4.7 Built Form – Lateral 1
- 3.1.4.8 Built Form - Neighbourhood Facilities
- 3.1.4.9 Landscaping and Open Space

- 3.1.5.1 Management Principles
- 3.2 Waterside Residential
- 3.2.1.1 Purpose of the Section
- 3.2.1.2 Land to Which the Section Applies
- 3.2.1.3 Vision for Waterside
- 3.2.1.4 Aims and Principles of This Section
- 3.2.1.5 Urban Structure and Staging
- 3.2.1.6 Approval Process
- 3.2.1.7 Specific Information Relating To the R1 General Residential and E2 Environmental Conservation Zones
- 3.2.1.8 Wetlands Protection
- 3.2.1.9 Ownership and Management Under The Community Scheme Legislation
- 3.2.2.1 Floodway, Drainage and Site Works
- 3.2.2.2 Urban Design
- 3.2.2.3 Acoustic Requirements
- 3.2.2.4 Landscape Planting and Open Space
- 3.2.2.5 Roads and Car Parking
- 3.2.2.6 Residential Development
- 3.2.2.6.1 Dwelling Types
- 3.2.2.6.2 Residential Development Controls

Part B Cranebrook Neighbourhood Centre

- 3.3 Community Land / Group Neighbourhood Centre Cranebrook

Part C Cranebrook Rural Residential Development

- 3.4 Cranebrook Rural Residential Development
- 3.4.1 Introduction
- 3.4.1.1 Land to Which This Part Applies
- 3.4.1.2 General Objectives
- 3.4.2 Specific Objectives and Policies
- 3.4.2.1 Access and Roads
- 3.4.2.2 Subdivision and Layout
- 3.4.2.3 Built Structures
- 3.4.2.4 Landscape
- 3.4.2.5 Community Facilities
- 3.4.2.6 Services
- 3.4.2.6.1 Water Supply/Effluent Disposal
- 3.4.2.6.2 Drainage
- 3.4.3 Maps

E4 Emu Heights – Blue Mountains Escarpment Siting, Design and Management

Part A – Preliminary

- 4.1 Introduction
- 4.1.1 Land to which this section applies

Table of Contents

- 4.1.2 Purpose of the Section
- 4.1.3 Aims and Objectives of this Section
- 4.1.4 Special Requirements

Part B – Controls

- 4.2 Siting
 - 4.3 Construction and Earthworks
 - 4.4 Building Design
 - 4.4.1 Roof Form
 - 4.4.2 Building Height
 - 4.4.3 Doors and Windows
 - 4.4.4 Fences
 - 4.5 Building Materials
 - 4.6 Building Colours
 - 4.7 Services
 - 4.8 Access
 - 4.9 Landscaping
 - 4.10 Bushfire Hazard
- Appendix 1: Maps of Blue Mountains Escarpment Area

E5 Emu Plains

Part A Commercial Area

- 5.1 Introduction
 - 2.1.1 Land to which this Part Applies
- 5.1.2 Aims of this Part
- 5.2 Controls
 - 5.2.1 Commercial Development
 - 5.2.2 Traffic Management
 - 5.2.3 Parking
 - 5.2.4 Residential Development
 - 5.2.5 Pedestrian Access

Part B Russell Street Industrial Area

- 5.3 Introduction
 - 5.3.1 Land to which this Part applies
 - 5.3.2 Aims of this Part
- 5.4 Controls
 - 5.4.1 Site Access
 - 5.4.2 Traffic Management
 - 5.4.3 Land Use and Design Outcomes
 - 5.4.4 Flood Management

E6 Erskine Business Park

- 6.1 Preliminary
 - 6.1.1 Aims And Objectives Of This Section
 - 6.1.2 Land To Which This Section Applies
- 6.2 Subdivision
- 6.3 Site Development And Urban Design
 - 6.3.1 Height

- 6.3.2 Site Coverage
- 6.3.3 Setbacks
- 6.3.4 Urban Design
- 6.3.5 Signage And Estate Entrance Walls
- 6.3.6 Lighting
- 6.3.7 Fencing
- 6.3.8 Services
- 6.3.9 Transmission Line Easement
- 6.4 Environmental Quality
 - 6.4.1 Noise Pollution
 - 6.4.2 Air Pollution
 - 6.4.3 Storage, Transportation And/Or Processing Of Chemical Substances
 - 6.4.4 Energy Conservation
 - 6.4.5 Trading/Operating Hours Of Premises
- 6.5 Drainage
 - 6.5.1 Introduction
 - 6.5.2 Western Catchment – South Creek
 - 6.5.3 Eastern Catchment – Ropes Creek
- 6.6 Transport Network
- 6.7 Biodiversity
 - 6.7.1 Biodiversity Conservation Area and Landscape Buffer
- 6.8 Landscaping
 - 6.8.1 Objectives
 - 6.8.2 Controls
- 6.9 Landscape Areas
 - 6.9.1 Objectives
 - 6.9.2 Controls
 - 6.9.3 Requirements
 - 6.9.4 Requirements
 - 6.9.5 Landscape Area Requirements – Oakdale South Industrial Estate

E7 Glenmore Park

Part A – Glenmore Park Stage 1

- 7.1 Preliminary
 - 7.1.1 Land to Which This Part Applies
- 7.2 Glenmore Park Town Centre
 - 7.2.1 Preliminary7.2.2 Character Of The Glenmore Park Local Centre
 - 7.2.3 Urban Context
 - 7.2.4 Land Use Controls
 - 7.2.5 Built Form Controls
 - 7.2.5.1 Background
 - 7.2.5.2 Objectives
 - 7.2.5.3 Street Setbacks and Building Alignment
 - 7.2.5.4 Building Height Controls
 - 7.2.5.5 Building Exteriors
 - 7.2.5.6 Interface with Residential Areas

Table of Contents

- 7.2.5.7 Landscape Design
- 7.2.5.8 Public Domain
- 7.2.6 Car Parking and Access
 - 7.2.6.1 Vehicle Footpath Crossings and Driveways
 - 7.2.6.3 On-Site Parking
 - 7.2.6.4 Site Facilities and Services
- 7.2.7 Design Principles
 - 7.2.7.1 Energy Efficiency
 - 7.2.7.2 Water Management and Water Sensitive Urban Design
- 7.2.8 Waste Management
- 7.2.9 Safety And Security (Crime Prevention Through Environmental Design)
- 7.2.10 Site Topography
- 7.2.11 Other Controls
 - 7.2.11.1 Town Square
 - 7.2.11.2 Community Centre Building
- 7.3 Glenmore Park Major Land Use
 - 7.3.1 Land to Which This Section Applies
 - 7.3.2 Purpose of the Section

Part B – Glenmore Park Stage 2

- 7.4.1 Preliminary
 - 7.4.1.1 Land to Which This Part Applies
 - 7.4.1.2 Relationship to Other Plans and Documents
 - 7.4.1.3 Supporting Studies
 - 7.4.1.4 How to Use This Section
 - 7.4.1.5 Concept Plans
- 7.4.2 Structure Plan
 - 7.4.2.1 Introduction
 - 7.4.2.2 Urban Structure
 - 7.4.2.3 Dwelling Yield
 - 7.4.2.4 Dwelling Diversity
- 7.4.3 Public Domain
 - 7.4.3.1 Responding to The Site's Natural Features
 - 7.4.3.1.1 Corridors
 - 7.4.3.1.2 Bushfire Hazard Management
 - 7.4.3.1.3 Water Management
 - 7.4.3.1.4 Flood Management
 - 7.4.3.1.5 Trees
 - 7.4.3.1.6 The Northern Road View Shed
 - 7.4.3.2 Access and Movement
 - 7.4.3.2.1 Urban Structure
 - 7.4.3.2.2 Vehicular Movement
 - 7.4.3.2.3 Public Transport
 - 7.4.3.2.4 Pedestrians and Bicycles
 - 7.4.3.3 Streetscapes
 - 7.4.3.3.1 Landscape Character
 - 7.4.3.3.2 Street Furniture and Public Art

- 7.4.3.3.3 Road Sections
- 7.4.3.4 Open Spaces
 - 7.4.3.4.1 Active Open Space
 - 7.4.3.4.2 Neighbourhood Parks
 - 7.4.3.4.3 Riparian Corridor Edge Parks
- 7.4.3.5 Neighbourhood Precinct
 - 7.4.3.5.1 Urban Structure
 - 7.4.3.5.2 Urban Character
 - 7.4.3.5.3 Retail Built Forms
 - 7.4.3.5.4 Primary School
- 7.4.4 Private Domain
 - 7.4.4.1 Subdivision
 - 7.4.4.2 Shared Driveways
 - 7.4.4.3 Site Planning
 - 7.4.4.3.1 Principal Private Open Space
 - 7.4.4.3.2 Garages and Parking
 - 7.4.4.3.3 Building Footprints
 - 7.4.4.4 Solar Planning
 - 7.4.4.5 Dwelling Design
 - 7.4.4.6 Visual and Acoustic Privacy
 - 7.4.4.7 Defining Boundaries
 - 7.4.4.8 Site Facilities
- 7.4.5 Typical Development Forms
 - 7.4.5.1 Apartments
 - 7.4.5.2 Terrace Dwellings And Live – Works
 - 7.4.5.3 Semi Detached Dwellings
 - 7.4.5.4 Studios
 - 7.4.5.5 Built To Boundary Dwellings
 - 7.4.5.6 Detached Dwellings
 - 7.4.5.6.1 Surveyors Creek Catchment
 - 7.4.5.6.2 Mulgoa Creek Catchment
 - 7.4.5.7 Non-Residential Development

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
 - 8.1.2 Aims and Objectives
- 8.2 Development Controls
 - 8.2.1 Building Setbacks
 - 8.2.2 Signage
 - 8.2.3 Car Parking
 - 8.2.4 Vehicular Access
 - 8.2.5 Loading Areas
 - 8.2.6 Storage Area
 - 8.2.7 Building Design and Layout
 - 8.2.8 Western Rail Line

Table of Contents

- 8.2.9 Landscaping Along the Great Western Highway

Part B The Knoll

- 8.3 Preliminary
 - 8.3.1 Land to Which This Part Applies
 - 8.3.1.1 Relationship to Other Plans and Documents
 - 8.3.1.2 Supporting Studies
 - 8.3.2 Structure Plan
 - 8.3.2.1 Vision for The Knoll
 - 8.3.3 The Public Domain
 - 8.3.3.1 Street Network
 - 8.3.3.2 Pedestrian and Cycle Network
 - 8.3.3.3 Open Space Network
 - 8.3.4 Residential Development
 - 8.3.4.1 Subdivision Design
 - 8.3.4.2 Streetscape, Feature Elements and Roof Design
 - 8.3.4.3 Dwelling Height, Massing and Siting
 - 8.3.4.4 Building Setbacks
 - 8.3.4.5 Development on Sloping Land
 - 8.3.4.6 Studio or Secondary Dwellings
 - 8.3.4.7 Private Open Space
 - 8.3.4.8 Site Coverage and Landscaped Area
 - 8.3.4.9 Fencing
 - 8.3.4.10 Garages And Access
 - 8.3.5 Environmental and Residential Amenity
 - 8.3.5.1 Visual and Acoustic Privacy
 - 8.3.5.2 Safety and Surveillance
 - 8.3.5.3 Sustainable Building Design

E9 Mulgoa Valley

- 9.1 Siting and Built Form controls
 - 9.1.1 Heritage Items and Vistas
 - 9.1.2 Siting
 - 9.1.3 Building Form, Materials and Colours
 - 9.1.4 Planting
 - 9.1.5 Access, Parking and Services
 - 9.1.6 Fences and Entrances
 - 9.1.7 Signage
- 9.2 Other Controls
 - 9.2.1 Mulgoa Road
- 9.3 Other Relevant Information

E10 Orchard Hills

- 10.1 Siting and built form controls
 - 10.1.1 Siting and orientation of dwellings and outbuildings
 - 10.1.2 Building form, materials and colours
 - 10.1.3 Vegetation and plantings

- 10.1.4 Access, parking and services
- 10.1.5 Fences and entrances
- 10.1.6 Signage
- 10.2 Other relevant information

E11 Penrith

Part A Penrith City Centre

- 11.1 Preliminary
 - 11.1.1 Area Included Within the Penrith City Centre
 - 11.1.2 Aims and Objectives of This Section
 - 11.1.3 Penrith City Centre Precincts and Character Areas
- 11.2 Building Form
 - 11.2.1 Introduction
 - 11.2.2 Building to Street Alignment and Street Setbacks
 - 11.2.3 Street Frontage Heights
 - 11.2.4 Building Depth and Bulk
 - 11.2.5 Boundary Setbacks and Building Separation
 - 11.2.6 Mixed Use Buildings
 - 11.2.7 Site Cover and Deep Soil Zones
 - 11.2.8 Landscape Design
 - 11.2.9 Planting on Structures
- 11.3 Pedestrian Amenity
 - 11.3.1 Permeability
 - 11.3.2 Active Street Frontages and Address
 - 11.3.3 Awnings
 - 11.3.4 Vehicle Footpath Crossings
 - 11.3.5 Pedestrian Overpasses and Underpasses
 - 11.3.6 Building Exteriors
- 11.4 Access, Parking and Servicing
 - 11.4.1 Pedestrian Access and Mobility
 - 11.4.2 On-Site Parking Options
 - 11.4.3 Site Facilities and Services
- 11.5 Sustainable Development
 - 11.5.1 Reflectivity
 - 11.5.2 Maximising Liveability and Longevity
 - 11.5.3 Reduce Resource Consumption
- 11.6 Controls for Residential Development
 - 11.6.1 Housing Choice and Mix
- 11.7 Controls for Special Areas
 - 11.7.1 Precinct Controls

Part B North Penrith

- 11.8.1 Preliminary
 - 11.8.1.1 Purpose of This Section
 - 11.8.1.2 Land to Which This Section Applies
 - 11.8.1.3 Relationship with Other Planning Documents
- 11.8.2 Concept Plan

Table of Contents

- 11.8.2.1 Vision
- 11.8.2.2 Outcomes
- 11.8.3 Residential Development
 - 11.8.3.1 Housing Density and Diversity
 - 11.8.3.2 Subdivision
 - 11.8.3.3 Building Envelopes
 - 11.8.3.4 Building Design and Articulation
 - 11.8.3.5 Private Open Space and Landscaping
 - 11.8.3.6 Fencing
 - 11.8.3.7 Garages, Site Access and Parking
 - 11.8.3.8 Visual and Acoustic Amenity
 - 11.8.3.9 Specific Provisions - Key Sites
 - 11.8.3.10 Specific Provisions - Residential Flat Buildings
 - 11.8.3.11 Specific Provisions - Ancillary Dwellings
- 11.8.4 The Village Centre
 - 11.8.4.1 Built Form Controls
 - 11.8.4.2 Access, Parking and Servicing
- 11.8.5 Thornton Hall
 - 11.8.5.1 Built Form Controls
- 11.8.6 Industrial Development
 - 11.8.6.1 Built Form Controls
- Appendix A – Example Of Building Envelope Plan
- Appendix B – Residential Design Palette

Part C 164 Station Street, Penrith

- 11.1 Site analysis and local context
 - 11.1.1 Land and purpose which section applies
 - 11.1.2 Site Vision
 - 11.1.3 Site Objectives
 - 11.1.4 Local Context
- 11.2 Structure Plan
 - 11.2.1 Urban Structure
 - 11.2.2 Landscape Structure
 - 11.2.3 Character Areas and Urban Precincts
 - 11.2.4 Dwelling Density
 - 11.2.5 Indicative Development Staging
- 11.3 The Public Domain
 - 11.3.1 Street Network and Design
 - 11.3.2 Pedestrian and Cyclist Networks
 - 11.3.3 Public Open Space and Landscape Network
 - 11.3.4 Above Ground Basements
- 11.4 Residential Development
 - 11.4.1 Key Design Principles
 - 11.4.2 Building Height, Massing and Siting
 - 11.4.3 Building Setbacks
 - 11.4.4 Private Open Space
 - 11.4.5 Mixed Use Buildings
 - 11.4.6 Housing Diversity

- 11.5 Environmental and Residential Amenity
 - 11.5.1 Visual Privacy and Acoustic Amenity
 - 11.5.2 View Corridors
- 11.6 Access, Parking and Servicing
 - 11.6.1 Vehicle Access
 - 11.6.2 Pedestrian Access and Mobility
 - 11.6.3 On-Street Parking Options
 - 11.6.4 Parking Requirements for Residential Apartments
 - 11.6.5 Service Roads and Emergency Vehicles

E12 Penrith Health and Education Precinct

Part A – Hospital Precinct

- 12.1 Background
 - 12.1.1 Area Included Within the Hospital Precinct
 - 12.1.2 Aims of the Controls for the Hospital Precinct
 - 12.1.3 General Objectives
 - 12.1.4 Character Areas
- 12.2 Land Use Controls
 - 12.2.1 Mixed Use Development Controls
- 12.3 Built Form Controls
 - 12.3.1 Street Alignment, Building Height and Setbacks
 - 12.3.2 Building Depth and Bulk
 - 12.3.3 Boundary Setbacks and Building Separation
 - 12.3.5 Building Exteriors
 - 12.3.6 Landscape Design
 - 12.3.7 Planting on Structures
- 12.4 Other Controls
 - 12.4.1 Public Domain
 - 12.4.2 Pedestrian Amenity
 - 12.4.2.1 Permeability
 - 12.4.2.2 Active Street Frontages and Address
 - 12.4.2.3 Safety and Security
 - 12.4.2.4 Awnings
 - 12.4.2.5 Vehicle Footpath Crossings
 - 12.4.3 Car Parking
 - 12.4.4 Site Facilities and Services
- 12.5 Other Information

Part B – Business Park Precinct

- 12.6 Introduction
 - 12.6.1 Area Included In the Business Park Precinct
 - 12.6.2 General Objectives
 - 12.6.3 Requirements for a Concept Plan
 - 12.6.4 Preparation of a Concept Plan
- 12.7 Built Form Controls
 - 12.7.1 Street Alignment and Setbacks
 - 12.7.2 Side and Rear Setbacks

Table of Contents

- 12.7.3 Building Bulk
- 12.7.4 Building Separation
- 12.7.5 Site Coverage and Deep Soil Zones
- 12.7.6 Architectural Excellence
- 12.7.7 Active Street Frontages
- 12.7.8 Pedestrian Permeability
- 12.7.9 Awnings
- 12.7.10 Landscaping and Fencing
- 12.7.11 Water and Energy Efficient Design
- 12.7.12 Traffic, Parking and Site Access

Part C – South Werrington Urban Village Precinct

- 12.8 South Werrington Urban Village
 - 12.8.1 Preliminary
 - 12.8.1.1 Background
 - 12.8.1.2 Land to Which This Section Applies
 - 12.8.1.3 Aims and General Objectives of This Section
 - 12.8.1.4 Supporting Studies
 - 12.8.1.5 Concept Plans
 - 12.8.2 Structure Plan
 - 12.8.2.1 Vision
 - 12.8.2.2 Urban Structure
 - 12.8.2.3 Desired Future Character
 - 12.8.2.4 Dwelling Yields
 - 12.8.3 Public Domain
 - 12.8.3.1 Responding to The Site's Natural Features
 - 12.8.3.2 Transport and Accessibility
 - 12.8.3.3 Streetscapes
 - 12.8.3.4 Passive Open Space and Environmental Conservation Areas
 - 12.8.3.5 Public Facilities
 - 12.8.4 Private Domain
 - 12.8.4.1 Subdivision
 - 12.8.4.2 Site Planning
 - 12.8.4.4 Dwelling Design
 - 12.8.4.5 Visual and Acoustic Privacy
 - 12.8.4.6 Fencing
 - 12.8.4.7 Site Facilities
 - 12.8.5 Residential Development Forms
 - 12.8.5.1 All Housing Types
 - 12.8.5.2 Integrated Housing
 - 12.8.5.3 Apartments
 - 12.8.5.4 Attached Dwellings
 - 12.8.5.5 Semi Detached Dwellings
 - 12.8.5.6 Studios
 - 12.8.5.7 Detached Dwellings
 - 12.8.5.8 Built To Boundary Dwellings
 - 12.8.6 Development for Employment Purposes

Part D - Werrington Mixed-Use Area

- 12.9.1 Preliminary
 - 12.9.1.1 Land to Which This Section Applies
 - 12.9.1.2 Aims of This Section
- 12.9.2 Concept Plans
 - 12.9.2.1 Requirements for a Concept Plan
 - 12.9.2.2 Concept Plan Strategies
 - 12.9.2.3 Adoption of a Concept Plan
 - 12.9.2.4 Form of a Concept Plan
- 12.9.3 Urban Design
 - 12.9.3.1 Land Use and Activities
 - 12.9.3.2 Pattern of Streets, Open Spaces and Community Facilities
 - 12.9.3.3 Pattern of Street-Blocks and Subdivision
 - 12.9.3.4 Pattern of Built Form and Landscaped Areas
 - 12.9.3.5 Public Domain
- 12.9.4 Sustainability
 - 12.9.4.1 Social and Economic
 - 12.9.4.2 Biodiversity: Flora and Fauna
 - 12.9.4.3 Water Cycle
 - 12.9.4.4 Air Quality
- 12.9.5 Site Features
- 12.9.6 Public Transport
- 12.9.7 Site Features
 - 12.9.7.1 Topography and Soils
- 12.9.8 Infrastructure Services
 - 12.9.8.1 Street Networks
 - 12.9.8.2 Principal and Secondary Site Roads
 - 12.9.8.3 Pedestrian and Cycle Access
 - 12.9.8.4 Energy Supplies
 - 12.9.8.5 Community Services and Recreation
 - 12.9.8.6 Landscape Design
- 12.9.9 Residential Development
 - 12.9.9.1 Residential Density
 - 12.9.9.2 Residential Amenity
 - 12.9.9.3 Crime Prevention and Community Safety
 - 12.9.9.4 Population and Housing
 - 12.9.9.5 Home-Based Business Activities
 - 12.9.9.6 Retail and Business Services
 - 12.9.9.7 Parking

E13 Riverlink Precinct

Part A Riverlink Excluding Panthers Penrith Site

- 13.1 Urban Framework
 - 13.1.1 Landscape Structure
- 13.2 Connectivity
 - 13.2.1 Permeability
 - 13.2.2 Pedestrian and Cycle Network

Table of Contents

- 13.3 Built Form
 - 13.3.1 Street Alignment and Setbacks
 - 13.3.2 Active Street Frontages
- 13.4 Future Character Strategy for Sub Precincts
 - 13.4.1 River Gateway
 - 13.4.2 Tourism and Recreation Precinct
 - 13.4.2.1 2 Tench Avenue, Jamisontown

Part B Panthers Penrith Precinct

- 13.5 Panthers Penrith Site
 - 13.5.1 Background
 - 13.5.2 Riverlink Precinct Plan
- 13.6 Panthers Penrith Precinct Vision
 - 13.6.1 Panthers Penrith Precinct Vision
 - 13.6.2 Precinct Objectives
- 13.7 Urban Framework
 - 13.7.1 Structure Plan
 - 13.7.2 Landscape Structure
 - 13.7.3 Sub Precincts
 - 13.7.4 Views
 - 13.7.5 Public Art Strategy
- 13.8 Connectivity
 - 13.8.1 Street Design and Character
 - 13.8.2 Pedestrian and Cycle Network
 - 13.8.3 Public Transport
 - 13.8.4 Traffic, Parking and Site Access
- 13.9 Built Form
 - 13.9.1 Street Alignment and Setbacks
 - 13.9.2 Active Street Frontages
 - 13.9.3 Awnings
 - 13.9.4 Building Depth and Bulk
 - 13.9.5 Building Articulation
 - 13.9.6 Architectural Excellence
- 13.10 Delivery
 - 13.10.1 Flooding and Drainage
 - 13.10.2 Utilities
 - 13.10.3 Staging

E14 St Clair

- 14.1 Land at Banks Drive and Mamre Road
 - 14.1.1 Land to which this section applies
 - 14.1.2 Aims of this Section
 - 14.1.3 Development Standards
 - 14.1.3.1 Setbacks
 - 14.1.3.2 Access
- 14.2 Land at Cook Parade
 - 14.2.1 Land to which this section applies
 - 14.2.2 Aims of this Section

E15 St Marys

Part A St Marys Town Centre

- 15.1. Land Use Controls
 - 15.1.1 Residential Development Controls
 - 15.1.2 Mixed Use Development Controls
- 15.2. Built Form Controls
 - 15.2.1 Building to Street Alignment and Street Setbacks
 - 15.2.2 Street Frontage Heights
 - 15.2.3 Maximum Building Heights and Lot Layout Requirements
 - 15.2.4 Building Depth and Bulk
 - 15.2.5 Boundary Setbacks and Building Separation
 - 15.2.6 Site Coverage and Deep Soil Zones
 - 15.2.7 Landscape Design
 - 15.2.8 Planting on Structures
- 15.3. Other Controls
 - 15.3.1 Pedestrian Amenity
 - 15.3.2 Access, Parking and Servicing
 - 15.3.3 Precinct Controls

E16 Sydney Science Park

- 16 Sydney Science Park
 - 16.1 Sydney Science Park Vision
 - 16.2 Urban Structure
 - 16.2.1 Precinct Plan
 - 16.2.1.1 Overview
 - 16.2.1.2 Character Areas
 - 16.2.1.3 Requirement for a Precinct Plan
 - 16.2.2 Connectivity
 - 16.2.2.1 Street Network
 - 16.2.2.2 Public Transport
 - 16.2.2.3 Pedestrian and Cycle Network
 - 16.2.3 Public Domain and Landscape
 - 16.2.4 Public Art Strategy
 - 16.2.5 Stormwater Management and Water Sensitive Urban Design
 - 16.2.5 Amelioration of Natural Hazards
 - 16.2.6 Aboriginal Archaeological Sites
 - 16.3 Built Form
 - 16.3.1 Employment Uses
 - 16.3.1.1 Street A, Building Height and Setbacks
 - 16.3.1.2 Active Street Frontages
 - 16.3.1.3 Building Depth and Bulk
 - 16.3.1.4 Architectural Excellence
 - 16.3.1.5 Site Coverage and Deep Soil Zones
 - 16.3.1.6 Pedestrian Permeability

Table of Contents

- 16.3.1.7 Awnings
- 16.3.1.8 Interim and Temporary Uses
- 16.3.2 Residential Uses
- 16.3.2.1 Housing Types
- 16.3.3 Water and Energy Efficient Design

E17 Orchard Hills North

- 1 INTRODUCTION
 - 1.1 Land to which this DCP applies
 - 1.2 Aims of this Section
 - 1.3 Relationship to other parts of Penrith DCP
- 2 STRUCTURE PLAN – ORCHARD HILLS NORTH
 - 2.1 Vision
 - 2.2 General objectives
 - 2.3 Character Areas
- 3 TRANSPORT, MOBILITY AND STREET NETWORK
 - 3.1 Street network
 - 3.2 Caddens Road
 - 3.3 North-South Road Corridor
 - 3.4 East-West Road Corridor
 - 3.5 Intersection Treatments
 - 3.6 Existing Roads – Castle Road, Ulm Road, Kingswood Road
 - 3.7 Pedestrian and cycle network
 - 3.8 Public transport
- 4 PUBLIC REALM
 - 4.1 Public realm
 - 4.2 Active local open space
 - 4.3 Passive local open space
 - 4.4 Bushland open space
 - 4.5 Riparian corridor open space
 - 4.6 Biodiversity
 - 4.7 Street Furniture and public art
 - 4.8 Street landscaping
 - 4.9 Rural Fire Service facility
 - 4.10 Canopy Cover
- 5 RESIDENTIAL DEVELOPMENT
 - 5.1 Subdivision and neighbourhood design
 - 5.2 Site grading, earthworks and retaining walls
 - 5.3 Developing on sloping land
 - 5.4 General residential built form design

- 5.5 Residential typology and built form
- 5.6 Shop top housing
- 5.7 Dwellings located in Precinct 6
- 5.8 Secondary dwellings
- 5.9 Dual occupancy
- 5.10 Multi dwelling housing
- 5.11 Private open space
- 5.12 Fencing
- 5.13 Garages, driveways, parking and access
- 5.14 Shared driveways
- 5.15 Residential amenity
- 5.16 Safety and surveillance
- 6 VILLAGE CENTRE
 - 6.1 Urban Layout Context
 - 6.2 Land use and built form
- 7 OTHER
 - 7.1 Urban heat island
 - 7.2 Water cycle management, basins and flooding
 - 7.3 Contaminated land management
 - 7.4 Development staging
- 8 REFERENCES

E18 Luddenham Road Industrial Business Park

- 18.1 INTRODUCTION
 - 18.1.1 AREA INCLUDED IN THE LUDDENHAM ROAD INDUSTRIAL BUSINESS PARK
- 18.2 SITE DEVELOPMENT AND URBAN DESIGN
 - 18.2.1 BUILDING SETBACKS
 - 18.2.2 LANDSCAPING
 - 18.2.3 BUILDING AND URBAN DESIGN
 - 18.2.4 SIGNAGE AND ESTATE ENTRANCE WALLS
 - 18.2.5 LIGHTING
 - 18.2.6 SERVICES
 - 18.2.7 INTERFACE WITH THE TRANSMISSION LINE EASEMENT
 - 18.2.8 INTERFACE WITH THE OUTER SYDNEY ORBITAL
- 18.3 ENVIRONMENTAL QUALITY
 - 18.3.1 STRATEGIC CONSERVATION AREAS AND AVOIDED LANDS
 - 18.3.2 NOISE POLLUTION
 - 18.3.3 AIR POLLUTION

Table of Contents

18.3.4 TRADING/OPERATING HOURS OF
PREMISES
18.3.5 STORAGE, TRANSPORTATION AND/OR
PROCESSING OF CHEMICAL
SUBSTANCES
18.4 ROAD NETWORK AND SITE ACCESS
18.5 ACCESS AND PARKING
18.6 INTEGRATED WATER CYCLE
MANAGEMENT
18.7 FLOOD PRONE LAND
APPENDIX A WATERWAY HEALTH OBJECTIVES

F. Other relevant information

Appendix F1: Definitions

Appendix F2: Development Process

Appendix F3: DA Submission Requirements

Appendix F4 Notification and Advertising

Appendix F5: Technical Information

Table of Contents

Table of Contents

A. Introduction

- 1.1 What is the name of this Plan?
- 1.2 What does the Plan seek to achieve?
- 1.3 Where does the Plan apply?
- 1.4 Relationship of this Plan to the LEP and other plans and policies
- 1.5 Repeal of plans
- 1.6 How is the Plan structured?
- 1.7 Where do I find the relevant controls?
- 1.8 What is the date of commencement for the Plan?

B. DCP Principles

- 1.1. Background
 - 1.1.1. Council's Commitment to Sustainability
 - 1.1.2 Sustainability and Development Control
 - 1.1.3 Key Principles for this Plan
 - 1.1.4 How to Use these Principles
- 1.2. Principles

C1 Site Planning and Design Principles

- 1.1 Site Planning
 - 1.1.1 Site Analysis
 - 1.1.2 Key Areas with Scenic and Landscape Values
- 1.2 Design Principles
 - 1.2.1 Application of Certification System
 - 1.2.2 Built Form - Energy Efficiency and Conservation
 - 1.2.3 Building Form - Height, Bulk and Scale
 - 1.2.4. Responding to the Site's Topography and Landform
 - 1.2.5 Safety and Security (Principles of Crime Prevention through Environmental Design)
 - 1.2.6 Maximising Access and Adaptability
 - 1.2.7 Adult Change Facilities

C2 Vegetation Management

- 2.1 Preservation of Trees and Vegetation
- 2.2 Biodiversity Corridors and Areas of Remnant Indigenous Vegetation in Non-Urban Areas
- 2.3 Bushfire Management

C3 Water Management

- 3.1 The Water Cycle/Water Conservation
- 3.2 Catchment Management and Water Quality
- 3.3 Watercourses, Wetlands and Riparian Corridors

- 3.4 Groundwater
- 3.5 Flood Planning
- 3.6 Stormwater Management and Drainage
- 3.7 Water Retention Basins / Dams
- 3.8 Rainwater / Storage Tanks

C4 Land Management

- 4.1 Site Stability and Earthworks
- 4.2 Landfill
- 4.3 Erosion and Sedimentation
- 4.4 Contaminated Lands
 - 4.4.1 Preventing Contamination
 - 4.4.2 Triggers for Contamination Investigation
 - 4.4.3 Stages of Contamination Investigation
 - 4.4.4 Site Audit
 - 4.4.5 Remediation Procedures
 - 4.4.6 Clean Up Notices
 - 4.4.7 Council Records and Community Information
- 4.5 Salinity

C5 Waste Management

- 5.1 Waste Management Plans
- 5.2 General Controls
 - 5.2.1 Site Management
 - 5.2.2 Selection of Building Materials
 - 5.2.3 Designing for Waste Minimisation
 - 5.2.4 Siting and Design of Waste Storage and Collection Areas
 - 5.2.5 Management of Waste Storage and Collection Areas
- 5.3 Development Specific Controls
 - 5.3.1 Residential Development Controls
 - 5.3.2 Mixed Use Development Controls
 - 5.3.3 Non-Residential Development Controls
- 5.4 Hazardous Waste Management
- 5.5 On-Site Sewage Management

C6 Landscape Design

- 6.1 Controls
 - 6.1.1 Development Process
 - 6.1.2 Protection of the Environment
 - 6.1.3 Neighbourhood Amenity and Character
 - 6.1.4 Site Amenity
 - 6.1.5 Construction

C7 Culture and Heritage

- 7.1 European Heritage

Table of Contents

- 7.1.1 Determining the Impact on Heritage Significance
- 7.1.2 Heritage Items
- 7.1.3 Heritage Conservation Areas
- 7.1.4 Design Guidelines
- 7.1.5 Development in the Vicinity of a Heritage Item or Conservation Area
- 7.1.6 Archaeological Sites
- 7.1.7 Potential Heritage Items
- 7.1.8 Demolition
- 7.1.9 Archival Recording
- 7.1.10 Business, Office and Retail Buildings
- 7.1.11 Conservation Incentives and Fee Concessions
- 7.2 Aboriginal Culture and Heritage
- 7.3 Significant Trees and Gardens

C8 Public Domain

- 8.1. Pedestrian Amenity
- 8.2. Street Furniture
- 8.3. Lighting
- 8.4. Outdoor Dining and Trading Areas
- 8.5. Public Art

C9 Advertising and Signage

- Introduction
- 9.1. General Requirements for Signs
- 9.2. Signs in the Vicinity of Heritage Items
- 9.3. Residential, Rural and Environmental Zones (E3 and E4)
- 9.4. Commercial, Mixed Use and Industrial Zones
- 9.5. Open Space Zones (Public and Private Recreation)
- 9.6. Special Event Advertising

C10 Transport, Access and Parking

- 10.1. Transport and Land Use
- 10.2. Traffic Management and Safety
- 10.3. Key Transport Corridors
- 10.4. Roads
- 10.5. Parking, Access and Driveways
 - 10.5.1. Parking
 - 10.5.2. Access and Driveways
- 10.6. Pedestrian Connections
- 10.7. Bicycle Facilities

C11 Subdivision

- 11.1. General Subdivision Requirements
- 11.2. Rural Subdivision
- 11.3. Residential Subdivision

- 11.3.1. Allotment Orientation
- 11.3.2. Site Frontage
- 11.3.3. Allotment Dimensions
- 11.3.4. Road Network
- 11.3.5. Road Design and Construction
- 11.3.6. Landscaping and Site Design
- 11.3.7. Services
- 11.3.8. Drainage
- 11.3.9. Public Open Space
- 11.3.10. Environmental Site Management
- 11.4. Industrial Subdivision
 - 11.4.1. Subdivision – Lot Standards
 - 11.4.2. Subdivision – Access Roads
 - 11.4.3. Subdivision – Other Requirements

C12 Noise and Vibration

- 12.1. Road Traffic Noise
- 12.2. Rail Traffic Noise and Vibration
- 12.3. Aircraft Noise
- 12.4. Industrial and Commercial Development
- 12.5. Rural Development
- 12.6. Open Air Entertainment
- 12.7. Vibration and Blasting

C13 Infrastructure and Services

- 13.1. Location of Easements for Infrastructure
- 13.2. Utilities and Service Provision
- 13.3. On Site Sewage Management
- 13.4. Engineering Works and Construction Standards
- 13.5. Development adjacent to the Sydney catchment authority controlled areas – the warragamba pipelines
- C14 Urban Heat Management
 - 14.1. Urban Heat Management
 - 14.2. Cooling with Landscaping
 - 14.3. Cool Colours and Materials
 - 14.4. Cooling through Building Design
 - 14.5. Optimising Mechanical Heating and Cooling

D1 Rural Land Uses

- 1.1. Rural Character
- 1.2. Rural Dwellings and Outbuildings
 - 1.2.1. Siting and Orientation of Dwellings and Outbuildings
 - 1.2.2. Setbacks and Building Separations
 - 1.2.3. Site Coverage, Bulk and Massing
 - 1.2.4. Height, Scale and Design
 - 1.2.5. Dual Occupancy Dwellings

Table of Contents

- 1.2.6 Secondary Dwellings
- 1.2.7 Materials and Colours
- 1.2.8 Land in the Vicinity of Proposed Second Sydney Airport
- 1.3. Farm Buildings
- 1.3.1 Siting and Orientation
- 1.3.2 Floor Space, Height and Design
- 1.3.3 Materials and Colours
- 1.4. Agricultural Development
- 1.4.1. Extensive Agriculture
- 1.4.2. Intensive Livestock Agriculture
- 1.4.3. Poultry Farms, Piggeries, Feedlots and Dairies
- 1.4.4. Animal Boarding or Training Establishments
- 1.4.5. Aquaculture
- 1.4.6. Horticulture
- 1.5. Non-Agricultural Development
- 1.5.1. Rural Amenity and Design
- 1.5.2. Home Businesses and Home Industries
- 1.5.3. Tourist and Visitor Accommodation
- 1.5.4. Rural Industries
- 1.5.5. Retail Premises
- 1.5.6. Truck Parking Areas

D2 Residential Development

- 2.1. Single Dwellings
- 2.1.1. Residential Character
- 2.1.2. Setbacks and Building Envelope
- 2.1.3. Development on Sloping Land
- 2.1.4. Landscaped Area
- 2.1.5. Building Design/Site Works
- 2.1.6. Solar Planning
- 2.1.7. Garden Design and Fences
- 2.1.8. Significant Landscapes
- 2.1.9. Significant Townscapes
- 2.2. Dual Occupancies
- 2.2.1. Residential Character
- 2.2.2. Preferred Configuration for Dual Occupancy Development
- 2.2.3. Alternative Configuration for Dual Occupancy Development
- 2.2.4. Urban Form
- 2.2.5. Front and Rear Setbacks
- 2.2.6. Building Envelope and Side Setbacks
- 2.2.7. Driveways and Parking Areas
- 2.2.8. Landscaped Area
- 2.2.9. Solar Planning
- 2.2.10. Significant Landscapes & Townscapes
- 2.2.11. Corner Sites and Park Frontages
- 2.2.12. Building Design

- 2.2.13. Energy Efficiency
- 2.2.14. Design of Dwellings And Private Courtyards
- 2.2.15. Garage Design
- 2.2.16. Garden Design
- 2.2.17. Paving Design
- 2.2.18. Fences and Retaining Walls
- 2.2.19. Visual and Acoustic Privacy and Outlook
- 2.2.20. Safety and Security
- 2.2.21. Accessibility and Adaptability
- 2.2.22. Storage and Services
- 2.3. Secondary Dwellings
- 2.3.1. General
- 2.3.2. Site Coverage
- 2.3.3. Siting and Design
- 2.3.4. Private Open Space
- 2.3.5. Design and Materials
- 2.3.6. Facilities
- 2.4. Multi Dwelling Housing
- 2.4.1. Residential Character
- 2.4.2. Preferred Configuration for New Dwellings
- 2.4.3. Development Site
- 2.4.4. Urban Form
- 2.4.5. Front and Rear Setbacks
- 2.4.6. Building Envelope and Side Setbacks
- 2.4.7. Driveways and Parking Areas
- 2.4.8. Landscaped Area
- 2.4.9. Solar Planning
- 2.4.10. Significant Townscapes and Landscapes
- 2.4.11. Corner Sites and Park Frontages
- 2.4.12. Building Design
- 2.4.13. Energy Efficiency
- 2.4.14. Design of Dwellings and Private Courtyards
- 2.4.15. Garage Design
- 2.4.16. Garden Design
- 2.4.17. Paving Design
- 2.4.18. Fences and Retaining Walls
- 2.4.19. Visual and Acoustic Privacy and Outlook
- 2.4.20. Safety and Security
- 2.4.21. Accessibility and Adaptability
- 2.4.22. Storage and Services
- 2.5. Residential Flat Buildings
- 2.5.1. Residential Character
- 2.5.2. Preferred Configuration for Residential Flat Buildings
- 2.5.3. The Development Site
- 2.5.4. Urban Form
- 2.5.5. Landscaped Area
- 2.5.6. Front and Rear Setbacks
- 2.5.7. Side Setbacks
- 2.5.8. Visual and Acoustic Privacy and Outlook

Table of Contents

- 2.5.9. Solar Planning
- 2.5.10 Significant Townscapes & Landscapes
- 2.5.11 Corner Sites and Park Frontages
- 2.5.12 Building Design
- 2.5.13 Energy Efficiency
- 2.5.14 Design of Dwellings And Private Courtyards
- 2.5.15 Garages
- 2.5.16 Garden Design
- 2.5.17 Paving Design
- 2.5.18 Fences and Retaining Walls
- 2.5.19 Safety and Security
- 2.5.20 Accessibility and Adaptability
- 2.5.21 Storage and Services
- 2.6 Non Residential Developments
- 2.7 Proposed Road Pattern Designs

D3 Commercial and Retail Development

- 3.1. Bulky Good Retailing
- 3.2. Sex Services Premises
- 3.3. Restricted Premises

D4 Industrial Development

- 4.1. Key Precincts
- 4.2. Building Height
- 4.3. Building Setbacks and Landscape
- 4.4. Building Design
- 4.5. Storage of Materials and Chemicals
- 4.6. Accessing and Servicing the Site
- 4.7. Fencing
- 4.8. Lighting

D5 Other Land Uses

- 5.1. Application of Certification System
- 5.2. Child Care Centres
- 5.3. Health Consulting Rooms
- 5.4. Educational Establishments
- 5.5. Parent Friendly Amenities
- 5.6. Places of Public Worship
- 5.7. Vehicle Repair Stations
- 5.8. Cemeteries, Crematoria and Funeral Homes
- 5.9. Extractive Industries
- 5.10 Telecommunication Facilities
- 5.11 Boarding Hosues

E Key Precincts

E1 Caddens

- 1.1 About This Section

- 1.1.1 Land to Which This Section Applies
- 1.1.2 Aims of This Section
- 1.1.3 General Objectives
- 1.1.4 Other Relevant Parts of This DCP
- 1.1.5 Other Relevant Sources of Information
- 1.1.6 Concept Plans
- 1.2 Structure Plan
- 1.2.1 Urban Structure
- 1.2.2 Character Area Design Principles
- 1.2.3 Dwelling Yield and Diversity
- 1.3 The Public Domain
- 1.3.1 Street Network and Design
- 1.3.2 Street Furniture and Public Art
- 1.3.3 Pedestrian and Cycle Network
- 1.3.4 Public Transport
- 1.3.5 Open Space, Environmental Conservation and Landscape Network
- 1.3.6 Biodiversity
- 1.3.7 Aboriginal and European Heritage
- 1.3.8 Bushfire Hazard Management
- 1.3.9 Water Cycle Management
- 1.3.10 Contamination Management
- 1.3.11 Salinity Management
- 1.4 Residential Development
- 1.4.1 Subdivision and Neighbourhood Design
- 1.4.2 Streetscape, Feature Elements and Roof Design
- 1.4.3 Dwelling Height, Massing and Siting
- 1.4.4 Building Setbacks
- 1.4.5 Development Forms
- 1.4.6 Private Open Space
- 1.4.7 Site Cover and Landscaped Areas
- 1.4.8 Fencing
- 1.4.9 Garages and Access
- 1.5 Environmental and Residential Amenity
- 1.5.1 Visual Privacy and Acoustic Amenity
- 1.5.2 Safety and Surveillance
- 1.5.3 Sustainable Building Design
- 1.6 The Precinct Centre

E2 Claremont Meadows Stage 2

- 2.1. Introduction
- 2.1.1. Area Covered By This Section
- 2.1.2 Aims of This Section
- 2.2 Residential Development
- 2.2.1 Multi Dwelling Housing
- 2.2.2 Traditional Residential
- 2.2.3 Large Lot Residential Adjacent To the M4 Motorway
- 2.2.4 Gateway Site on The Great Western Highway

Table of Contents

- 2.2.5 Home-Based Business Activities
- 2.3 Areas of Ecological Sensitivity
 - 2.3.1 Remnant Bushland
 - 2.3.2 Watercourse and Riparian Corridors
 - 2.3.3 Water Cycle
 - 2.3.4 Salinity
 - 2.3.5 Contaminated Land
 - 2.3.6 Bushfire Hazard
 - 2.3.7 Air Quality
- 2.4 Community Services and Recreation
 - 2.4.1 Neighbourhood Parks
- 2.5 Recognition of Surrounding Land Uses
 - 2.5.1 Major Roads (Werrington Arterial, Great Western Highway and the M4 Motorway)
 - 2.5.2 Integration with Claremont Meadows Stage 1
 - 2.5.3 South Creek Corridor
 - 2.5.4 Former Gipps Street Landfill Site
- 2.6 Public Domain
 - 2.6.1 Management of the Public Domain
 - 2.6.2 Landscape Design
- 2.7 Infrastructure
 - 2.7.1 Streets and Access
 - 2.7.2 Sewer and Water
 - 2.7.3 Energy Supplies
 - 2.7.4 Telecommunications

E3 Cranebrook

Part A Waterside

- 3.1 Waterside Corporate
 - 3.1.1.1 Purpose of This Section
 - 3.1.1.2 Land to Which This Section Applies
 - 3.1.2.3 General Objectives
 - 3.1.3.2 Catchment Water Quality
 - 3.1.3.3 Water Quantity
 - 3.1.3.4 Management of the Lakes System
 - 3.1.4.1 Site and Building Works
 - 3.1.4.2 Access and Parking
 - 3.1.4.3 Acoustic Requirements
 - 3.1.4.4 Streetscape
 - 3.1.4.5 Building Envelopes
 - 3.1.4.6 Built Form – Corner of Andrews and Castlereagh Roads
 - 3.1.4.7 Built Form – Lateral 1
 - 3.1.4.8 Built Form - Neighbourhood Facilities
 - 3.1.4.9 Landscaping and Open Space
 - 3.1.5.1 Management Principles
- 3.2 Waterside Residential
 - 3.2.1.1 Purpose of the Section
 - 3.2.1.2 Land to Which the Section Applies
 - 3.2.1.3 Vision for Waterside

- 3.2.1.4 Aims and Principles of This Section
- 3.2.1.5 Urban Structure and Staging
- 3.2.1.6 Approval Process
- 3.2.1.7 Specific Information Relating To the R1 General Residential and E2 Environmental Conservation Zones
- 3.2.1.8 Wetlands Protection
- 3.2.1.9 Ownership and Management Under The Community Scheme Legislation
- 3.2.2.1 Floodway, Drainage and Site Works
- 3.2.2.2 Urban Design
- 3.2.2.3 Acoustic Requirements
- 3.2.2.4 Landscape Planting and Open Space
- 3.2.2.5 Roads and Car Parking
- 3.2.2.6 Residential Development
 - 3.2.2.6.1 Dwelling Types
 - 3.2.2.6.2 Residential Development Controls

Part B Cranebrook Neighbourhood Centre

- 3.3 Community Land / Group Neighbourhood Centre Cranebrook

Part C Cranebrook Rural Residential Development

- 3.4 Cranebrook Rural Residential Development
 - 3.4.1 Introduction
 - 3.4.1.1 Land to Which This Part Applies
 - 3.4.1.2 General Objectives
 - 3.4.2 Specific Objectives and Policies
 - 3.4.2.1 Access and Roads
 - 3.4.2.2 Subdivision and Layout
 - 3.4.2.3 Built Structures
 - 3.4.2.4 Landscape
 - 3.4.2.5 Community Facilities
 - 3.4.2.6 Services
 - 3.4.2.6.1 Water Supply/Effluent Disposal
 - 3.4.2.6.2 Drainage
 - 3.4.3 Maps

E4 Emu Heights – Blue Mountains Escarpment Siting, Design and Management

Part A – Preliminary

- 4.1 Introduction
 - 4.1.1 Land to which this section applies
 - 4.1.2 Purpose of the Section
 - 4.1.3 Aims and Objectives of this Section
 - 4.1.4 Special Requirements

Part B – Controls

Table of Contents

- 4.2 Siting
- 4.3 Construction and Earthworks
- 4.4 Building Design
 - 4.4.1 Roof Form
 - 4.4.2 Building Height
 - 4.4.3 Doors and Windows
 - 4.4.4 Fences
- 4.5 Building Materials
- 4.6 Building Colours
- 4.7 Services
- 4.8 Access
- 4.9 Landscaping
- 4.10 Bushfire Hazard
- Appendix 1: Maps of Blue Mountains Escarpment Area

E5 Emu Plains

Part A Commercial Area

- 5.1 Introduction
 - 2.1.1 Land to which this Part Applies
- 5.1.2 Aims of this Part
- 5.2 Controls
 - 5.2.1 Commercial Development
 - 5.2.2 Traffic Management
 - 5.2.3 Parking
 - 5.2.4 Residential Development
 - 5.2.5 Pedestrian Access

Part B Russell Street Industrial Area

- 5.3 Introduction
 - 5.3.1 Land to which this Part applies
 - 5.3.2 Aims of this Part
- 5.4 Controls
 - 5.4.1 Site Access
 - 5.4.2 Traffic Management
 - 5.4.3 Land Use and Design Outcomes
 - 5.4.4 Flood Management

E6 Erskine Business Park

- 6.1 Preliminary
 - 6.1.1 Aims And Objectives Of This Section
 - 6.1.2 Land To Which This Section Applies
- 6.2 Subdivision
- 6.3 Site Development And Urban Design
 - 6.3.1 Height
 - 6.3.2 Site Coverage
 - 6.3.3 Setbacks
 - 6.3.4 Urban Design
 - 6.3.5 Signage And Estate Entrance Walls
 - 6.3.6 Lighting

- 6.3.7 Fencing
- 6.3.8 Services
- 6.3.9 Transmission Line Easement
- 6.4 Environmental Quality
 - 6.4.1 Noise Pollution
 - 6.4.2 Air Pollution
 - 6.4.3 Storage, Transportation And/Or Processing Of Chemical Substances
 - 6.4.4 Energy Conservation
 - 6.4.5 Trading/Operating Hours Of Premises
- 6.5 Drainage
 - 6.5.1 Introduction
 - 6.5.2 Western Catchment – South Creek
 - 6.5.3 Eastern Catchment – Ropes Creek
- 6.6 Transport Network
- 6.7 Biodiversity
 - 6.7.1 Biodiversity Conservation Area and Landscape Buffer
- 6.8 Landscaping
 - 6.8.1 Objectives
 - 6.8.2 Controls
- 6.9 Landscape Areas
 - 6.9.1 Objectives
 - 6.9.2 Controls
 - 6.9.3 Requirements
 - 6.9.4 Requirements
 - 6.9.5 Landscape Area Requirements – Oakdale South Industrial Estate

E7 Glenmore Park

Part A – Glenmore Park Stage 1

- 7.1 Preliminary
 - 7.1.1 Land to Which This Part Applies
- 7.2 Glenmore Park Town Centre
 - 7.2.1 Preliminary7.2.2 Character Of The Glenmore Park Local Centre
 - 7.2.3 Urban Context
 - 7.2.4 Land Use Controls
 - 7.2.5 Built Form Controls
 - 7.2.5.1 Background
 - 7.2.5.2 Objectives
 - 7.2.5.3 Street Setbacks and Building Alignment
 - 7.2.5.4 Building Height Controls
 - 7.2.5.5 Building Exteriors
 - 7.2.5.6 Interface with Residential Areas
 - 7.2.5.7 Landscape Design
 - 7.2.5.8 Public Domain
 - 7.2.6 Car Parking and Access
 - 7.2.6.1 Vehicle Footpath Crossings and Driveways
 - 7.2.6.3 On-Site Parking

Table of Contents

7.2.6.4 Site Facilities and Services

7.2.7 Design Principles

7.2.7.1 Energy Efficiency

7.2.7.2 Water Management and Water Sensitive Urban Design

7.2.8 Waste Management

7.2.9 Safety And Security (Crime Prevention Through Environmental Design)

7.2.10 Site Topography

7.2.11 Other Controls

7.2.11.1 Town Square

7.2.11.2 Community Centre Building

7.3 Glenmore Park Major Land Use

7.3.1 Land to Which This Section Applies

7.3.2 Purpose of the Section

Part B – Glenmore Park Stage 2

7.4.1 Preliminary

7.4.1.1 Land to Which This Part Applies

7.4.1.2 Relationship to Other Plans and Documents

7.4.1.3 Supporting Studies

7.4.1.4 How to Use This Section

7.4.1.5 Concept Plans

7.4.2 Structure Plan

7.4.2.1 Introduction

7.4.2.2 Urban Structure

7.4.2.3 Dwelling Yield

7.4.2.4 Dwelling Diversity

7.4.3 Public Domain

7.4.3.1 Responding to The Site's Natural Features

7.4.3.1.1 Corridors

7.4.3.1.2 Bushfire Hazard Management

7.4.3.1.3 Water Management

7.4.3.1.4 Flood Management

7.4.3.1.5 Trees

7.4.3.1.6 The Northern Road View Shed

7.4.3.2 Access and Movement

7.4.3.2.1 Urban Structure

7.4.3.2.2 Vehicular Movement

7.4.3.2.3 Public Transport

7.4.3.2.4 Pedestrians and Bicycles

7.4.3.3 Streetscapes

7.4.3.3.1 Landscape Character

7.4.3.3.2 Street Furniture and Public Art

7.4.3.3.3 Road Sections

7.4.3.4 Open Spaces

7.4.3.4.1 Active Open Space

7.4.3.4.2 Neighbourhood Parks

7.4.3.4.3 Riparian Corridor Edge Parks

7.4.3.5 Neighbourhood Precinct

7.4.3.5.1 Urban Structure

7.4.3.5.2 Urban Character

7.4.3.5.3 Retail Built Forms

7.4.3.5.4 Primary School

7.4.4 Private Domain

7.4.4.1 Subdivision

7.4.4.2 Shared Driveways

7.4.4.3 Site Planning

7.4.4.3.1 Principal Private Open Space

7.4.4.3.2 Garages and Parking

7.4.4.3.3 Building Footprints

7.4.4.4 Solar Planning

7.4.4.5 Dwelling Design

7.4.4.6 Visual and Acoustic Privacy

7.4.4.7 Defining Boundaries

7.4.4.8 Site Facilities

7.4.5 Typical Development Forms

7.4.5.1 Apartments

7.4.5.2 Terrace Dwellings And Live – Works

7.4.5.3 Semi Detached Dwellings

7.4.5.4 Studios

7.4.5.5 Built To Boundary Dwellings

7.4.5.6 Detached Dwellings

7.4.5.6.1 Surveyors Creek Catchment

7.4.5.6.2 Mulgoa Creek Catchment

7.4.5.7 Non-Residential Development

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

8.1.2 Aims and Objectives

8.2 Development Controls

8.2.1 Building Setbacks

8.2.2 Signage

8.2.3 Car Parking

8.2.4 Vehicular Access

8.2.5 Loading Areas

8.2.6 Storage Area

8.2.7 Building Design and Layout

8.2.8 Western Rail Line

8.2.9 Landscaping Along the Great Western Highway

Part B The Knoll

8.3 Preliminary

8.3.1 Land to Which This Part Applies

Table of Contents

8.3.1.1 Relationship to Other Plans and Documents

8.3.1.2 Supporting Studies

8.3.2 Structure Plan

8.3.2.1 Vision for The Knoll

8.3.3 The Public Domain

8.3.3.1 Street Network

8.3.3.2 Pedestrian and Cycle Network

8.3.3.3 Open Space Network

8.3.4 Residential Development

8.3.4.1 Subdivision Design

8.3.4.2 Streetscape, Feature Elements and Roof Design

8.3.4.3 Dwelling Height, Massing and Siting

8.3.4.4 Building Setbacks

8.3.4.5 Development on Sloping Land

8.3.4.6 Studio or Secondary Dwellings

8.3.4.7 Private Open Space

8.3.4.8 Site Coverage and Landscaped Area

8.3.4.9 Fencing

8.3.4.10 Garages And Access

8.3.5 Environmental and Residential Amenity

8.3.5.1 Visual and Acoustic Privacy

8.3.5.2 Safety and Surveillance

8.3.5.3 Sustainable Building Design

E9 Mulgoa Valley

9.1 Siting and Built Form controls

9.1.1 Heritage Items and Vistas

9.1.2 Siting

9.1.3 Building Form, Materials and Colours

9.1.4 Planting

9.1.5 Access, Parking and Services

9.1.6 Fences and Entrances

9.1.7 Signage

9.2 Other Controls

9.2.1 Mulgoa Road

9.3 Other Relevant Information

E10 Orchard Hills

10.1 Siting and built form controls

10.1.1 Siting and orientation of dwellings and outbuildings

10.1.2 Building form, materials and colours

10.1.3 Vegetation and plantings

10.1.4 Access, parking and services

10.1.5 Fences and entrances

10.1.6 Signage

10.2 Other relevant information

E11 Penrith

Part A Penrith City Centre

11.1 Preliminary

11.1.1 Area Included Within the Penrith City Centre

11.1.2 Aims and Objectives of This Section

11.1.3 Penrith City Centre Precincts and Character Areas

11.2 Building Form

11.2.1 Introduction

11.2.2 Building to Street Alignment and Street Setbacks

11.2.3 Street Frontage Heights

11.2.4 Building Depth and Bulk

11.2.5 Boundary Setbacks and Building Separation

11.2.6 Mixed Use Buildings

11.2.7 Site Cover and Deep Soil Zones

11.2.8 Landscape Design

11.2.9 Planting on Structures

11.3 Pedestrian Amenity

11.3.1 Permeability

11.3.2 Active Street Frontages and Address

11.3.3 Awnings

11.3.4 Vehicle Footpath Crossings

11.3.5 Pedestrian Overpasses and Underpasses

11.3.6 Building Exteriors

11.4 Access, Parking and Servicing

11.4.1 Pedestrian Access and Mobility

11.4.2 On-Site Parking Options

11.4.3 Site Facilities and Services

11.5 Sustainable Development

11.5.1 Reflectivity

11.5.2 Maximising Liveability and Longevity

11.5.3 Reduce Resource Consumption

11.6 Controls for Residential Development

11.6.1 Housing Choice and Mix

11.7 Controls for Special Areas

11.7.1 Precinct Controls

Part B North Penrith

11.8.1 Preliminary

11.8.1.1 Purpose of This Section

11.8.1.2 Land to Which This Section Applies

11.8.1.3 Relationship with Other Planning Documents

11.8.2 Concept Plan

11.8.2.1 Vision

11.8.2.2 Outcomes

11.8.3 Residential Development

11.8.3.1 Housing Density and Diversity

11.8.3.2 Subdivision

Table of Contents

- 11.8.3.3 Building Envelopes
- 11.8.3.4 Building Design and Articulation
- 11.8.3.5 Private Open Space and Landscaping
- 11.8.3.6 Fencing
- 11.8.3.7 Garages, Site Access and Parking
- 11.8.3.8 Visual and Acoustic Amenity
- 11.8.3.9 Specific Provisions - Key Sites
- 11.8.3.10 Specific Provisions - Residential Flat Buildings
- 11.8.3.11 Specific Provisions - Ancillary Dwellings
- 11.8.4 The Village Centre
- 11.8.4.1 Built Form Controls
- 11.8.4.2 Access, Parking and Servicing
- 11.8.5 Thornton Hall
- 11.8.5.1 Built Form Controls
- 11.8.6 Industrial Development
- 11.8.6.1 Built Form Controls
- Appendix A – Example Of Building Envelope Plan
- Appendix B – Residential Design Palette

Part C 164 Station Street, Penrith

- 11.1 Site analysis and local context
- 11.1.1 Land and purpose which section applies
- 11.1.2 Site Vision
- 11.1.3 Site Objectives
- 11.1.4 Local Context
- 11.2 Structure Plan
- 11.2.1 Urban Structure
- 11.2.2 Landscape Structure
- 11.2.3 Character Areas and Urban Precincts
- 11.2.4 Dwelling Density
- 11.2.5 Indicative Development Staging
- 11.3 The Public Domain
- 11.3.1 Street Network and Design
- 11.3.2 Pedestrian and Cyclist Networks
- 11.3.3 Public Open Space and Landscape Network
- 11.3.4 Above Ground Basements
- 11.4 Residential Development
- 11.4.1 Key Design Principles
- 11.4.2 Building Height, Massing and Siting
- 11.4.3 Building Setbacks
- 11.4.4 Private Open Space
- 11.4.5 Mixed Use Buildings
- 11.4.6 Housing Diversity
- 11.5 Environmental and Residential Amenity
- 11.5.1 Visual Privacy and Acoustic Amenity
- 11.5.2 View Corridors
- 11.6 Access, Parking and Servicing
- 11.6.1 Vehicle Access

- 11.6.2 Pedestrian Access and Mobility
- 11.6.3 On-Street Parking Options
- 11.6.4 Parking Requirements for Residential Apartments
- 11.6.5 Service Roads and Emergency Vehicles

E12 Penrith Health and Education Precinct

Part A – Hospital Precinct

- 12.1 Background
- 12.1.1 Area Included Within the Hospital Precinct
- 12.1.2 Aims of the Controls for the Hospital Precinct
- 12.1.3 General Objectives
- 12.1.4 Character Areas
- 12.2 Land Use Controls
- 12.2.1 Mixed Use Development Controls
- 12.3 Built Form Controls
- 12.3.1 Street Alignment, Building Height and Setbacks
- 12.3.2 Building Depth and Bulk
- 12.3.3 Boundary Setbacks and Building Separation
- 12.3.5 Building Exteriors
- 12.3.6 Landscape Design
- 12.3.7 Planting on Structures
- 12.4 Other Controls
- 12.4.1 Public Domain
- 12.4.2 Pedestrian Amenity
- 12.4.2.1 Permeability
- 12.4.2.2 Active Street Frontages and Address
- 12.4.2.3 Safety and Security
- 12.4.2.4 Awnings
- 12.4.2.5 Vehicle Footpath Crossings
- 12.4.3 Car Parking
- 12.4.4 Site Facilities and Services
- 12.5 Other Information

Part B – Business Park Precinct

- 12.6 Introduction
- 12.6.1 Area Included In the Business Park Precinct
- 12.6.2 General Objectives
- 12.6.3 Requirements for a Concept Plan
- 12.6.4 Preparation of a Concept Plan
- 12.7 Built Form Controls
- 12.7.1 Street Alignment and Setbacks
- 12.7.2 Side and Rear Setbacks
- 12.7.3 Building Bulk
- 12.7.4 Building Separation
- 12.7.5 Site Coverage and Deep Soil Zones
- 12.7.6 Architectural Excellence

Table of Contents

12.7.7 Active Street Frontages

12.7.8 Pedestrian Permeability

12.7.9 Awnings

12.7.10 Landscaping and Fencing

12.7.11 Water and Energy Efficient Design

12.7.12 Traffic, Parking and Site Access

Part C – South Werrington Urban Village Precinct

12.8 South Werrington Urban Village

12.8.1 Preliminary

12.8.1.1 Background

12.8.1.2 Land to Which This Section Applies

12.8.1.3 Aims and General Objectives of This Section

12.8.1.4 Supporting Studies

12.8.1.5 Concept Plans

12.8.2 Structure Plan

12.8.2.1 Vision

12.8.2.2 Urban Structure

12.8.2.3 Desired Future Character

12.8.2.4 Dwelling Yields

12.8.3 Public Domain

12.8.3.1 Responding to The Site's Natural Features

12.8.3.2 Transport and Accessibility

12.8.3.3 Streetscapes

12.8.3.4 Passive Open Space and Environmental Conservation Areas

12.8.3.5 Public Facilities

12.8.4 Private Domain

12.8.4.1 Subdivision

12.8.4.2 Site Planning

12.8.4.4 Dwelling Design

12.8.4.5 Visual and Acoustic Privacy

12.8.4.6 Fencing

12.8.4.7 Site Facilities

12.8.5 Residential Development Forms

12.8.5.1 All Housing Types

12.8.5.2 Integrated Housing

12.8.5.3 Apartments

12.8.5.4 Attached Dwellings

12.8.5.5 Semi Detached Dwellings

12.8.5.6 Studios

12.8.5.7 Detached Dwellings

12.8.5.8 Built To Boundary Dwellings

12.8.6 Development for Employment Purposes

Part D - Werrington Mixed-Use Area

12.9.1 Preliminary

12.9.1.1 Land to Which This Section Applies

12.9.1.2 Aims of This Section

12.9.2 Concept Plans

12.9.2.1 Requirements for a Concept Plan

12.9.2.2 Concept Plan Strategies

12.9.2.3 Adoption of a Concept Plan

12.9.2.4 Form of a Concept Plan

12.9.3 Urban Design

12.9.3.1 Land Use and Activities

12.9.3.2 Pattern of Streets, Open Spaces and Community Facilities

12.9.3.3 Pattern of Street-Blocks and Subdivision

12.9.3.4 Pattern of Built Form and Landscaped Areas

12.9.3.5 Public Domain

12.9.4 Sustainability

12.9.4.1 Social and Economic

12.9.4.2 Biodiversity: Flora and Fauna

12.9.4.3 Water Cycle

12.9.4.4 Air Quality

12.9.5 Site Features

12.9.5 Public Transport

12.9.6 Site Features

12.9.6.1 Topography and Soils

12.9.7 Infrastructure Services

12.9.7.1 Street Networks

12.9.7.2 Principal and Secondary Site Roads

12.9.7.3 Pedestrian and Cycle Access

12.9.7.4 Energy Supplies

12.9.7.5 Community Services and Recreation

12.9.7.6 Landscape Design

12.9.8 Residential Development

12.9.8.1 Residential Density

12.9.8.2 Residential Amenity

12.9.8.3 Crime Prevention and Community Safety

12.9.8.4 Population and Housing

12.9.8.5 Home-Based Business Activities

12.9.8.6 Retail and Business Services

12.9.8.7 Parking

E13 Riverlink Precinct

Part A Riverlink Excluding Panthers Penrith Site

13.1 Urban Framework

13.1.1 Landscape Structure

13.2 Connectivity

13.2.1 Permeability

13.2.2 Pedestrian and Cycle Network

13.3 Built Form

13.3.1 Street Alignment and Setbacks

13.3.2 Active Street Frontages

13.4 Future Character Strategy for Sub Precincts

Table of Contents

- 13.4.1 River Gateway
- 13.4.2 Tourism and Recreation Precinct
- 13.4.2.1 2 Tench Avenue, Jamisontown

Part B Panthers Penrith Precinct

- 13.5 Panthers Penrith Site
- 13.5.1 Background
- 13.5.2 Riverlink Precinct Plan
- 13.6 Panthers Penrith Precinct Vision
- 13.6.1 Panthers Penrith Precinct Vision
- 13.6.2 Precinct Objectives
- 13.7 Urban Framework
- 13.7.1 Structure Plan
- 13.7.2 Landscape Structure
- 13.7.3 Sub Precincts
- 13.7.4 Views
- 13.7.5 Public Art Strategy
- 13.8 Connectivity
- 13.8.1 Street Design and Character
- 13.8.2 Pedestrian and Cycle Network
- 13.8.3 Public Transport
- 13.8.4 Traffic, Parking and Site Access
- 13.9 Built Form
- 13.9.1 Street Alignment and Setbacks
- 13.9.2 Active Street Frontages
- 13.9.3 Awnings
- 13.9.4 Building Depth and Bulk
- 13.9.5 Building Articulation
- 13.9.6 Architectural Excellence
- 13.10 Delivery
- 13.10.1 Flooding and Drainage
- 13.10.2 Utilities
- 13.10.3 Staging

E14 St Clair

- 14.1 Land at Banks Drive and Mamre Road
- 14.1.1 Land to which this section applies
- 14.1.2 Aims of this Section
- 14.1.3 Development Standards
- 14.1.3.1 Setbacks
- 14.1.3.2 Access
- 14.2 Land at Cook Parade
- 14.2.1 Land to which this section applies
- 14.2.2 Aims of this Section

E15 St Marys

Part A St Marys Town Centre

- 15.1. Land Use Controls
- 15.1.1 Residential Development Controls
- 15.1.2 Mixed Use Development Controls

- 15.2. Built Form Controls
- 15.2.1 Building to Street Alignment and Street Setbacks

- 15.2.2 Street Frontage Heights
- 15.2.3 Maximum Building Heights and Lot Layout Requirements
- 15.2.4 Building Depth and Bulk
- 15.2.5 Boundary Setbacks and Building Separation
- 15.2.6 Site Coverage and Deep Soil Zones
- 15.2.7 Landscape Design
- 15.2.8 Planting on Structures
- 15.3. Other Controls
- 15.3.1 Pedestrian Amenity
- 15.3.2 Access, Parking and Servicing
- 15.3.3 Precinct Controls

F. Other relevant information

Appendix F1: Definitions

Appendix F2: Development Process

Appendix F3: DA Submission Requirements

Appendix F4: Technical Information

Table of Contents

A INTRODUCTION	2
1.1. WHAT IS THE NAME OF THIS PLAN?	2
1.2. WHAT DOES THE PLAN SEEK TO ACHIEVE?	2
1.3. WHERE DOES THE PLAN APPLY?	2
1.4. RELATIONSHIP OF THIS PLAN TO THE LEP AND OTHER PLANS AND POLICIES	3
1.5. REPEAL OF PLANS	3
1.6. HOW IS THE PLAN STRUCTURED?	3
1.7. WHERE DO I FIND THE RELEVANT CONTROLS?	4
1.8. WHAT IS THE DATE OF COMMENCEMENT FOR THE PLAN?	5

A Introduction

1.1 What is the name of this Plan?

This Plan is known as “Penrith Development Control Plan 2014”.

It has been prepared in accordance with Section 74C of the Environmental Planning and Assessment Act 1979 and clause 16 of the Environmental Planning and Assessment Regulation 2000.

1.2 What does the Plan seek to achieve?

The purpose of this Plan is:

- a) To provide guidance to people wishing to carry out development within the City of Penrith
- b) To promote development which is consistent with Council’s vision for the City of Penrith, namely, one of a sustainable and prosperous region with a harmony of urban and rural qualities with a strong commitment to environmental protection and enhancement.
- c) To ensure development incorporates the principles of sustainable development through the delivery of balanced social, economic and environmental outcomes.
- d) To encourage development which ‘lifts the bar’ in terms of delivering sustainable and healthy communities in the long term.
- e) To foster development that responds appropriately to the natural and built environment, in particular, vegetation, biodiversity corridors, significant waterways, riparian land, significant buildings and gardens, and scenic landscapes and views.
- f) To provide for an urban environment that is active, attractive and safe for residents and visitors.
- g) To ensure the quality of development in the City of Penrith is of a high standard.

1.3 Where does the Plan apply?

This Plan applies to all land within the Penrith Local Government Area. It covers the Land covered by the following Planning Instruments

- Penrith Local Environmental Plan 2010
- Penrith Local Environmental Plan 1991 (Environmental Heritage Conservation)
- Penrith Local Environmental Plan 1998 (Urban Land)
- Penrith Local Environmental Plan No.201 (Rural Lands)
- Penrith Interim Development Order No.13
- Penrith Interim Development Order No.47
- Penrith Interim Development Order No. 93
- State Environmental Planning Policy (Penrith Lakes Scheme) 1989
- State Environmental Planning Policy (Western Sydney Employment Area) 2009
- Sydney Regional Environmental Plan No. 30 – St Marys

1.4 Relationship of this Plan to the LEP and other plans and policies

This Plan must be read in conjunction with any environmental planning instrument that applies to the land. An environmental planning instrument includes a State Environmental Planning Policy (SEPP) (including Sydney Regional Environmental Plans (SREPs), now referred to as deemed SEPPs) or a Local Environmental Plan (LEP). Applicants should confirm which SEPPs apply and consider them when determining applicable development controls.

The provisions contained in this Plan supplement the provisions of the relevant environmental planning instrument. If there is any inconsistency between this Plan and relevant environmental planning instrument, the provisions of the relevant environmental planning instrument will prevail.

1.5 Repeal of plans

This Plan repeals the following Development Control Plans

- Penrith Development Control Plan 2006
- Penrith Development Control Plan 2010
- Werrington Mixed Use Area Development Control Plan
- Penrith City Centre Development Control Plan 2007
- Orchard Hills Development Control Code No. 1
- Orchard Hills Development Control Code No. 2
- Development Control Code - Orchard Hills subzone C

1.6 How is the Plan structured?

The Plan is divided into six parts:

Part A Introduction

This section provides details on the aims and purpose of the Plan and where and how it applies.

Part B Development Control Plan Principles

This section sets out Council's key sustainable development principles that apply to all development and how these principles should be used.

Part C Controls applying to all Land Uses

This section sets out the requirements for a range of issues that apply across the Penrith Local Government Area, including:

- a) Site Planning and Design Principles
- b) Vegetation Management
- c) Water Management
- d) Land Management
- e) Waste Management

- f) Landscape Design
- g) Culture and Heritage
- h) Public Domain
- i) Advertising and signage
- j) Transport, Access and Parking
- k) Subdivision
- l) Noise and Vibration
- m) Infrastructure and Services.

Part D Specific Land Uses / Activities

This section specifies the requirements relating to various types of land uses, including

- a) Rural Land Uses
- b) Residential Development
- c) Commercial and Retail Development
- d) Industrial Development
- e) Other Land Uses

Part E Key Precincts

This section details additional requirements relating to specific sites or areas in the City.

Part F Appendices

This section provides additional information to assist in the preparation of a development application that meets Council's requirements. This includes definitions of terms used, technical information requirements, notification and advertising requirements, and processes for development applications. Unless separately defined in a specific part of this Plan, terms used in this Plan have the same meaning as those adopted by the relevant environmental planning instrument.

Some sections of this Plan contain 'lifting the bar' requirements. 'Lifting the bar' establishes ways in which applicants can demonstrate additional commitment to the key Development Control Plan principles. Demonstration of this commitment may lead to Council considering variation of development controls.

Other relevant information: provides a list of additional information sources and legislation for consideration.

1.7 Where do I find the relevant controls?

The layered approach of this Plan means that some parts are relevant to all development, some to specific types of development or activities and some to specific land or precincts. Development may be determined as being either minor or major, with a higher level of submission and assessment required for more complex or larger proposals, or sites which are highly constrained.

- Step 1 → Establish the zoning, permissibility and planning controls that apply to the proposed use and the property under the relevant environmental planning instrument.

- Step 2→** Understand and apply the DCP Principles for Penrith in Part B of this Plan. These principles apply to all development.
- Step 3→** Determine which controls or parts of this Plan apply to your development proposal. Remember some City wide provisions such as flooding, salinity and bushfire will only apply if these natural hazards affect your site.
- Sites identified or located in the vicinity of a heritage item, heritage conservation area or archaeological site will need to consider the Culture and Heritage chapter in Part C of this Plan.
- If you are uncertain whether a section of this Plan applies to your development, you should check that section, or ring Council for assistance.
- Step 4→** Understand the development application process and submission requirements. An overview of the application and assessment process, together with the submission requirements, is provided in Appendix F.
- Notification and advertising, and technical information requirements are also provided in Appendix F.
- In addition, you can check any words or terms you may be unsure of in Appendix F.
- Step 5→** Contact Council if you require further clarification on any aspect of this Plan or for advice on preparing your development application or determining whether your proposal is considered minor or major development.

1.8 What is the date of commencement for the Plan?

This Plan was adopted by Penrith City Council on 23 March 2015 and came into effect on 17 April 2015. The following is a list of the amendments to the DCP:

Amendment No.	Chapter	Change	Adopted by Council	Date of commencement
1	E7 Part B, Glenmore Park Stage 2	- Lot size range reduced to 450-1000m² - Setbacks reduced - Amending the maximum dwelling yield in Precinct C to 344 dwellings.	7 December 2015	19 February 2016 (date of commencement of Amendment 6 to LEP 2010)
2(a)	C5 Waste Management	To broaden the objectives relating to waste management and introduce a number of new controls for medium and high density residential developments	27 June 2016	7 July 2016

2(b)	E16 – Sydney Science Park	Introduce a new Sydney Science Park Chapter into the DCP 2014 to provide provision for development in Sydney Science Park	14 March 2016	3 November 2016
3	E11 Part A – Penrith E11 Part C – 164 Station Street, Penrith	Introduce site-specific controls for 164 Station Street, Penrith. Remove previous controls for 164 Station Street, Penrith previously located within Part A - Penrith	19 December 2016	12 January 2017
4.1	E6 Erskine Business Park, C10 Transport, Access and Parking	To align the DCP and the State Significant Development (SSD 6917) consent for the Oakdale South Industrial Area and provide consistency of the built form across the site.	28 May 2018	21 June 2018
4.2	C3 Water Management, C6 Landscape Design, C13 Infrastructure and Services, and, F3 DA Submission Requirements	Update references and information in the DCP to be consistent with Council's <i>Stormwater Drainage Specification for Building Developments</i> policy (adopted November 2016).	28 May 2018	21 June 2018
4.5	D2 Residential Development, E5 Emu Plains, E8 Kingswood, and E15 St Marys / North St Marys	To revise controls at affected locations that will clarify Council's position relating to road construction, land dedication and guide development on affected lots.	28 May 2018	21 June 2018

5	D2 Residential Development D5 Other Land Uses	To revise controls for Multi Dwelling Housing and introduce controls for Boarding Houses.	10 December 2018	21 December 2018
6	C1 Site Planning and Design Principles C2 Vegetation Management C8 Public Domain D5 Other Land Uses Removal of F4 Notification and Advertising	To revise and update controls, consistent with Council policy and legislation updates. To remove F4 Notification and Advertising, as the Community Participation Plan replaces it.	10 August 2020	3 September 2020
7	E13 The Riverlink Precinct, Part B – Panthers Penrith Precinct	To align controls for the Panthers Penrith Precinct with Council plan updates.	13 November 2017	23 December 2020
8	E13 Part A - Riverlink Precinct - Winter Sporting Facility	Provide site-specific planning controls for 2 Tench Avenue, Jamisontown	24 May 2021	23 December 2021
9	C14 Urban Heat Management	Introduce a new Urban Heat chapter into the DCP 2014 and provides new cooling measures below: • Cooling with landscaping • Cool colours and materials • Cooling through building design • Optimising mechanical heating and cooling	9 May 2022	22 July 2022

		This chapter supplements the LEP 2010 with more detailed planning.		
10	E7 Part C – Glenmore Park Stage 3	Introduce a new Glenmore Park Stage 3 chapter into the DCP 2014 to support the PLEP Amendment No. 30	Ordinary Meeting of 12 December 2022	30 June 2023
11	E7 Part C – Glenmore Park Stage 3	To introduce traffic and transport related sections and address other housekeeping matters.	Ordinary Meeting of 28 August 2023	8 September 2023
12	E17 Orchard Hills North	To Introduce a new Orchard Hills North chapter into Penrith DCP 2014 to support Penrith LEP 2010 Amendment No. 29	Ordinary Meeting of 12 December 2022	1 October 2023
13	E18 Luddenham Road Industrial Business Park	Introduce a new Luddenham Road Industrial Business Park chapter into the DCP 2014 to support the PLEP Amendment No. 43	Ordinary Meeting of 20 November 2023	20 May 2024
##	C1 Site Planning and Design Principles D4 Industrial Development Part E5 Emu Plains	To Introduce new controls into Penrith DCP 2014 to support Penrith LEP 2010 Amendment No. ## relating to 170 Russell Street, Emu Plains (Lot 1 DP1273251)	## 2024	## 2024

Table of Contents

C1 SITE PLANNING AND DESIGN PRINCIPLES	2
1.1. SITE PLANNING	3
1.1.1. SITE ANALYSIS	4
1.1.2. KEY AREAS WITH SCENIC AND LANDSCAPE VALUES	5
1.2. DESIGN PRINCIPLES	11
1.2.1. APPLICATION OF CERTIFICATION SYSTEM	11
1.2.2. BUILT FORM - ENERGY EFFICIENCY AND CONSERVATION	11
1.2.3. BUILDING FORM - HEIGHT, BULK AND SCALE	12
1.2.4. RESPONDING TO THE SITE'S TOPOGRAPHY AND LANDFORM	13
1.2.5. SAFETY AND SECURITY (PRINCIPLES OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN)	17
1.2.6 MAXIMISING ACCESS AND ADAPTABILITY	35
1.2.7 ADULT CHANGE FACILITIES	38

C1 Site Planning and Design Principles

A. Background

What is Site Planning?

Site planning is a design tool used to determine an appropriate development outcome based on an analysis of the development site's constraints.

Good site planning starts with a comprehensive analysis of the site, within the immediate and regional context. It encompasses broader decisions regarding building orientation and placement on the site, including location of associated structures and infrastructure such as access and circulation arrangements.

The complexity of the site planning process will vary depending on the scale and nature of the proposed development and the constraints affecting the site. Minor development may only require a site plan and a simple accompanying statement, whereas development of a certain scale or nature or where the site is highly constrained, may result in more detailed plans and supporting technical reports being required to support a development application. This should be discussed with officers from Council's Development Services Department prior to lodgement of the development application.

Adopting a Comprehensive Site Planning Process

Undertaking a thorough site analysis of the site assists in guiding the development concept and improves development outcomes through improvements in sustainability and design quality. Adopting good site planning principles results in improved development outcomes that translate to:

- **Economic sustainability and cost benefits:** A considered site design will reduce the demolition, construction and operational costs of buildings;
- **Social Sustainability:** Addressing the needs of the local community will improve quality of life, local vitality and enhance community identity;
- **Environmental Sustainability:** Ensuring the proposal minimises impact or even enhances environmental impacts; and
- **Better Planning and Urban Design Outcomes:** Achieving a development that integrates with the desired surrounding built form and landscape character.

What is the Aim of this Section of the Plan?

This Plan seeks to achieve high quality, sustainable development outcomes for all development requiring consent or approval by Council. The Plan seeks to achieve this by providing a range of controls for development that encompass various design and sustainability criteria.

This Section provides an overview of the key site planning and design principles applicable to all developments. It illustrates how the design of any development should adopt an integrated approach to improve design quality and sustainability.

B. General Objectives

- a) To improve the sustainability of development through improved site planning that takes into account social, economic and environmental opportunities and constraints;
- b) To ensure that developments address the key principles of site planning, urban design and design excellence by:
 - i) responding to the natural topography and landform of the site;

- ii) protecting areas of scenic or visual importance in the City of Penrith;
 - iii) adopting a height, massing and scale that accords with the analysis of the site and minimises visual impact;
 - iv) incorporating safety and security measures in its design;
 - v) utilising, where possible, sustainable materials that minimise impacts on the environment, maintenance and waste; and
 - vi) incorporating the principles of universal design to maximise accessibility for all people.
- c) To ensure that non-residential buildings (and their future uses) are designed to incorporate design and sustainable excellence by:
- i) being accredited under the Australian Buildings Greenhouse Ratings certification system, now part of the National Australian Built Environment Rating System (NABERS) and/or Green Star certification system, whichever is applicable; and
 - ii) ensuring that energy and water consumption is minimised.

C. How to Use this Section

This Section summarises the key criteria for achieving a high quality design and sustainable development outcome. The Section should be read in conjunction with the other relevant sections of this Plan and relevant planning instruments.

D. Other Relevant Sources of Information

Some additional sources of relevant information include:

- a) **Building Code of Australia (BCA):** The BCA contains provisions related to access for people with a disability. Where the provision of the BCA is a higher standard than this Plan, the provision in the BCA will prevail.
- b) **State Environmental Planning Policy 65 - Design Quality of Residential Flat Development and the associated Residential Flat Design Code (2002):** These apply only to residential flat buildings of a particular height and scale; and
- c) **AMCORD (Australian Model Code for Residential Development) (1995):** This applies to residential development.

1.1. Site Planning

Background

The first rule of site planning is to **understand the site**. Site planning requires the collection of information on existing natural, constructed and other features of the site, with the aim of:

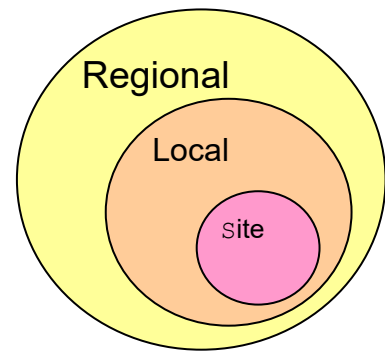
- a) Understanding the existing form of a locality and the relationships that have caused its development;
- b) Identifying the qualities and character of the existing urban form; and
- c) Identifying a successful development pattern and inappropriate developments.

The level of analysis required will vary depending on the scale of the proposal. Different levels of analysis are:

- a) **Regional analysis** (the regional context in relation to nearest urban centres, major services and infrastructure, and broad environmental catchments);

b) Local analysis (the local context around the site including local services and infrastructure, local environmental issues, and the local built form and landscape context of the site); and

c) Site analysis (the immediate context around and within the site including adjacent built form and services, site environmental issues and key site opportunities and constraints).



B. Objectives

- a) To ensure that the site's context has been analysed and considered to ensure that development is designed on a 'whole of building' approach; and
- b) To protect and enhance areas with high scenic and landscapes values which contribute to the character of the City of Penrith.

1.1.1. Site Analysis

Site analysis involves looking at the features of the site and the immediate surrounding area and, where possible, presenting the information in a diagrammatical plan(s). It includes the site and the immediate context – usually up to 50m or 100m in any direction from the site (depending on the scale of development, the proposed land use and its impacts).

Site analysis should include plan and section drawings of the existing features of the site at the same scale as the site and landscape plan. That plan should include the following minimum elements:

- the site's dimensions and areas;
- north point and the site's orientation (e.g. solar access);
- topography (with 0.5m to 1m contours);
- road and pedestrian access points;
- services and infrastructure (e.g. electricity poles, stormwater drainage lines, natural drainage, kerb crossings and easements);
- rights of way;
- views to and from the site (more detail is provided below);
- site overland flows and drainage patterns;
- geotechnical characteristics of the site and suitability for development;
- location of site in relation to shops, community facilities and transport;
- heritage items on site or on adjoining properties;
- form and character of adjacent and opposite buildings in the streetscape, including both sides of any street that the development fronts;
- location and use of any existing buildings or built features on the site;
- location and important characteristics of adjacent public, communal and private open spaces;
- location of significant vegetation on the site;
- location of any significant noise sources on and in the vicinity of the site; and

- assessment of site contamination and/or remediation.

Not all of the elements listed above will be relevant for every development or site. You are strongly recommended to contact Council's Development Services Department to discuss the requirements for your proposal prior to lodgement of a development application.

Further information on site planning can be found in Appendix F4 – Technical Information.

1.1.2. Key Areas with Scenic and Landscape Values

A. Background

This Section focuses on particular locations in the City of Penrith that are visible from major roads and other public places and have important scenic and landscape values. These locations are identified on the *Penrith LEP 2010 Scenic and Landscape Values Map*.

Key to the site analysis and planning process is minimising likely visual impact as a result of new development. This section identifies the key principles that should be addressed in a visual impact assessment and when such an assessment is required.

The locations identified on the *Penrith LEP 2010 Scenic and Landscape Values Map* include, but are not limited to:

- Land along the Blue Mountains escarpment;
- Land which has views to and from the Nepean River;
- Land within the riverine corridors of South and Ropes Creek;
- Land along major roads, including the M4 Motorway;
- Land that can be viewed from the Main Western Railway Line;
- Land within the Mulgoa Valley precinct, including vistas from major heritage items in the valley (see the Mulgoa Valley Section of this Plan);
- Land within Industrial Precincts 4 and 8 which have views to and from the Nepean River and the Blue Mountains escarpment, and within Industrial Precincts 7 and 9 which can be viewed from elevated locations elsewhere in the City (see the Industrial Development Section of this Plan); and
- Land at important gateways. Table C1.1 and Figure C1.1 below identify gateways in the City of Penrith. The design of new development at these locations requires a special response given their visual sensitivity.

Gateways are distinctive sites or spatial sequences which denote a change in a spatial or visual experience. They have a variety of configurations and scales from regional significance to neighbourhood scale. They can be marked by changes such as land use, density of development, vegetation, topography and space. Some are site specific places of environmental identity and others provide a sense of transition. They can be entrances and destinations. Gateways may also be located at sites such as significant community congregation areas, public art installations, municipal buildings and ceremonial places. Types of gateways in Penrith City providing a sense of arrival or transition may include crossings, village bookends, land use interfaces, intersections and cultural gateways.

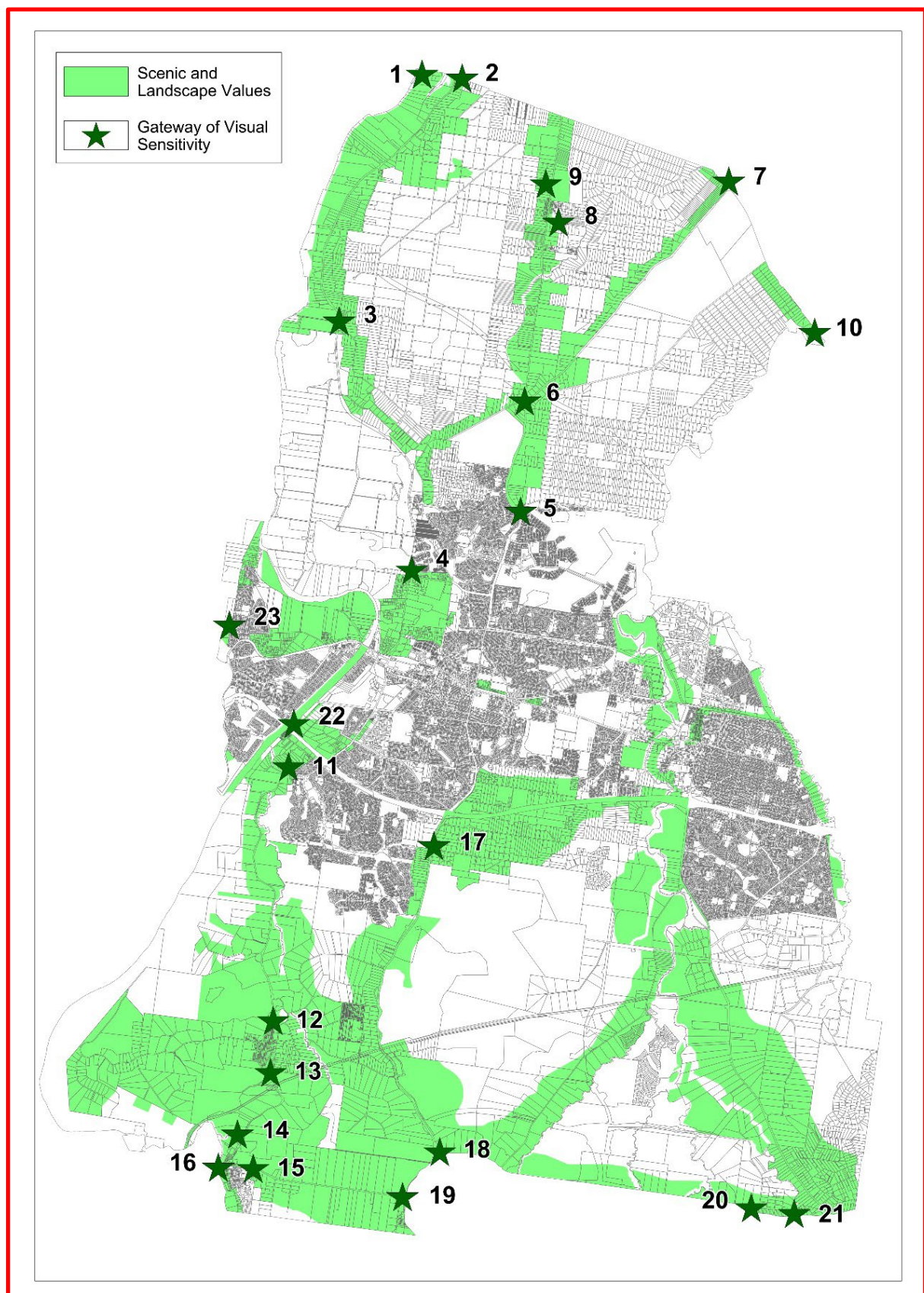
See the Technical Information Appendix for a more detailed definition of gateways.

Table C1.1: Gateways and Areas of Visual Sensitivity

Ref	Types of Gateways				Description
	Village bookends	Crossings	Land use interface	Intersections	
1		✓			Yarramundi crossing
2			✓	✓	Hawkesbury City Council boundary/Castlereagh Road
3	✓				Castlereagh rural centre/village
4			✓		Residential/ industrial interface
5			✓		Former ADI site suburban edge
6				✓	Intersection Cranebrook, Londonderry and The Northern Roads
7				✓	Richmond Road intersection
8	✓				Londonderry village - south
9	✓				Londonderry village - north
10		✓			Penrith City Council and Hawkesbury City Council boundaries / Richmond Road
11			✓		Glenmore Park west/rural interface
12	✓				Mulgoa village - north
13	✓				Mulgoa village - south
14	✓				Wallacia village - north
15	✓				Wallacia village - east
16	✓	✓			Wallacia village - west

Ref	Types of Gateways				Description
	Village bookends	Crossings	Land use interface	Intersections	
17			✓		Glenmore Park east/rural interface
18				✓	Elizabeth Drive intersection
19	✓				Luddenham village - north
20	✓				Kemps Creek rural centre - west
21	✓				Kemps Creek rural centre - east
22		✓			M4 entry over the Nepean River
23		✓		✓	Blue Mountains/Penrith Council boundary at Old Bathurst Road

Figure C1.1: Gateways and Areas of Visual Sensitivity



B. Principles

The following key principles should be addressed in a visual impact assessment to minimise the visual impact of the development and protect areas with high scenic and landscape values:

- Protect and enhance the visual diversity and scenic quality of gateways and view sheds within the City of Penrith, including detailed, mid and long range views;
- Protect and enhance the key regional natural features that contribute to the character of Penrith as a City, including the Blue Mountains escarpment, the Nepean River, other riparian corridors and bushland reserves;
- Protect, maintain and enhance other important natural features, including ridgelines, hillsides, watercourses and riparian corridors, vegetation and landform;
- Protect, maintain and enhance backdrops and settings that contribute to the local identity;
- Protect, maintain and enhance views and vistas from vantage points, including main road corridors and other public places;
- Conserve and enhance historic landscapes, properties and their curtilages;
- Plan and site new development to enhance local identity. Development is to effectively integrate with the surrounding landscape so that any change as a result of the new development does not compromise the character of the landscape. Issues such as context, scale, size, built form and height, setbacks/buffers, landform, structural space (private and public), streetscape, vegetation and infrastructure are to be addressed;
- Strengthen local identity through consistency and/or compatibility of design. Design development to take into account issues such as scale, form, line, colour, texture, lighting, existing vegetation, open space and landscaping;
- Use vegetation to frame scenic views, provide interest or change, define new space, provide backdrops and visually connect all other elements within the setting; and
- At gateways, reinforce the distinct experience of arrival or passing from one landscape character type to the next, through legible site planning and design.

C. Controls

- 1) New proposals on land identified in the LEP Scenic and Landscape Values Map (including gateway sites) or on land zoned E1 National Parks and Nature Reserves or E2 Environmental Conservation, are to submit a visual impact assessment with their development application. This assessment involves describing, analysing and evaluating the visual impacts of the proposed development, and identifying measures to minimise the impacts and ensure the development is sympathetic to the scenic and landscape character of the area.
- 2) Table C1.2 below identifies what type of visual impact assessment must be prepared and who can prepare it. The Submission Requirements Appendix provides details on the requirements for both types of visual impact assessment. In the table below, there are some parameters that require an opinion or determination from Council. In this regard, applicants will need to contact Council's Development Services Department for advice.

Table C1.2: Visual Impact Assessment Requirements

Category	Definition	Type of Visual Impact Assessment (VIA)	Who can prepare it?
1	• New single dwelling houses or significant alterations and additions to single dwelling houses • Dual occupancy and secondary dwellings • Minor alterations and additions to commercial and industrial development as determined by Council • Other minor development as determined by Council	VIA 1	The designer of the development
2	• Any development located in proximity to a gateway • Any development in category 1 which in the opinion of Council would have a significant visual impact on the locality • Any other development.	VIA 2	Business or individual with a professional background in design and experienced in visual assessment (e.g. architects, landscape architects, urban designers or town planners)

1.2. Design Principles

A. Background

This Section of the Plan highlights the general design principles for development and illustrates how compliance with the objectives and controls will achieve a higher standard of built form and design excellence.

B. Objectives

- a) To ensure that development is undertaken in a sustainable manner, demonstrating this through the application of the Building Sustainability Index (BASIX), Green Star and/or Australian Buildings Greenhouse Ratings certification system, where appropriate;
- b) To ensure that development is designed on a 'whole of building' approach by:
 - i) responding to the site's context, the desired scale and character of an area, and minimising impacts on key views, scenic values and where applicable, rural character;
 - ii) responding to climatic and contemporary environmental conditions by:
 - encouraging passive solar building design;
 - allowing reasonable daylight access to all developments and the public domain;
 - reducing the necessity for, or improve the control of, mechanical heating and cooling;
 - reducing the energy consumed by installed appliances and equipment;
 - improving the indoor environmental quality of occupants;
 - minimising greenhouse gas emissions;
 - iii) minimising likely bulk and scale impacts of a building;
 - iv) considering the natural topography and landform and minimise excavation and likely visual impacts of the development;
 - v) ensuring that the development (including the public domain):
 - has incorporated the Crime Prevention Through Environmental Design (CPTED) principles of surveillance, access control, territorial management and space management into its design; and
 - is accessible and useable for all members of the community.

1.2.1. Application of Certification System

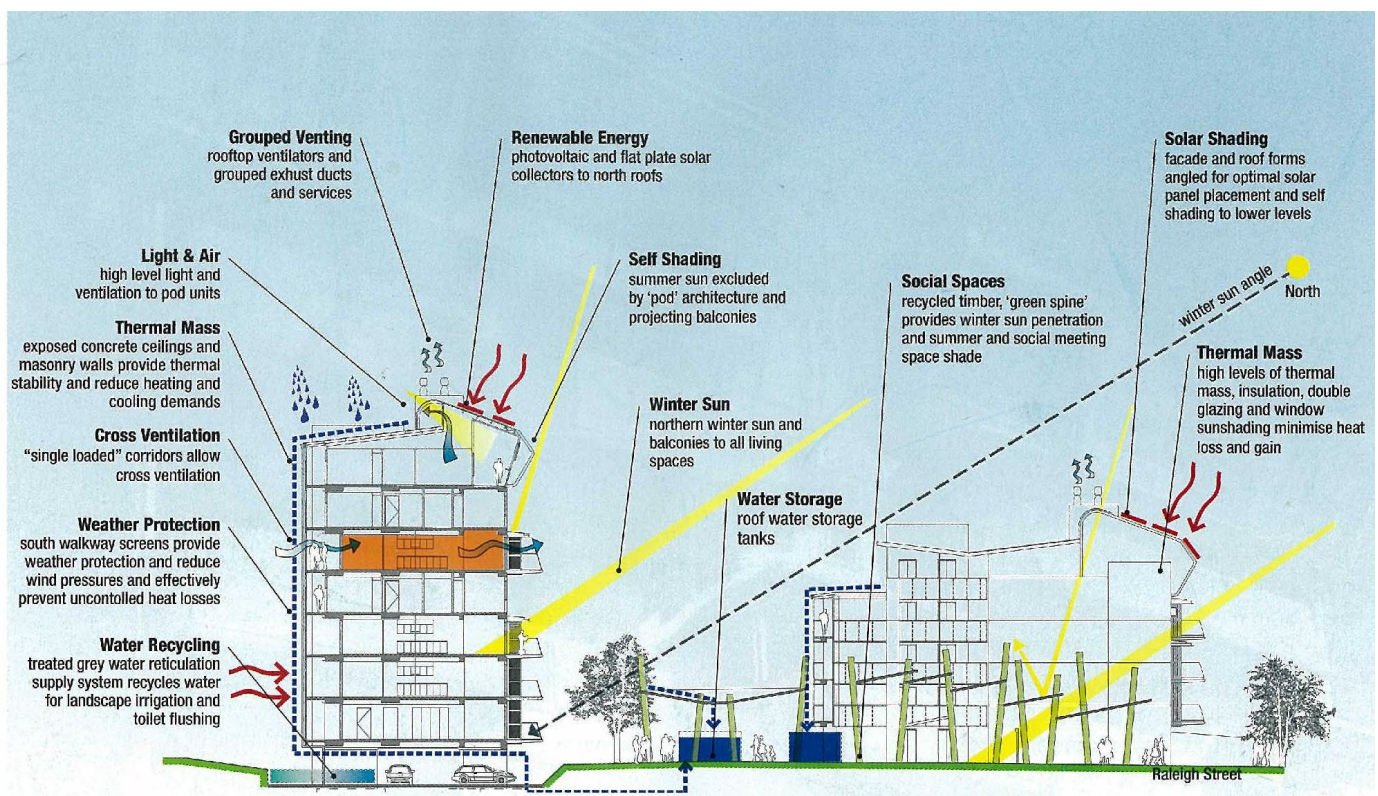
- a) Non-residential developments, including mixed-use developments, with a construction cost of \$1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system, now part of the National Australian Built Environment Rating System (NABERS).

1.2.2. Built Form - Energy Efficiency and Conservation

- a) The selection criteria for construction materials, including internal fit-out work, should include detailed documentation of their energy efficiency properties.
- b) Buildings should be designed on passive solar design principles which:
 - i) Respond to orientation to maximise the northerly aspect and solar access in the cooler periods;

- ii) Reduce overheating in summer and promote solar gain in winter; and
- iii) Ensure there is adequate cross flow of air by utilising natural ventilation, resulting in a reduction in the use of mechanical ventilation and/or air-conditioning systems.
- c) The future use and occupants of the building should be considered in the design and location of building services/equipment to ensure that:
 - i) The thermal comfort of occupants is optimised through zoning sections of the floor area to
 - ii) of building services is provided enable individual control of heating and cooling;
 - iii) Lighting systems and fittings have reduced energy consumption that are also appropriate for the use/activity located in that part of the building;
 - iv) The equipment or service will be used and its future use will not affect other elements of sustainability; and
 - v) Sub-metering to individual tenancies within the development to enable individual monitoring of consumption performance.
- d) Common and service areas in the building should incorporate energy and water efficiency/conservation measures in their design and location.

Figure C1.2: Diagram showing application of design principles to enhance amenity and to provide good water and energy efficiency. (Source: Urban: sustainable solutions for a developing Australia (January 2008) Socially Sound p32.)



1.2.3. Building Form - Height, Bulk and Scale

- a) **Context:** An applicant must demonstrate how all proposed buildings are consistent with the height, bulk and scale of adjacent buildings and buildings of a similar type and use.

- b) Character:** An applicant must demonstrate how any building's height, bulk and scale will avoid or minimise negative impacts on an area's landscape, scenic or rural character (where relevant) taking into account the topography of the area, the surrounding landscape and views to and from the site.
- c) Articulation:** Where the dimension of the building is 20m or more, an applicant must demonstrate how the building or surface has been articulated (either through built form or materials) to minimise impact on bulk and scale.
- d) Overshadowing:** Building locations, height and setbacks should seek to minimise any additional overshadowing of adjacent buildings and/or public spaces where there would be a significant reduction in amenity for users of those buildings/spaces.
- e) Setbacks/Separations:** Buildings should be sufficiently set back from property boundaries and other buildings to:
 - i) Maintain consistency with the street context and streetscape character, especially street/front setbacks;
 - ii) Maximise visual and acoustic privacy, especially for sensitive land uses;
 - iii) Maximise deep root planting areas that will support landscape and significant tree plantings integrated with the built form, enhancing the streetscape character and reducing a building's visual impact and scale;
 - iv) Maximise permeable surface areas for stormwater management; and
 - v) Minimise overshadowing.
- f) Building Façade Treatment:** The aim is to ensure that any built form will:
 - i) promote a high architectural quality commensurate with the type of building and land use;
 - ii) adopt façade treatments which define, activate and enhance the public domain and street character;
 - iii) ensure that building elements are integrated into the overall building form and façade design;
 - iv) compose façades with an appropriate scale, rhythm and proportion that responds to the building's desired contextual character;
 - v) design façades to reflect the orientation of the site using elements such as sun shading, light shelves and appropriate glazing as environmental controls;
 - vi) express important corners by giving visual prominence to parts of the façade, for example, a change in building articulation, material or colour, roof expression or building height, and
 - vii) co-ordinate and integrate building services to improve the visual presentation.
- g) Roof Design: The roof is an important architectural element of any building and:**
 - i) the shape and form of the roof should respond to its surrounding context and minimise visual impact from any key viewpoints; and
 - ii) should consider opportunities for incorporating 'green roofs'.

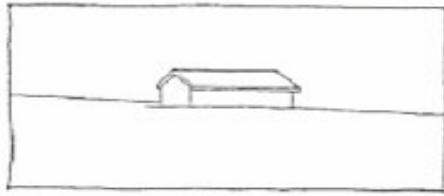
1.2.4. Responding to the Site's Topography and Landform

- a) Applicants must demonstrate how the development responds to the natural topography and landform of the site based on analysis drawings.

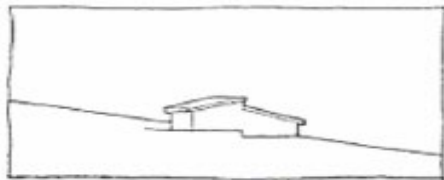
- b) Any built form should be located, oriented and designed to minimise excavation, cut and fill in accordance with the requirements of the Land Management Section of this Plan.
- c) The built form should respond to the natural topography by:
 - i) Avoiding steep slopes for buildings;
 - ii) Aligning the built form with the contours; and
 - iii) Utilising split level design on gentler slopes.
- d) Where relevant, buildings should be placed so there is a backdrop of a hill, slope or rise behind the building. In this way, the ridgeline of any building is lower than the highest level of any hill, slope or rise on which the building is placed to avoid being visible above that hill, slope or rise.

The following diagrams illustrate how building design can best respond to a site's natural topography, minimising excavation and potential visual impacts, and in turn, reducing construction costs.

Figures C1.3: Buildings on Sloping Land

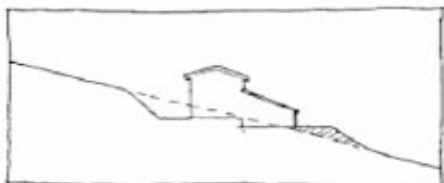


Flat land provides a great range of opportunities for variations in siting and the design of buildings. On flat land interesting development can be created through good building design and landscaping.



Gentle slopes require split level designs. The costs associated with building and access are higher.

Sloping sites can provide interesting building design and landscape opportunities.

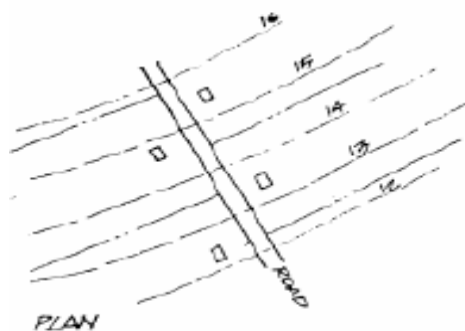


Steep slopes can become very difficult and expensive to build on. Access can also be difficult.

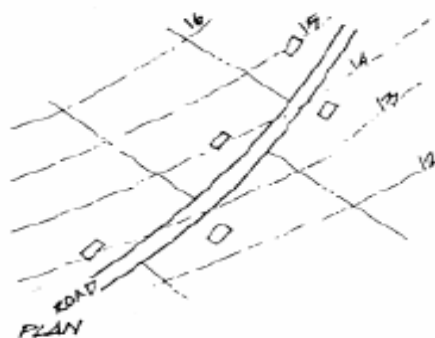
Choosing the best site requires considerable thought. Advice from council will be of value.



On very steep slopes you have very limited building opportunities. Specialized building engineering and drainage advice will be required. The cost of building will be much higher.



Roads that run with the contours of the land can be significantly easier and cheaper to design and construct. Maintenance should be much reduced also. There will be less need for cut and fill and more building opportunities.



ROOFLINES

The design of your house and other buildings will have an impact on the rural landscape.

These types of rooflines assist in allowing your house to blend into the rural setting.

Landscaping around buildings will also assist in creating an interesting development in the rural setting.

1.2.5. Safety and Security (Principles of Crime Prevention through Environmental Design)

A. Background

The design of buildings and public spaces has an impact on perceptions of safety and security, as well as actual opportunities for crime. When development is appropriately designed, it can reduce the likelihood of crimes being committed.

There are four main principles of CPTED– natural surveillance, access control, territorial reinforcement and space management. Incorporating these four principles of CPTED can help to create a safe and secure environment that encourages activity, vitality and viability, enabling a greater level of security. They can also assist in minimising the incidence of crime and contribute to perceptions of increased public safety.

Applicants should use this section as a tool in the design of developments. However, not all measures outlined below will be relevant for all types of development. For dwelling houses and dual occupancy developments, the CPTED principles may be delivered by simple measures such as:

- Installing a peephole in the front door;
- Locating a window of a living area to face the street; and
- Maintaining the property, particularly the landscaping.

B. Referrals and Required Information

Council is committed to ensuring that developments reduce the potential for crime. As such, Council has developed and entered into a protocol with the NSW Police Service which stipulates what type of developments will be referred to the Police and associated timeframes for response. The following developments will generally be referred to the Police:

- Multi dwelling housing and residential flat buildings, where there are more than 15 dwellings.
- Mixed use developments that include 15 or more dwellings.
- Major new or upgrading of commercial premises (business, office or retail premises).
- New industrial complexes with or without multiple industrial units comprising 1,000m² or more in floor space.
- New educational establishments or significant upgrading of existing educational establishments.
- New railway stations or significant upgrading of existing railway stations.
- Large recreational facilities and community facilities such as community centres.
- Large child care centres.
- New registered clubs or pubs including applications for extended hours of operation, gaming rooms and nightclubs.
- Highway service centres, service stations and some food and drink premises including drive through restaurants.
- New health services facilities and residential care facilities, including hospitals, nursing homes and medical centres and larger upgrades to these facilities.
- Unusual developments such as brothels and amusement centres.

- New public housing estates or significant upgrades to existing estates.
- Automatic Teller Machines which are located on the street and or near openings of buildings.

Generally all of the information listed below will be required to be submitted with your development application if you are lodging one of the above types of development:

- Measures that have been taken to ensure compliance with this section of the DCP.
- Results of any community safety assessments/audits, crime risk assessments or consultation that has been undertaken prior to the lodgement of the application.
- Community Safety Management plans for commercial premises such as hotels, clubs, sex industry premises and any other development that has the potential to attract members of the public either as paying or non-paying customer/visitor.
- Information from the NSW Police that may be requested as part of the approvals process and/or undertaken by way of Council/Police protocol.

In some cases, Council may request this information with other types of development application if it is considered warranted.

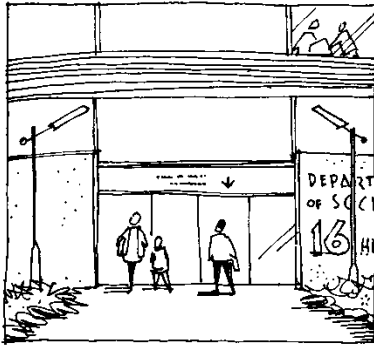
C. Principles

Principle 1: Natural Surveillance

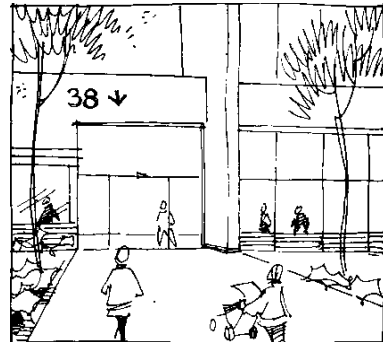
Providing opportunities for effective surveillance, both natural and technical, can reduce the attractiveness of crime targets. Good surveillance means that people can see what others are doing thereby deterring 'would-be offenders' from committing crime in areas with high levels of surveillance. From a design perspective, 'deterrence' can be achieved by:

- Locating public services in areas of high activity;
- Providing clear sightlines between public and private places;
- Avoiding blind corners in pathways, stairwells, hallways and car parks;
- Ensuring that the range of land uses within a building increases opportunities for natural surveillance;
- Providing natural surveillance into communal and public areas;
- Locating entries that are clearly visible from the street;
- Designing fences that maximise natural surveillance from the street to the building and from the building to the street, and minimise opportunities for intruders to hide;
- Installing security grilles, shutters and doors that allows natural observation of the street;
- Installing effective lighting in public places that does not produce glare or dark shadows; and
- Ensuring that landscaping does not obstruct natural surveillance or provides a place to hide or entrap victims

Clear sight lines to encourage natural surveillance



Clear building entrance not obscured by vegetation



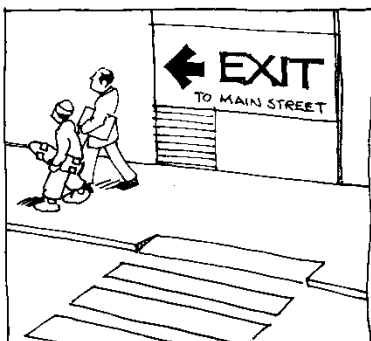
Principle 2: Access Control

Physical and symbolic barriers can be used to attract, channel or restrict the movement of people, and in turn, minimise opportunities for crime.

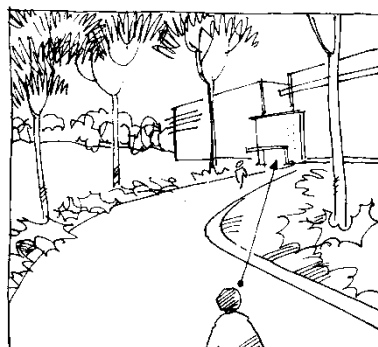
Effective access control can be achieved by:

- Ensuring buildings are clearly identified by street number;
- Providing clear entry points;
- Creating landscapes and physical locations that channel and group pedestrians into target areas;
- Using vegetation as barriers to deter unauthorised access;
- Using building materials/security that reduces the opportunity for intruder access;
- Designing public spaces that attract rather than discourage people from gathering;
- Restricting access to internal areas or high-risk areas such as loading or service areas;
- Ensuring there are appropriate security measures in place commensurate for the range of land uses within a building/development; and
- Ensuring that parking areas are clearly identified by signage to prevent unintended access and to assist persons trying to find their car.

Controlled access



Clear sight lines



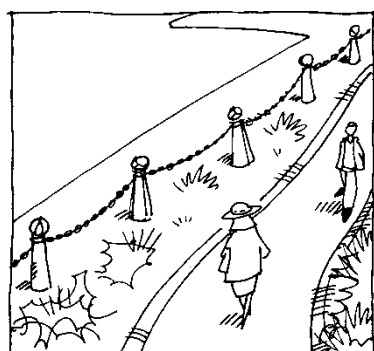
Principle 3: Territorial Reinforcement

This principle relies on the users of spaces or areas feeling that they have some ownership of public space and therefore are more likely to gather and enjoy that space. The ownership of space increases the likelihood that people who witness crime in or adjacent to that space will respond by quickly reporting it or by attempting to prevent it.

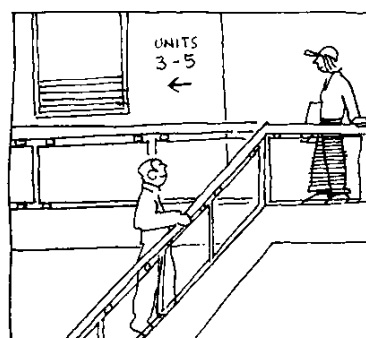
Territorial reinforcement can be achieved in the design of the development by:

- Having distinct transitions/boundaries between the public and private areas; and
- Clearly defining spaces to express a sense of ownership and reduce illegitimate use/entry.

Permeable barrier



Clear Identification of units



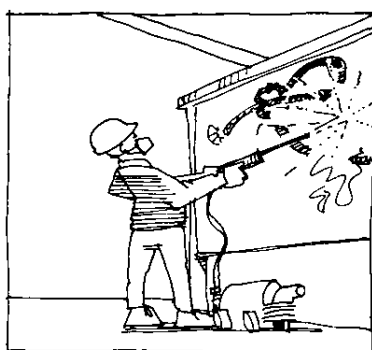
Principle 4: Space Management

Public space that is attractive and well maintained is inviting to users and becomes a well used space. Linked to the principle of territorial reinforcement, space management ensures that the space is appropriately utilised and well cared for.

Space management includes:

- Creating a 'cared for' image through proper maintenance regimes;
- Rapid repair of vandalism and graffiti, the replacement of burned out pedestrian and car park lighting and the removal or refurbishment of decayed physical elements;
- Using materials that reduce the opportunity for vandalism; and
- Encouraging design that promotes pride and a sense of place for the community.

Removal of graffiti



Encouraging a 'cared for' space



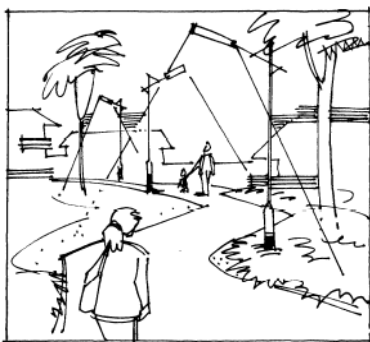
D. Controls

1) Lighting: Lighting plays a vital role in crime prevention and personal safety as you can see and respond to what is around you and ahead of you. Others can also see you, which further reduces the likelihood of a crime being committed.

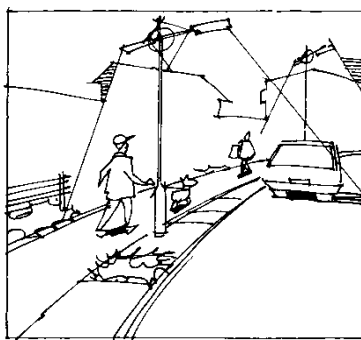
- a) All areas intended to be used at night should allow appropriate levels of visibility.
- b) Pedestrian pathways, lane ways and access routes in outdoor public spaces should be lit to the minimum Australian Standard of AS1158. Lighting should be consistent in order to reduce the contrast between shadows and illuminated areas. Lighting should be designed in accordance with AS4282 – Control of the obtrusive effects of outdoor lighting.
- c) Lighting should have a wide beam of illumination, which reaches to the beam of the next light, or the perimeter of the site or area being traversed. Lighting should clearly illuminate the faces of users of pathways.
- d) Streetlights should shine on pedestrian pathways and possible entrapment spaces as well as on the road.
- e) Lights should be directed towards access/egress routes to illuminate potential offenders, rather than towards buildings or resident observation points.
- f) Lighting should take into account all vegetation and landscaping that may act as an entrapment spot.
- g) Lighting should be designed so that it is “vandal tough” or difficult for vandals to break.
- h) Where appropriate, use movement sensitive and diffused lights.
- i) Avoid lighting spillage onto neighbouring properties as this can cause nuisance and reduce opportunities for natural surveillance.
- j) Illuminate possible places for intruders to hide.
- k) As a guide, areas should be lit to enable users to identify a face 15m away.
- l) All lighting should be maintained and kept in a clean condition with all broken or burnt out globes replaced quickly.
- m) Use energy efficient lamps/fittings/switches to save energy.

Note: Please refer to the Public Domain Section for further controls on lighting which may need to be incorporated into the development application.

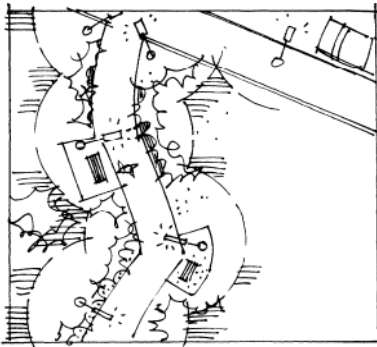
Well lit pedestrian pathways



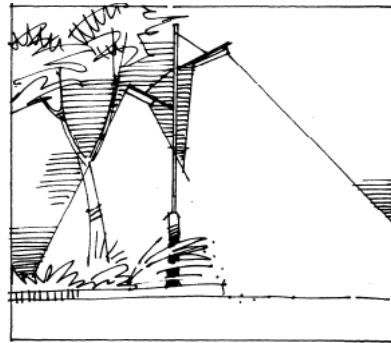
Appropriate lighting of a footpath and street



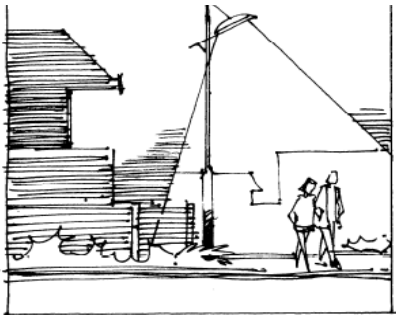
Wide circle of illumination that meets the next



Lighting that considers the vegetation to ensure that the area of illumination is maximised



Lighting that respects the neighbouring property owners by not causing a lighting nuisance

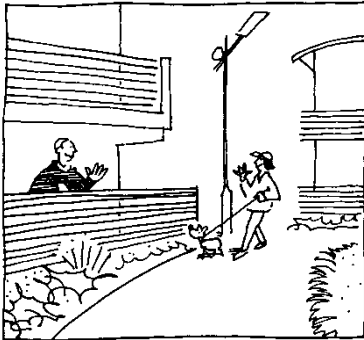


2) Fencing: If fencing is too high or made of inappropriate materials it reduces the opportunity for casual surveillance of the street and for users of the public domain to see what activities are taking place on your site. This then further increases the likelihood of a crime being committed.

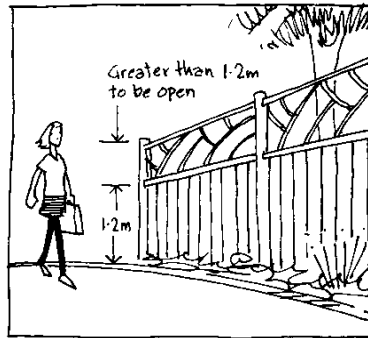
- a) Fence design should maximise natural surveillance from the street to the building and from the building to the street, and minimise the opportunities for intruders to hide.
- b) Front fences should preferably be no higher than 1.2m. Where a higher fence is proposed, it will only be considered if it is constructed of open materials e.g. spaced pickets, wrought iron etc. Fences greater than 1.2m will require the consent of Council.
- c) If noise insulation is required, install double-glazing at the front of the building rather than a high solid fence (greater than 1m).

Note: Please be aware that Council has several other sections within this Plan which relate to fencing which you may also need to refer to.

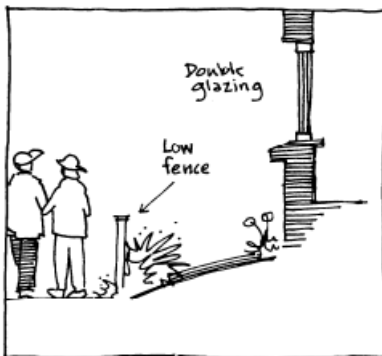
Fencing design that promotes natural surveillance



Greater than 1.2m in height is open.



Double-glazing at the front of the property to allow surveillance



3) Car Parking: Poorly designed car parks whether underground or not can be a dangerous environment for their users. Through the provision of some basic design elements, such as lighting and signage these spaces can be made safer.

a) Car parks, aisles and manoeuvring areas shall be:

- i) designed with safety and function in mind, and
- ii) have dimensions in conformity with Australian Standards 2890 - Parking Facilities. Relevant parts of this standard are:
 - AS2890. 1 - Off-street parking.
 - AS2890.2 - Commercial vehicle facilities.
 - AS2890.3 - Bicycle parking facilities.

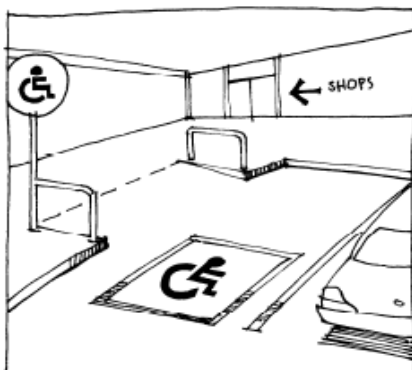
b) Where parking spaces are to be provided for people with disabilities, these spaces are to:

- i) be suitably located near entrances to the building and lifts/ access ramps, if required;
- ii) be provided in accordance with Australian Standards 1428.1 - Design for access and mobility; and
- iii) have appropriate signage and tactile pavement treatments, where required.

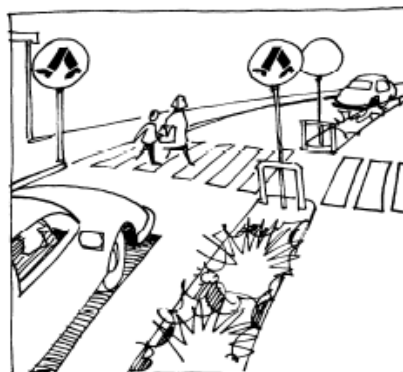
- c) The design of car parking areas should incorporate the following elements:
 - i) provision of a safe and convenient vehicle entry and exit that avoids traffic/pedestrian conflict and impacts on the surrounding road; and
 - ii) the internal (vehicular) circulation network is free of disruption to circulating traffic and ensures pedestrian safety.
- d) The movement of pedestrians throughout the car park should be clearly delineated by all users of the car park and minimises conflict with vehicles.
- e) The design of the car park should ensure that passive surveillance is possible and where appropriate, incorporate active measures such as cameras and security patrols. Car parks should be designed to minimise dark areas through the provision of appropriate lighting.
- f) Large car parks should incorporate communication devices such as:
 - i) Intercoms
 - ii) Public address systems
 - iii) Telephones
 - iv) Emergency alarms.
- g) To ensure users of large car parks are easily able to determine their location, exit and access points, security intercoms and the like, appropriate signage is to be included.
- h) All surfaces in the car park should be painted in light coloured paint or finished in light grey concrete to reflect as much light as possible.
- i) All potential entrapment points should be avoided, e.g. under stairs, blind corners and wide columns. Adequate lighting and mirrors should be used when certain design features are unavoidable.

Note: Please be aware that Council has several other sections in this Plan relating to car parking which you may also need to refer to. :

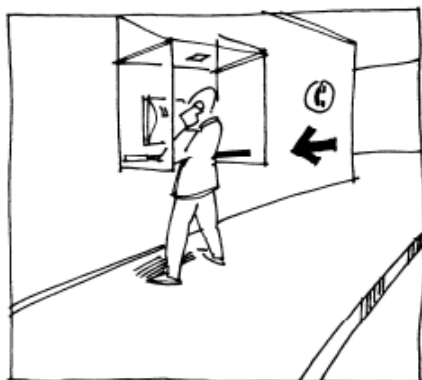
Disabled car space provided



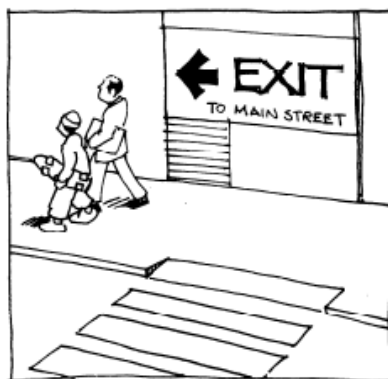
Safe movement of pedestrians promoted



Phone within car park



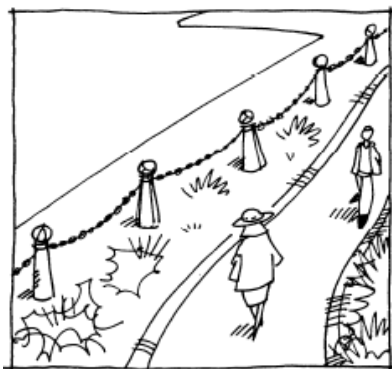
Clearly labelled exit within car park



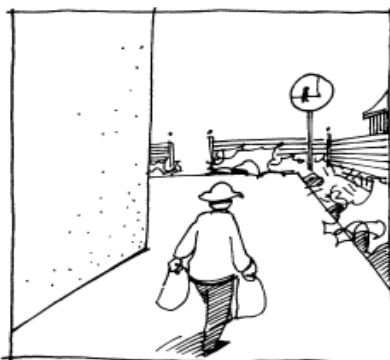
4) Entrapment spots and blind corners: Entrapment spots and blind corners provide opportunities for perpetrators of crime to hide and or commit crime.

- a) Pathways should be direct. All barriers along pathways should be permeable including landscaping, fencing etc.
- b) Consider the installation of mirrors to allow users to see ahead and around corners. The installation of glass or stainless steel panels in stairwells can also assist in this regard.
- c) Entrapment spots adjacent to main pedestrian routes such as a storage area or small alley should be eliminated from all designs.
- d) If entrapment spots are unavoidable they should be well lit with aids to visibility such as convex mirrors and locked after hours.
- e) To eliminate excuse making for individuals to loiter, avoid placement of seating near or adjacent to ATM's, public phone boxes, toilets, corridors and isolated locations.

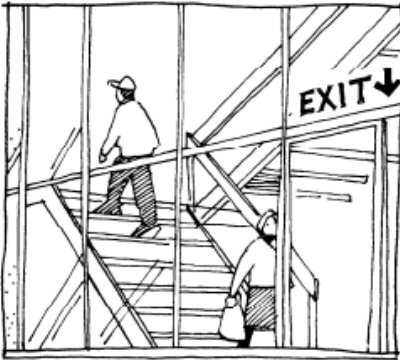
Permeable barrier



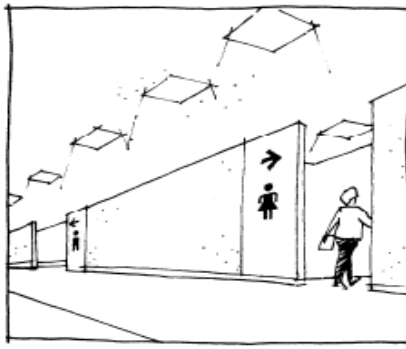
Mirrors that allow viewing around the corner



Glass panels used in stairwells to promote visibility



No seats outside toilets to minimise opportunity for loitering

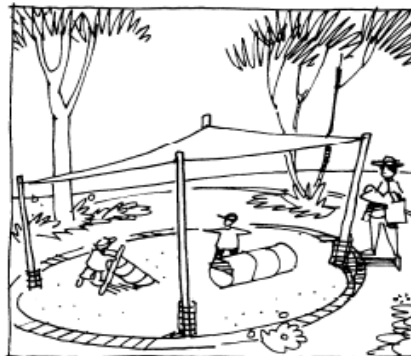
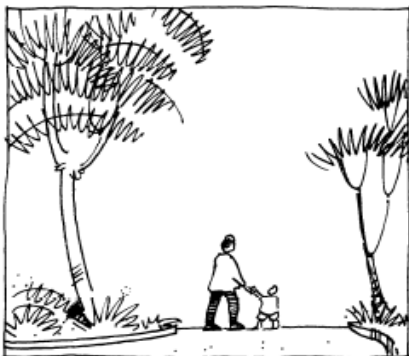


5) Landscaping: Trees and shrubs that are inappropriately located can easily reduce surveillance opportunities and provide entrapment spots and blind corners.

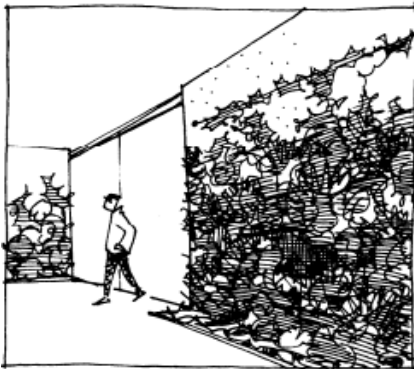
- a) Avoid medium height vegetation with concentrated top to bottom foliage. Plants such as low hedges and shrubs, creepers, ground covers and high-canopied vegetation are good for natural surveillance.
- b) Trees with dense low growth foliage should be spaced or crown raised to avoid a continuous barrier.
- c) Use low ground cover or high-canopied trees with clean trunks.
- d) Avoid vegetation, which conceals the building entrance from the street.
- e) Avoid vegetation screening of all public use toilets.
- f) Avoid vegetation that impedes the effectiveness of public and private space lighting. Use "green screens" (wall hugging vegetation that cannot be hidden behind) if screening large expanses of fencing to minimise graffiti.

Note: Refer to the Public Domain Section for more information on lighting.

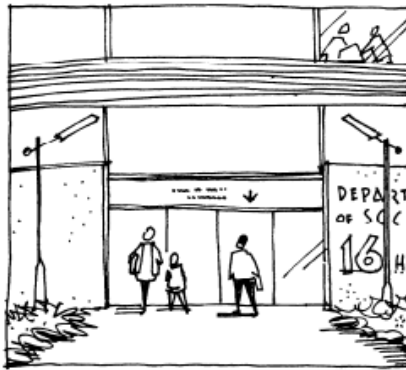
High and low vegetation



Green screen to minimise opportunity for graffiti



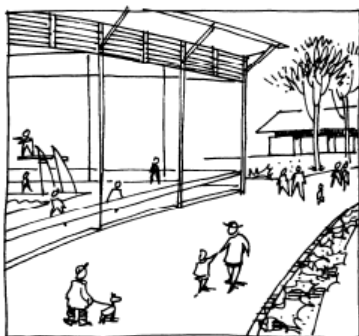
Clear building entrance not obscured by vegetation.



6) Communal/Public Areas: Communal or public open space areas that do not have adequate natural surveillance are a risk to personal safety.

- a) Position active uses or habitable rooms with windows adjacent to main communal/public areas e.g. playgrounds, swimming pools, gardens, car parks etc.
- b) Communal areas and utilities e.g. laundries and garbage bays should be easily seen and well lit.
- c) Where elevators or stairwells are provided, open style or transparent materials are encouraged on doors and/or walls of elevators/stairwells.
- d) Waiting areas and entries to elevators/stairwells should be close to areas of active uses, and should be visible from the building entry.
- e) Seating should be located in areas of active uses.

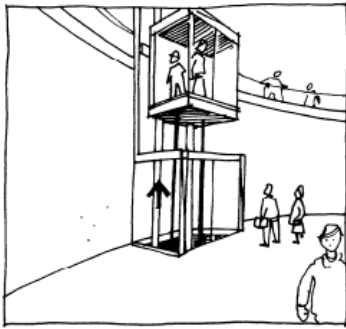
Windows adjacent to public areas



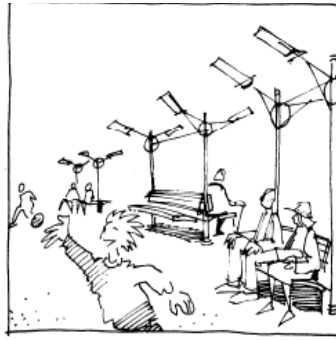
Well lit public areas



Transparent elevators



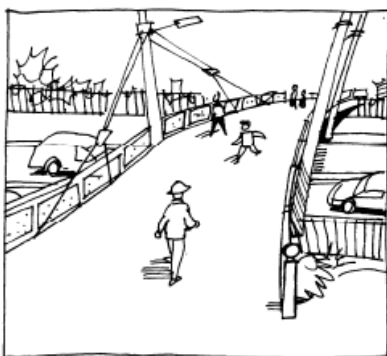
Seating in active areas



7) Movement predictors: Movement predictors are routes which people move through on a regular and predictable basis such as a pedestrian underpass. Careful design is needed to ensure that they are not included in a development or are appropriately treated where included to reduce the risk. Through site links are another type of movement predictor, however, unlike under passes these can provide a benefit to the community if designed appropriately to ensure safety.

- a) Pedestrian underpasses should not be included in new developments. Where existing developments, which include underpasses, are being redeveloped all efforts should be made to remove them.
- b) Where movement predictors are used the users of it should have clear site lines so they can see what is ahead and behind at all times.
- c) Lighting of movement predictors is essential. Natural lighting should be used where possible with consideration given to wall and ceiling materials to help reflect light.
- d) Emergency intercoms, telephones and security videos should be included in the design of movement predictors. Adequate consideration should be given to who will be monitoring such equipment.
- e) No entrapment spots should be included in any movement predictor.

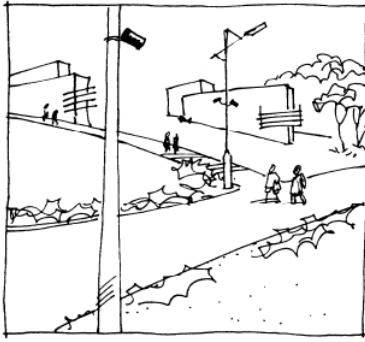
Bridge instead of underpass



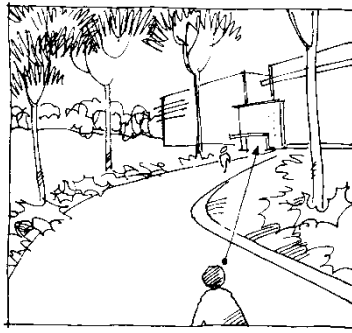
Movement predictor well lit



Security video used



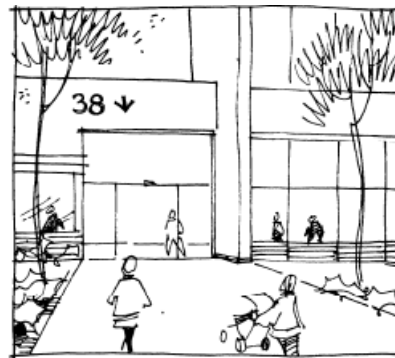
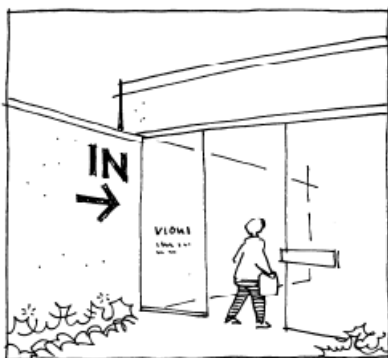
Clear sight lines



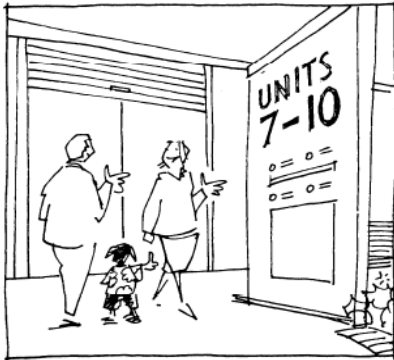
8) Entrances: Entrances to all types of development that are not visible from the public domain provide an opportunity for perpetrators of crime to hide and or commit crime. Entrances to all types of development need to be clearly visible and legible so that the users can obtain entry quickly and expediently.

- a) Entrances should be at prominent positions and clearly visible and legible to the users.
- b) Design entrances to allow users to see into the building before entering.
- c) Entrances should be easily recognisable through design features and directional signage.
- d) Minimise the number of entry points – no more than 10 dwellings should share a common building entry.
- e) If staff entrances must be separated from the main entrance, they should maximise opportunities for natural surveillance from the street.
- f) Avoid blank walls fronting the street.
- g) In industrial developments, administration/offices should be located at the front of the building.

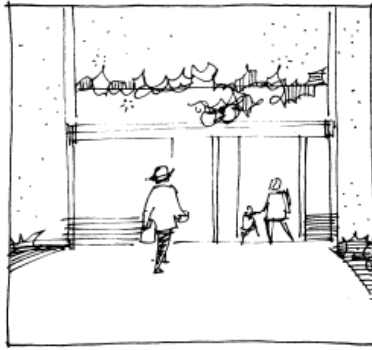
Entrance clear and visible



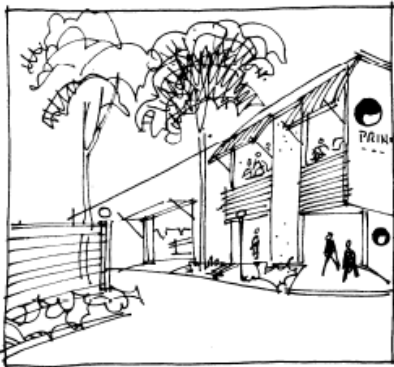
Entry points minimised



Blank walls avoided to minimise opportunity for graffiti



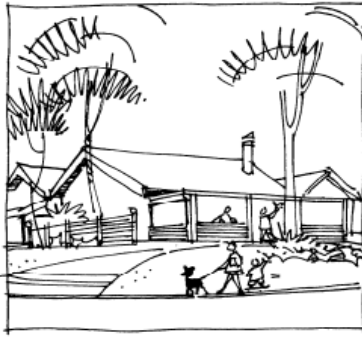
Offices at front of building



9) Site Building and Layout: Buildings should be sited so that they address the street and promote surveillance of the street from the dwelling and of the dwelling.

- a) For single dwellings and dual occupancies, orientate the main entrance towards the street or both streets if located on a corner.
- b) For townhouses/villas/multiple units, ensure that part of the building addresses the street or both streets if located on a corner.
- c) Position habitable rooms with windows at the front of the dwelling.
- d) Garages and carports should not dominate the front façade of the building.
- e) Access to dwellings or other uses above commercial/retail development should not be from rear lanes.
- f) Offset windows, doorways and balconies to allow for natural observation while protecting privacy.

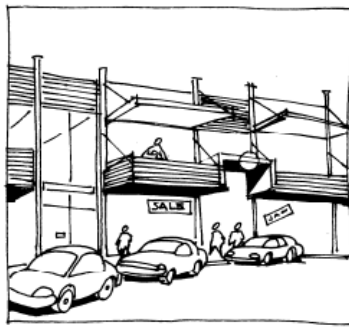
Dwellings addressing the street



Garages at rear



Residential above commercial



10) Building Identification: Adequate building identification is essential to ensure that people can easily find a destination and do not have to walk up and down the street searching for it.

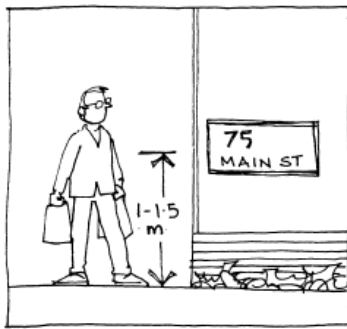
For commercial development:

- a) Street numbers should be at least 7cm high, and positioned between 1m and 1.5m above ground level on the street frontage.
- b) Street numbers should be made of durable materials preferably reflective or luminous, and should be unobstructed (e.g. by foliage).
- c) Location maps and directional signage should be provided for larger developments.

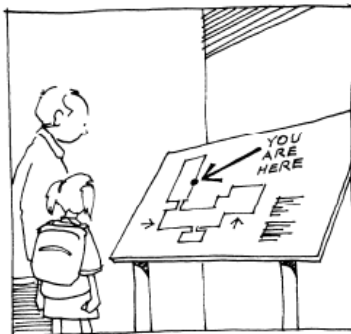
For residential development:

- a) Each individual dwelling should be clearly numbered.
- b) Unit numbers should be clearly provided on each level.
- c) Each building entry should clearly state the unit numbers accessed from that entry.

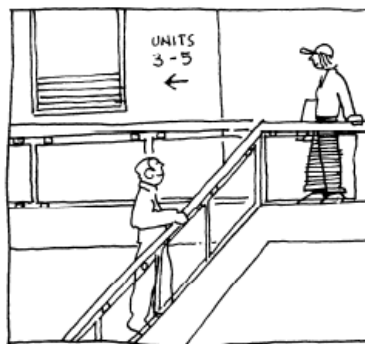
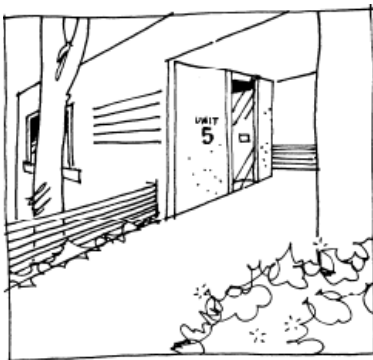
Street number size and positioning



Location board for larger developments



Clear identification of units

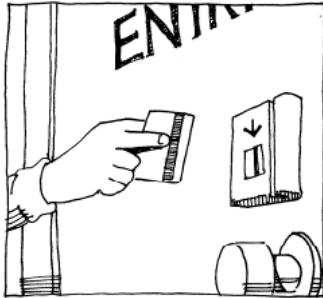


11) Security: A crucial part of a crime prevention strategy is the use of security hardware and/or personnel to reduce opportunities for unauthorised access.

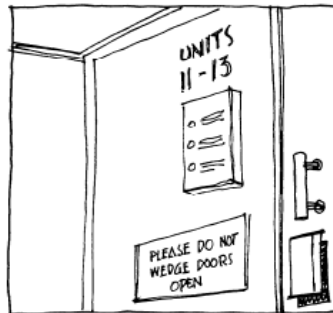
- a) Install intercom, code or card locks or similar for main entries to buildings including car parks.
- b) Main entry doors for apartment buildings should be displayed requesting residents not to leave doors wedged open.
- c) Australian Standard 220 - door and window locks should be installed in all dwellings.
- d) Consider installing user/sensor electronic security gates at car park entrances, garbage areas and laundry areas etc, or provide alternative access controls.
- e) Entry to basement parking should be through security access via the main building.
- f) External storage areas should be well secured and well lit.
- g) Install viewers on entry doors to allow residents to see who is at the door before it is opened.
- h) If security grilles are used on windows they should be operable from inside in case of emergencies.
- i) Ensure skylights and/or roof tiles cannot be readily removed or opened from outside.
- j) Consider monitored alarm systems.
- k) Provide lockable gates on side and rear access.
- l) Consider building supervisors or security guards.

Note: If you are proposing security gates to control access, you will need to liaise with the emergency service providers such as Police, Fire Brigade and Ambulance to ensure that they can gain access.

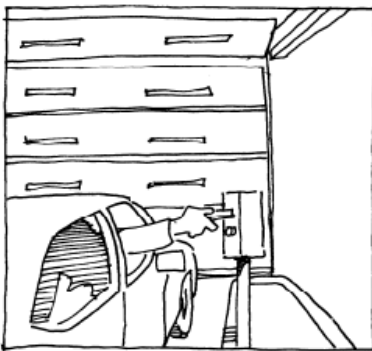
Security cards used where necessary



Doors not to be wedged open



Secure car park



Well – lit storage area



Security camera at entrance to allow viewing of visitors



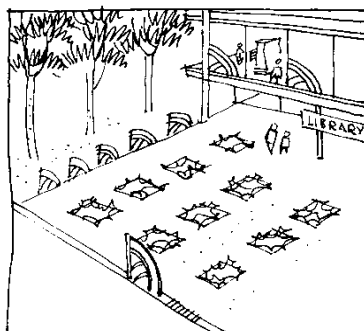
12) Ownership and Space Management: It is important that people have a sense of ownership of a place whether it is residential or commercial as a person who feels attached to a place is more likely to watch out for it and the other users of it.

- a) Ensure that dwellings or groups of dwellings are readily recognizable by the residents through the use of design features such as colouring, roof forms, vegetation, paving, artworks, fencing, furniture etc.
- b) Physical and/or psychological barriers, e.g. fences, gardens, lawn strips, varying textured surfaces can be used to define different spaces.
- c) Ensure the speedy repair or cleaning of damaged or vandalised property.
- d) Provide for the swift removal of graffiti.
- e) Provide information advising where to go for help and how to report maintenance or vandalism problems.
- f) Council, through its Community Safety Partnership Initiatives can provide residents with Community Safety advice on how to enhance property and personal safety and how to promptly report criminal or inappropriate behaviour to relevant authorities.

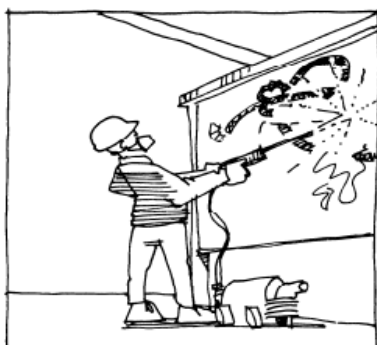
Note: The Penrith Community Safety Partnership oversees the implementation of the Penrith Community Safety Plan. Strategies in the Community Safety Plan include the conducting of Community Safety Audits.

An initiative of the partnership is to provide commercial property owners with some general “good amenity” tips to contribute to overall presentation of specific neighbourhoods. This document will be provided to all commercial properties prior to and/or at the conclusion of community safety audits/assessments surrounding their premises to promote “self rectification” and neighbourhood responsibility.

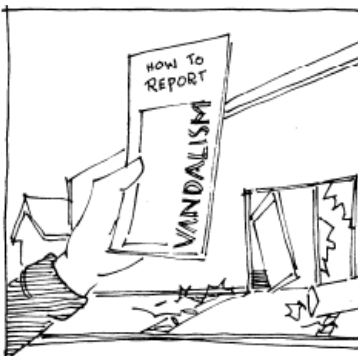
Distinctive entrance and style for different parts of a development



Removal of graffiti



Process to report vandalism

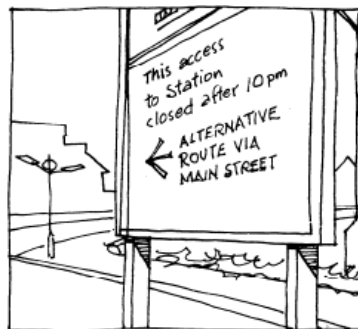
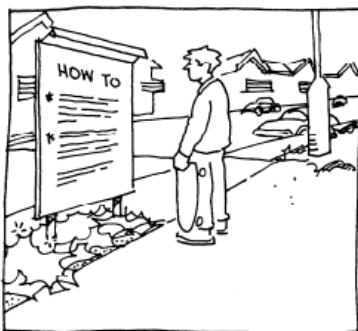
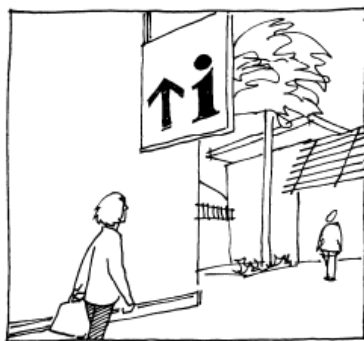


13) Way finding/ finding help: The ability to escape, communicate or find help when in danger can be assisted through improved signage and legible design. Moreover,

knowing where you are in a large open space or shopping centre contributes to a feeling of safety.

- a) Signs should be large and legible, with strong colours, standard symbols (e.g. for washrooms) and simple graphics. They should indicate where to go for help or assistance.
- b) Signs should be strategically located at entrances and near activity nodes such as intersections of corridors or paths.
- c) Signs should indicate how to report maintenance problems in the complex.
- d) The main pedestrian route through a large building, sets of building or areas of open public space should be indicated as such with appropriate signage.
- e) Where exits to pedestrian routes are closed after hours this should be indicated at the entrance to the route and information on alternative routes should clearly advised.
- f) Signs that provide way finding information should not be relied upon solely, the overall legibility of the design needs to be well considered. Users of the space need to be able to intuitively understand where they are within the complex or area and how they can get away.

Clear signage and way finding devices incorporated into the development



1.2.6 Maximising Access and Adaptability

A. Background

New developments and the spaces around them should be accessible and useable to all people. Developments should be designed and constructed beyond their initial or first use to

ensure that buildings are durable and capable of adaptability in the future. The 'whole of building approach' should consider how the building design, finishes and materials used in the construction phase affect the amenity and safety of future occupants of the building. This approach maximises the liveability and longevity of the buildings by ensuring that adaptability and accessibility is integral to the design and construction of the development. For example, houses could be designed with reinforced shower walls will allow for future installation of grab rails. Wider doorways can facilitate easier movement of less able occupants. Lever taps and door handles are designed for easier use by both young children and older people. Similar principles can apply to commercial and industrial developments. Designing flexibility into a building will increase the lifespan and marketability of the development.

B. Principles

There are a number of principles of universal design which, when considered in the planning and design stage, add very little to the cost of the development but make a great deal of difference to the overall useability of the development. These principles can be applicable to both external and internal areas. (The principles go beyond the requirements of the Australian Standard for Adaptable Housing (AS 4299-1995)).

- a) **Principle 1 – Equitable use:** The design is useful and marketable to people with diverse abilities.
- b) **Principle 2 – Flexibility in use:** The design accommodates a wide range of individual preferences and abilities.
- c) **Principle 3 – Simple and intuitive use:** Use of the design is easy to understand regardless of the individual's experience, knowledge, language skills or current concentration levels.
- d) **Principle 4 – Perceptible information:** The design communicates useable information effectively to the user regardless of ambient conditions or the user's sensory abilities.
- e) **Principle 5 – Tolerance for error:** The design minimises hazards and the adverse consequences of accidental or unintended actions.
- f) **Principle 6 – Low physical effort:** The design can be used effectively and comfortably with a minimum of fatigue.
- g) **Principle 7 – Size and space for approach and use:** Appropriate size is provided for approach, manipulation and use regardless of users body size, posture or mobility.

C. Controls

Dwellings

The Australian Network for Universal Design (ANUHD) recommends the following minimum criteria for inclusion in a universally designed home:

- 1) **Easy access:** People of all ages and abilities are able to gain easy access to the dwelling from the front boundary or car park to the entrance of the dwelling.
- 2) **At least one level entrance:** The dwelling includes at least one level entrance to enable all home occupants to enter and exit the dwelling with ease.
- 3) **Bathroom, living space and bedroom on the entrance level:** The level entry to the dwelling provides a living space, bathroom and toilet, and a bedroom space or space capable of accommodating a bedroom space.

- 4) **Bathrooms designed for easy adaption:** The bathroom provides a hobless shower and accommodates more generous internal circulation spaces to enable future adaptation.
- 5) **Reinforcement of bathroom walls:** Walls in the bathroom and shower are reinforced to enable future installation of grab rails, if required by home occupants.
- 6) **Kitchen access:** The kitchen design enables all home occupants to easily manoeuvre within the kitchen area and between fixed kitchen benches.
- 7) **Easy access to doors and corridors:** The internal passages and doorways within the dwelling facilitate ease of movement between rooms and accommodate the circulation needs of all home occupants.
- 8) **Consistent installation of switches, power outlets and window controls:** Light switches, power outlets and other operational devices are installed at a consistent height to ensure ease of access for all home occupants.
- 9) **Easy operable door, tap and window controls:** Door and window operating hardware is easy to manipulate and can be operated by the home occupants regardless of age or ability.
- 10) **Slip resistance of floor surfaces:** Kitchens, bathrooms and laundries feature flooring which provides slip resistance in both wet and dry conditions.

Development involving frequent public use

It is more important that development which involves frequent public use conforms to the principles of Universal Design, wherever practical, as it is this form of development where equity of access is most critical. This type of development includes (but is not limited to):

- Public halls;
- Entertainment facilities;
- Function centres, restaurants, registered clubs and the like;
- Large retail centres (including bulky goods development); and
- Large office buildings.

Development applications for any of the above uses should address the principles of Universal Design in the Statement of Environmental Effects.

D. Lifting the Bar

The following represent some ways in which applicants can demonstrate additional commitment to the principles expressed in this Section. Demonstration of this commitment may lead to Council considering variation of development controls.

- a) Adopt high quality building design that is visually attractive, innovative and improves sustainability outcomes through its design, including the management of vegetation and landscape, water, land and waste in accordance with this Plan;
- b) Address impacts on sensitive adjacent land uses through careful site planning, building design and landscape treatment; and
- c) Reduce the use of timber from old growth forests, rainforests and forests/plantations which do not have certified environmentally responsible forest management practices. Applicants need to demonstrate that a significant percentage of the timber and composite timber products used in the building and construction works has Forest Stewardship Council Certification (see www.fsc.org), utilises reused or recycled timber or is specified using the Friends of the Earth 'Good Wood Guide' 9th Edition.

1.2.7 Adult Change Facilities

A. Objectives

Objectives for including accessible change facilities in development involving frequent public use are:

- a) To provide adult change facilities in buildings that receive a high volume of public use to acknowledge the growing need of change facilities for people with a significant disability.
- b) Demonstrate that large scale public buildings have been planned and designed to meet the needs of people with a complex or profound disability.

B. Controls

- a) Accessible Adult Change Facilities, designed in accordance with Section F 2.9 of the National Construction Code (NCC) or similar, must be provided in the following new or redeveloped development types:
 - i) Shopping Centres with a design capacity of greater than 3,000 people.
 - ii) Multi-tenanted specialised retail premises (bulky goods developments) that are of a scale that they are considered a retail destination. In the context of this part of the DCP, a 'retail destination' is a site that offers products for sale and hire that is of a size, scale and attraction, where an extensive amount of pedestrian and vehicle traffic is likely to be received throughout the entire site, and customers have the ability to make multiple shops within the precinct.
 - iii) Major Recreation Facilities (i.e. sports stadiums, theme parks).
 - iv) Large Entertainment facilities with an internal floor area of no less than 5,000m², except where a lower design capacity is set by the NCC.
 - v) Large Clubs and Pubs with an internal floor area of no less than 5,000m², including any alfresco areas, terraces, play areas and other associated facilities attached to the club or pub.
- b) Designs for adult change facilities must include a ceiling-mounted hoist and an adult sized change table.
- c) Adult change facilities must be provided separately and not replace a standard accessible toilet.
- d) Consideration may be given where an adult change facility is currently servicing a precinct and is suitably accessible to any new or redeveloped developments.

Table of Contents

D4 INDUSTRIAL DEVELOPMENT	2
4.1. KEY PRECINCTS	2
4.2. BUILDING HEIGHT	10
4.3. BUILDING SETBACKS AND LANDSCAPE	10
4.4. BUILDING DESIGN	18
4.5. STORAGE OF MATERIALS AND CHEMICALS	21
4.6. ACCESSING AND SERVICING THE SITE	22
4.7. FENCING	24
4.8. LIGHTING	26

D4 Industrial Development

A. Background

This section provides controls and objectives for all industrial land in the City of Penrith.

This section provides specific controls for industrial development in addition to the general controls elsewhere in this DCP

B. General Objectives

- a) To promote industrial development which can operate in a functional, safe and environmentally friendly manner;
- b) To minimise conflict between industrial land uses and adjacent sensitive land uses;
- c) To ensure that development of land to which this section applies will not significantly affect the function, efficiency and safety of all classified roads and other major roads;
- d) To promote development of a visually attractive form, design and scale, where urban elements, streetscape and built forms are integrated with the existing environment;
- e) To retain existing vegetation and promote the integration of significant landscaped areas into the site design to minimise the impacts of built form and hardstand areas;
- f) To manage traffic impacts and access issues for larger vehicles and loading facilities;
- g) To address visual impacts and safety requirements of large external storage areas; and
- h) To promote employment generation that has considered access to public transport and supporting services for improved amenity.

C. Other Relevant Sections of this DCP

Penrith DCP 2014 is a multi-layered document that recognises the relationship of a number of issues to achieving sustainable outcomes. Therefore, to address issues associated with industrial development, it is important to read all relevant parts of this DCP.

Council will consider each development application on its merit, having regard to this section and other relevant sections of the DCP, and other relevant environmental planning instruments, contributions plans or Council policies. Compliance with this Section alone does not guarantee that consent will be granted to an application.

4.1. Key Precincts

The main industrial areas in Penrith can be broken down into ten precincts, each with different characters (see Figure D4.1). This Section provides different controls for each of the precincts. The industrial precincts are:

- Precinct 1: Dunheved/St Marys (north of Christie Street) shown in Figure D4.2.
- Precinct 2: Dunheved/St Marys (south of Christie Street) shown in Figure D4.2.
- Precinct 3: St Marys (east of Forrester Road) shown in Figure D4.2.
- Precinct 4: North Penrith (west of Castlereagh Road) shown in Figure D4.3.
- Precinct 5: North Penrith (east of Castlereagh Road) shown in Figure D4.3.
- Precinct 6: South Penrith (east of Mulgoa Road) shown in Figure D4.4.
- Precinct 7: Emu Plains (north of Old Bathurst Road) shown in Figure D4.5.

Precinct 8: Emu Plains (south of Old Bathurst Road) shown in Figure D4.5.

Precinct 9: Kingswood shown in Figure D4.6.

In addition, the area known as Waterside Corporate is zoned for industrial uses, but most of the controls for this area are contained in the Waterside Corporate Section of this Plan. However, where there are no specific controls included in Section E4, the controls of this Section apply.

This section also applies to land known as the Erskine Park Employment Area which is currently zoned for industrial uses under State Environmental Planning Policy (Western Sydney Employment Area) 2009.

Figure D4.1: Key Precincts

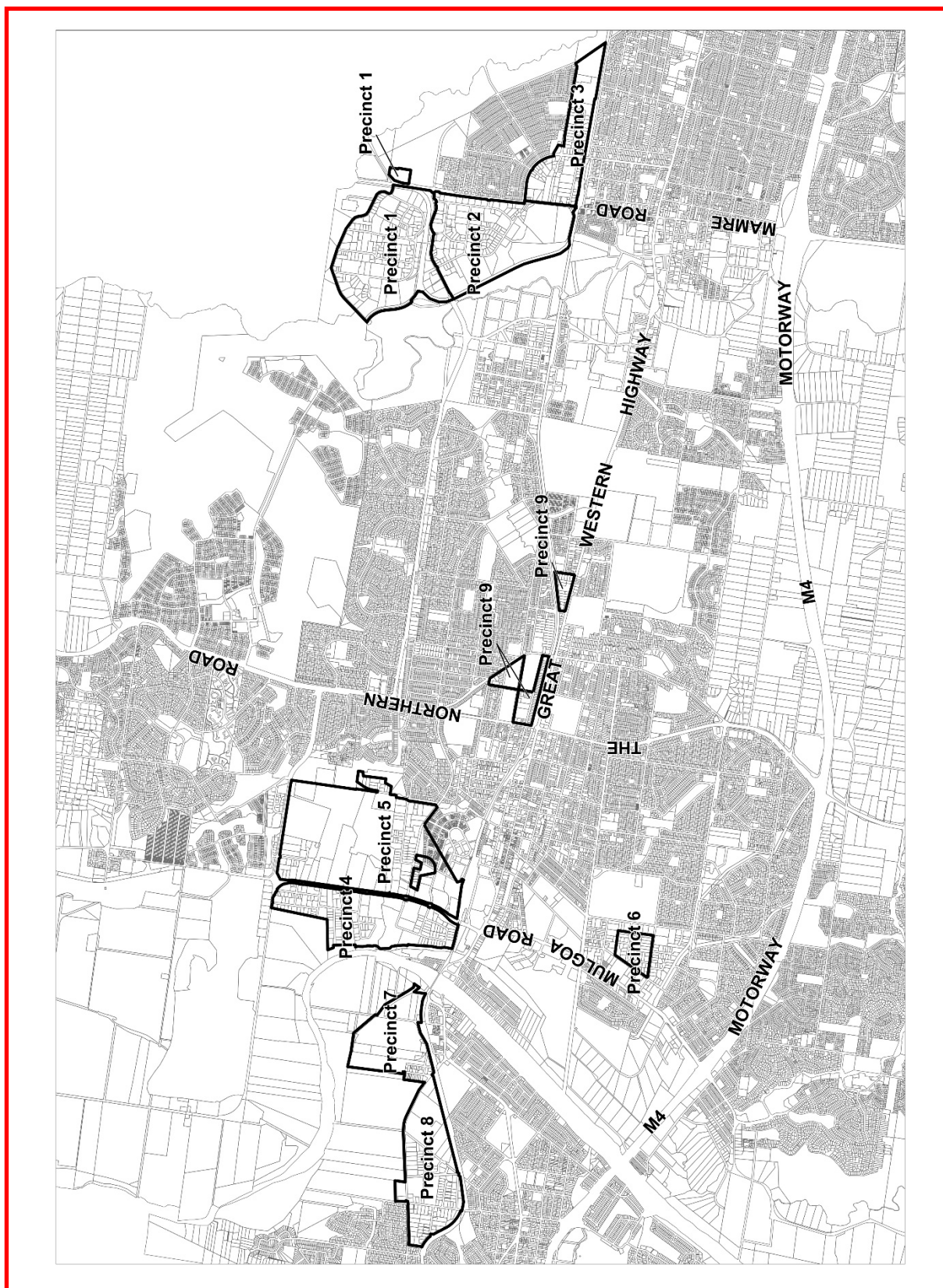


Figure D4.2: Precincts 1, 2 and 3 – Dunheved / St Marys

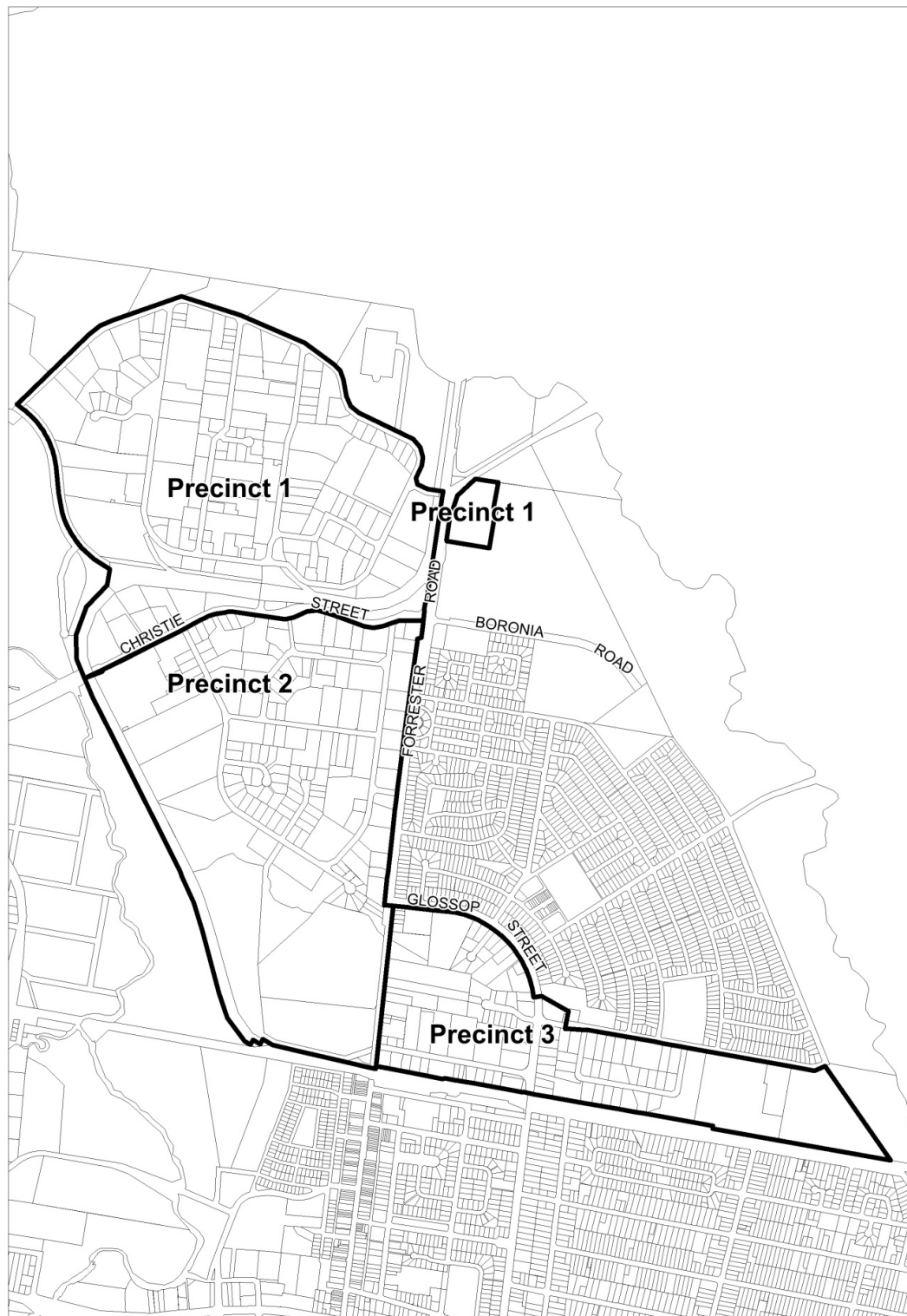


Figure D4.3: Precinct 4 and 5 – North Penrith

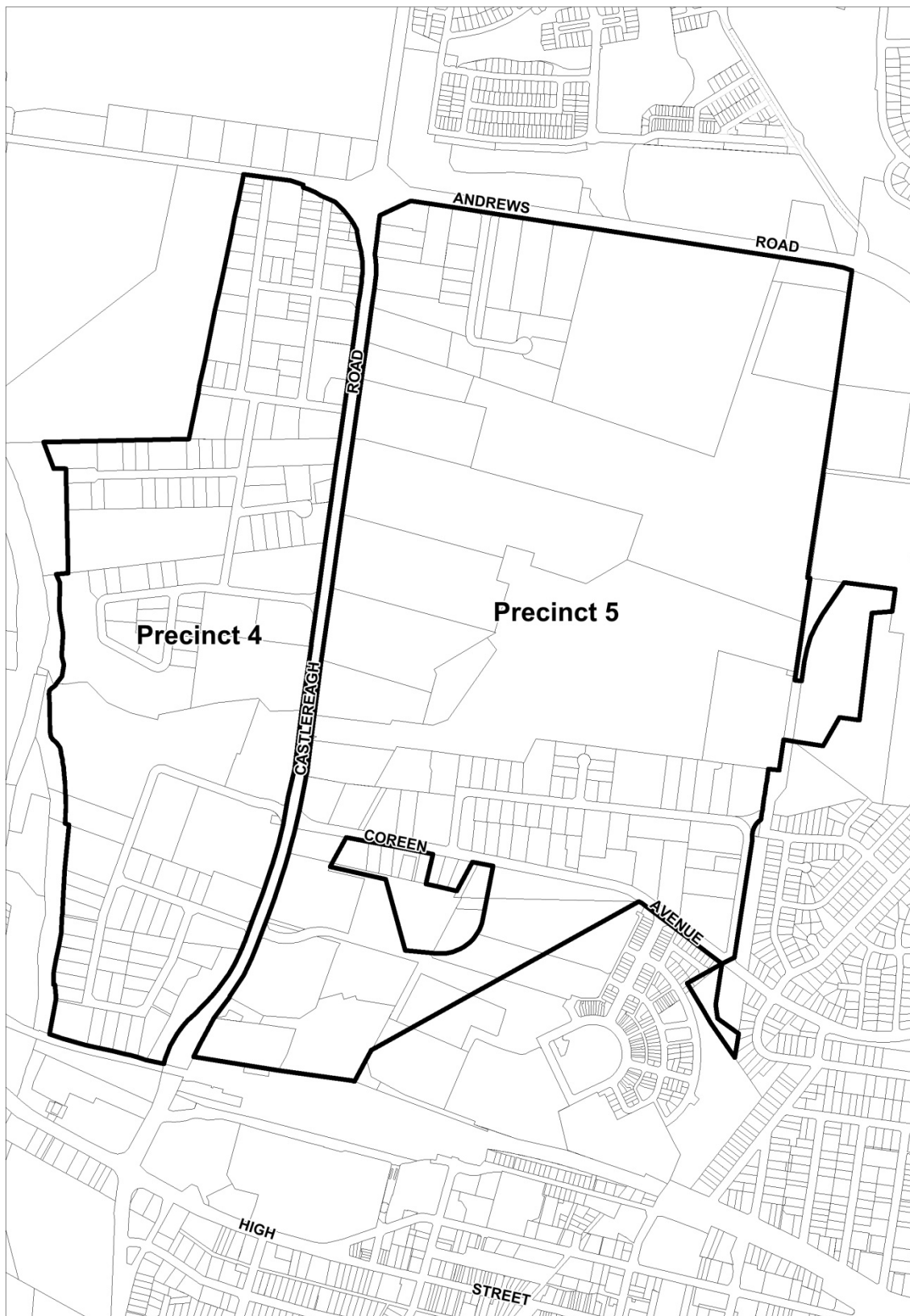


Figure D4.4: Precinct 6 – South Penrith

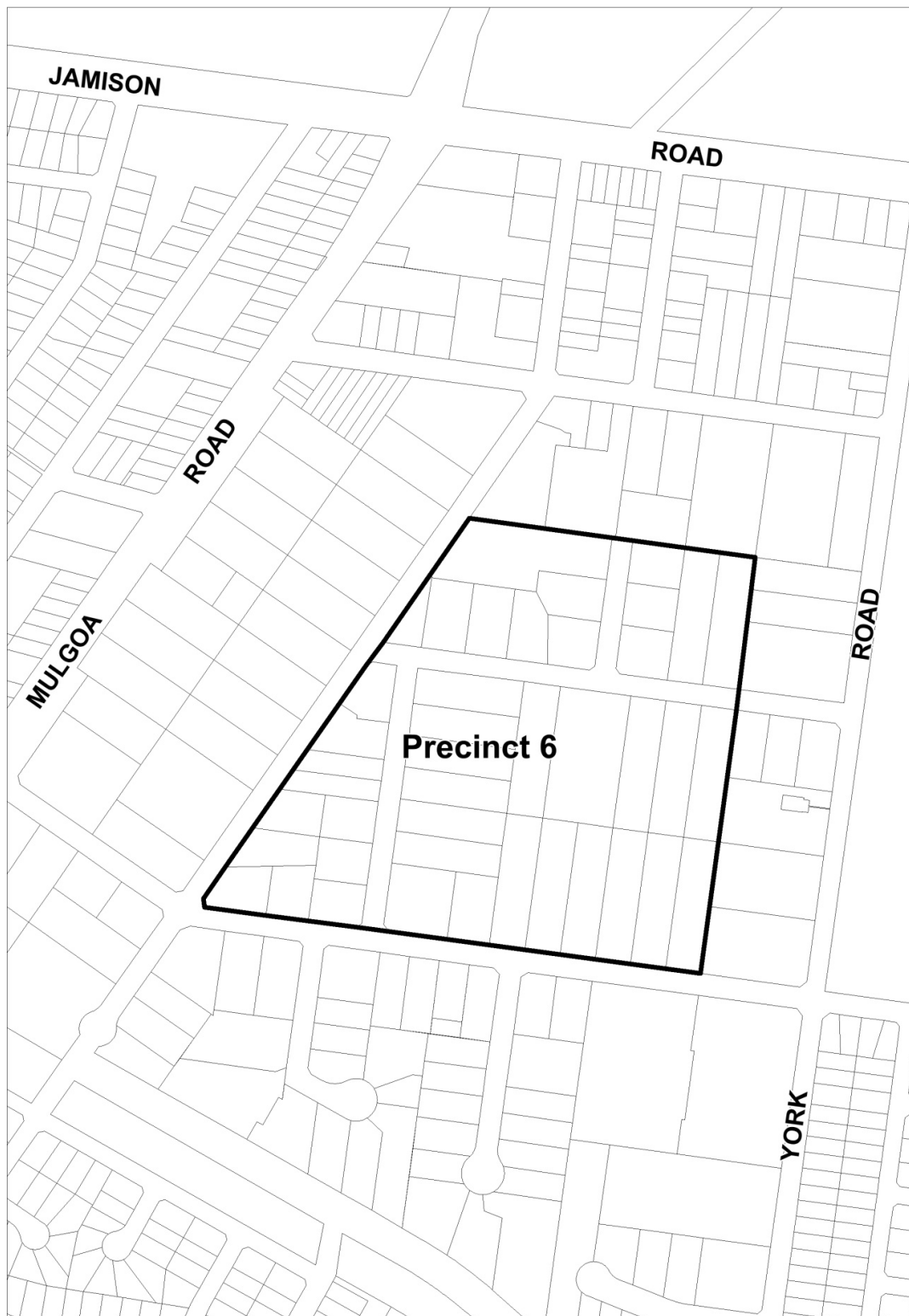


Figure D4.5: Precincts 7 and 8 – Emu Plains

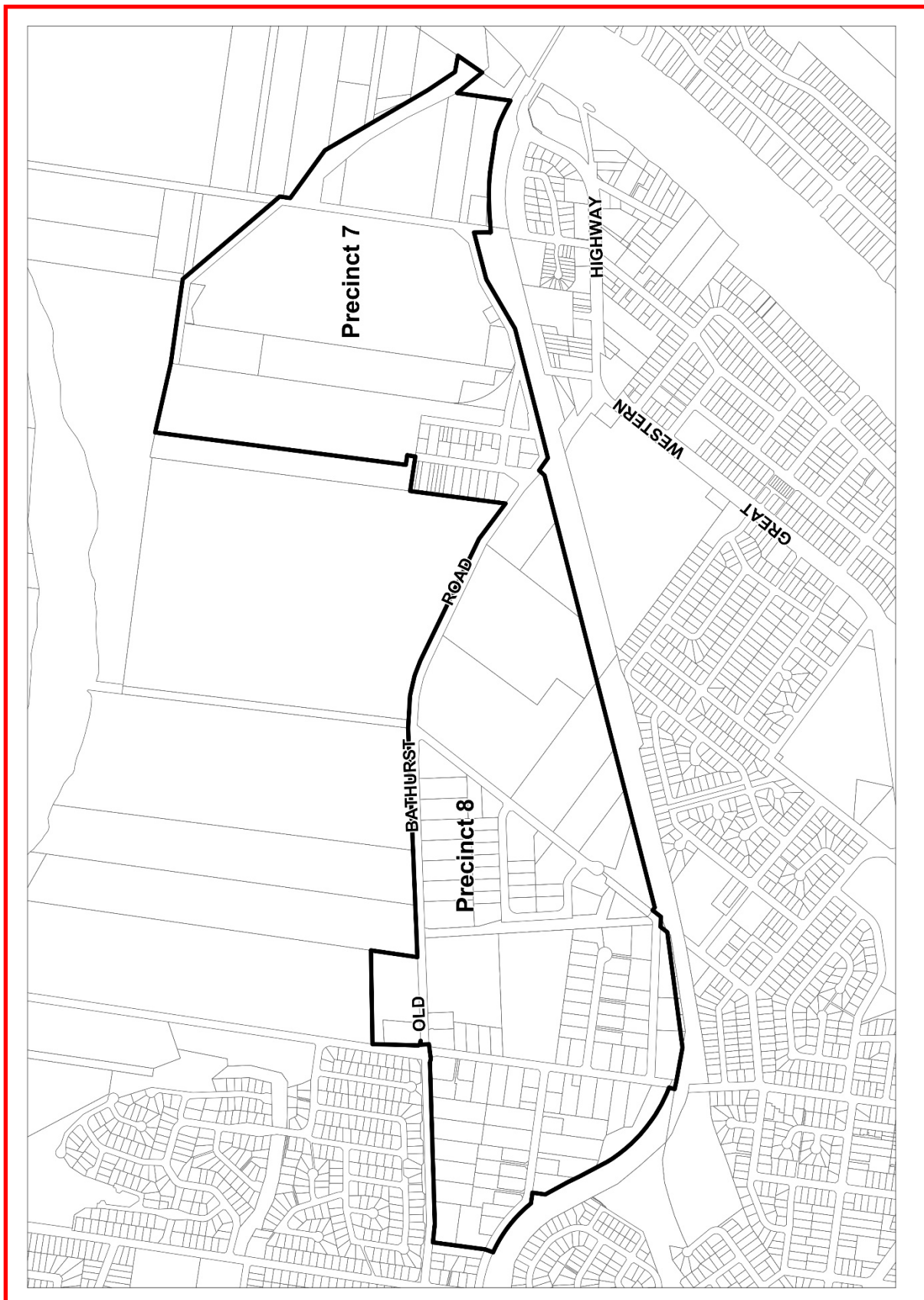
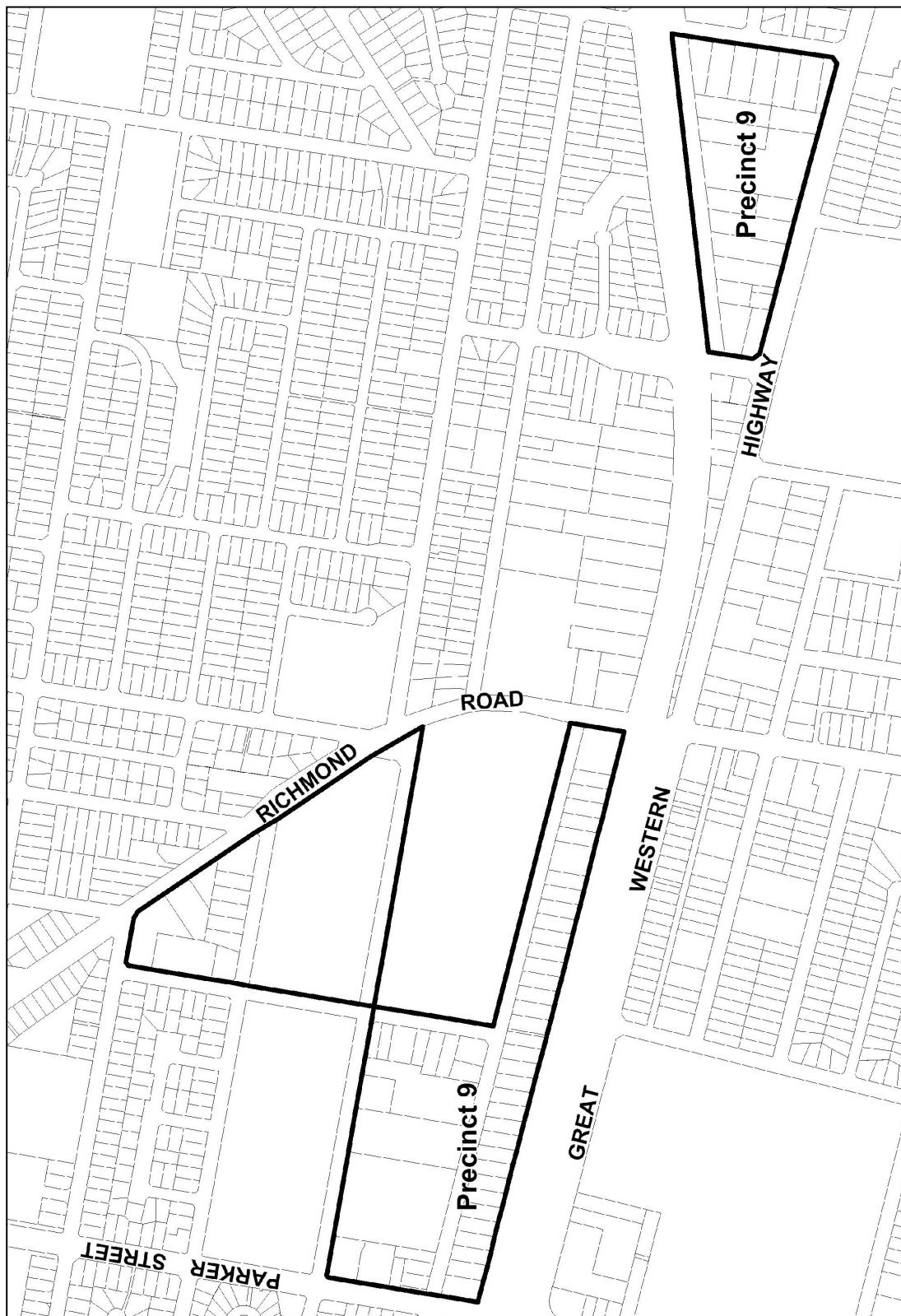


Figure D4.6: Precincts 9 – Kingswood



4.2. Building Height

A. Background

Industrial development should achieve a scale and height in keeping with the existing and desired future character of the area.

Development may not be permitted up to the maximum height specified on the Height of Buildings Map, if it will have an adverse impact on views to or from areas of visual importance or on heritage significance. This section provides guidance to applicants regarding building heights for industrial development.

B. Objectives

- a) To encourage building forms that respond to the topography of the site and the relative position of the site to other allotments within, and to, the street; and
- b) To ensure a scale of building which complements the existing environment in which the site is located addressing visibility from key public spaces and the scale and context of the existing and desired streetscape.

C. Controls

In addition to height controls in the LEP, buildings on land in Precincts 4, 7 and 8 will need to satisfy the following additional controls:

- 1) For Precincts 4 and 7 (areas adjacent to the Nepean River), the development must not be visually obtrusive when viewed from the Nepean River and must not adversely affect the scenic quality of the river.
- 2) For Precincts 7 (north of Old Bathurst Road) and 8 (south of Old Bathurst Road), the application must demonstrate that the development will not adversely affect the scenic quality of the precinct, particularly when viewed from elevated locations.

4.3. Building Setbacks and Landscape

A. Objectives

- a) To enhance the visual quality of industrial development through appropriate setbacks, building and landscape design, particularly when viewed from public areas;
- b) To ensure new development retains existing trees or significant stands of vegetation in the overall site layout;
- c) To provide functional areas of planting that enhance the presentation of a building;
- d) To screen undesirable views and minimise the visual impact of hard surface areas; and
- e) To create industrial precincts with their own intrinsic and unique landscape characteristics, which enhance the existing and/or natural landscape and character of an area.

B. Controls

1) Setbacks

- a) Setbacks for industrial development are to be in accordance with the standards specified in Table D4.1. These setback areas are to be landscaped, but may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area:

- i) Is within a setback which is at least 13m wide and set behind a landscaped area which is at least 4m wide;
- ii) Promotes the function and operation of the development;
- iii) Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and
- iv) Does not detract from the streetscape values of the locality.

Figures D4.7 - D4.8 illustrate appropriate building setbacks.

- b) In Precincts 1 and 2 (Dunheved/St Marys), 7 (Emu Plains adjacent to the rail station) and 9 (Kingswood) variations to the required setbacks will be considered on merit, taking account of site areas and street frontage widths, access to the site, availability of on-site parking and access areas, landscaping provision and the setbacks of adjoining Table D4.1: Building Setbacks for Industrial Development.

Table D4.1: Building Setbacks for Industrial Development

Location	Minimum Building Setback
Lots fronting: • Castlereagh Road • Mulgoa Road	20 metres
Lots fronting: • Andrews Road • Old Bathurst Road	15 metres
Lots adjacent to: • Nepean River (Precinct 7 - Emu Plains) • Western Railway (Precincts 7 and 8 – Emu Plains)	10 metres
Lots within the vicinity of “Craithes” (within Precinct 4 - North Penrith, west of Castlereagh Road)	See Figures D4.10 and D4.11
Lots adjoining “Combewood” (within Precinct 5 – North Penrith, east of Castlereagh Road)	See Figure D4.12
All other locations	9 metres
Secondary road frontages	5 metres

Figure D4.7: Illustration of Building Setbacks - Smaller Site (Plan View)

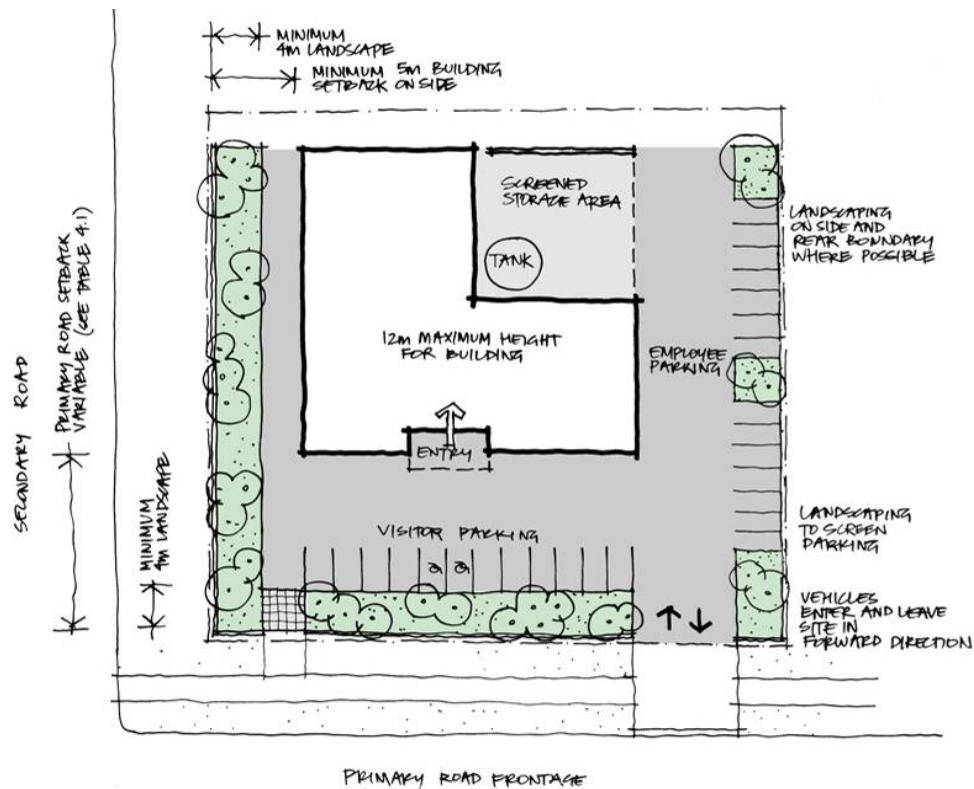
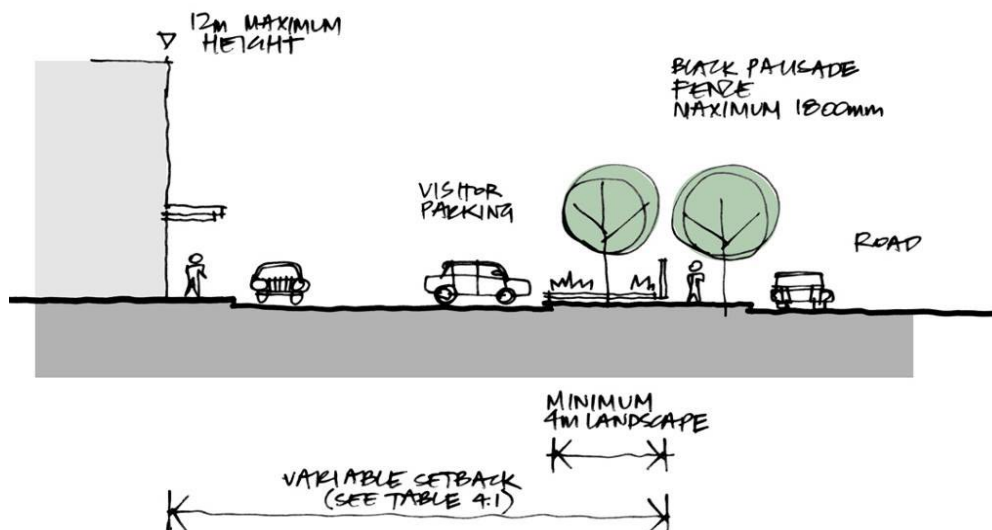


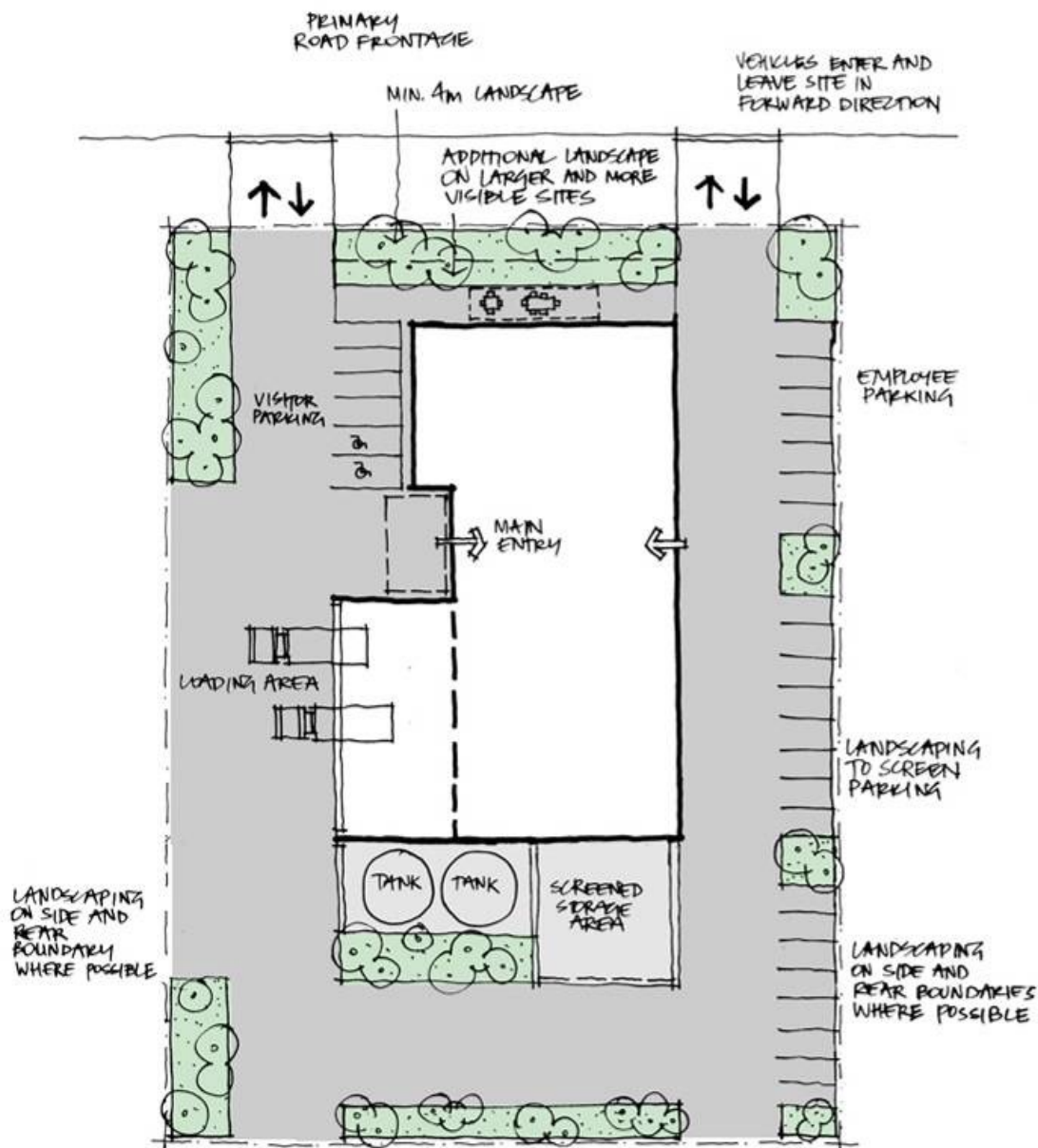
Figure D4.8: Illustration of Building Setbacks - Smaller Site (Cross Section)



2) Visual Impact of Buildings and Hardstand Areas

- The landscape design within setbacks should consider the scale of the building and where appropriate, select and locate plants to help reduce the bulk and scale of the building.
- The visual impact of large expanses of wall should be reduced in scale by architectural treatment as well as by dense grove planting or other landscape design solutions.
- Where an industrial development contains large expanses of hardstand or paved areas, the applicant must demonstrate how the development application reduces the 'heat effect' and visual impact of these large expanses.

Figure D4.9: Illustration of Building Setbacks - Larger Site (Plan View)

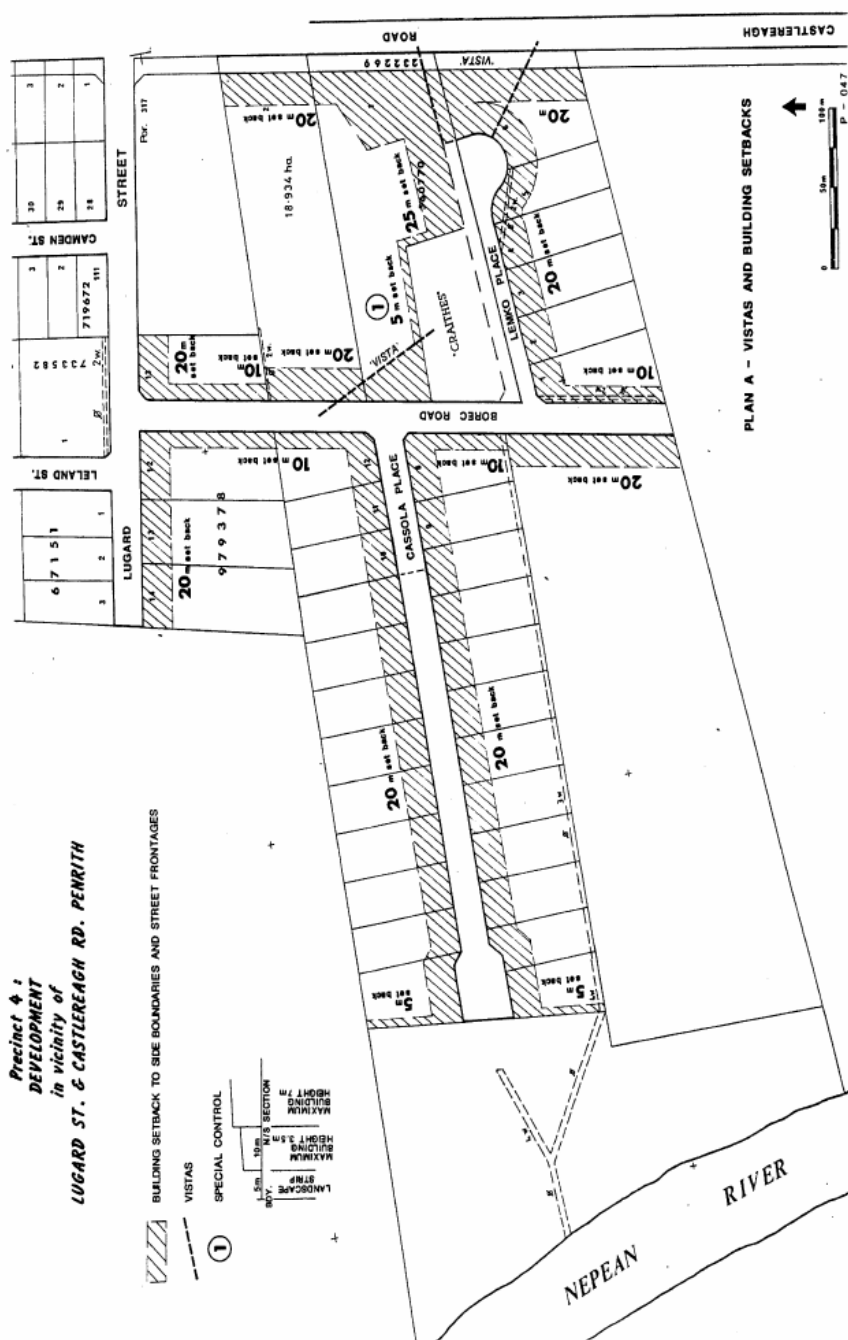


3) Vegetation and Landscape

- a) The siting and layout of a development should preserve all on-site trees, significant strands of vegetation, and remnant or native bushland in accordance with the requirements of the Vegetation Management and Landscape Design sections of this DCP. Where this is not practical, the development application must justify the loss of vegetation and outline what measures are to be taken to replace it.
- b) Development of land on the site of a heritage item or within the vicinity of a heritage item should occur in a manner that will not result in damage or destruction of vegetation associated with that item.
- c) Applicants should refer to the Landscape Design section of this DCP regarding the implementation and maintenance of landscaping for the site.
- d) Smaller scale and less visually prominent planting should be provided to add variety and interest in the appearance of the site.
- e) Landscape materials should cause minimal detrimental visual impact, and the use of subtle coloured materials and block or brick paving is encouraged.
- f) Paving and structures shall complement the architectural style of existing buildings.
- g) Outdoor staff break areas should be provided and integrated into landscape areas. These areas should be provided with shade and reasonable amenity.
- h) Shade trees should be provided in outdoor staff break areas and along pedestrian paths and walkways.
- i) Plant species should be carefully selected to meet service authority requirements in easement locations.

Penrith Development Control Plan 2014

D4 Industrial Development



Penrith Development Control Plan 2014

D4 Industrial Development

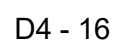
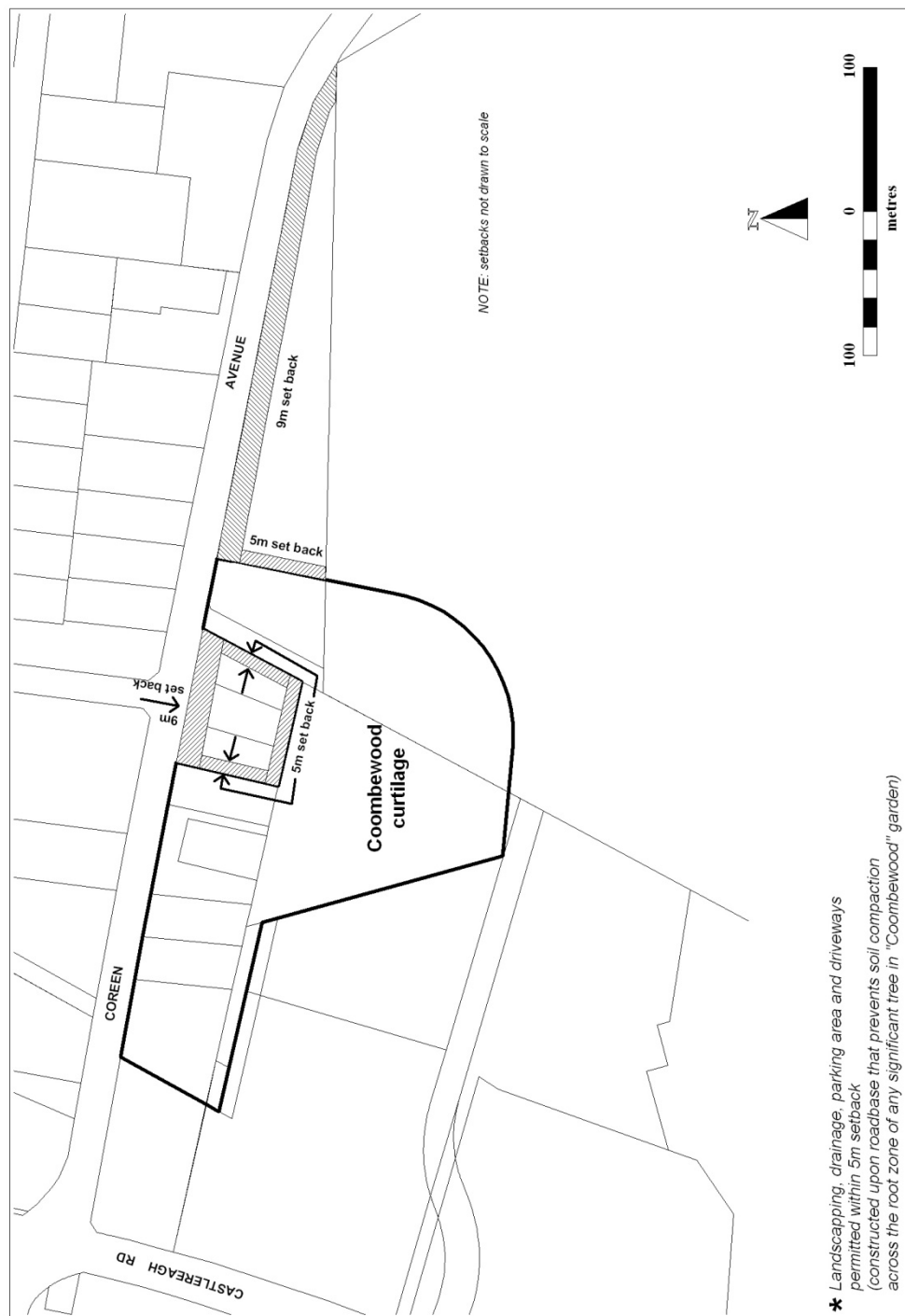


Figure D4.12: Precinct 5 - Landscape Setbacks to Combewood



4.4. Building Design

A. Objectives

- a) To encourage a high standard of architectural design, utilising quality materials and finishes appropriate for the locality;
- b) To ensure that development is undertaken in a sustainable manner, demonstrating this through the application of the Building Sustainability Index (BASIX), Green Star and/or Australian Buildings Greenhouse Ratings (now part of the National Australian Built Environment Rating System (NABERS) certification systems, where appropriate;
- c) To ensure that new development can integrate into the existing urban fabric to contribute to the creation of a visually cohesive urban environment;
- d) To encourage innovation in building design and the use of materials; and
- e) To encourage articulated and varied frontages to minimise perceived bulk and scale.

B. Controls

- 1) Non-residential developments including mixed use developments, with a construction cost of \$1 million or more are to demonstrate a commitment to achieving no less than 4 stars under Green Star or 4.5 stars under the Australian Building Greenhouse Rating system (now part of the National Australian Built Environment Rating System (NABERS)).
 - a) NABERS can be used to rate commercial offices, shopping centres and hotels.
 - b) Green Star can be used for projects from apartment buildings to schools, university buildings, hospitals, offices, shopping centres and industrial facilities.
- 2) All developments shall be designed to present a high standard of urban form incorporating innovative and attractive architectural design of all elevations and roof form; and appropriately reflect the important gateway entry roles of these precincts and the visually important access routes to the City.
- 3) Prominent elevations, such as those with a frontage to the street or public reserves or those that are visible from public areas, must present a building form of significant architectural and design merit. The construction of large, blank wall surfaces is not permitted.
- 4) Large elevations should be articulated by structural variations and/or a blend of external finishes including brick, masonry, pre-coloured metal cladding, appropriately finished 'tilt-slab' concrete or a combination of these materials (see Figure D4.13).
- 5) Large unrelieved expanses of wall or building mass will not be supported by Council. They should be broken up by the use of suitable building articulation, fenestration or alternative architectural enhancements.
- 6) Particular care should be taken in regard to:
 - a) Designing roof elements; and
 - b) Locating plant and mechanical equipment including exhausts, so as screen them from a public place.
- 7) Architectural features, consistent with the overall design of the building, may be used to:
 - a) Highlight entrances to buildings; and

- b) Accentuate pedestrian areas and provide improved climatic amenity, particularly for buildings that will experience high volumes of pedestrian movements, using techniques such as verandahs and awnings (see Figure D4.13).
- 8) The development must incorporate a variety of external finishes in terms of both colour and type of material used. The external finishes (walls, roof, awnings etc.) of the development are to be:
- a) Made from durable high quality, low maintenance, non reflective materials;
 - b) Compatible with the overall design and form of the development;
 - c) Selected for all built forms to ensure the entire development presents a homogeneous form;
 - d) Considered in association with proposed plantings and landscape treatment;
 - e) Considered for their ability to provide visual relief in large wall surfaces and elevations; and
 - f) Selected to ensure the development complements the surrounding environment while reducing the temptation to vandalism and graffiti.
- 9) Courtyard and screen walls should be in the same material as the building facades.
- 10) Development within Precincts 4, 7, 8 and 9 identified as having high scenic or visual quality (see Section 4.2 of this Section under 'Controls') shall use primarily natural and earthy tones for external finishes.
- 11) Development applications for new buildings or additions to existing buildings are to be accompanied by a Schedule of External Finishes and Colours, demonstrating compliance with the above requirements.
- 12) Any office and administration component is to be located to the main frontage of the building and be designed as an integral part of the overall building, rather than a 'tack on' addition.
- 13) The main office administration component is to have a designated entry point that is highly visible and directly accessible from visitor parking and the main street frontage.
- 14) The entry, design and layout of the main office or administration component is to consider the principles of Universal Design and incorporate, if possible:
- a) A level or graded path from the car park area to the entrance;
 - b) A level entry (no steps);
 - c) An accessible toilet;
 - d) Easy access doors and corridors; and
 - e) Accessible placement of switches, power points and window controls.
- 15) Where the nature of the industrial development will attract clients/visitors to the site, consideration should be given to incorporating the above accessibility features into that part of the building likely to be used by clients/visitors.
- 16) All loading areas should be located towards the rear of allotments. Where possible, loading areas should be screened from the view of main road frontages through physical and/or vegetation screening (see Figures D4.7 and D4.9).

Figure D4.13 (a): Illustration of Possible Techniques to Articulate Large Buildings (Elevation)

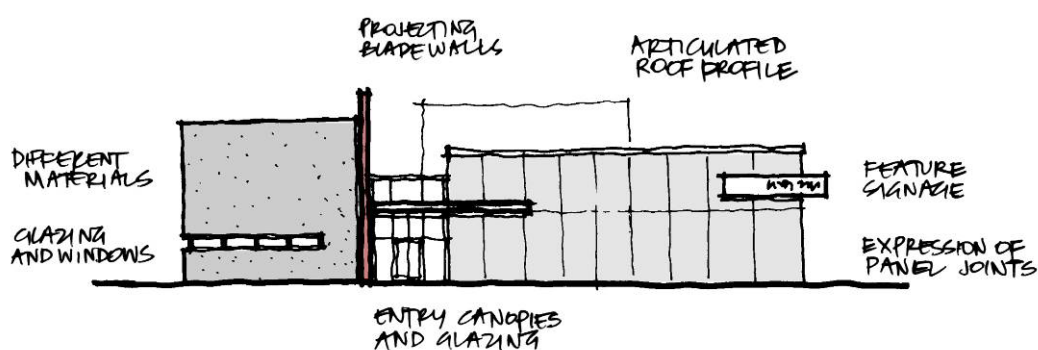


Figure D4.13 (b): Illustration of Possible Techniques to Articulate Large Buildings (Plan View)

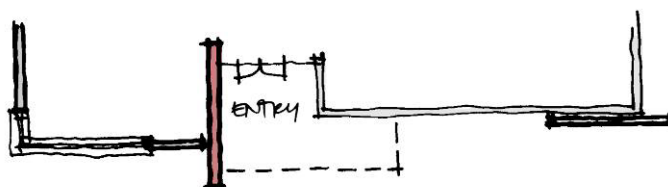
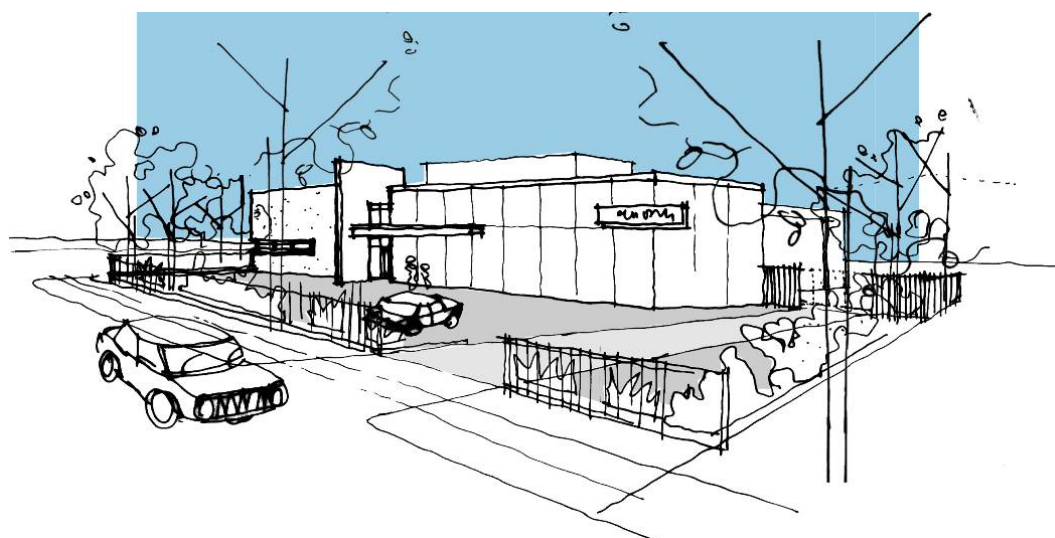


Figure D4.13 (c): Illustration of Possible Techniques to Articulate Large Buildings (Sketch Perspective)



4.5. Storage of Materials and Chemicals

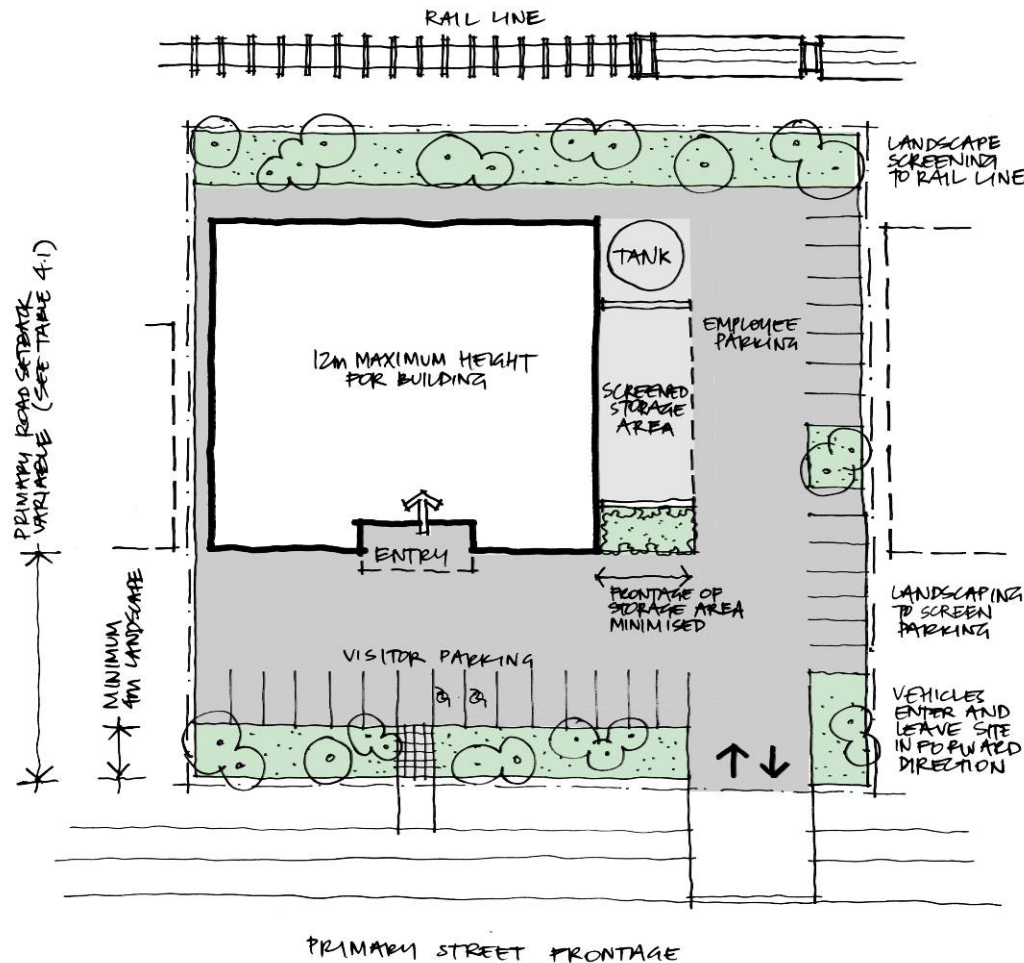
A. Objectives

- a) To ensure that external storage of goods does not detract from the visual amenity of industrial areas, streetscapes or adjoining residential areas;
- b) To ensure that the storage and use of chemicals that are potentially hazardous to humans occurs in a safe and responsible manner and minimises the risk of accidental injury or loss of life; and
- c) To ensure that the storage and use of potentially polluting substances occurs in an environmentally responsible manner, and will not have any detrimental impact on the environmental quality of the surrounding area.

B. Controls

- 1) External storage of goods must be avoided, wherever possible. Where the nature of the activity or the materials means that internal storage is impractical, all external storage areas must be located behind the front building setback. In addition, when assessing development applications involving external storage of goods, Council will take into consideration:
 - a) The proposed height and on-site arrangement of stored goods;
 - b) The visual impact of the storage area and how this is proposed to be minimized (orientation, screening with landscaping and/or solid fencing, etc.);
 - c) Access arrangements; and
 - d) Safety issues.
- 2) For sites with multiple frontages, either to roads or to the main western railway line, the location and orientation of external storage areas shall minimise visual impact from all potential view points (see Figures D4.9 and D4.14).
- 3) Rain water tanks are not to be visually intrusive from the main street frontage or other public areas (see Figures D4.9 and D4.14).
- 4) If the development involves the storage of chemicals on the site, a Chemical Use and Storage Report may be required (see Appendix F3 'Submission Requirements' for further details). A chemical use and storage report will not be required when:
 - a) The use of chemicals is for routine cleaning and the chemicals to be used are of household or hospital grade;
 - b) The total quantity of chemicals to be routinely used or stored on the site does not exceed 100 litres;
 - c) The chemicals to be used or stored are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment if a spill were to occur; and
 - d) The application outlines the methods proposed to be used to minimise the potential for spills.

Figure D4.14: Illustration of Screening of Storage Areas (Front and Rear Visibility) (Plan View)



4.6. Accessing and Servicing the Site

A. Objectives

- To ensure the safe and efficient movement into and out of an industrial development without adversely affecting the existing and future service and safety levels of the road;
- To ensure industrial development provides sufficient parking on-site to accommodate all parking demands generated by the development while ensuring safe and efficient movement of vehicles within the site;
- To encourage the development of a parking layout that enhances the function and appearance of the industrial development; and
- To ensure that cyclist and pedestrian needs are adequately and safely accommodated in all industrial areas.

B. Controls

- 1) New industrial developments with direct access onto Castlereagh Road, the Great Western Highway or Parker Street will need to provide a deceleration lane in accordance with the Roads and Traffic Authority Guidelines.

- 2) Development on newly created allotments that front Castlereagh Road, the Great Western Highway, Parker Street or a classified road shall ensure that:
 - a) The allotment of land was created in accordance with a subdivision approved pursuant to this DCP; and
 - b) Access to the allotment is in accordance with the access arrangements approved with the subdivision.
- 3) Industrial development shall, where appropriate, be designed to:
 - a) Allow all vehicles to enter and leave the site in a forward direction;
 - b) Accommodate heavy vehicle parking and manoeuvring areas;
 - c) Avoid conflict with staff, customer and visitor vehicular and cycle movements; and
 - d) Ensure satisfactory and safe operation with the adjacent road system.
- 4) In determining access and servicing requirements, Council will take the following into consideration:
 - a) The location, type and scale of the proposed development;
 - b) The compatibility of the location and design of the car park with adjoining properties;
 - c) Traffic Authority Guidelines and comments of the Local or Regional Traffic Committee(s); and
 - d) The potential for the development to generate heavy vehicle movements.
- 5) Full details of the volume, frequency and type of vehicle movements shall be submitted with the development application.
- 6) In general, turning circles will be required to be provided to accommodate the largest type of truck which could reasonably be expected to service the site. All developments must be designed and operated so that a standard truck may complete a 3-point or semi-circular turn on the site without interfering with parked vehicles, buildings, landscaping or outdoor storage and work areas. Large scale developments shall be designed to accommodate semi-trailers. In the case of the conversion of an existing development, should it appear that a truck turning circle may prove difficult, a practical demonstration may be required.
- 7) Council will assess the suitability of manoeuvring areas provided for large vehicles by reference to the Standard Vehicle Turning Templates which appear in Figures A.5a (small rigid truck), A.7a (large rigid truck) and A.9a (large articulated truck) of the Roads and Maritime Services publication "Policies Guidelines and Procedures for Traffic Generating Developments".
- 8) Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles. These areas shall be screened from the road.
- 9) Car parks, aisles and manoeuvring areas shall be designed with function and safety in mind, and have minimum dimensions conforming with the Australian Standards 2890 Parking Facilities. The relevant parts of this standard are AS2890. 1 Off-street parking, AS2890.2 Commercial vehicle facilities and AS2890.3 Bicycle parking facilities. In addition, the following elements should also be considered:

Where the nature of the industrial development will attract clients/visitors to the site, the following elements shall be included in the car park design:

- a) The internal (vehicular) circulation network is to be free of disruption to circulating traffic and ensure pedestrian safety;

- b) The car park should, where possible, be designed with wheel stop kerbs only, rather than a barrier kerb between parking areas and pedestrian pathways;
- c) The movement of pedestrians throughout the car park is clearly delineated by all users of the car park and minimises conflict with vehicles;
- d) Where parking spaces are to be provided for people with disabilities, these spaces are to be:
 - i) Suitably located near entrances to the building, lifts and access ramps (if required);
 - ii) Provided in accordance with AS1428.1 Design for Access and Mobility; and
 - iii) Supplemented by the installation of appropriate tactile pavement treatments where required;

Major developments such as multi unit industrial developments and other significant industrial developments shall make adequate provision for bicycle parking.

4.7. Fencing

A. Objectives

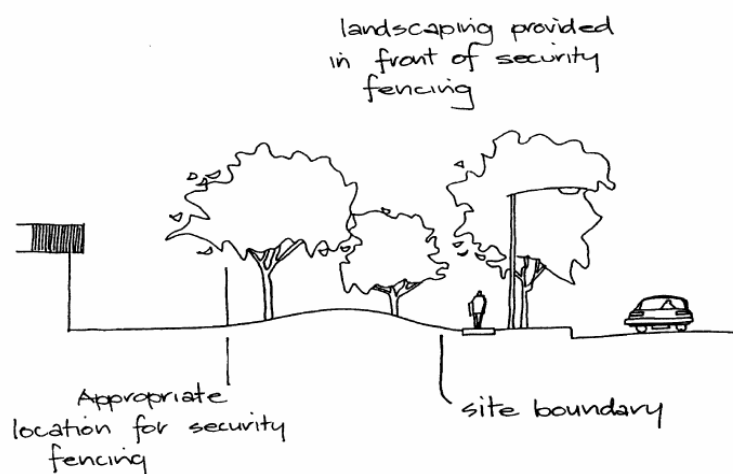
The objective for this section is to ensure that the design and location of fencing is integrated within the development, and is suitable for its purpose and setting.

B. Controls

General

- 1) The location and design of fences, including the materials used to construct the fencing, should:
 - a) Be sympathetic to the natural setting and character in form, materials and colour;
 - b) Maximise natural surveillance from the street to the building and from the building to the street;
 - c) Minimise the opportunities for intruders to hide;
 - d) Not impede the natural flow of stormwater drainage;
 - e) Be located wholly on the property and not encroach on another property without the consent of the adjoining property owner(s). This includes land that may be owned by Penrith City Council or another public authority;
 - f) Be constructed of non-combustible materials if located in an asset protection zone or in an area identified in a bushfire risk management plan; and
 - g) Be structurally adequate, in accordance with the Building Code of Australia, and meets the Dividing Fences Act 1991.
- 2) Fencing proposals that require development consent shall be:
 - a) positioned behind the landscaping and not along the front property boundary (as illustrated in Figure D4.16);
 - b) in circumstances where on-site detention is required within the front setback then consideration can be given to locating fencing along the property boundary however, consideration must be given to the existing streetscape character; and
 - c) a maximum height of 2.1m and of an "open" nature, e.g. decorative metal and coloured dark grey or black, or complement the adjacent fencing type.

Figure D4.16



- 3) Fencing may be positioned along the front property boundary only if:
 - a) the site is not located on, facing or fronting:
 - i) Andrews Road, Castlereagh Road, Christie Street, Forrester Road, Great Western Highway, Mulgoa Road, Old Bathurst Road, Parker Street or any other classified road or major road; or
 - ii) The main road or collector road of the industrial precinct; and
 - iii) it is decorative fencing that has an open style appearance (metal, pool type fencing); and
 - iv) the fencing is complementary to the landscaping.
- 4) Fencing shall be integrated with the overall design of the development and associated security structures, where possible.
- 5) Where site security is required, fencing shall be constructed of black plastic coated 'Chain-link' fence or an approved alternative such as a metal palisade type fence. The overall height of fencing shall be no more than 2.4m. 'Chain-link' or similar fences are not suitable to the site frontage.
- 6) Consideration shall be given to the site's front fence being a reduced height particularly around the visitor or employee parking. Alternatively, the front of the premises shall be open to the street to provide a sense of address and to contribute to the streetscape.
- 7) Gates, security structures, letter boxes and signage must complement the fencing and be considered in the overall design of the development.
- 8) Landscaping adjacent to front fencing shall not form a tall dense screen, except where required to screen outdoor storage areas or plant and equipment.
- 9) For fencing behind the building setback line, Council will consider:
 - a) Solid fencing up to a height of 2m;
 - b) Fencing up to a maximum of 2.5m (measured from natural ground level), provided that any fencing above 2m is of an open style;
 - c) Council may require such fencing to be screened with landscaping if viewed from the street or any public area, such as public open space. Appropriate landscaping can, for example, assist in minimising the occurrence of graffiti.

- 10) Barbed, razor or electric wire can be considered behind the building setback line, but must be mounted on the inside of the fence, so as not to be significantly visible from the street. Electric fencing must display appropriate warning signs and otherwise comply with all relevant legislation and standards.
- 11) On sites abutting non-industrial lots, these variations will not generally be supported because of their impact on the amenity of the adjoining property or non-industrial streetscape.
- 12) Fencing along secondary streets, unless of an open style design, must be setback behind the required landscaping.
- 13) Service yards visible from a street must be adequately screened.

4.8. Lighting

A. Objectives

- a) To encourage the installation of external lighting which does not detract from the appearance of the development or amenity of the locality;
- b) To illuminate parts of the site for security reasons and to provide increased safety in accordance with the principles of Crime Prevention through Environmental Design (CPTED); and
- c) To minimise energy waste by providing the correct lighting orientation and minimising overspill lighting.

B. Controls

- 1) Lighting details shall be provided as part of any relevant development application.
- 2) Lighting design should address the principles of CPTED (see the Site Planning and Design Principles section of this DCP) where there is significant pedestrian activity, late night work shifts or safety and security issues.
- 3) Adequate lighting should be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources is encouraged. The use of sensor lighting both internally and externally should also be considered.
- 4) External lighting shall be provided around doorways and windows, and in areas where goods and equipment are stored outside.
- 5) Where premises are used outside daylight hours, car parks and entrances shall be adequately illuminated.
- 6) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites where there could be an impact on the adjoining site's operations, safety or amenity.
- 7) The use of lighting poles and fixtures in adjacent developments should be considered for improved precinct amenity.
- 8) All lighting shall comply with Australian Standard AS4282.

C. Lifting the Bar

The following represent some ways in which applicants can demonstrate additional commitment to the principles expressed in this DCP. Demonstration of this commitment may lead to Council considering variation of development controls. Applications that vary the development controls listed in this section will need to demonstrate that the proposed

development complies with the objectives relevant to the development controls it seeks to vary.

- a) Improved sustainability outcomes including vegetation management and landscape, water management, land management and waste management in accordance with this DCP;
- b) Increased landscape setbacks, landscape areas, street tree planting, green roofs and improved streetscape outcomes;
- c) High quality building design that is visually attractive, innovative, integrated into the landscape design, takes into account the visual catchment, and is articulated to reduce building scale and bulk;
- d) No impacts on sensitive adjacent land uses through careful site planning, building design and landscape treatment; and
- e) Conservation and adaptive reuse of industrial buildings listed as heritage items such as the World War II ammunition factory buildings in Precincts 1 and 2 (Dunheved and St Marys).

Table of Contents

PART B – RUSSELL STREET INDUSTRIAL AREA	2
5.3 INTRODUCTION	2
5.3.1 LAND TO WHICH THIS PART APPLIES	2
5.3.2 AIMS OF THIS PART	3
5.4 CONTROLS	3
5.4.1 SITE ACCESS	3
5.4.2 TRAFFIC MANAGEMENT	3
5.4.3 LAND USE AND DESIGN OUTCOMES	3
5.4.4 FLOOD MANAGEMENT	4

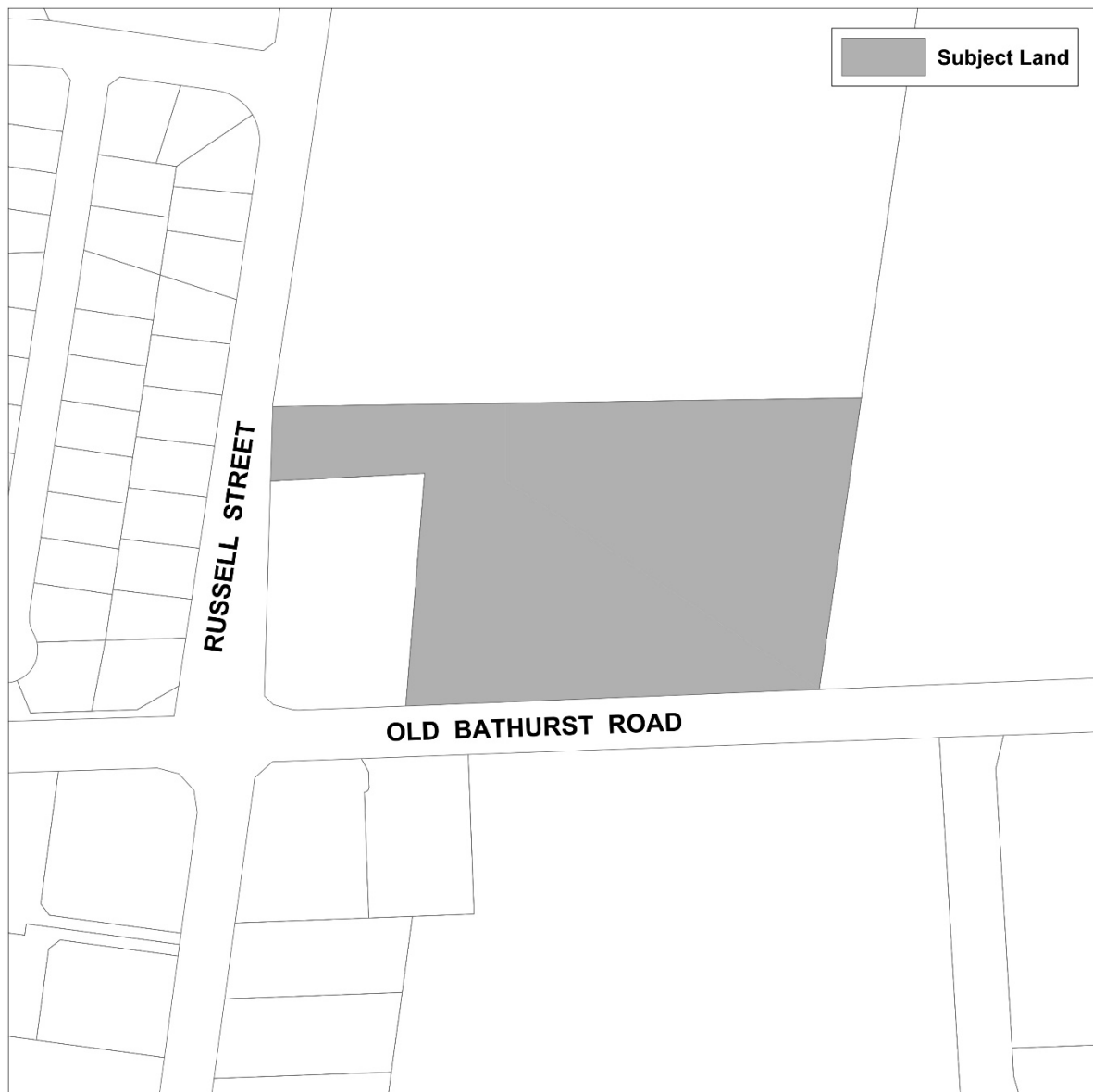
Part B – Russell Street Industrial Area

5.3 Introduction

5.3.1 Land to which this Part applies

This section applies to land at Land at 170 Russell Street Emu Plains (Lot 1 DP 1273251) Emu Plains, as shown in Figure E5.2.

Figure E5.2: Land to which this Part applies



5.3.2 Aims of this Part

- a) To provide industrial design guidelines which enhance design outcomes for development within the site area;
- b) To guide vehicle access arrangements for future development of the site;
- c) To ensure site earthworks and design outcomes consider management measures outlined in flood assessments prepared during rezoning of the site area.

5.4 Controls

5.4.1 Site Access

- 1) No driveway access is permitted to Russell Street for industrial vehicles, heavy vehicles, rigid vehicles and trucks.
- 2) Driveway access to Russell Street will be restricted to light vehicles only.

5.4.2 Traffic Management

- 1) A detailed traffic study will be required as part of a future Development Application for the site. The traffic study will be required to address traffic impacts and access arrangements on Russell Street and Old Bathurst Road, including traffic movement and parking management on Russell Street.
- 2) Access to the development along Old Bathurst Road is to be from a new single driveway only, located midway or towards the eastern boundary of the site and will allow for full turning movements subject to traffic review. This is in addition to the existing right of carriageway access along the eastern boundary which may provide secondary access to the development area subject to traffic review.
- 3) Construction of kerb and gutter along the Old Bathurst Road frontage is required by the developer.

5.4.3 Land Use and Design Outcomes

- 1) It is intended that land uses on the site will comprise a range of businesses as permissible including child care, take away food and drink premises, small scale industrial units and local service businesses such as Gyms and Medical Centres. Where proposed, industrial activities with large floorplate buildings shall be located along the Old Bathurst road frontage.
- 2) Smaller industrial lots or non-industrial uses if possible are to be positioned along the Russell Street frontage.
- 3) Larger industrial lots are to be positioned along the Old Bathurst Road frontage.
- 4) Landscaping within the site should, where possible, use species characteristic of the Cumberland Plain Woodland and / or River-flat Eucalyptus Forest.
- 5) A detailed Biodiversity Development Assessment Report will be required as part of a future Development Application for the site. The biodiversity report will be required to identify significant vegetation and address impacts. Impacts on vegetation outside of the subject lot that is associated with the development of the subject lot will need to be considered and included in the Biodiversity Development Assessment Report

5.4.4 Flood Management

- 1) Filling of the land is to be completed in accordance the endorsed flood impact assessment report and the endorsed filling strategy prepared to support Planning Proposal PP-2021-4118 for the land to which this Part applies.
- 2) Subject to contamination assessment, fill utilised to address flood levels is to be sourced from Lot 2 DP 1273251. Filling of the site is to ensure a balance of cut / fill across Lot 1 DP 1273251 and Lot 2 DP 1273251.