Wentworth Point Precinct

Development Control Plan 2014

Adopted 7 August 2014
Amended 26 October 2021

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Note. The City of Parramatta Council (Council) resolved on 28 November 2022 to place the Harmonisation Development Control Plan (DCP) on public exhibition.

In addition, Council also endorsed administrative 'non-policy' changes to the stand-alone DCPs for Wentworth Point and Homebush Bay West which did not form part of the Harmonisation DCP (see Council Report from 28 November 2022 for more information). These amendments are proposed as part of the Land Use Planning Harmonisation Framework project and include:

- replacing references to the former Auburn City Council (which is referenced as the consent authority) to the City of Parramatta
- replacing references to the Auburn LEP which will be superseded by the new Parramatta LEP
- transferring controls referenced within the Auburn DCP (which will be superseded by the implementation of the new Parramatta DCP) that relate to parking and loading, adaptable housing units and water management into Wentworth Point DCP to retain the existing policy framework for the precinct.
- other changes as needed to retain existing policy.

Council is exhibiting these administrative 'non-policy' changes as part of the public exhibition process for the Harmonisation Development Control Plan. Following the public exhibition, the stand-alone DCPs will then be forwarded to the Department of Planning and Environment to finalise the proposed changes.

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1 Introduction

This Development Control Plan (DCP) provides a framework to guide development in the Wentworth Point Urban Activation Precinct (the precinct).

1.1 Name of this DCP

This DCP is called the Wentworth Point Precinct Development Control Plan. The DCP has been prepared pursuant to the provisions of Section 3.43 of the *Environmental Planning and Assessment Act 1979* (the Act).

The DCP was adopted by the Secretary of the Department of Planning and Environment (the Secretary) on 7 August 2014 and came into force on 7 August 2014.

The DCP was subsequently amended on **26 October 2021** by City of Parramatta Council.

1.2 Land to which this DCP Applies

This DCP applies to development within the precinct as shown in **Figure 1**.

Figure 1 – Land to which this DCP applies

1.3 Purpose of the DCP

The purpose of the DCP is to guide the future development of the precinct to:

- identify the vision, and indicative structure for the future development of the precinct
- provide the objectives and principles for the development of Concept Masterplans, Subdivision / Infrastructure Development Applications and Public Domain Plans of the western neighbourhood (Sekisui Site) and the eastern neighbourhood (RMS site, Wentworth Point School and Peninsular Park)
- communicate the planning, design and environmental objectives and controls against which the consent authority will assess the Masterplan and future development applications
- ensure the orderly, efficient and environmentally sensitive development of the precinct, and
- promote a high quality urban design outcome.

1.4 Relationship to other plans

This plan supplements the ~~Auburn~~ Parramatta Local Environmental Plan ~~2010~~ 20XX (~~Auburn~~ Parramatta LEP ~~2011~~ 20XX) by providing specific development provisions for the Wentworth Point Urban Activation Precinct. Development within the precinct will need to have regard to this DCP as well as relevant provisions in the ~~Auburn~~ Parramatta DCP ~~2010~~ 20XX. In the event of any inconsistency between this DCP and the ~~Auburn~~ Parramatta DCP ~~2010~~ 20XX, this DCP will prevail to the extent of the inconsistency. ~~Relevant provisions of the Auburn DCP 2010 are cross referenced in the DCP and are set out below:~~

- ~~Introduction~~
- ~~Definitions and terms~~
- ~~Residential flat buildings – ancillary site facilities~~
- ~~Residential flat buildings – adaptable housing~~
- ~~Child care centres~~
- ~~Advertising and signage~~
- ~~Parking and loading~~
- ~~Access and mobility~~
- ~~Stormwater drainage~~
- ~~Waste~~
- ~~Tree preservation~~

In addition to this DCP and the ~~Auburn~~ Parramatta DCP ~~2010~~ 20XX, applicants and Council should refer to:

- relevant State Planning Policies, including *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- the relevant Section 7.11 Contributions Plan or any relevant infrastructure planning agreement; and
- SEPP 65 and the Apartment Design Guidelines.

This DCP replaces all DCPs and deemed DCPs that applied to the precinct prior to the commencement date of this Plan, including the Homebush Bay West DCP (2004) and the Homebush Bay West - Wentworth Point Master Plan (2005).

1.5 Consent Authority

Unless otherwise authorised by the Act, City of Parramatta Council is the consent authority for all development in the precinct to which this DCP applies.

1.6 Application of this DCP

The provisions of this DCP are not statutory requirements and any development application will be considered on its merits. The consent authority is to be flexible in applying the controls and allow reasonable alternative solutions that achieve the overall vision, development principles and key elements for the precinct as well as the specific objectives of the controls.

1.7 Role of the Indicative Structure Plan

The Wentworth Point Precinct Indicative Structure Plan at **Figure 2** shows how the overall precinct may develop over time. It is intended as a guide to demonstrate how the vision, development principles and key elements for the precinct may be achieved. It is recognised that there may be other options for the site's layout which may be as effective in achieving the above for the precinct. As such, Council may grant consent to a proposal that differs from the Indicative Structure Plan where the variation is considered to still achieve the vision, principles and key elements of this DCP.

1.8 Consistency with Objectives and Controls in this DCP

Clauses in this DCP contain objectives and controls relating to various aspects of development. The objectives enable Council and applicants to consider whether a particular proposal will achieve the development outcomes established for the precinct. The controls establish standards, which if met, mean that development should be consistent with the objectives.

However, in some circumstances, strict compliance with the controls may not be necessary, or may be difficult to achieve because of the particular characteristics of a development site. In these situations, Council may grant consent to a proposal that does not comply with the controls in this plan, providing the relevant objectives are achieved. Where a variation is sought it must be justified demonstrating how the development will meet the vision and development principles as well as the objectives of the relevant control.

1.9 Information to be submitted with Development Applications

Information requirements for development applications are set out in ~~Part 2 of the Auburn DCP 2010~~ the Development Application information section of City of Parramatta Council's website.

1.10 Notification of Development Applications

Notification of development applications will be undertaken in accordance with ~~Part 3 of the Auburn DCP 2010~~ the requirements of the Parramatta Community Engagement Strategy, Appendix 1 – Consolidated Notification Requirements.

2 Vision, Principles, and Indicative Structure

2.1 Vision

Wentworth Point is a vibrant urban community that forms a key part of the broader Sydney Olympic Park Specialised Precinct, makes a significant contribution to providing high quality housing for Sydney's diverse and growing population in an environment that embraces its location adjoining Homebush Bay, the Parramatta River and Sydney Olympic Park, Parklands and represents contemporary, high density sustainable living.

2.2 Objectives

The City of Parramatta Council aims to foster the development of a lively, diverse and healthy LGA, one which celebrates a sense of place and local character in both the public and private realms. The northern neighbourhoods of Wentworth Point are being developed as high density residential centres supported by the new light rail corridor from Parramatta to Sydney Olympic Park. These eastern and western neighbourhoods are envisaged as part of a vibrant urban community that forms a key part of the broader Sydney Olympic Park Specialised Precinct and will make a significant contribution to high quality housing for Sydney's diverse and growing population. In an environment that embraces its location adjoining Homebush Bay, the Parramatta River and Sydney Olympic Parklands and represents contemporary, high density sustainable living.

The amenity and quality of Wentworth Point for its residents is the underlying consideration for all the objectives and controls in the DCP. The purpose of this DCP is to provide the principles for the development of Masterplans and Public Domain Plans for the eastern and western neighbourhoods. The new streets are to be organised in a configuration that optimises connectivity for people and vehicles, minimises perceived densities, addresses water management, enables canopy tree planting and supports a well- resolved built form. Buildings will define the streets and open spaces, provide for landscaping and create a legible public domain with high levels of amenity and streetscape character.

The eastern and western neighbourhoods will house a number of residents, identifying the need to develop the clarity and quality of public spaces as essential to this conception of a place centered on people. The public spaces, streets and parks, will be the basic and enduring spaces that structure Wentworth Point. The interaction of buildings and public spaces is critical in shaping the way the place is experienced particularly at the lower levels where detail design plays an important part in the creation of a diverse pedestrian environment.

2.3 Development Principles

To achieve the vision, the Wentworth Point Precinct is to:

a. strengthen the role of Wentworth Point as an integral part of the broader Sydney Olympic Park Specialised Precinct

b. create a network of high quality urban streets and places

c. respond to and enhance its unique natural setting on the Parramatta River

d. provide a peninsula park that maximises amenity for the local community

e. create a compact, walkable urban community

f. provide high density, high rise housing to increase housing choice

g. incorporate a network of publicly accessible open spaces

h. incorporate a primary school that serves the wider Wentworth Point community

i. provide public view corridors to and from the Millennium Marker, Parramatta River and Sydney Olympic Park, Parklands

j. incorporate design quality in public and private development as a central consideration through all stages of the process from design to completion ensure that development individually and collectively contributes to the architectural and overall urban design quality be resilient to climate change and sea level rise, and

k. incorporate sustainability measures that reduce its impact on the natural environment.

Burroway Road west looking east from the western neighbourhood

2.4 Indicative Structure Plan

Objectives

a. To ensure that development in the precinct occurs in a coordinated manner consistent with the vision and the Indicative Structure Plan for the neighbourhoods.

b. To ensure that the Masterplans and the Public Domain Plans for the eastern and western neighbourhoods are based on the Indicative Structure Plan

c. To ensure that the key elements of the neighbourhoods are delivered in accordance with the Masterplans and the Public Domain Plans

d. To enable flexibility in the resolution of the built form but not the street layout.

Controls

1. Development is to be generally consistent with the Infrastructure Plan shown at **Figure 2**. Where variations are proposed, development is to demonstrate how the vision, development principles, key elements for the precinct and relevant specific objectives are to be achieved.

2. A Subdivision and Infrastructure Development Application is required for each of the two neighbourhoods prior to the approval of any other development within that neighbourhood which is not for a public purpose. Each development application should address the following matters as they relate to that neighbourhood:

   - identify individual development lots, and lots for open space or other public purposes
   - confirm how development will be distributed across the neighbourhood consistent with the floor space ratio controls identified in the ~~Auburn~~ Parramatta LEP, by allocating a maximum allowable floor space for each development lot
   - confirm the final street, pedestrian and cycleway network
   - include a stormwater management strategy for the neighbourhood
   - identify the proposed changes to the landform and resulting levels, including the location and height of retaining walls required along site boundaries adjoining SOPA land
   - confirm that the proposed development within the western neighbourhood will not significantly impact on the ecological values of Newington Nature Reserve, as a result of overshadowing and migratory bird flight path obstructions.
   - identify opportunities for deep soil planting within development lots, including front setbacks, (see Section 4.5) and within the public domain

- a public art strategy (see section 3.5).

Table 1 – Key elements

Element	Description
Residential Community	- A high density urban community - Two distinct but connected neighbourhoods, being the eastern and western neighbourhoods, focussed around the local centre being developed by the Sydney Olympic Park Authority at the ferry wharf and small scale retailing at the north-east corner of the western neighbourhood - A range of small scale retail and community uses that serve that needs of the local community
Open Space	- Significant peninsula park, with a minimum area of 3.9ha - Foreshore park, with an area of approximately 2ha - Continuous public access to Parramatta River and Homebush Bay - Parks and a maritime plaza or similar , that act as focal points and recreation spaces for the local community
Primary School	- A new primary school with a site area of approximately 1.5ha adjacent to the local centre and peninsula park - School buildings that address Burroway Road with a drop-off/set down facility adjacent to the local centre - Playing fields located at the northern end of the school site and be designed to integrate with the peninsula park
Community	- A community facility and library to be located within close proximity to the village centre
Maritime	- Maritime uses adjacent to Homebush Bay incorporating rowing/kayaking facility, dry boat storage and supporting retail and businesses - Upgrade of existing seawalls and creation of a new public promenade along Homebush Bay
Built Form	- Building heights ranging from 4 to 40 storeys - Six towers in the western neighbourhood - Three towers in the eastern neighbourhood
Movement Network	- Continuation of both Burroway Road and Ridge Road into the site - A series of local streets to enhance connectivity and provide views to the water and the Millennium Marker (Streets can be privately owned but must be publicly accessible and function as a public street) - A series of planned improvements to intersections in the wider area to improve traffic flow - A publicly accessible foreshore with continuous cycling and walking paths connected to the broader open space network - A transport corridor through the western neighbourhood which is capable of accommodating future public transport for buses and/or light rail

Figure 2 – Indicative Structure Plan

3 Public Domain

A Public Domain Plan (PDP) is to be prepared for all precincts as a part of future detailed development applications. It is to show street sections; parking; access to basement car parking; tree planting; street layout; intersections; street furniture including lighting; paving. The PDP is to be prepared in conjunction with Council's requirements and reflect the Parramatta Public Domain Guidelines (PDG).

3.1 Street Network and Design

Objectives

a. To create a distinct sense of place that responds to natural landscape features.

b. To integrate with the surrounding street network by extending the existing alignment of Burroway Road and Ridge Road into the precinct and continuing the future alignment of Ridge Road to the peninsula park.

c. To provide a legible, interconnected and permeable local street network, providing convenient opportunities for movement throughout the precinct.

d. To prioritise pedestrian and cyclist movement and provide places for people to interact and connect.

e. To facilitate the safe and efficient movement of vehicles, pedestrians and cyclists.

f. To optimise view lines to the water, Millennium Marker and parklands from the public domain.

g. To coordinate and manage the potential raising of road levels to accommodate on-site parking above the water table in order to avoid intrusion into the ground water table and potential land contamination and achieve acceptable flood protection.

h. To create an attractive and comfortable streetscape for pedestrians and cyclists that comprises buildings that define the public domain high quality paving, street furniture and street tree plantings.

i. To allow for private ownership of roads provided they are publicly accessible and integrated with the surrounding street network. All roads within each neighbourhood are regulated by Council as public under road and transport legislation, managed through Parramatta Traffic Committee processes and enforced by regulatory parking officers.

j. In the western neighbourhood to allow for parking underneath private streets and shared zones, as permitted in deep soil and street planting plan shown in **Figure 16**.

k. In the eastern neighbourhood to allow for parking underneath private shared zones that are designated in the masterplan.

Controls

1. The street network is to be generally consistent with the Street Network Plan in **Figure 3** and the Subdivision / Infrastructure Concept DA. The western extension of Burroway Road and northern extension of Ridge Road are to be located as shown, Ridge Road is to pivot north-east to directly align with Wentworth Point.

2. New streets are to be generally consistent with the parameters in **Table 2** below and the typical street sections at **Figure 4** to **Figure 7**. Angle parking is to be provided on Ridge Road adjoining the peninsula park. Additional opportunities to provide parking within close proximity to the foreshore open space are also to be explored.

3. Burroway Road is to extend into the western neighbourhood and facilitate vehicle access.

4. All streets can be privately owned but must be publicly accessible 24/7 and be properly integrated with the surrounding street network.

5. Parking is permitted underneath the streets and shared zones that are privately owned in the western neighbourhood and the Deep soil plan of this DCP. Private streets with parking below, must allow for

6. 1.2m soil depth plus drainage layers for planting trenches within the road reserve and comply with ADG requirements for planting of large trees on slabs.

7. Parking is permitted underneath the shared zones that are privately owned in the eastern neighbourhood.

8. Shared zones are to prioritise pedestrian and cyclist movement whilst accommodating site access for emergency and service vehicles in a low speed traffic environment.

9. Development applications are to identify the future management arrangements for the shared zones and

all privately owned streets.

10. Any future public pedestrian connections between the precinct and the adjoining Sydney Olympic Park, Parklands are to be provided through a managed gradient change such as steps and ramps.

11. Where the road levels are to be raised, an applicant is to demonstrate that this is undertaken in a coordinated manner and the resultant streetscape and the urban form can meet the relevant objectives of this DCP. This must be shown in Subdivision and Infrastructure Development Application Plans.

12. Intersection and crossing design is to favour pedestrian convenience and safety.

13. Footpaths are to be provided on both sides of every street. Pavement width is to allow for comfortable walking, unimpeded by obstacles. The placement of trees, street furniture and signage is to provide for amenity without causing clutter.

14. A Public Domain Plan is to be submitted with the relevant detailed development application. The PDP is to detail the design, maintenance and management of all streets and illustrate how the public domain relates to the neighbourhood as a whole.

15. New streets are to have shared services pits to reduce maintenance costs and reduce conflict with street plantings.

16. Street furniture that enhances the comfort, legibility and attractiveness of the public domain is to be provided. It is to include high quality, durable and co-ordinated selection of:

    - seating
    - lighting
    - rubbish bins
    - signage.

17. Where possible, areas of planted Swamp Oak along Burroway Road and Hill Road should be retained or replaced as part of the landscape design.

18. Street trees are to be provided within deep soil zones on all streets including shared zones to achieve the following outcomes:

    - co-ordinated palette of climatically responsive species
    - reinforce the street hierarchy and create distinct places
    - be robust and low-maintenance
    - be planted in a co-ordinated, regularly spaced and formalised manner
    - increase the comfort of the public domain for pedestrians
    - enhance the environmental performance of the precinct by increasing opportunities for energy efficiency, reducing the heat island effect and providing habitats for wildlife.

19. Where landscaping is located on structures it must support the growth of appropriate sized trees, having regard for the Apartment Design Guide guidelines for planting on structures.

Figure 3 – Street Network Plan

Table 2 – Indicative Street Dimensions

Street type	Reserve	Carriageway	Parking	Planting	Footpaths
Burroway Road extension	20m	2 x 3.2m	2 x 2.3m	2 x 2.3m Planting in parking area and footpath area	2 x 4.5m
Ridge Road extension	25m	2 x 3m 2 x 1.5m cycle path	2 x 2m	6m centre median Planting in centre median and parking area	2 x 3.0m
Local Streets	17m	2 x 3.5m	2 x 2.5m	2 x 2.5m Planting in parking area	2 x 2.5m
Shared Zones	8.5m	1 x 3.5m	1 x 2.5m	Planting in parking zones	1 x 2.5m
Street integrating light rail	28.4m	2 x 3.5m cars 1 x 7.4m + 2 x 2m planting rail/bus	2 x 2.5m	2 x 2.5m Planting and parking area and 2m planting between car and rail/bus interface	2 x 2.5m

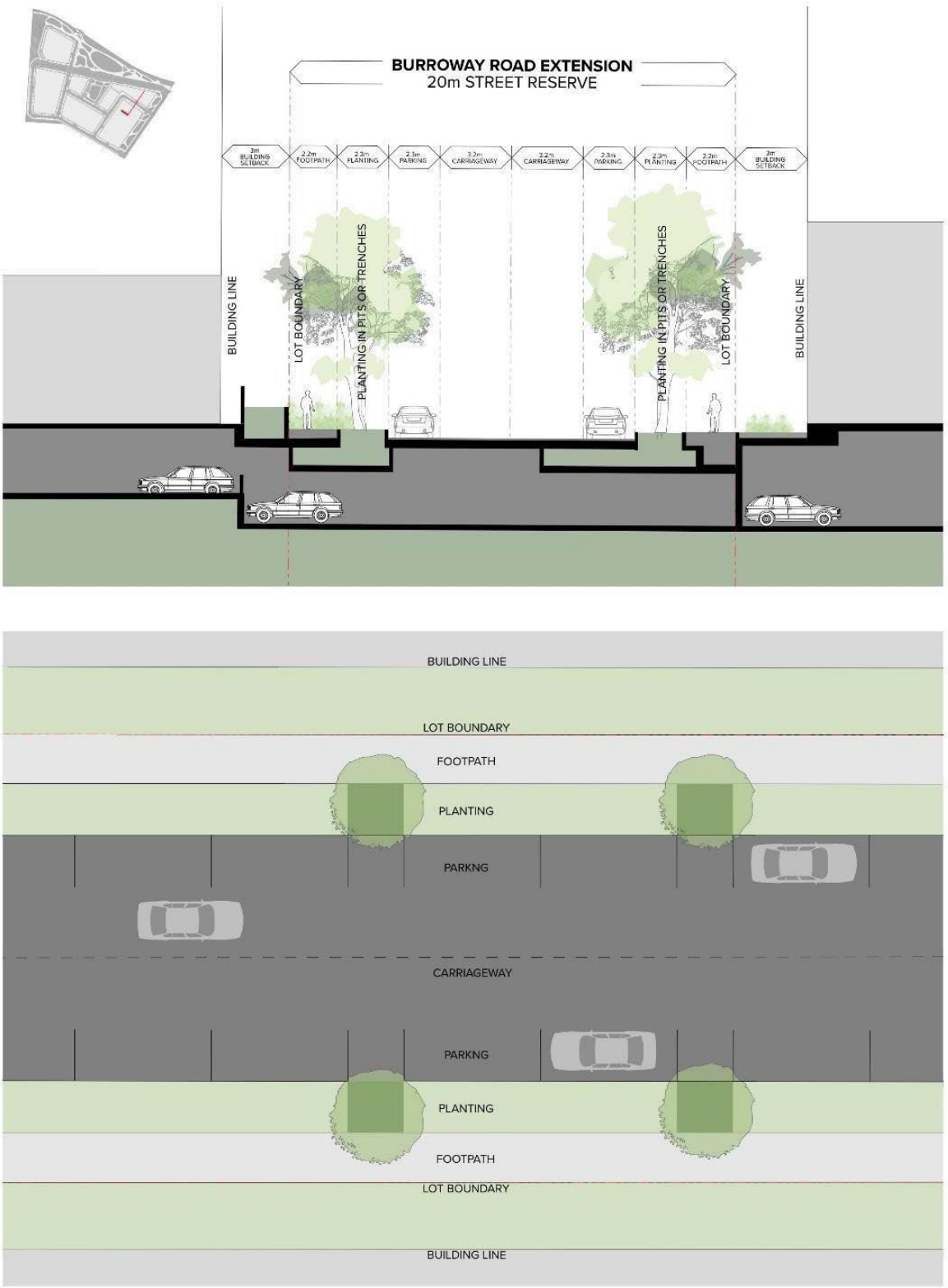

Figure 4 – Burroway Road (western extension) Indicative Cross-section

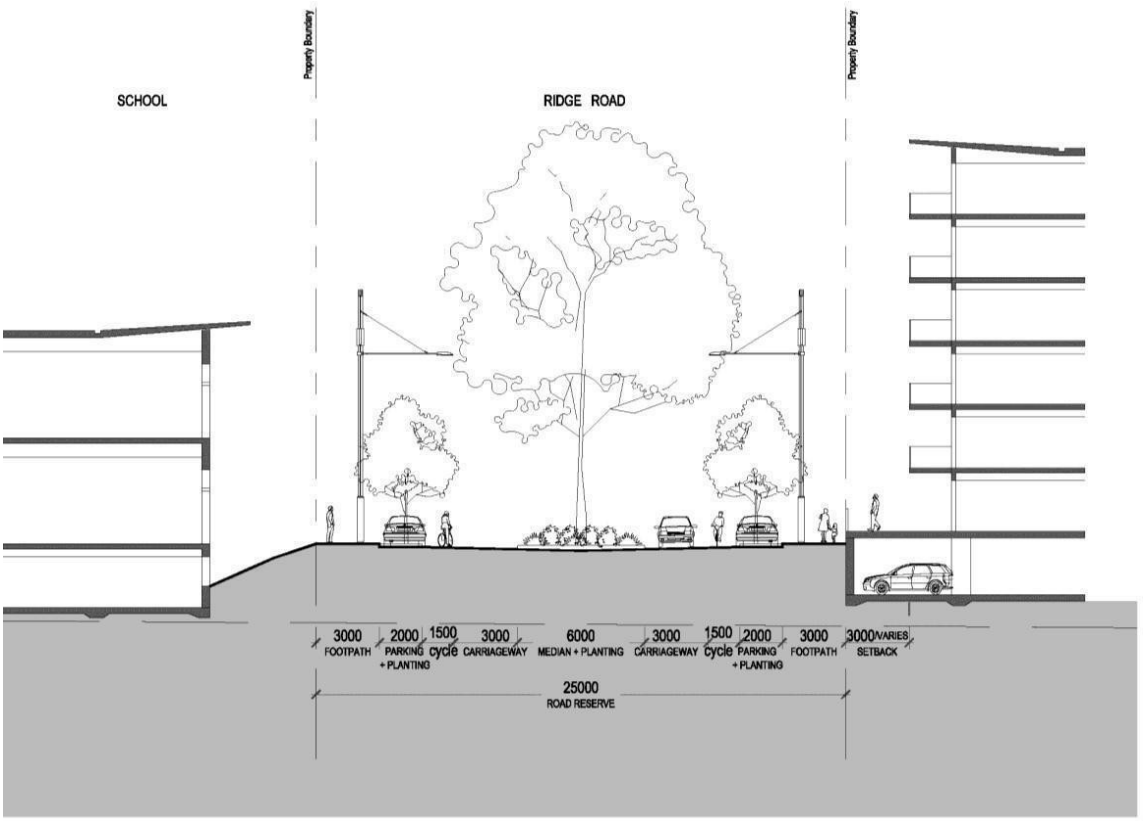

Figure 5 – Ridge Road Indicative Cross-section

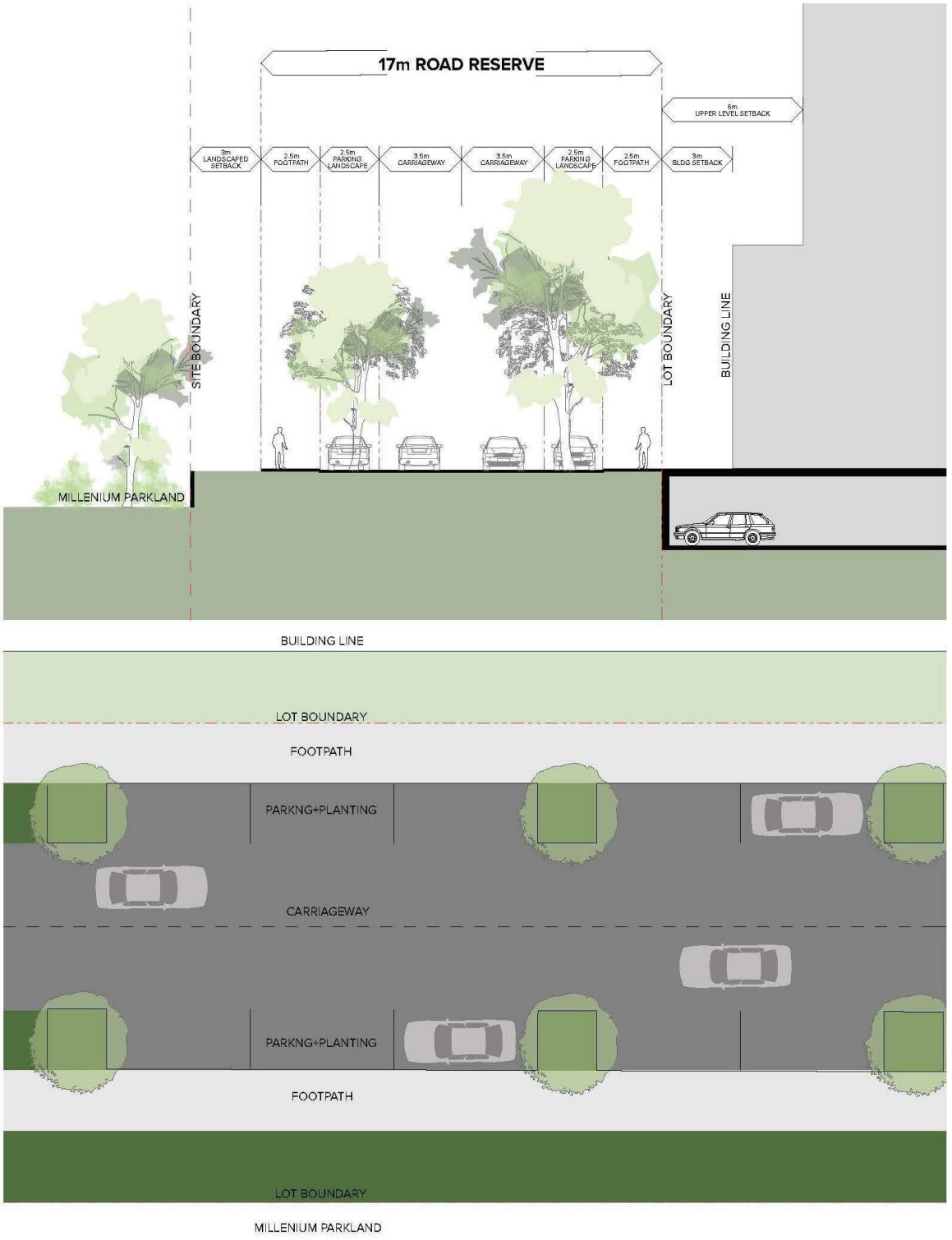

Figure 6 – Local Streets Indicative Cross-section

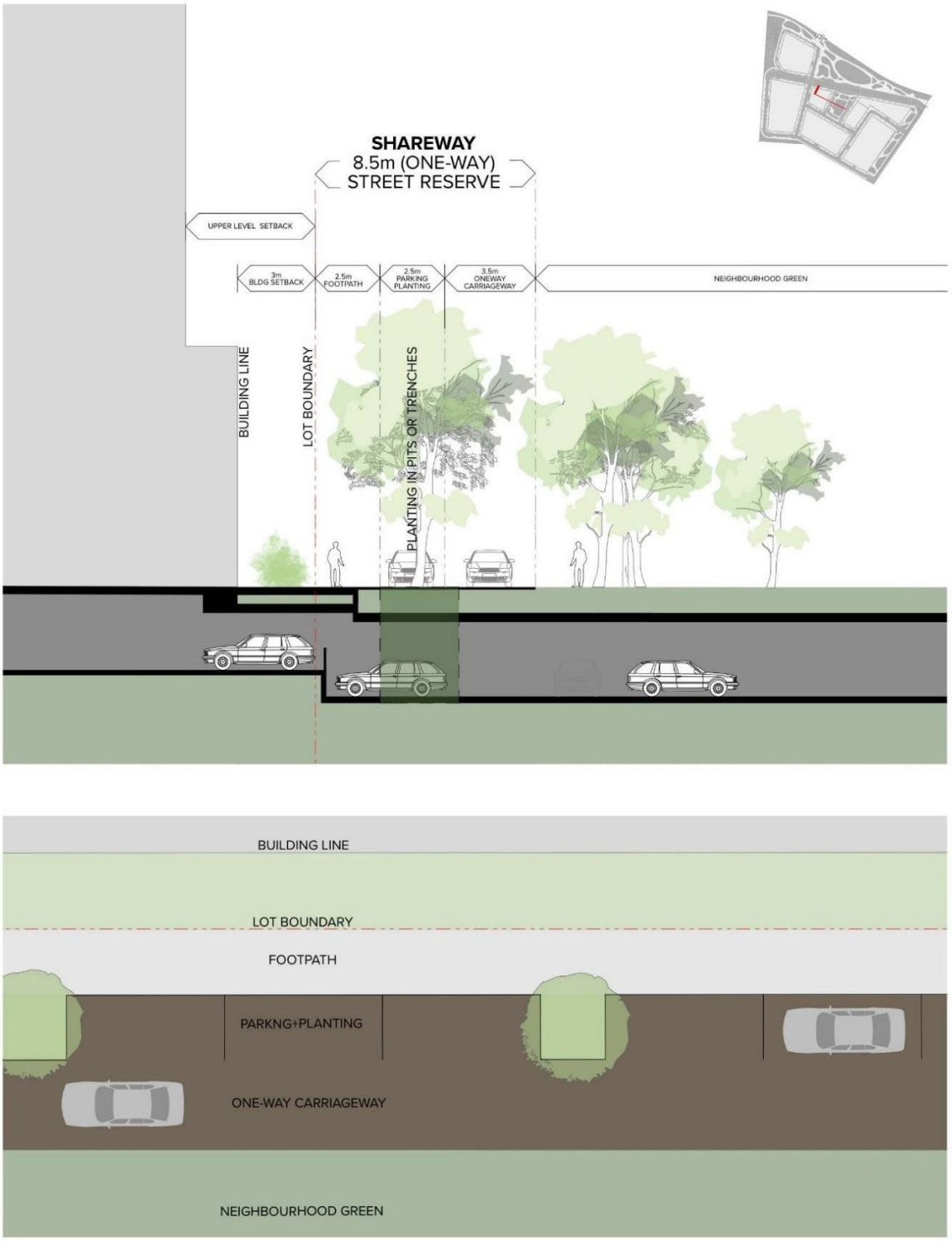

Figure 7 – Shareway Indicative Cross-section

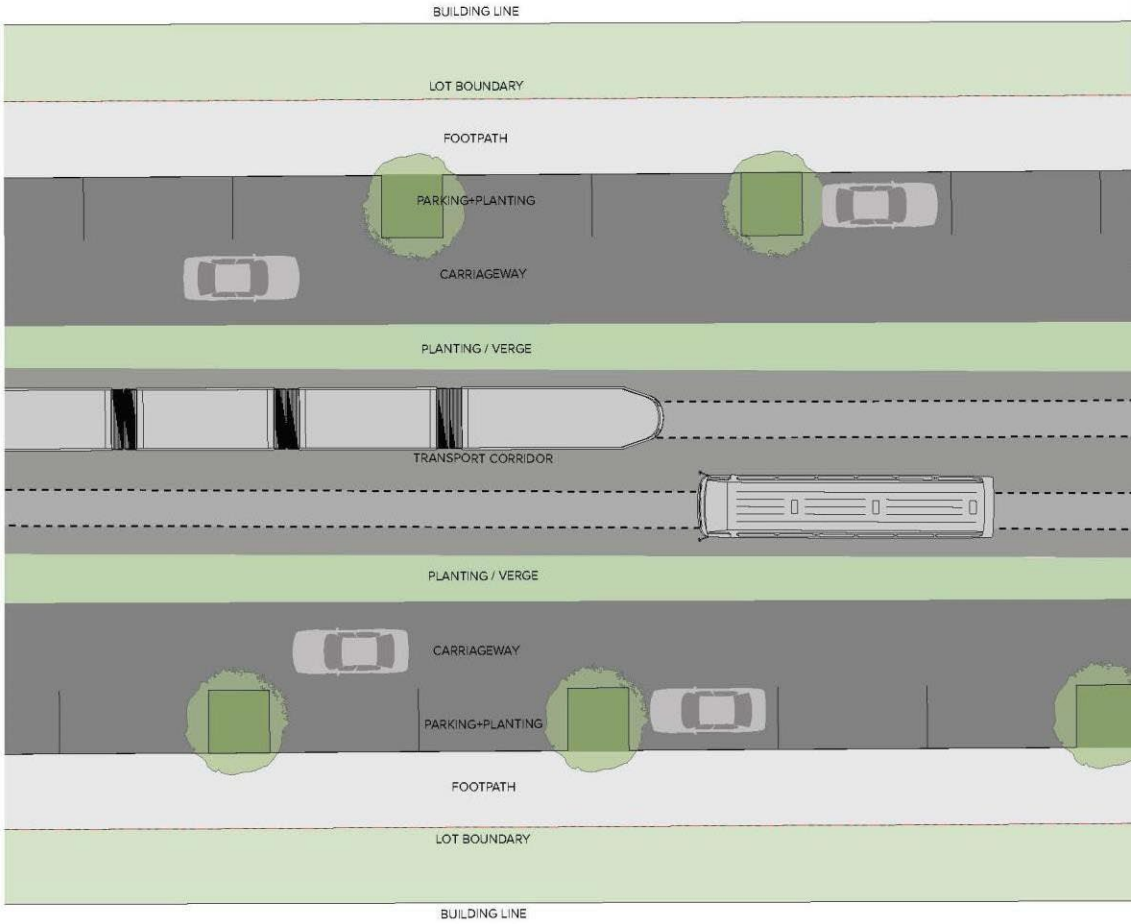

Figure 7A – Street Integrating Light Rail Indicative Cross-section

3.2 Pedestrian and Cycle Network

Objectives

a. To facilitate convenient movement, with safe and direct connections between key locations including the primary school, ferry terminal, peninsula park, wider Sydney Olympic Park, Parklands and the proposed Homebush Bay Bridge.

b. To provide continuous foreshore public access.

Controls

1. The pedestrian and cyclist network is to be generally consistent with **Figure 8**.
2. A continuous shared pedestrian and cycle link is to be provided along the Parramatta River and Homebush Bay foreshore.
3. The subdivision / block pattern is to provide a number of safe and convenient walking and cycling routes, including shared zones between key destinations and to the river foreshore.
4. Pedestrian and cycle access throughout the precinct, including connections from roads to public open space, is to be designed to:
   - be direct and accessible to all
   - be easily identified by users
   - have a public character
   - include signage advising of the publicly-accessible status of the link and the places to which it connects
   - be clearly distinguished from vehicle access-ways, unless purpose built shared zones
   - allow visibility along the length of the link to the public domain at each end
   - align with breaks between buildings so that views are extended and the sense of enclosure is minimised
   - include materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandalism resistant
   - be well lit to safety standards
   - be open to the sky along the entire length
   - be accessible 24 hours a day.
5. Lockable bike storage is to be provided as part of the Maritime precinct

Figure 8 – Pedestrian and Cycle Network

3.3 Landform and Contamination

The existing precinct landform presents a number of challenges to development, including a high water table, presence of acid sulphate soils, and low lying land that is at risk of flooding and potential inundation as a result of future sea level rise.

The site also has contaminated soil and presence of ground gases including methane and carbon dioxide. The soil contamination is largely related to historical reclamation of the site using contaminated fill and previous petroleum storage infrastructure. The ground gases are largely related to the decomposition of organic matter located below the fill.

To overcome the challenges associated with the landform and ground contamination it is proposed to provide a layer of clean fill to elevate the site and cap contamination.

Ground gas would be dealt with by a combination of ventilated underground or under-croft car parking and use of concrete foundations with limited service penetrations cast into the slab. For the school buildings and other buildings without underground car parking, ground gas would be dealt with through passive sub-floor ventilation, suspended concrete slabs with minimal service penetrations, and use of a gas resistant membrane.

Concept remediation action plans have been prepared for both the eastern and western neighbourhoods which identify the approach to managing contamination across the precinct. Site audit statements have also been issued against each of the concept remediation action plans.

Detailed remediation action plans, consistent with the relevant concept remediation action plan will need to be prepared to accompany future development applications.

Objectives

a. To minimise the impact of excavation on the water table and existing ground conditions.

b. To ensure any above ground car parking is appropriately located and screened to create attractive streetscapes, convenient pedestrian movement and minimal visual impact on the public domain.

c. To integrate development sites with surrounding landform through sensitive gradient transitions

d. To avoid disturbing acid sulphate soils.

Controls

1. The existing landform and internal roads may be raised to accommodate parking above the water table. The general form of any raising is shown at **Figure 9**. Any raising is to ensure:
   - an appropriate visual and functional transition to the peninsula park and the Sydney Olympic Park, Parklands, and between development blocks, public open space and the school playing fields
   - gradient changes across the site in accordance with applicable Australian Standards for accessibility
   - that it will not result in any adverse impacts, such as stormwater runoff on adjoining land.
2. Any raising in either the western or eastern neighbourhood is to be addressed as part of the Subdivision and Infrastructure Development Application that creates the internal road and block network, and is to demonstrate how the reformed topography integrates with the surrounding area.
3. The ground floor of buildings is to engage with and activate the adjoining street or public open space.
4. Basement parking areas are to be protected from flooding.

   Note: generally a ground floor level the same as the adjoining footpath or park surface or up to 0.6m above the level of the adjoining footpath or park surface will achieve this outcome.

Figure 9 – Indicative Landform Raising Principles

3.4 Open Space Network

Objectives

a. To provide high quality, places that provide continuity and spatial complexity across the precincts.

b. To create a peninsula park at Wentworth Point that reinforces the distinct and valuable landscape character of Parramatta River.

c. To create a continuous foreshore park along the precinct's Parramatta River frontage and continuous public open space along the precinct's Homebush Bay frontage providing a range experiences along the foreshore.

d. To provide a network of pocket parks, distributed across the precinct that allow for a diverse range of active and passive recreation uses.

e. To integrate with the broader Sydney Olympic Park, Parklands and Wentworth Point open space network.

f. To promote an attractive, green and environmentally sensitive character for the precinct.

g. To optimise physical access and views to the water.

h. To protect and enhance the precinct's ecological values within the open space network.

i. To maximise the interface between development and public open space to provide enhanced levels of residential amenity and casual surveillance of the public open space, including through the creation of a wedge of public open space between the school and eastern neighbourhood aligned with the pivot of Ridge Road.

j. To locate and design the school's primary open space so that it visually (and potentially functionally) integrates with the peninsula park, including enabling informal community recreational use outside of school hours.

Controls

1. Areas of publicly accessible open space are to be provided generally in accordance with **Figure 10** and **Figure 11** and the characteristics outlined in **Table 3**. Variations to the open space network are to demonstrate consistency with the above objectives, the vision, development principles and key elements for the precinct.

2. A high level of functional and visual engagement between any development and pocket parks and the adjoining foreshore park and Sydney Olympic Park, Parklands is to be achieved by:

   - providing convenient and safe public pedestrian connections where possible
   - addressing level differences through human scale transitions avoiding large or abrupt level changes
   - screening all car parking and building services from view, and
   - providing view corridors in accordance with **Figure 2.**

Figure 10 – Open Space Network

Figure 11 – Open Space Network Concept

Table 3 – Open space

Open space	Key Characteristics
Peninsula Park	– Minimum size 3.9ha – Cater for local recreational needs and a variety of active and passive recreation uses in accordance with the following principles: o reinforce the built and non-built pattern of development along the Parramatta River o a vibrant neighbourhood park o a memorable riverfront journey o a sustainable legacy – Address the following key issues: o sea wall condition o landform generation o retention of views o interface with the maritime uses and housing o wetland and water sensitive urban design (WSUD) opportunities o contamination
Foreshore Park	– A minimum of 17,460m2 – Public (council owned) park – Key gathering space that activates the riverfront – Foreshore access and visual connections to the water – Diversity of active and passive recreation opportunities
Homebush Bay Foreshore	– A continuous foreshore open space (typically 20m wide) along the Homebush Bay foreshore that connects the peninsula park with the balance of Wentworth Point – Accommodate movement between the maritime precinct and water access with design measures that ensure the safety of pedestrian and cyclist movement
Maritime Edge	– Indicative size 1,800m^2 – Publicly accessible at all times – Predominantly hard-paved, may include small areas of turf and/or landscaping – Defined with small scale retail uses such as shops and cafes that engage with and enliven the space
Parks in western neighbourhood	– Minimum 1 x pocket park in the south-west comprising approximately 880 square metre and a 3,150 square metre neighbourhood green – Publicly accessible at all times – Located to enhance views of the water or the Sydney Olympic Park, Parklands – Sufficient deep soil planting to accommodate some large tree canopy planting – May accommodate car parking beneath the neighbourhood green – Landscaped areas over car parking provided in accordance with the Apartment Design Guide guidelines for planning on structures – Located to receive good levels of solar access

3.5 Public Art

Objectives

a. To enhance the sense of place through the provision of public art.

b. To use public art to enhance and define the character areas of the precinct.

Controls

1. A public art strategy is required to form part of the first subdivision development application for each of the two neighbourhoods to achieve the following principles:

   – enhance the precinct's identity and sense of place, and

- ensure public art is high quality, durable and low maintenance.

2. Development applications are to demonstrate consistency with the public art strategy for the relevant neighbourhood.

4 Private domain

The LEP controls for the western (Sekisui) and eastern (RMS) neighbourhood sites envisage an urban form that is broadly made up of two components: a lower stratum of defined streets and public and private spaces, and an upper one of towers. Residential buildings that are punctuated by courtyards and edged by gardens that contrast with the perimeter block, podia and the towers. In unison to create the collective architectural component that defines the street and forms its character. Where the buildings are set back from the street, in a more fragmented built form, with landscaping taking on additional importance in defining the street, enriching its character and ensuring long term amenity.

The precinct is intended to showcase a contemporary urban high density sustainable living environment. To achieve this intent, careful attention is to be given to the design of the private domain, in particular ensuring an appropriate building scale, bulk and height, complementary forms that relate and define the public domain, including streets, foreshores and parklands. The objectives and controls of this part intend to facilitate this outcome. Supplementing these provisions, State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development (SEPP 65) also applies to residential flat buildings in the precinct, and such development is to have regard to the NSW Apartment Design Guide.

The ~~Auburn~~ Parramatta LEP identifies the maximum floor space permitted for each of eastern and western neighbourhoods, as well as the school site. As part of the Subdivision and Infrastructure Plan Development

Application that creates the local street network and super-lots for the eastern neighbourhood, the floor space permitted within that neighbourhood is to be allocated to the various development super lots. This allocation is to ensure that the built form outcomes for the site can be achieved.

4.1 Land Use and Floor Space Distribution

The building envelopes resulting from the setbacks, floorplate and height outlined in the DCP controls constitute a three dimensional volume within which, together with all other applicable controls, a coherent built form and well-considered architectural response is obtained.

Objectives

a. To reinforce the role of Wentworth Point as a major location for housing as part of the Sydney Olympic Park Specialised Precinct.

a. To ensure the vision, development principles and key elements for the precinct are delivered.

b. To encourage a range of non-residential uses that meet the needs of local residents.

c. To ensure that floor space is appropriately distributed across the precinct.

d. To ensure that development in the western neighbourhood occurs in a coordinated manner with a gross floor space distribution which is consistent with the structure plan illustrated in **Figure 2.**

e. To ensure that development in the eastern neighbourhood occurs in a coordinated manner with a gross floor space distribution according to the subdivision application.

Controls

1. The distribution of land uses within the precincts is to be consistent with the development principles and indicative structure plan in **Figure 2**.

2. A range of non-residential uses are to be provided to meet the needs of the local community. Retail uses are to be focused around the Maritime edge and the north-eastern corner of the western neighbourhood. Small scale retail uses such as cafes may be allowed where adjoining and engaging with parks.

3. The maximum floor space of individual buildings for the eastern neighbourhood is to be consistent with the distribution of floor space approved by the relevant subdivision application (see Section 2.3).

4. The floor space of individual buildings for the western neighbourhood is to be generally consistent with the distribution of floor space illustrated in the table below, noting that the total of 188,800 square metres

must not be exceeded, and the LEP Sub precincts map in **Figure 12A:**

Sub-Precinct	Gross Floor Area
1	34,625 square metres
2	47,875 square metres
3	26,400 square metres
4	34,150 square metres
5	14,750 square metres
6	31,000 square metres
TOTAL	188,800 square metres

Figure 12A – Western Neighbourhood GFA Sub-Precincts

4.2 Building Height and Form

The public domain, the podia of the residential buildings and the activated retail street wall are built elements that shape the way that the western and eastern neighbourhoods are experienced. The street wall is considered the primary means of providing definition and spatial enclosure to the streets and other public spaces. It is the principal architectural component of collective civic intent and must operate in concert with other buildings to complement the design of public spaces within the precinct, through modulation, articulation and material diversity. The design must be derived from the attributes that generate successful streets – human scale, expressed detail, and tactile material quality.

Towers need to interface with neighbouring buildings and the public domain. Their design needs to respond to context, climate, views and provide a continuity of built form that incorporates subtle differences, with the built form defining the interface of streets, parks and intersections.

Objectives

a. To reinforce the role of Wentworth Point as a major location for housing and a key part of the Sydney Olympic Park Specialised Precinct.

b. To create a visually interesting, modulated skyline comprised primarily of perimeter block development supported by a small number of taller tower buildings.

c. To frame significant views between the Parramatta River and the Millennium Marker and to maximise view sharing.

d. To reinforce the preferred urban form and enhance the legibility of the precinct by aligning greatest height to the western extension of Burroway Road and the northern extension of Ridge Road.

e. To achieve a balance between an urban scale and creating a comfortable, human scale public domain.

f. To ensure that the bulk and scale of buildings is minimised and that building forms provide a high level of residential amenity

g. To ensure that wind, reflectivity, glare and urban heat impacts are appropriately managed.

h. To organise towers so that when viewed from neighbouring areas, the river and northern foreshorethey form a balanced composition of built form and views to sky.

Controls

1. The perimeter block and podia are to form a generally consistent height in storeys across each neighbourhood so that they define the streets and open spaces in plan and in section.

2. All street wall, podia, perimeter block and slab buildings should:

   - be built to align with the street along their full frontage across all levels, with recesses in the profile for modulation and articulation, particularly when delineating building entrances.

   - be modulated in vertical increments to provide consistent breaks along the street.

   - variations to the above requirement that achieve architectural diversity and visual interest may be considered when an improved design outcome is sufficiently demonstrated.

3. Where proposed, colonnades overhangs or under crofts are to include a well resolved soffit detail shown in the architectural plans submitted for DA assessment.

4. The maximum building height in storeys is to be consistent with **Figure 12.** Height measured in storeys is to be taken from the relevant adjacent street frontage. This enables consideration of the raising of the landform within the precinct, whereby while a building may achieve the same height in metres it may present as a higher building in storeys at one frontage (refer to **Figure 14** and **Figure 15**).

5. Building heights in the eastern neighbourhood are to be consistent with the following:

   - a range of building heights (typically 4 - 7 storeys) with three tower forms of up to 25 storeys balanced with lower rise perimeter block forms.

6. Building heights in the western neighbourhood are to be consistent with the following:

   - a range of building heights with low-rise typically 6-8 storeys, mid-rise typically 12 storeys and with towers up to 28-40 storeys balanced with lower rise perimeter block forms.

7. Lower rise building forms and podiums (lower levels) are to be consistent with the following principles:

   - perimeter block building forms that generally encircle a central communal open space

   - buildings are to provide for visual connections between streets and communal open spaces within blocks

   - maximum building lengths of 65m, with all buildings designed to provide recesses and projections along the façade and avoid lengths of unbroken street walls that exceed 30m

8. Tower building forms (upper levels) are to be consistent with the following principles:

   - maximum of 6 towers in the western neighbourhood and 3 towers in the eastern neighbourhood

   - tower heights in the western neighbourhood are to be consistent with the heights depicted in **Figure 12.**

   - tower heights in the eastern neighbourhood are to be consistent with the heights in the Subdivision and Infrastructure Development Application.

   - provide for minimum building separation that complies with the NSW Apartment Design Guide.

- maximum individual footprint of approximately 750m2 GFA.
- maximum façade length of 50m
- oriented to predominantly align with the street layout, capture views of the surrounding natural environment and enable view corridors to be obtained between the Millennium Marker and Parramatta River
- minimise overshadowing on public and communal open space
- not overshadow the peninsula park or Parramatta River foreshore path from 9am and 3pm on 21 June incorporate a podium to define street presence

9. All detailed development applications must include a streetscape analysis and provide details of the street wall and perimeter block. Supporting documentation must include:
   - the street wall elevation at 1:200 scale in context showing existing buildings on the block.
   - a detailed street wall elevation at 1:100 scale including immediately adjacent buildings accurately drawn.
   - sections through the street wall and awning at 1:50 scale including the public domain.
   - detail facade plans/sections at 1:20 scale including ground floor active frontage and awning details.

Figure 12 – Building Heights

4.3 Setbacks and Public Domain Interface

Residential buildings must be setback from the street boundary or set at a different level to the street / pedestrian connection to provide amenity for ground floor residents. Setbacks are to enable a landscaped setting for buildings.

The area between the façade and the street boundary must receive attention both in design and material quality. The design of ground level entries, private terraces or balconies, fences, walls, level changes and planting all play an important role in the articulation of the street. A detailed resolution of these elements is essential in contributing to an unambiguous definition of public space, good street form, pedestrian scale, clarity of access and address a balance of privacy and passive surveillance. These details must all be designed with the same level of care given to the building.

Objectives

a. To appropriately define and design the street alignment and setback area to achieve amenity and privacy for residents and enable passive surveillance of the street.

b. To provide strong definition to the public domain and create a coherent, urban street wall that encloses streets and relates from one side of the street to the other.

c. For ground floor residential uses, to create an attractive transitional space that enables a high level of engagement between the public and private domains, softens the impact of the built form and is capable of being used for private outdoor recreation.

d. For ground floor commercial uses, to build to the street alignment to maximise presence and activation of the street.

e. To set taller building elements back from the street to reduce apparent building scale and bulk and enable adequate sunlight access to the public domain.

f. To present a varied and visually attractive form when viewed from the Parramatta River foreshore.

Controls

1. Minimum building setbacks are to be consistent with **Figure 13** and the requirements outlined in parts (**a-d**) below.

    a. Podiums and lower rise buildings (up to 6-8 Storeys) are to be setback a minimum of 3 metres from the road reserve.

    b. Towers above podiums are to be setback a minimum of 6 metres from the road reserve.

    c. Partial variations to setback requirements may be considered in the following circumstances:

        - To enable an improved architectural outcome;
        - To provide visual interest in the façade through minor encroachments for articulation, projections and recesses;
        - To offer shelter for pedestrians along the retail activated frontages of mixed use buildings; and
        - Any proposed variation must be accompanied by wind impact assessment that adequately demonstrates that there will not be any unacceptable impacts within the public domain, consistent with control under clause 4.7 Wind Effects.

    d. Notwithstanding (b) above, a variation to the minimum 6 metre setback for towers can be reduced to 3 metres for mixed use buildings in the western neighbourhood.

2. Setbacks from the outermost projection of the building to the property boundary are to be between 3- 5m and may be reduced at key street corners where it can be demonstrated that they it is to provide an urban design element, and may be reduced by up to 600mm for elements that articulate the building facade such as balconies, party walls and eaves.

3. Buildings on street corners are to consider neighbouring buildings that face the intersection and define the intersection in a coordinated manner. The built form must address both street frontages.

4. Buildings entrances are to provide a min 1:20 grade footway, 1:14 ramps and lifts internal to buildings. If universal access cannot be integrated seamlessly into the external design of a building without excessive ramping and any balustrading must be provided internally within the building.

5. Except where directly adjoining Sydney Olympic Park, Parklands, all above ground car-parking structures in areas highly visible from the public domain are to be suitably sleeved with active frontages, which may comprise residential or non-residential uses such as shops and cafes.

6. Buildings fronting the river foreshore and peninsula park are to be generally in accordance with **Figure 14** and:

    - be highly modulated and articulated

- avoid long building forms fronting the water / open space, and
- incorporate generous landscaping within setbacks.

7. Building setbacks to Sydney Olympic Park, Parklands are to be generally in accordance with **Figure 15** and:
   - enable unrestricted emergency vehicle access to buildings in accordance with applicable building code requirements
   - incorporate landscaping to reduce the visual impact of buildings and the emergency vehicle access and visually integrate the precinct with the parklands, and
   - in accordance with CPTED principles ensure that the setback is safe and clearly identifiable as part of the precinct and not for general public access.
8. Development facing the extension of Burroway Road is to engage with the street and adjoining pocket park through layout and design measures that provide an appropriate balance between privacy and opportunities for casual surveillance of the public domain.
9. Residential uses at ground level are to be in accordance with the following principles:
   - ground level dwellings have their main entry directly accessible from and at the same level as the adjoining public footpath or parkland or are raised by up to 600mm
   - buildings and main living areas and adjoining private open space are oriented to be parallel and directly overlook the street or park, and
   - front boundary treatments combine level change, landscaping and fencing to provide a reasonable level of privacy for residents whilst not significantly reducing visual surveillance.
10. Commercial and retail active ground floor frontage uses should maximise the ground floor frontage and must not be substantially occupied by building services.
11. Commercial uses at ground level are to be in accordance with the following design principles:
    - at the same level as the adjoining public footpath
    - a maximum 600mm articulation zone at the frontage must be set aside to create interest and variety in the streetscape, this be used for setbacks for entries, opening of windows, seating ledges, benches, and general articulation.
    - the ground floor levels and facade frame should allow for suitable tenancy widths.
    - the facade must have a high level of expressed detail and tactile material quality.
    - the articulation of the facade must include a well resolved interface with the ground level that accounts for gradient transitions.
    - the frontage must take account of the need to provide a clear path of travel for disabled access and provide access in accordance with the Disability Discrimination Act 1992.
    - legible entrances should be formed in the frontage.
    - fire escapes and service doors should be seamlessly incorporated into the facade with quality materials.
    - awnings for pedestrian shelter, any colonnades overhangs or under crofts are to include a well resolved soffit detail shown in the architectural plans submitted for DA assessment.
    - all required services must be incorporated in the design of the ground floor frontage at DA stage.
    - parking security grilles or doors should be behind the façade.
12. If security doors or grilles are proposed, they should be designed to be fitted internally behind the shopfront, fully retractable and a minimum of 50% transparent when closed.

Figure 13 – Key Building Setbacks

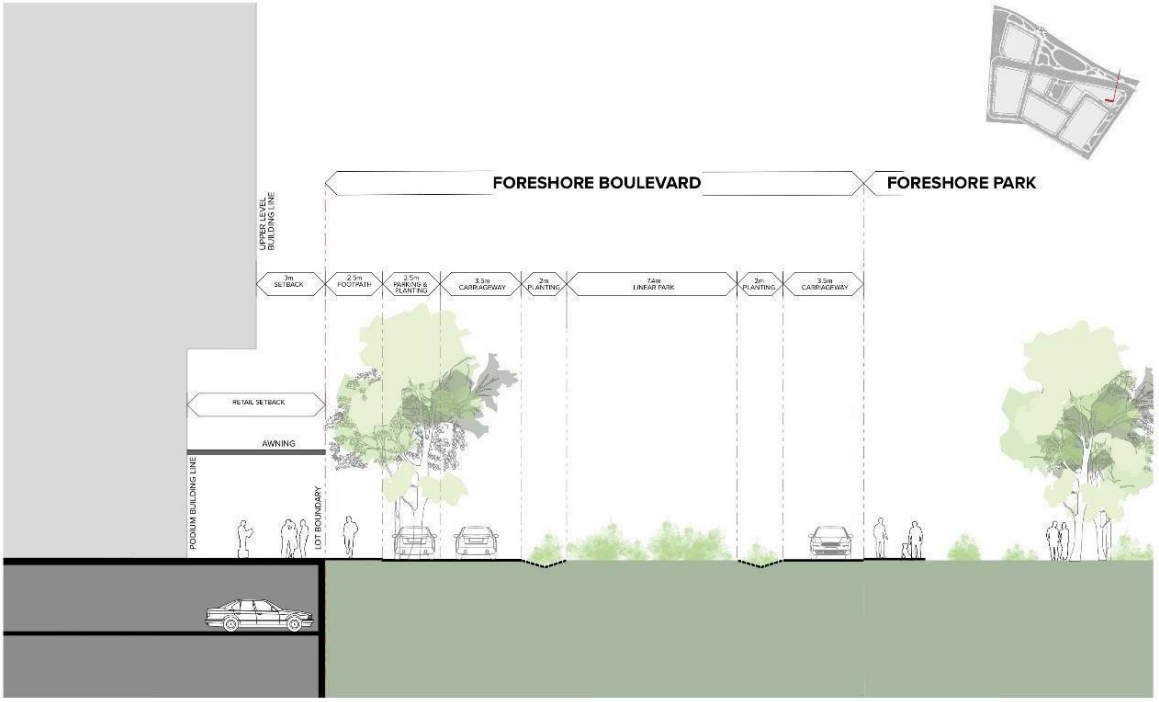

Figure 14 – Typical Edge Treatment Adjoining Parramatta River Foreshore Path

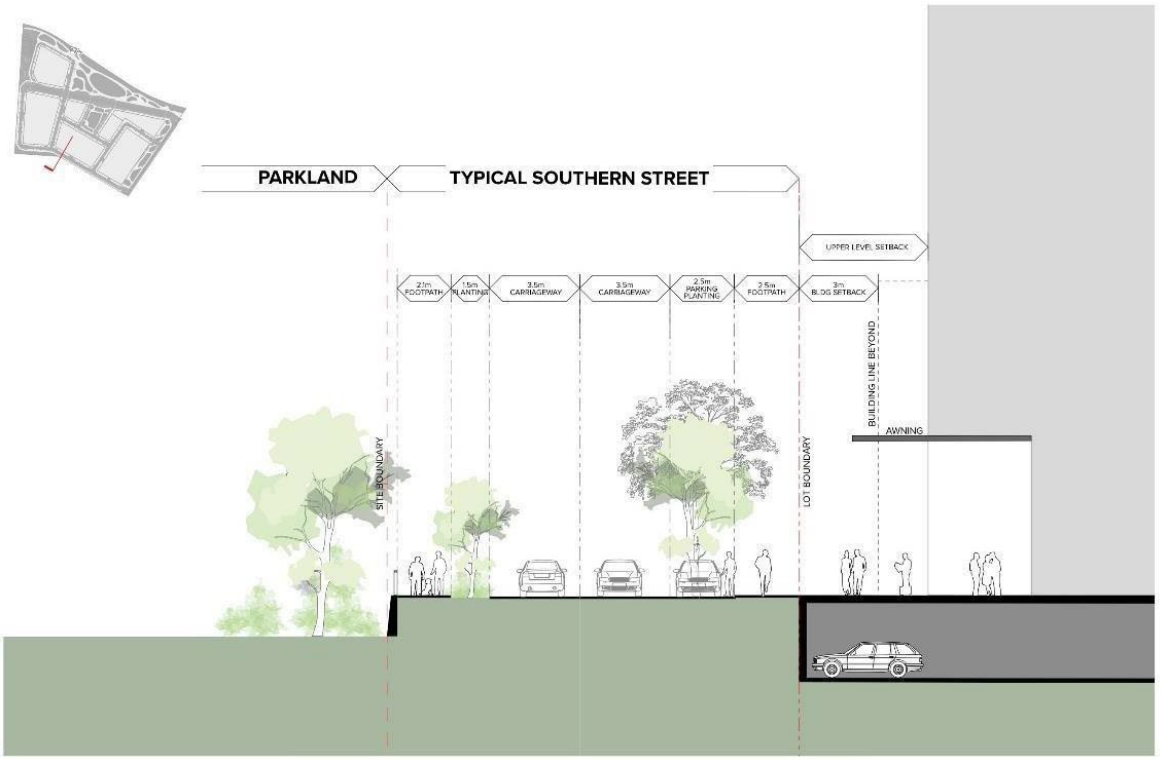

Figure 15 – Typical Edge Treatment Adjoining Sydney Olympic Park, Parklands Foreshore Path

4.4 Private Open Space

Objectives

a. To cater for the recreational needs of building occupants and enhance comfort levels.

b. To provide communal open space for residents that offers social opportunities and quality outlook from apartments.

c. To contribute to the environmental performance of the precinct by reducing the urban heat island effect and where appropriate providing for habitat creation.

d. To enable canopy tree planting and balcony gardens.

Controls

1. Balconies are to meet the requirements of the NSW Apartment Design Guide.
2. Private open space for ground floor apartments is to meet the requirements of the NSW Apartment Design Guide, and have a maximum gradient of 1 in 20.
3. Private open space and balconies are to be directly accessible from the living area of the dwelling and capable of serving as an extension of the living area.
4. The design of fences to private open spaces are to be considered to balance the needs for passive surveillance and privacy.
5. Fences must address the slope of the site, be of part masonry construction and integrate with the dividing walls between the private open spaces.
6. Landscaping at ground level should be maximised in the building setback area. A fully illustrated and co-ordinated ground floor design, showing all the necessary levels and detail, must accompany future development applications. Drawings must include the following:
    a. a detail ground level plan and sections as part of the architectural submission which illustrates the relationships between the interior and the exterior spaces of the setback area, including the landscape and hydraulic detail, and extends into the public domain.
    b. any required services must be discreetly integrated into the frontage design.
    c. the architectural drawings must be fully co-ordinated with the landscape and hydraulic drawings.

d. Detailed elevations and sections of typical built elements in the setback area must be provided.

7. common open space / courtyards are to be located, designed and landscaped to:
   - comprises generally a minimum of 25% of the development block as required by the NSW Apartment Design Guide
   - incorporate shade trees
   - enhance views from residential apartments and create recreational opportunities
   - be the focal point for residents and incorporate resident's facilities, storage space for maintenance equipment, public art (refer Section 3.5) and water features where appropriate, and
   - achieve 50% direct sun light to the principal useable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21June as per the NSW Apartment Design Guide
8. Additional communal open space on roof tops is encouraged in locations where it does not adversely impact on the residential amenity of surrounding residents.

4.5 Deep Soil Zones / Landscaping

Deep soil zones are areas of ground with relatively natural soil profiles which are retained within a development and that are not built on, paved or otherwise sealed. Deep soil zones promote the growth of large trees with large canopies, protect existing mature trees, and reduce stormwater runoff by allowing infiltration of rain water to the water table.

Opportunities for providing deep soil zones within development lots in the western neighbourhood are limited. The proposed strategy for capping of contamination (refer Section 3.3) means that concrete slabs would be constructed to the edges of the development lots in most instances. A possible exception is within swales should they form part of the development lots.

Accordingly, requirements for deep soil zones under the NSW Apartment Design Guide (ADG) will not be achievable within many of the development lots. Section 2.3 of this DCP requires a Subdivision and Infrastructure Plan application to be submitted for each of the two neighbourhoods to, among other things, identify areas where deep soil planting can be achieved. Where Apartment Design Guide requirements for deep soil planting cannot be achieved, a similar extent of landscaping would still need to be provided, and designed in accordance with the guidelines for planting on structures under the ADG.

Objectives

a. To improve amenity of buildings through the provision of landscaping, including the retention and/or planting of trees.

b. To assist with the management of water quality.

c. To establish canopy planting and greenery in courtyards and communal spaces to offer amenity and privacy for residents.

d. To establish canopy planting within the parking zones, footpaths and building set-backs that contribute to the quality and amenity of the public domain.

Controls

1. Deep soil zones are to be provided consistent with the Subdivision and Infrastructure Development Application approval for the eastern neighbourhood (see **Section 2.3**) and **Figure 16** for the western neighbourhood.
2. Where the deep soil zone requirements set out the Apartment Design Guide cannot be met, a similar extent of landscaping is to be provided, and designed in accordance with the Apartment Design Guide for planting on structures.
3. Locate canopy planting within parking zones, footpaths where trees can be located within deep soil or at grade in planting structures on a slab set down. Soil depth and volumes as per NSW Apartment Design Guide.

Figure 16 – Deep Soil and street planting

4.6 Building Design and Materials

Objectives

a. To ensure that each of the buildings achieve continuity, detail diversity and interest in the architectural character of the development.

b. To make a positive contribution to streetscape quality.

c. To ensure that buildings are well-proportioned to minimise perceived bulk and scale, provide internal amenity and address the public domain.

d. To minimise the risk of bird collisions due to high transparency, through treatment of external windows and other glazed building surfaces and the articulation of the built form.

Controls

1. Buildings are to:
   - clearly define a three dimensional spatial network across streets, around parks, at intersections and along edges of the neighbourhoods
   - relate to one another in forming a cohesive whole and to not appear out of character from one another
   - form a built collective that has an overall continuity and achieves its diversity through detailed articulation, design elements and material treatment, and
   - be organised so that there are views to sky or landscape north south orientated streets are not terminated by buildings.
2. Facades are to incorporate legible pedestrian entries and engage with the public domain through the extensive use of large windows and other openings and the avoidance of large expanses of blank walls.
3. Buildings have a high level of articulation through:
   - variation in form and massing

- recesses and projections
- useable balconies and decks, and
- elements of a finer scale than the main structural framing such as eaves and awnings.

4. Rooflines are to be:
   - articulated to provide visual interest and contribute to a dynamic, modulated skyline, and
   - designed to facilitate the establishment of devices that enhance the environmental performance of the buildings, including green roofs, solar panels and rainwater collection and storage.
5. Buildings are to implement a variety of high quality, durable materials in a range of compatible colours and textures
6. Utility elements and disabled access provisions are to be designed as integral parts of the building.
7. Building design is to consider the Building Amenity provisions of the NSW Apartment Design Guide, and in particular achieve a minimum of 2 hours direct sunlight between 9 am and 3 pm in midwinter to living rooms and private open spaces for at least 70% of apartments.
8. A design statement must be prepared by a suitably qualified ecological consultant to accompany all future development applications. The statement is to confirm that an ecologist has been consulted as a part of the built form refinement to minimise the potential for the collision of migratory bird species.

4.7 Wind Effects

Objectives

a. To ensure that taller residential apartment buildings satisfy nominated wind standards so as to maintain comfortable conditions for pedestrians, maintain the structural integrity of buildings and encourage the growth of street trees.

Controls

1. A wind effects report is to be submitted with development applications for buildings over seven storeys, and is to demonstrate that the wind effects caused by development does not exceed:
   - 10 metres per second on streets with active frontages
   - 16 metres per second for all other streets.
2. For buildings over 50m in height, results of a wind tunnel testing should be included in the report.
3. Wind mitigation cannot solely rely upon public domain trees and landscaping to reduce wind effects.
4. Building design is to minimise adverse wind effects on recreation facilities and open spaces within developments.
5. Balconies are to be designed to minimise wind impacts and maximise useability and comfort through recessed balconies, operable screens, pergolas and shutters.

4.8 Climate Control Devices

The Wentworth peninsular experiences high temperatures and will be subject to urban heat impacts resulting from the density of buildings. Some towers and many of the perimeter block and slab buildings have east and west facing facades so it is essential that climate control measures are included on the facades where those facades will not be overshadowed by neighbouring buildings.

Objectives

a. To improve the amenity of apartments particularly from sun and wind

b. To ensure that the any climate control devices can be easily maintained

c. To assist in providing articulation to the buildings

d. To provide suitable visual screening and privacy for future building occupants.

Controls

1. Climate control devices can include louvres, external blinds or similar, and should be:
   - used where apartment facades are subject to solar loads and there are no other mechanisms that assist in climate moderation such as green walls, shading from other buildings
   - designed as an integral part of the building facade
   - located on balconies or internally within window boxes where they can be maintained and cleaned
   - fully operable i.e. louvres should have adjustable blades that suit sun access angles and allow the passage of air
   - fully manoeuvrable i.e. louvres should be able to slide along the balustrade or similar so that they can be positioned to the direction of sun, wind or noise
   - constructed in materials that reduce glare
2. Fixed privacy louvres may be considered on balconies and façade windows to mitigate instances of visual overlooking to and from neighbouring properties. These screening elements may also be considered where reduced built form separation is available between balconies and façade windows.

4.9 Retaining Walls

The western neighbourhood will require retaining walls adjacent to the site boundary and parklands on the southern and western boundaries. Because of their highly visible location adjacent parklands connections the design of retaining walls is to provide continuity across the neighbourhoods and a sensitive interface with the public domain.

Objectives

a. To ensure that retaining walls provide continuity across the neighbourhood and a sensitive interface with the public domain.

Controls

1. Retaining walls should:
   - be located within the lot boundaries
   - use a design and profile to be agreed with Council for highly exposed areas of wall and give consideration to the provisions of the Parramatta Public Domain Guidelines.
   - select a limited palette of durable materials that are to be agreed with Council

4.10 Vehicular Access and Car Parking

Objectives

a. To ensure the amount, location and design of car parking caters for the needs of residents, workers and visitors.

b. To minimise adverse traffic impacts.

c. To encourage active transport such as walking, cycling and public transport.

d. To create a high quality streetscape outcome that provides a safe, convenient and comfortable pedestrian environment where car parking is not visually dominant.

Controls

1. Car parking for residential uses is to be provided as set out in **Table 4.**

Table 4 – Minimum Residential Car Parking Requirements

Dwelling Type	Minimum car parking rate
Studio	1.0
1 bedroom	1.0
2 bedroom	1.1
3 bedrooms or greater	2.0
Visitors	0.1

2. Car parking for non-residential uses is to be provided in accordance with ~~the Auburn DCP 2010~~ Appendix 1 of this DCP.
3. Car parking is to be provided within the development blocks but may extend under shared zones if required.
4. Car parking is not permitted under public roads or the foreshore and peninsula park in the western and eastern neighbourhoods. Car parking may intrude under pocket parks provided that appropriate ownership and management agreements are established and it does not preclude or limit deep soil planting.
5. A reduction in the minimum parking rate may be considered where:
   - the development is not likely to result in any adverse impacts on the safe operation of the surrounding network; and
   - there are changes to the availability of public transport services within close proximity (walking distance) of the development site.

   Any variation to the minimum parking requirement, is to be justified by a traffic and transport assessment report prepared by a suitably qualified traffic engineer.
6. Car parking entrances are to be:
   - in accordance with ~~Parking and loading, Section 3.4 –~~ Appendix 2: General parking design and ~~Section 4.4.2~~ Appendix 3: Design of parking spaces of ~~the Auburn DCP 2010~~ this DCP.
   - where alternative locations exist, excluded from the western extension of Burroway Road or opposite a public park
   - limited to a maximum of 2 entrances per block
   - screened for the full height and width of the entrance to minimise views into the car park from the public domain, and
   - maintain clear sight lines for vehicles entering and exiting the car park and pedestrians using the footpath outside the entrance in accordance with ~~Parking and loading, Section 3.3 –~~ Appendix 4: Sight distance and pedestrian safety of this DCP.
7. Access driveways and circulation roadways are provided in accordance with ~~*Parking and loading*, Section 3.2 –~~ Appendix 5: Access driveway and circulation roadway design of this DCP ~~the Auburn DCP 2010.~~
8. Development is to incorporate on-site bicycle parking in accordance with ~~*Parking and loading*, Section 3.1 –~~ Appendix 6: Bicycle parking of this DCP ~~Auburn DCP 2010.~~
9. Residential development is to provide an appropriate number of car share parking spaces for the exclusive use of car share scheme vehicles. Car share parking spaces are to be included in the number of car parking spaces permitted on a site. The car share parking spaces are to be:
   - exclusive of visitor car parking
   - retained as common property by the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time
   - made available for use without a fee or charge by operators of car share schemes

- grouped together in the most convenient locations relative to car parking area entrances and pedestrian lifts or access points
- located in well-lit places that allow for casual surveillance
- where the space is external, located adjacent to a public road and integrated with the streetscape through appropriate landscaping
- signposted for use only by car share vehicles, and
- made known to building occupants and car share members through appropriate signage which indicates the availability of the scheme and promotes its use as an alternative mode of transport.

A development application is to demonstrate how the car share parking space is to be accessed, including arrangements where it is accessed through a security gate. A covenant is to be registered with the strata plan advising of any car share parking space(s). The covenant is to include provisions that the car share parking space(s) cannot be revoked or modified without prior approval of Council.

10. A Travel Access Guide approved by Council prior to occupation is to be made available to residents and non-residential tenants of development.

4.11 Safety and Security

Objectives

a. To provide high levels of property safety and personal comfort and safety.

b. To minimise opportunities for criminal and anti-social behaviour.

Controls

1. Development is to meet the principles of Crime Prevention through Environmental Design (CPTED), including:
   - maximising opportunities for casual surveillance of the public domain, including parks, from the main living area of dwellings
   - maximising legibility of the movement network, public domain and building entrances,
   - maximising visibility and minimising concealed areas, particularly at building entrances,
   - clearly demarcating the public and private domain, and
   - adequate lighting to all areas of the public domain.
2. Building design is to maximise opportunities for casual surveillance of the streets and communal spaces within the site.
3. Ground floor dwellings fronting the streets are to have an “address” or “front door” that is visible and directly accessible from the street.
4. The detailed design of the external areas of the ground floor is to minimise blind-corners, recesses and other areas which have the potential for concealment.
5. Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development.
6. Where practicable, lift lobbies, stairwells and corridors are to be visible from public areas by way of glass panels or openings.

4.12 Adaptable housing

Objectives

a. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.

b. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Controls

1. Residential development is to meet the requirements for adaptable housing within residential flat buildings set out in ~~the Auburn DCP 2010~~ Appendix 7 of this DCP.

5 Sustainability and Environmental Management

5.1 Sustainability

Objectives

a. To increase energy efficiency.

b. To reduce reliance on potable water.

c. To be climatically responsive and maximise advantages provided by the precincts north facing waterfront location including access to winter sunlight and cooling summer breezes.

d. To reduce waste and increase the reuse and recycling of materials.

Controls

1. Residential development is to comply with BASIX.
2. The re-use of grey water and provision of dual water reticulation systems is encouraged where possible.
3. Development adjacent to the waterfront that faces north should optimise the amount of glazing on the northern façade and incorporate deep and extensive balconies.
4. Public amenities are to use water and energy efficient fittings.

5.2 Water Management

Objectives

a. To reduce stormwater quantity and improve stormwater quality prior to it exiting the precinct.

b. To reduce reliance on potable water for use in irrigations systems.

c. To reduce the risk to human life and property from flooding to acceptable levels.

d. To ensure resilience to climate change and potential future sea level rise.

e. To mitigate any negative environmental impacts arising from the management of rainwater and stormwater in the precinct.

Controls

1. Development incorporates a suite of water sensitive urban design measures, in particular those that replicate natural water cycle processes, integrated into the landscape in the public domain, along the foreshore and within blocks such as:
   - on-site water extended detention ponds or constructed wetlands
   - bio-retention systems
   - swales
   - deep soil
   - stormwater quality improvement devices, i.e. Gross pollutant traps (where landscape integration is not feasible)
   - permeable pavements; and
   - collection of rainwater for use in irrigation systems in the public domain, including streets, parks and private communal recreation areas.
2. The following stormwater targets are to be met for the entire precinct:
   - 90% reduction in the post-development average annual gross pollutant load

- 85% reduction in the post-development average annual total suspended solids (TSS) load
- 65% reduction in the post-development average annual total phosphorus (TP) load
- 45% reduction in the post-development average annual total nitrogen (TN) load

3. The following stormwater targets are to be met for specific sites:
   - 92% reduction in the post-development average annual gross pollutant load.
   - 90% reduction in the post-development average annual total suspended solids (TSS) load.
   - 68% reduction in the post-development average annual total phosphorus (TP) load.
   - 47% reduction in the post-development average annual total nitrogen (TN) load.
4. Hard paved surfaces within the peninsula park and along the foreshore promenade are to maintain permeability.
5. Development complies with the flood risk management provisions of Appendix 8 of this DCP ~~the Auburn DCP 2010 (or its successor)~~ and addresses both riverine and overland flow flooding.
6. Development applications are to demonstrate that proposed changes to the landform will not result in adverse flooding impacts or increased stormwater runoff to adjoining sites.

5.3 Ecology

Objectives

a. To ensure that development does not impact on the ecological values of the adjoining Newington Nature Reserve and Homebush Bay.

b. To protect and enhance the ecological values of the precinct.

Controls

1. Demonstrate that development will not impact on the ecological values of the Newington Nature Reserve as a result of water run-off or overshadowing. Consideration is to be given to the Guidelines for Development adjoining Department of Environment and Climate Change Land and the Guidelines for developments adjoining land managed by the Office of Environment and Heritage
2. Demonstrate that development will not significantly affect migratory or threatened bird species as a result of illumination or obstruction of flight pathways into Newington Nature Reserve wetlands. Consideration is to be given to the *National Light Pollution Guidelines for Wildlife* (Migratory Shorebirds) and the *Industry Guidelines for Avoiding, Assessing and Mitigating Impacts on EPBC Act Listed Migratory Shorebird Species*.
3. For the peninsula park and the foreshore open space:
   - Coastal Saltmash Threatened Ecological Community on the eastern point of the peninsula park is to be protected and regenerated to increase the diversity and density of the community's indicator species (including the Wilsonia backhousei species), and weeds are to be eradicated
   - riparian vegetation is to be re-established along the foreshore in particular around wetlands and to enhance existing mangroves and areas of planted Swamp Oak
   - suitable species and extent of revegetation is to be identified by an ecologist
   - boardwalks are not to encroach on Coastal Saltmash Threatened Ecological Community and are to form a barrier to weed infestation
   - interpretive signage is to be provided along the boardwalk in appropriate locations to educate the community about the Coastal Saltmash and Wilsonia backhousei.
4. A report is to be submitted by a suitably qualified ecologist demonstrating that the timing of construction works minimise impacts on the White-bellied Sea-eagle.

Appendix 1: Car parking for non-residential uses

Objectives

a. To provide sufficient vehicular access and car parking on-site to meet user demands.

b. To ensure the design of access, parking and servicing areas is efficient, safe, convenient, discrete and suitably landscaped.

c. To ensure traffic generation of proposed development is compatible with the surrounding road network.

d. To minimise potential conflicts between vehicular movements and pedestrians.

Performance criteria

1. Car parking areas are designed to be efficient and appropriately located with regard to the design of the development.

2. Sufficient car parking is provided on-site for the type of development proposed.

Controls

1. Car parking shall be provided at the rear of the development or be fully underground.

2. The design of any parking area shall be integrated into the overall site and building design and be integrated with neighbouring properties.

3. Special consideration may be given to restaurants, cafes and function centres and the like which operate outside normal business hours where it can be demonstrated the car parking provided for retail and commercial uses operating during normal business hours will be available for parking demand outside these hours.

4. Council may accept a monetary contribution in lieu of on-site car parking where a contributions plan is in place under Section 7.11 of the *Environmental Planning and Assessment Act 1979*, or other relevant legislation.

Appendix 2: General parking design

Performance criteria

1. Parking facilities are designed in a manner that enhances the visual amenity of the development and provides a safe and convenient parking facility for users and pedestrians.

2. The site layout enables people with a disability to use one continuously accessible path of travel:

   - to the site from the street frontage;
   - to individual or main car parking areas; and
   - to all buildings, site facilities and communal open space.

Controls

1. Visual dominance of car parking areas and access driveways shall be reduced.

2. All basement/underground car parks shall be designed to enter and leave the site in a forward direction.

3. Car parking modules and access paths shall be designed to comply with AS 2890 – Parking Facilities (all parts).

   Note 1: Disabled parking shall comply with AS 2890 – Parking Facilities requirements. Parking bay envelope width shall be maintained for the length of the parking bay.

   Note 2: Visitor parking dimensions shall be a minimum 2.6m x 5.4m.

4. All pedestrian paths and ramps shall: ν Have a minimum width of 1000mm; ν Have a non-slip finish; ν Not be steep (ramp grades between 1:20 and 1:14 are preferred); ν Comply with AS 1428.1 – Design for Access and Mobility; and ν Comply with AS 1428.2 – Standards for blind people or people with vision

impairment.

Appendix 3: Design of parking spaces

Performance criteria

1. The design of parking areas and structures reflects functional requirement.

Controls

1. All residential flat buildings shall have underground car parking and be fitted with a security door. Basement garage doors shall not tilt/swing or open in an outward direction.
2. Underground car parking shall be naturally ventilated where possible and shall be less than 1m above existing ground level.
3. Basement areas shall be used for storage and car parking only.

Appendix 4: Sight distance and pedestrian safety

Performance criteria

1. Clear sight lines are provided to ensure pedestrian safety

Controls

1. Access driveways and circulation roadways shall be designed to comply with sight distance requirements specified in AS 2890 – Parking Facilities.
2. Obstruction/fences shall be eliminated to provide adequate sight distance.

Appendix 5: Access driveway and circulation roadway design

Performance criteria

1. Vehicular movement to and from the site and within the site reduces potential conflict with other vehicles and pedestrians by creating minimal interference with vehicular and pedestrian movements on public roads, as well as within the site being developed.
2. Access driveways, circulation roadways and open parking areas are suitably landscaped to enhance amenity while providing for security and accessibility to all residents and visitors.
3. Access driveways and circulation roadways shall not be wider than prescribed for their particular use.

Controls

1. Circulation roadways are designed to:
   - enable vehicles to enter the parking space in a single turning movement;
   - enable vehicles to leave the parking space in no more than two turning movements;
   - comply with AS 2890 – Parking Facilities (all parts);
   - comply with AS 1428.1 – Design for Access and Mobility; and
   - comply with Council's road design specifications and quality assurance requirements.
2. Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site, and in this regard, vehicle manoeuvring shall be designed and justified using 'Auto Turn' or the like.
3. Landscaping along circular roadways and parking modules shall be provided as required to a minimum standard. Parking areas which provide more than 20 spaces in a single component shall provide one broad canopy tree per 10 spaces.
4. Access driveways shall be located and designed to minimise loss of on-street parking.

5. Access driveway shall have a minimum width of 3.0m unless elsewhere specified.
6. Access driveways shall be located a minimum of 1.2m clear from power poles and drainage pits.

Appendix 6: Bicycle parking

Controls

1. Bicycle racks in safe and convenient locations are provided throughout all developments with a total gross floor area exceeding 1000m2 and shall be designed in accordance with AS2890.3 – Bicycle Parking Facilities (see **Figure 17 and 18).**
2. Mixed use development within local centres must provide 1 bicycle storage area for every 5 residential units as part of the development.

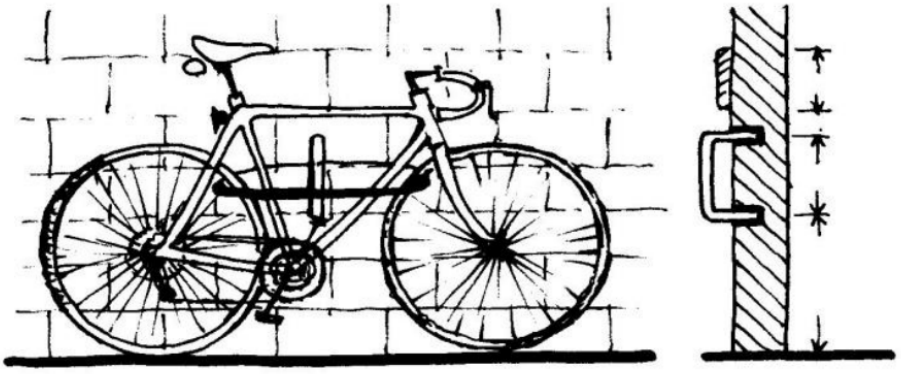

Figure 17 – Wall mounted bracket and rail frame with both wheels secured by single chain

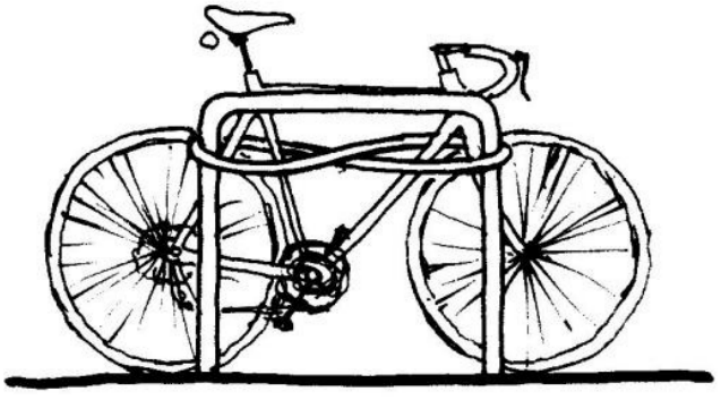

Figure 18 – Floor rail frame secure single chain in figure-of-eight

Appendix 7: Adaptable housing within residential flat buildings

Objectives

a. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.

b. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Development application requirements

Note: Evidence of compliance with the Adaptable Housing Class C requirements of Australian Standard (AS) 4299 shall be submitted when lodging a development application to Council and certified by an experienced and qualified building professional.

Performance criteria

1. Residential flat building developments allow for dwelling adaptation that meets the changing needs of people.

Controls

1. Circulation roadways are designed to:
   - enable vehicles to enter the parking space in a single turning movement;
   - enable vehicles to leave the parking space in no more than two turning movements;
   - comply with AS 2890 – Parking Facilities (all parts);
   - comply with AS 1428.1 – Design for Access and Mobility; and
   - comply with Council's road design specifications and quality assurance requirements.
2. Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site, and in this regard, vehicle manoeuvring shall be designed and justified using 'Auto Turn' or the like.
3. Landscaping along circular roadways and parking modules shall be provided as required to a minimum standard. Parking areas which provide more than 20 spaces in a single component shall provide one broad canopy tree per 10 spaces.
4. Access driveways shall be located and designed to minimise loss of on-street parking.
5. The required standard for Adaptable Housing is AS 4299. Wherever the site permits, developments shall include adaptive housing features into the design. External and internal considerations shall include:
   - access from an adjoining road and footpath for people who use a wheel chair;
   - doorways wide enough to provide unhindered access to a wheelchair;
   - adequate circulation space in corridors and approaches to internal doorways;
   - wheelchair access to bathroom and toilet;
   - electrical circuits and lighting systems capable of producing adequate lighting for people with poor vision;
   - avoiding physical barriers and obstacles;
   - avoiding steps and steep end gradients;
   - visual and tactile warning techniques;
   - level or ramped well lit uncluttered approaches from pavement and parking areas;
   - providing scope for ramp to AS 1428.1 at later stage, if necessary;
   - providing easy to reach controls, taps, basins, sinks, cupboards, shelves, windows, fixtures and doors;
   - internal staircase designs for adaptable housing units that ensure a staircase inclinator can be installed at any time in the future; and

- providing a disabled car space for each dwelling designated as adaptable.

Note: In the design of residential flat buildings, applicants shall consider the Access and Mobility Part of this DCP.

6. All development proposals with five or more housing units shall be capable of being adapted (Class C) under AS 4299. The minimum number of adaptable housing units is set out below.

Total number of dwellings in development	Minimum number of adaptable units
5 – 10	1
11 – 20	2
21 – 30	3
31 – 40	4
41 – 50	5
Over 50	6
	(Plus 10% of additional dwellings beyond 60, rounded up to the nearest whole number)

Note: Adaptable Housing Class C incorporates all essential features listed in Appendix A – Schedule of Features for Adaptable Housing in AS 4299.

7. Lifts are encouraged to be installed in four (4) storey residential flat buildings where adaptable housing units shall be required.
8. Where the development does not provide any lifts and includes adaptable housing units, the adaptable housing units shall be located within the ground floor of the development.
9. Physical barriers, obstacles, steps and steep gradients within the development site shall be avoided

Appendix 8: Flood risk management

Objectives

a. To alert the community to the hazard and extent of land affected by potential floods.

b. To increase public awareness of the potential of floods greater than the 100 year ARI flood and to ensure essential services and land uses are planned in recognition of all potential floods.

c. To reduce the risk to human life and damage to property caused by flooding through controlling development on land affected by potential floods.

d. To allow development in the floodplain which reflects the sensitivity of the proposed development to the flood hazard, and subject to appropriate design and siting controls, to ensure that the particular consequences that could still arise from flooding remain acceptable having regard to the State Government's Flood Policy and the likely expectations of the community. e

e. To deal equitably and consistently with applications for development on land affected by potential floods, in accordance with the principles contained in the Floodplain Management Manual, issued by the NSW Government.

f. To apply a merits-based approach to all development decisions which takes account of social, economic and ecological as well as flooding considerations.

g. To ensure that fencing does not result in the undesirable obstruction of the free flow of floodwater, and does not become unsafe during floods and potentially become moving debris which threatens the integrity of structures or the safety of people.

Note: The provisions of this section of the Plan effectively outline Council's Floodplain Risk Management Policies (FRMP) as required by the State Government's Flood Policy and Floodplain Management Manual.

Performance criteria

1. The proposed development does not result in any increased risk to human life.
2. The additional economic and social costs which may arise from damage to property from flooding is no greater than that which can reasonably be managed by the property owner and general community.
3. The proposal should only be permitted where effective warning time and reliable access is available for the evacuation of an area potentially affected by floods. Evacuation should be consistent with any relevant disaster plans (DISPLAN) or flood plan where in existence.
4. Development does not detrimentally increase the potential flood affectation on other development or properties.
5. Development does not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. by unsympathetic house-raising) or by being incompatible with the streetscape or character of the locality.
6. The proposal does not adversely impact upon the recreational, ecological, aesthetic or utilitarian use of the waterway corridors, and where possible, should provide for their enhancement, in accordance with ecologically sustainable development principles.

Note: The procedure to determine what controls apply to proposed development involves:

- Identifying the land use category of the development (**Table 5**);
- Determining what part of the floodplain the land is located within (determine relevant Flood Risk Precinct (FRP) by referencing maps held by Council or by site-specific study). Note that the proposed filling of the site, where unacceptable and permitted, may change the applicable FRP, for the purposes of applying the provisions of this Part); and
- Applying the controls referred to in control 1 and 2 in this Appendix and relevant performance criteria.

Table 5 – Floodplain management controls – land use categories

Essential community facilities	Place of public entertainment or public administration buildings which may provide an important contribution to the notification and evacuation of the community during flood events. Hospitals and educational establishments.
Critical utilities	Telecommunication facilities; fill; electricity generating works or infrastructure land uses which may cause pollution of waterways during flooding, are essential to evacuation during periods of flood or if affected during flood events, would unreasonably affect the ability of the community to return to normal activities after flood events.
Subdivision	Subdivision of land which involves the creation of new allotments for any particular purpose.
Residential	Bed & Breakfast accommodation; boarding houses; dwelling houses; home industry; infrastructure land uses (other than critical infrastructure); multi dwelling housing; neighbourhood shops; permanent group homes; residential flat buildings; seniors housing; serviced apartments; transitional group homes.
Commercial or industrial	Amusement centres; bulky goods premises; car parks; child care centres; business premises; community facilities; depots; educational establishments; food and drink premises (excluding pubs); function centre; hazardous industries; hazardous storage establishments; health consulting rooms; health service facilities; hotel or motel accommodation; industries; light industries; liquid fuel depot; medical centres; offensive industries; offensive storage establishments; office premises; passenger transport facilities; place of public entertainment; places of public worship; public administration building; recreation facilities (indoor); recreation facilities (major); registered clubs; resource recovery facility; service stations; sex service premises; shops; storage premises; vehicle body repair workshops; vehicle repair stations; vehicle sales or hire premises; warehouse or distribution centres; wholesale supply.
Non-urban activities or urban space	Cemetery; depot; extractive industries; helipad; marinas; mining; recreation areas and recreation facilities (outdoor); stock and sale yard.
Concessional development	**In the case of residential development:** (i) an addition to an existing dwelling house of not more than 10% or 35m2 (whichever is the lesser) of the habitable floor area which existed at the date of

	commencement of this Plan; (ii) the construction of an outbuilding with a maximum floor area of 20m2; or (iii) redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building. **In the case of other development:** (i) an addition to existing premises of not more than 10% of the floor area which existed at the date of commencement of this Plan; or (ii) redevelopment for the purposes of substantially reducing the extent of flood affectation to the existing building. **In the case of all development:** (i) earthworks or filling operations covering 100m2 or more than 0.3m deep, which do not raise ground levels above the 20-year ARI flood level, and is not located within the foreshore building line.

Controls

1. Compliance with the controls applicable to the proposed land use category and FRPs within which the site is located, as specified in Table 7:

   - Haslams Creek floodplain;
   - Duck river floodplain (to be reviewed upon preparation of a FRMP for this Floodplain); and
   - Cooks river floodplain.

   Land use categories

   Seven major land use categories have been adopted. The specific uses, as defined by the applicable environmental planning instruments, which may be included in each category, are listed in **Table 5.**

   Flood risk precincts

   Figure 19 delineates part of three catchments, Duck River, Haslams Creek, and Cook River., Each containing separate floodplains and different levels of potential flood risk.

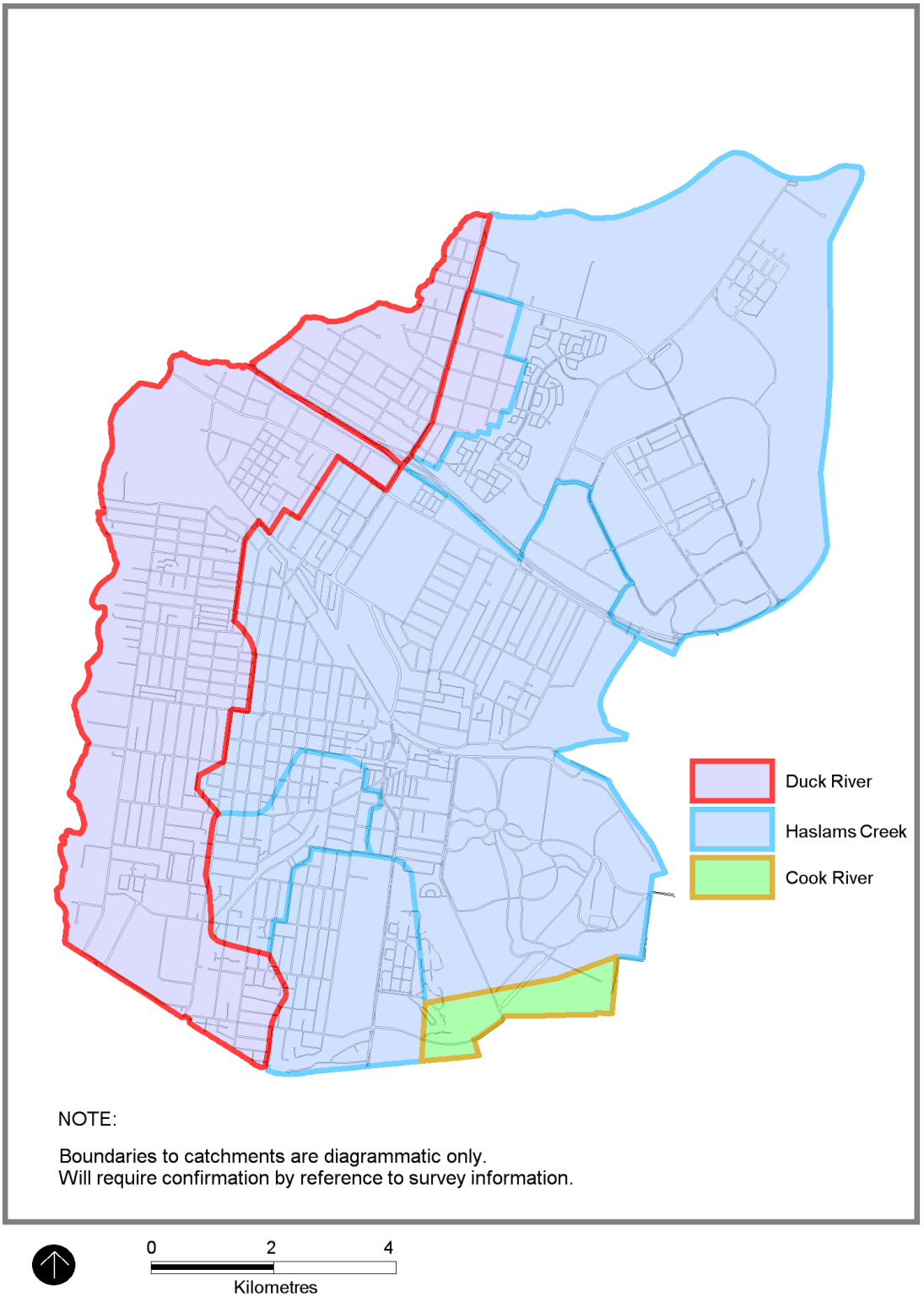

Figure 19 – Drainage catchments

The relevant FRPs for each of the floodplains are outlined below:

Haslams creek floodplain:

- High flood risk

  This has been defined as the area within the envelope of land subject to a high hydraulic hazard (in accordance with the provisional criteria outlined in the Floodplain Management Manual) in a 100 year flood or potentially subject to evacuation difficulties.

- Medium flood risk

This has been defined as land below the 100 year flood level (plus freeboard) subject to low hydraulic hazard (in accordance with the provisional criteria outlined by the Floodplain Management Manual).

- Low flood risk

  This has been defined as all other land within the floodplain (i.e. within the extent of the probable maximum flood) but not identified as either a high flood risk or medium flood risk FRP, where risk of damages are low for most land uses.

Duck River floodplain

FRMPs are yet to be finalised for this floodplain. In the interim, the controls applicable to the Haslams Creek floodplain will be applied. No FRP maps apply and appropriate FRPs must be determined on an individual site basis.

Cooks River floodplain

FRMPs are yet to be finalised for this floodplain. In the interim, the controls applicable to the Haslams Creek floodplain will be applied. No FRP maps apply and appropriate FRPs must be determined on an individual site basis.

Note:

1. FRPs are delineated by Council when preparing FRMPs.
2. A FRMP has been prepared for the Haslams Creek catchment, and accordingly, a FRP map is available only for this catchment from Council.
3. Council will prepare FRP Maps to identify flood hazards associated with main channels, creeks and rivers only. Other areas potentially affected by local overland flooding will require further study by the applicant, to determine the applicable FRP. Properties identified as being potentially flood affected in the Haslams Creek catchment, requiring further study, are depicted on **Figure 19**.
4. There may be areas beyond those mapped by Council, subject to potential flooding. These areas will require further study if identified, to determine an appropriate FRP.
5. Where the applicant is required to undertake further study to determine the applicable FRP, this will need to be undertaken by using an appropriate hydraulic analysis methodology by a suitably qualified hydraulic engineer with experience in urban flood studies.
6. Blockage needs to be included when analysing overland flow paths, pipes, etc. This analysis should be carried out on the basis that all bridges, culverts, pipes, etc. are at least 50% blocked.

2. A 30m setback from the mean high water mark applies to properties fronting Duck River north of Carnarvon Street 15m south of Carnarvon Street and 10m to Haslams Creek.
3. Development proposals shall provide appropriate documentation including a report from a qualified engineer to demonstrate the raised structure will not be at risk of failure from the forces of floodwaters and the provision of details such as landscaping and architectural enhancements which ensure that the resultant structure will not result in significant adverse impacts upon the amenity and character of an area.
4. The proposal shall not have a significant detrimental impact on:
   - water quality;
   - native bushland vegetation;
   - riparian vegetation;
   - estuaries, wetlands, lakes or other water bodies;
   - aquatic and terrestrial ecosystems;
   - indigenous flora and fauna; or
   - fluvial geomorphology.
5. The filling of flood prone land, where acceptable and permitted by this DCP, must involve the extraction of the practical maximum quantity of fill material from that part of the site adjoining the waterway.

Table 6 – Flood compatible materials

Building component	Flood compatible material
Flooring and sub-floor structure	Concrete slab-on-ground monolith construction Suspension reinforced concrete slab
Doors	Solid panel with water proof adhesives Flush door with marine ply filled with closed cell foam Painted metal construction Aluminium or galvanised steel frame
Floor covering	Clay tiles Concrete, precast or in situ Concrete tiles Epoxy, formed-in-place Mastic flooring, formed-in-place Rubber sheets or tiles with chemical-set adhesives Silicone floors formed-in-place Vinyl sheets or tiles with chemical-set adhesive Ceramic tiles, fixed with mortar or chemical-set adhesive Asphalt tiles, fixed with water resistant adhesive
Wall and ceiling linings	Fibro-cement board Brick, face or glazed Clay tile glazed in waterproof mortar Concrete Concrete block Steel with waterproof applications Stone, natural solid or veneer, waterproof grout Glass blocks Glass Plastic sheeting or wall with waterproof adhesive
Wall structure	Solid brickwork, blockwork, reinforced, concrete or mass concrete
Insulated windows	Foam (closed cell types) Aluminium frame with stainless steel rollers or similar corrosion and water resistant material
Roofing structure (for situations where the relevant flood level is above the ceiling)	Reinforced concrete construction Galvanized metal construction
Nails, bolts, hinges and fittings	Brass, nylon or stainless steel Removable pin hinges Hot dipped galvanized steel wire nails or similar
Electrical and mechanical equipment	For dwellings constructed on land to which this Part applies, the electrical and mechanical materials, equipment and installation should conform to the following requirements.
Heating and air conditioning systems	Heating and air conditioning systems should, to the maximum extent possible, be installed in areas and spaces of the house above the relevant flood level. When this is not feasible, every precaution should be taken to minimize the damage caused by submersion according to the following guidelines
Main power supply	Subject to the approval of the relevant authority, the incoming main commercial power service equipment, including all metering equipment, shall be located above the relevant flood level. Means shall be available to easily disconnect the dwelling from the main power supply.
Fuel	Heating systems using gas or oil as a fuel should have a manually operated valve located in the fuel supply line to enable fuel cut-off.
Wiring	All wiring, power outlets, switches, etc. should, to the maximum extent possible, be located above the relevant flood level. All electrical wiring installed below the relevant flood level should be suitable for continuous submergence in water and should contain no fibrous components. Earth core linkage systems (or safety switches) are to be installed. Only submersible-type splices should be used below the relevant flood level. All conduits located below the relevant designated flood level should be so installed that they will be self-draining if subjected to flooding.
Installation	The heating equipment and fuel storage tanks should be mounted on and securely anchored to a foundation pad of sufficient mass to overcome buoyancy and prevent movement that could damage the fuel supply line. All storage tanks should be vented to an elevation of 600 millimetres above the relevant flood level.
Equipment	All equipment installed below or partially below the relevant flood level should

Building component	Flood compatible material
	be capable of disconnection by a single plug and socket assembly.
Ducting	All ductwork located below the relevant flood level should be provided with openings for drainage and cleaning. Self draining may be achieved by constructing the ductwork on a suitable grade. Where ductwork must pass through a water-tight wall or floor below the relevant flood level, the ductwork should be protected by a closure assembly operated from above relevant flood level.
Reconnection	Should any electrical device and/or part of the wiring be flooded, it should be thoroughly cleaned or replaced and checked by an approved electrical contractor before reconnection.

Table 7 – Development Controls

Haslams Creek Floodplain

(Also applies to Duck River and cooks River Floodplain in intermin – subject to review)

Planning Considerations	Flood Risk Precincts (FRP's)																			
	Low Flood Risk							Medium Flood Risk							High Flood Risk					
	Essential Community Facilitates	Critical Utilities	Subdivision	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development	Essential Community Facilitates	Critical Utilities	Subdivision	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development	Essential Community Facilitates	Critical Utilities	Subdivision	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development
Floor Level		5									2,3,4	2,3	1	6						1	2,6
Building Components		2									1	1	1	1						1	1
Structural Soundness		3									2	2	2	2						1	1
Flood Affectation		2								1	2	2	2	2						1	1
Evacuation		2,4	*	3,4	4					*	3,4	3,4	1	3						1	3
Management & Design		1,2,3	1							1	2,3,5	2,3,5	2,3,5	2,3,5						2,3,5	2,3,5

Not relevant Unsuitable Land Use * Refer to 'Management & Design' planning consideration for subdivision

Note: Filling of the site, where acceptable to Council, may change the FRP considered to determine the controls applied in the circumstances of individual applications.

Floor level

1	All floor levels to be equal to or greater than the 5 year ARI flood level plus freeboard unless justified by site specific assessment.
2	Floor levels of open car parking areas to be equal to or greater than the 20 year ARI flood plus freeboard. This may be achieved with a suspended floor which allows the continued passage of flood waters or filling if justified by a site specific assessment, as required with reference to flood affectation and other controls below. Enclosed car parking (e.g. garages or basement car parking) must be protected from the 100 year ARI flood.
3	Habitable floor levels to be equal to or greater than the 100 year ARI flood plus freeboard
4	Below ground swimming pools should be free from inundation from storms up to the 5 year ARI. Where required, the private open space of a dwelling should be a usable outdoor recreation area which, during storm events equal to less than the 5 year ARI, is free from inundation by overland flows exceeding 50mm.
5	All floor levels to be equal to or greater than the probable maximum flood plus freeboard.
6	Floor levels to be as close to the design floor level (the level nominated above that would apply if not concessional development) as practical and no lower than the existing floor level when undertaking alterations or additions.

Note: The freeboard height in the Haslams Creek floodplain is variable primarily, due to the implications of sub-critical and super-critical flows caused by obstructions to the flowpath of flood waters, and can be determined by reference to a map and tables produced as part of the Haslams Creek FRMP and held in the offices of Council. The freeboard height for the Duck River and Cooks River floodplains is 0.5m.

Building components and methods (also see Table 7)

1	All structures to have flood compatible building components below or at the 100 year ARI flood level.
2	All structures to have flood compatible building components below or at the PMF level.

Structural soundness

1	Engineers report to certify that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year flood
2	Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year flood.
3	Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a PMF flood.

Flood affection

1	Engineers report required to certify that the development will not increase flood affectation elsewhere.
2	The impact of the development on flooding elsewhere to be considered.

Note: When assessing flood affectation the following must be considered:

1. Loss of storage area in the floodplain (except for filling occurring up to the 20 year ARI.
2. Changes in flood levels caused by alteration of conveyance of flood waters.
3. Filling between the 20 year and 100 year ARI flood levels will not be permitted

Evacuation

1	Reliable access for pedestrians required during a 5 year ARI flood.
2	Reliable access for pedestrians and vehicles required during a PMF flood.
3	Reliable access for pedestrians or vehicles is required from the dwelling, commencing at a minimum flood level equal to the lowest habitable floor level to an area of refuge above the PMF level, either on-site of off-site.
4	Applicant to demonstrate that the development is to be consistent with any relevant DISPLAN or flood evacuation strategy.

Management and design

1	Applicant to demonstrate that potential development as a consequence of a subdivision proposal can be undertaken in accordance with this DCP.
2	Site Emergency Response Flood plan required (except for single-dwelling houses) where floor levels are below the design floor level.
3	Applicant to demonstrate that area is available to store goods above the 100 year flood plus 0/5m (freeboard).
4	Applicant to demonstrate that area is available to store goods above the PMF flood plus 0.5m (freeboard).
5	No external storage of materials below design floor level which may cause pollution or be potentially hazardous during any flood.