

Development Control Plan 2015

Volume 2 – Urban Release Areas



Wollondilly
Shire Council

Table of Contents

TABLE OF CONTENTS..... **2**

PART 1 – PRELIMINARY **3**

 1.1 Introduction 3

 1.2 Objective 3

 1.3 Parts of this DCP 3

PART 2 – URBAN RELEASE AREAS **4**

 2.1 Wilton Park, Wilton (Bingara Gorge) 4

 2.2 Marsh Road, Silverdale (Former Lion Safari Park) 13

 2.3 Picton, Tahmoor, Thirlmere New Urban Lands (PTT)..... 16

DRAFT

PART 1 – PRELIMINARY

1.1 Introduction

Clause 6.3 of Wollondilly Local Environmental Plan requires a development control plan to address certain matters prior to the grant of development consent for a range of developments. This volume details how this Development Control Plan satisfies the requirements of this clause across its volumes.

1.2 Objective

1. To satisfy the requirements of Clause 6.3 of Wollondilly Local Environmental Plan.
2. To achieve the objectives of Clause 6.3 of Wollondilly Local Environmental Plan.

1.3 Parts of this DCP

This DCP has two parts. The first being this introductory part and the second being the provisions relating to each Urban Release Area.

DRAFT

PART 2 – Urban Release Areas

2.1 Wilton Park, Wilton (Bingara Gorge)

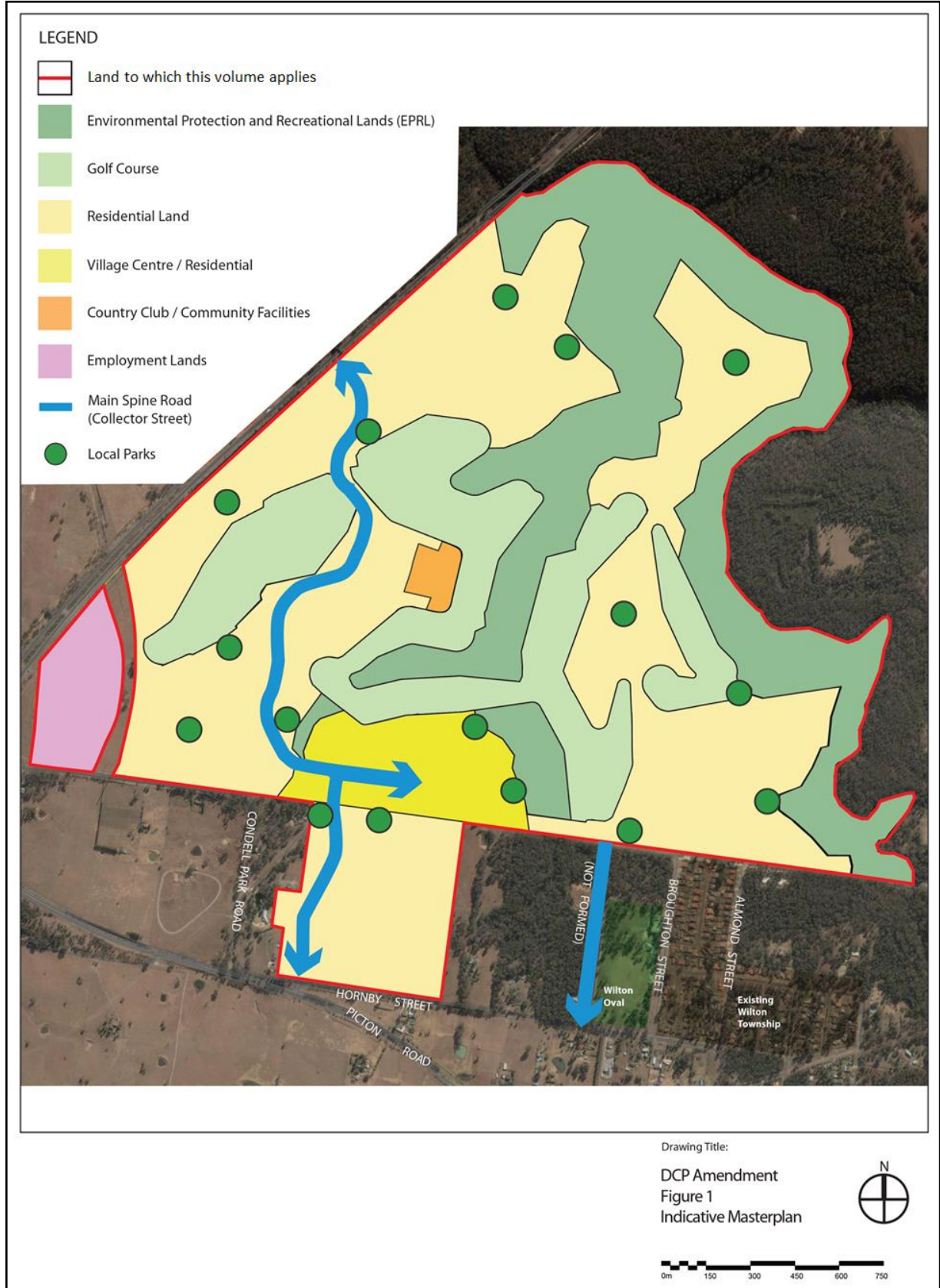
Objectives

1. To minimise the risk to life, property and amenity as the result of underground mining activities (including aboveground supporting infrastructure).
2. To minimise the risk to life, property and amenity as the result of the underground gas pipeline that runs through the site.
3. To ensure development of this precinct has regard for the landscape features of the site and its surrounds.
4. To ensure the density of development is controlled so that suitable infrastructure can be provided in earlier stages of the development.
5. To limit the overall density of development to ensure that:
 - a) The precinct is developed in line with community expectations
 - b) The development does not compromise or overwhelm regional infrastructure
 - c) The development does not prematurely change the nature of the broader locality prior to master planning for the Wilton Junction Investigation Area being finalised and approved by the NSW Government.
6. To ensure a consistent road network through the urban release area.
7. To promote connectivity with the existing Wilton Village.

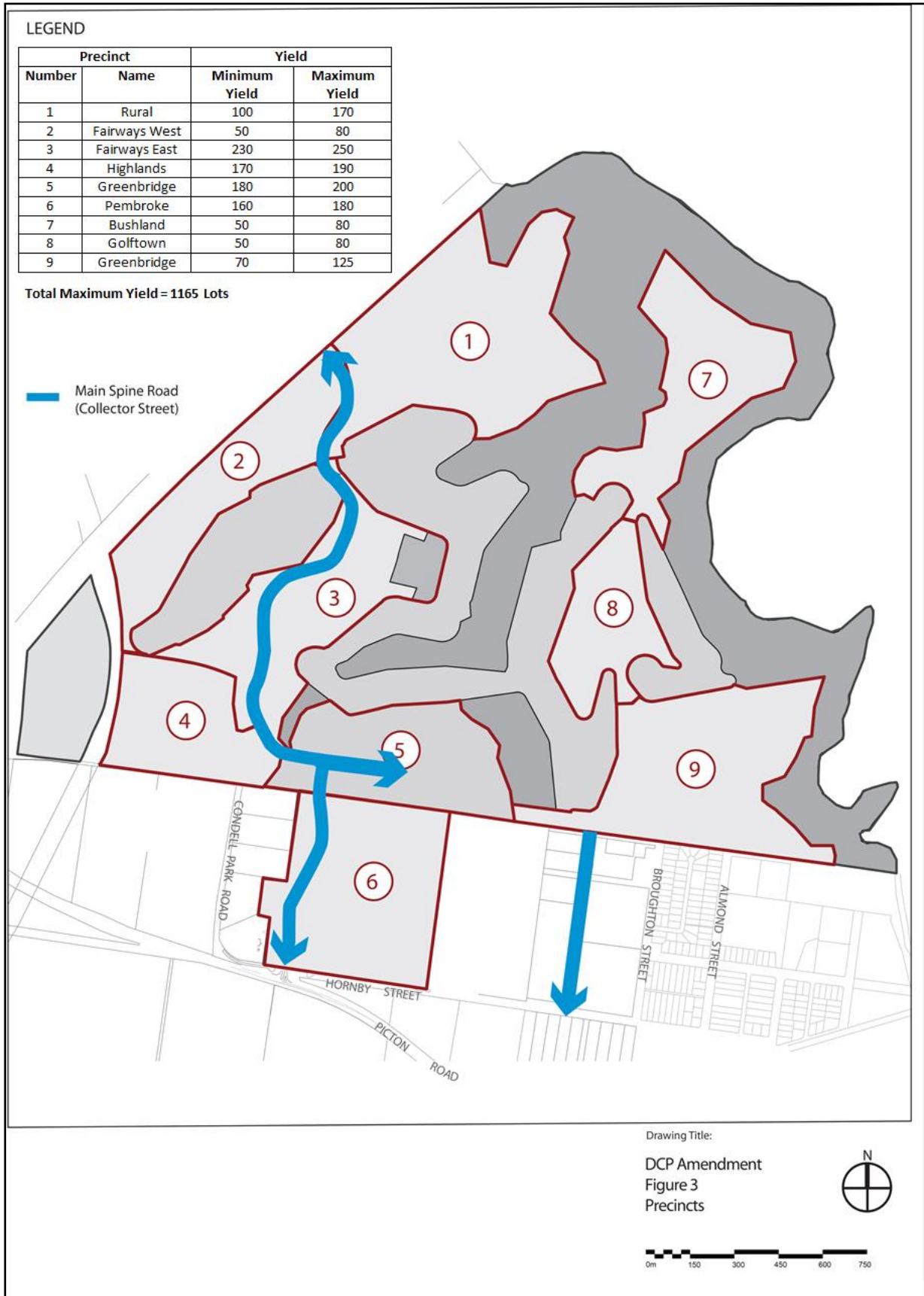
DRAFT

Maps

Map 1: Master Plan



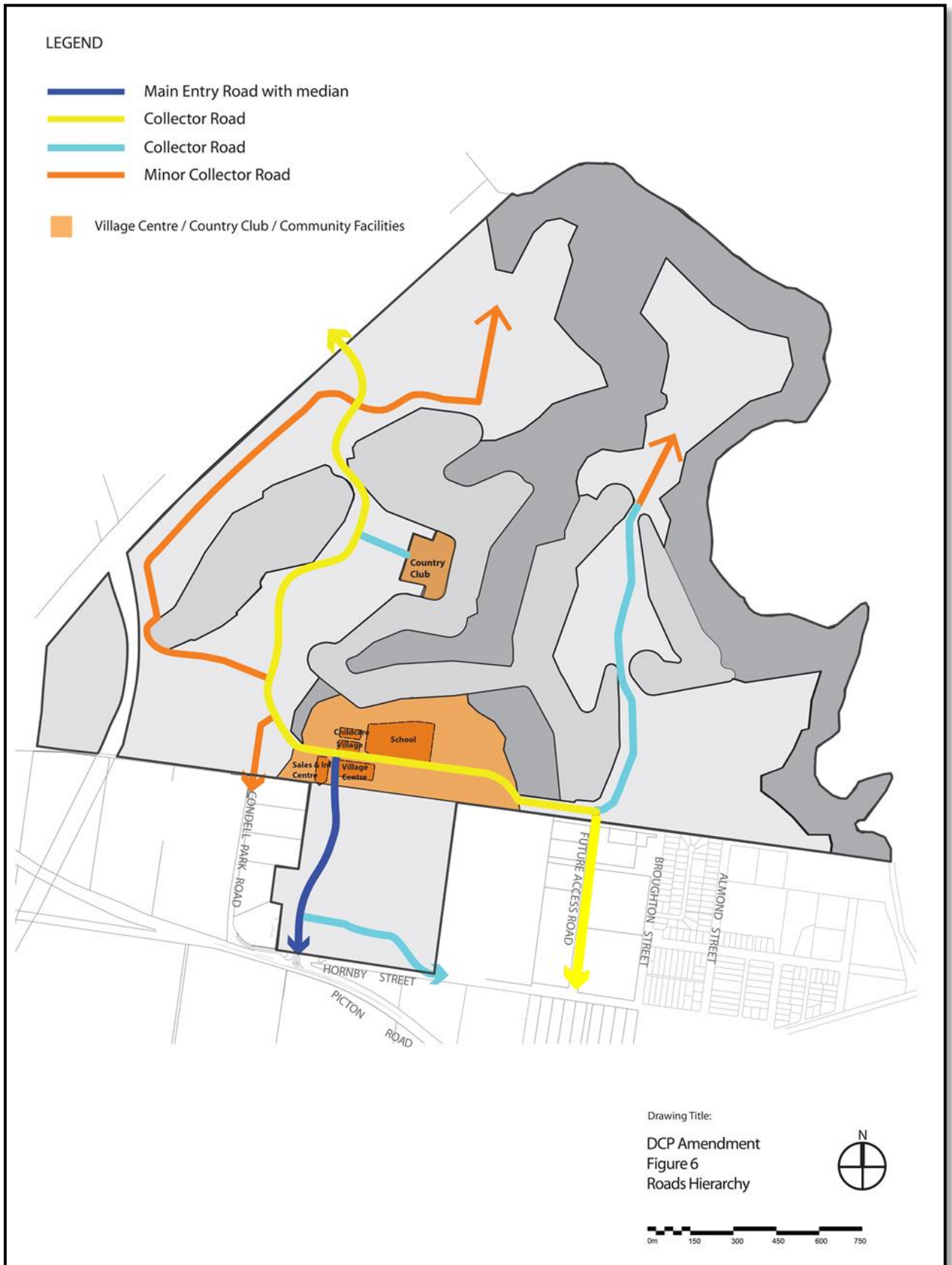
Map 2: Precinct Allotment Allocation



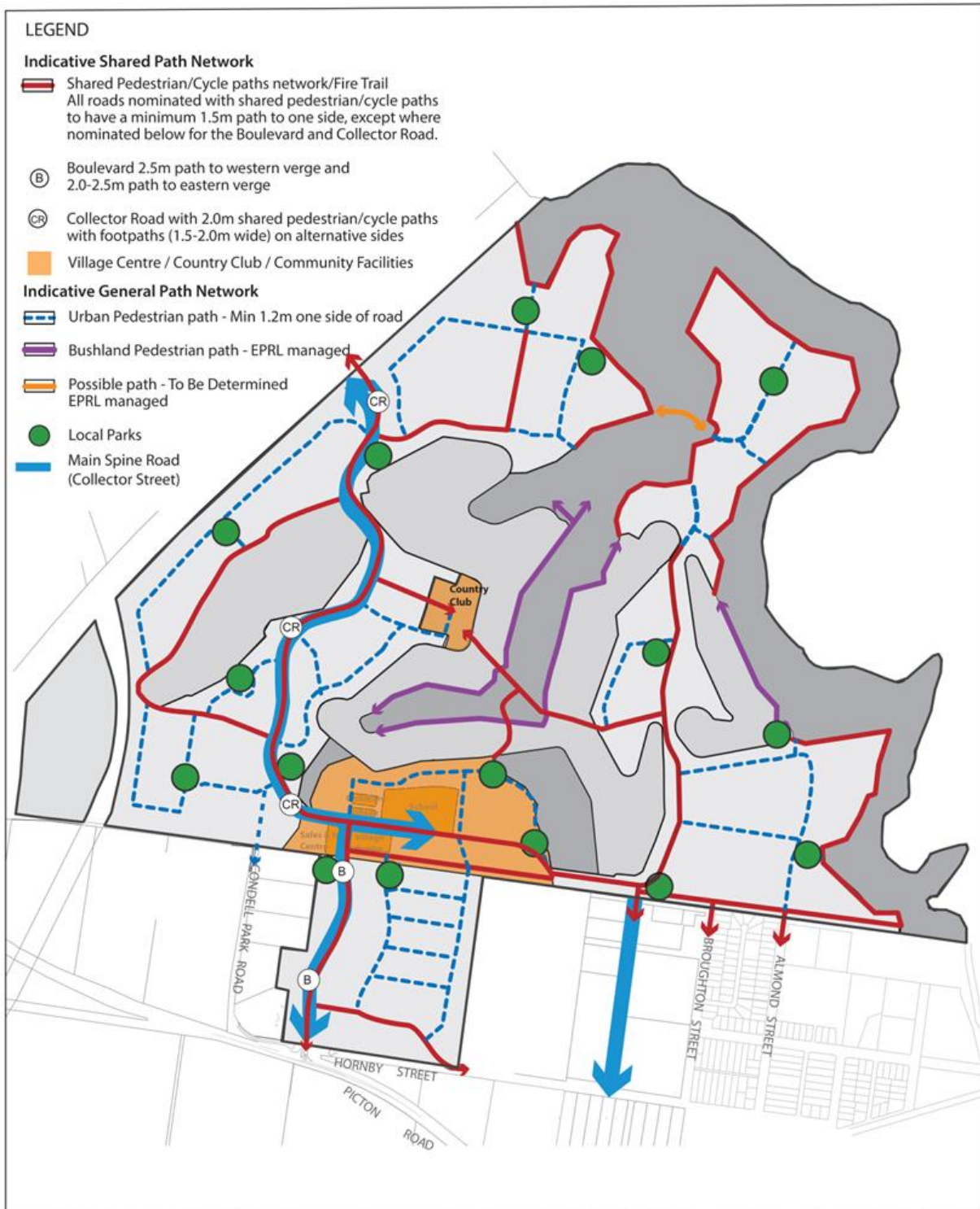
Map 3: Mining Infrastructure



Map 4: Road Hierarchy



Map 5: Cycleways and Pedestrian Linkages



Drawing Title:

DCP Amendment
 Figure 4
 Indicative Paths Network



0m 150 300 450 600 750

Controls

1. The development is to be generally undertaken in accordance with Map 1: Master Plan.
2. Prior to determining any application for subdivision the consent authority must be satisfied that the ultimate development of each precinct identified in Map 2: Precinct Allotment Allocation will ultimately result in a number of residential lots that is between the maximum and minimum yields (inclusive) tabulated on that map.
3. Prior to determining any application for subdivision the consent authority must be satisfied that the ultimate development of this Urban Release Area will not result in more than 1165 residential lots.
4. In controls 2 and 3 a **residential lot** means any lot that is intended to contain one or more dwellings.
5. The consent authority must have regard to the impact of a development on the potential future mining of the site prior to granting consent for that development. It must not grant such a consent unless it is satisfied that the surface development will not unreasonably impact on potential future or current underground mining.
6. Collector roads shall be provided within the urban release area in accordance with Map 4: Road Hierarchy. The following specifications apply as minimum standards for roads identified on that map:

Road Category	Colour on Map	Design Speed (km/h)	Reserve Width (m)	Road Profile* (m)	Other Requirements
A1	Dark Blue	50	32	6.5- <u>6</u> -7- <u>6</u> -6.5	
A2	Yellow	50	22	5.5- <u>11</u> -5.5	Principal circulation roads. Geometry in accordance with the state deed. Footpaths on both sides of the street. Cyclists to be accommodated off carriageway.
A3	Light Blue	50	19	3.5- <u>11</u> -4.5	Principal circulation roads. Geometry in excess of that of minor collector road in accordance with AMCORD. Footpaths on both sides of the street. Cyclists to be accommodated off carriageway.
A4	Orange	50	16	4- <u>8</u> -4	Principal circulation roads. Geometry in excess of that of minor collector road in accordance with AMCORD. Footpaths on both sides of the street. Cyclists must be accommodated either on or off the carriageway.

* underlined numbers are road pavement.

7. Roads not specified in control 5 shall be provided within the urban release area in accordance the following specifications based on road type and the vehicle movements expected if developed to maximum capacity as detailed on Map 2: Precinct Allotment Allocation:

Road Category	Traffic Volume (veh/day)	Design Speed (km/h)	Reserve Width (m)	Road Profile* (m)	Other Requirements
A2	>3000	50	22	5.5- <u>11</u> -5.5	Principal circulation roads. Geometry in accordance with the state deed. Footpaths on both sides of the street. Cyclists to be accommodated off carriageway.
B1	1500-3000 (inclusive)	50	16	4- <u>8</u> -4 or 3.5- <u>8</u> -4.5	Footpath to be provided on one side of the street. Cycleways and paths to be provided generally in accordance with Map 5: Cycleways and Pedestrian Linkages. Geometry in excess of that of minor collector road in accordance with AMCORD. Cyclists must be accommodated either on or off the carriageway.
B2	300-1500 (exclusive)	40	15	4- <u>7</u> -4 or 3.5- <u>7</u> -4.5	Footpath to be provided in cases where the street is a link to a catchment for a bus route or main pathway or main cycleway containing more than 50 lots. Cycleways and paths to be provided generally in accordance with Map 5: Cycleways and Pedestrian Linkages. Geometry in excess of that of minor collector road in accordance with AMCORD. Cyclists must be accommodated either on or off the carriageway.
B3	100-300 (inclusive)	25	14	3.5- <u>7</u> -3.5	Cycleways and paths to be provided generally in accordance with Map 5: Cycleways and Pedestrian Linkages.
B4	<100	15	11.5	3.5-5.5-2.5	Cycleways and paths to be provided generally in accordance with Map 5: Cycleways and Pedestrian Linkages.
C1	<300	25	13	3.5- <u>6</u> -3.5	No through road portion of a cul-de-sac road only Cycleways and paths to be provided generally in accordance with Map 5: Cycleways and Pedestrian Linkages.

8. Prior to granting development consent for any subdivision of land within the urban release area the consent authority must be satisfied that All reasonable efforts have been made to ensure that:
- a) The views of the parkland setting are maximised. This includes the open spaces, golf course, environmental lands and the Razorback Range.
 - b) The visual impact of the development on Picton Road and the Hume Highway have been minimised.
 - c) The visual impact of the development on the surrounding landscape (including the village of Wilton) have been minimised.
 - d) Existing high amenity features of the site will be protected, retained and incorporated into the development to maximise the amenity benefit of those features. These features include dams, watercourses, stands of significant vegetation, geological features, vantage points for viewing distant views and vistas and environmental lands.
9. Development consent must not be granted for the development of any school, childcare centre, seniors living, health care facility or similar sensitive land use within 750 metres of the gas pipeline within the urban release area unless the consent authority is satisfied that the risks of that pipeline to human safety have been adequately mitigated.

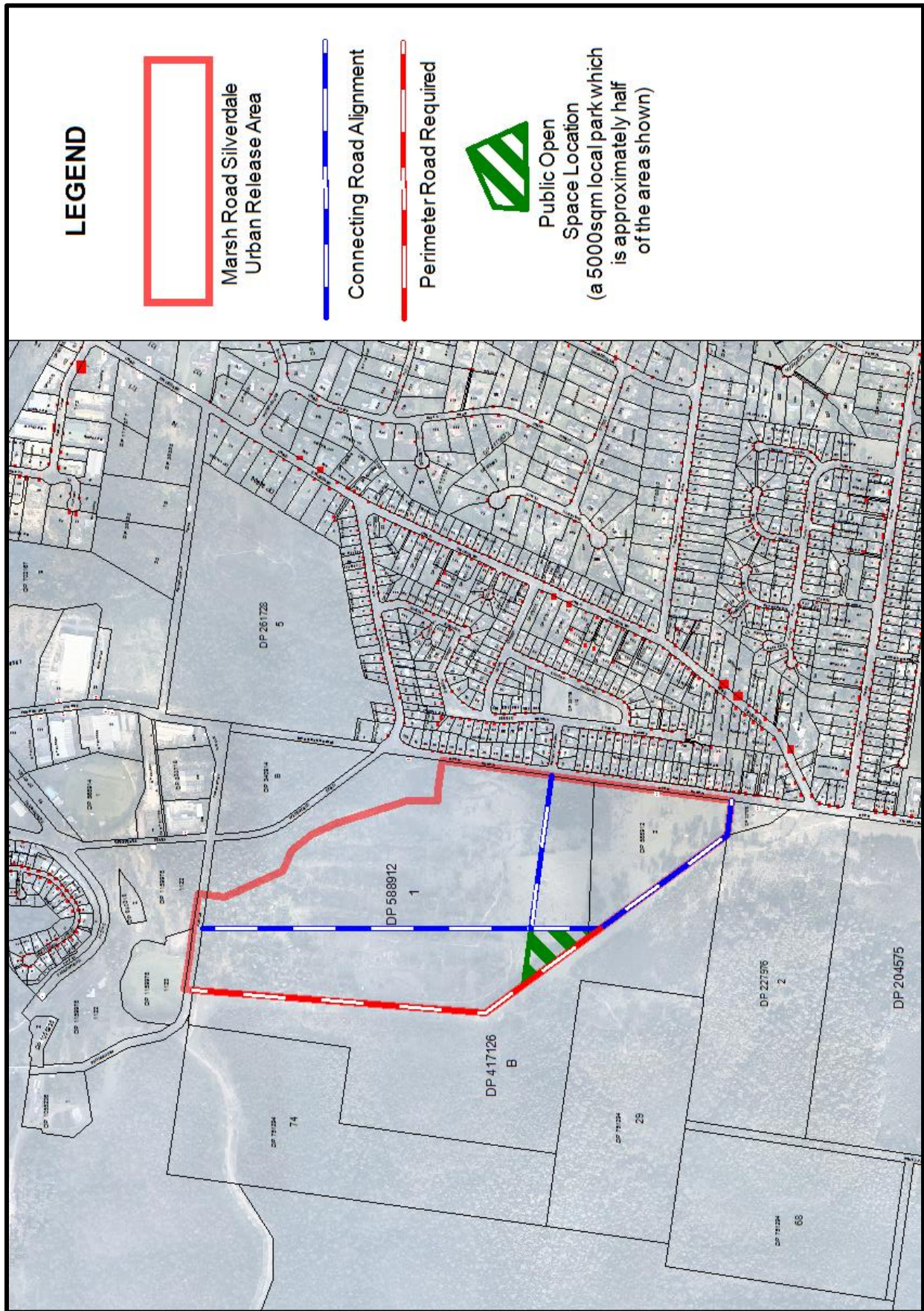
DRAFT

2.2 Marsh Road, Silverdale (Former Lion Safari Park)

Requirement of LEP	Control(s)
<i>(a) a staging plan for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing,</i>	<p>1. The development of the land is to be staged to ensure that intersections are to be provided to allow for a connecting road through the development generally in accordance with the map provided as Figure 1 of this section.</p> <p>2. The development staging shall ensure that housing is delivered to front Marsh Road and Farnsworth Avenue as early as practical in the development.</p> <p>3. The development may be undertaken in any number of stages.</p>
<i>(b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,</i>	<p>1. The road hierarchy shall ensure that roads step down from the connecting roads provided generally in accordance with the map provided as Figure 1 of this section to progressively lower volume roads.</p> <p>2. There is to be no access from the perimeter road directly on to Production Avenue.</p>
<i>(c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,</i>	<p>The site does not contain any features warranting special controls under this volume. The objective of this provision is achieved by satisfying Parts 9 and 10 of Volume 1 and Section 2.9 of Volume 3 of this plan. The most significant native vegetation on the site is zoned E2 Environmental Conservation and is excluded from the urban release area.</p>
<i>(d) a network of passive and active recreational areas,</i>	<p>1. This development is to utilise the existing facilities at Warragamba and is to provide a local park of approximately 5000m² generally in the location identified in Figure 1. It should be noted that a park of this size will occupy approximately half of the area identified.</p> <p>2. An off-carriageway pedestrian shared pathway is to be provided for the perimeter of the urban release area and is to be connected to the existing footpath in Warradale road along both Marsh Road and Production Avenue.</p>
<i>(e) stormwater and water quality management controls,</i>	<p>Are to be provided in accordance with Section 2.3 of Volume 3 of this plan.</p>

Requirement of LEP	Control(s)
<p><i>(f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,</i></p>	<p><u>Bushfire</u> Development is to comply with the most recent version of the NSW Rural Fire Service's Planning for Bushfire Protection. Perimeter roads are to be provided in the locations identified in Figure 1.</p> <p><u>Flooding</u> Development is to comply with Part 8 of Volume 1 of this plan.</p> <p><u>Contamination</u> Development is to comply with State Environmental Planning Policy No. 55 – Remediation of Land.</p>
<p><i>(g) detailed urban design controls for significant development sites,</i></p>	<p>The precinct contains no significant development sites.</p>
<p><i>(h) measures to encourage higher density living around transport, open space and service nodes,</i></p>	<p>The site contains no areas which are particularly desirable for higher density living.</p>
<p><i>(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,</i></p>	<p>Neighbourhood shops shall only be located at intersections of Marsh Road with new roads servicing the precinct.</p>
<p><i>(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.</i></p>	<p>The precinct will rely on existing facilities at Warragamba.</p>
<p><i>(a) measures to protect the water quality in, and the ecological integrity of, any special area in the vicinity of that land,</i></p>	<p>The development shall be provided with an integrated stormwater reticulation and treatment system to achieve a neutral or beneficial impact on the quality of stormwater leaving the site.</p>
<p><i>(b) security measures of any special area in the vicinity of that land,</i></p>	<p>The boundary of the urban release area with Lot B DP 417126 shall be provided with security fencing to the satisfaction of Sydney Catchment Authority. The maintenance and retention of this fencing shall be secured on future residential lots through appropriate covenants on the lots.</p>
<p><i>(c) measures to ameliorate any adverse affect on the operation of the Sydney Catchment Authority helipad that is adjacent to that land.</i></p>	<p>Prior to determining a development application for development to which Clause 6.3 of Wollondilly Local Environmental Plan 2011 applies, the consent authority shall be satisfied that:</p> <ol style="list-style-type: none"> a) Any dwelling to be constructed on a lot created by subdivision of the land will be acoustically treated to ameliorate any adverse noise impacts from the nearby Sydney Catchment Authority helipad; and b) Any structure erected on a lot created by subdivision of the land will be of a height that it does not result in any adverse effect on the operation of the nearby Sydney Catchment Authority helipad.

Figure 1: Conceptual Layout



2.3 Picton, Tahmoor, Thirlmere New Urban Lands (PTT)

Requirement of LEP	Control(s)
<i>(a) a staging plan for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing,</i>	<p>1. The development of the land is to be staged to ensure that access roads are generally in accordance with the relevant requirements in Part 3 of Volume 3 of this plan.</p> <p>2. The development may be undertaken in any number of stages.</p>
<i>(b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,</i>	<p>1. The road hierarchy shall be in accordance with the relevant provisions in Part 3 of Volume 3 of this plan.</p>
<i>(c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,</i>	<p>The objective of this provision is otherwise achieved by satisfying Parts 9 and 10 of Volume 1 and Section 2.9 of Volume 3 of this plan.</p>
<i>(d) a network of passive and active recreational areas,</i>	<p>These developments are to utilise the existing facilities at Tahmoor, Thirlmere and Picton.</p>
<i>(e) stormwater and water quality management controls,</i>	<p>Are to be provided in accordance with Section 2.3 of Volume 3 of this plan.</p>
<i>(f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,</i>	<p><u>Bushfire</u> Development is to comply with the most recent version of the NSW Rural Fire Service's Planning for Bushfire Protection.</p> <p><u>Flooding</u> Development is to comply with Part 8 of Volume 1 of this plan.</p> <p><u>Contamination</u> Development is to comply with State Environmental Planning Policy No. 55 – Remediation of Land.</p>
<i>(g) detailed urban design controls for significant development sites,</i>	<p>These precincts contains no significant development sites.</p>
<i>(h) measures to encourage higher density living around transport, open space and service nodes,</i>	<p>The site contains no areas which are particularly desirable for higher density living.</p>
<i>(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,</i>	<p>Neighbourhood shops should only be located at locations that maximise the distance between the neighbourhood shop and existing commercial centres.</p>
<i>(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.</i>	<p>The precinct will rely on existing facilities at Tahmoor, Thirlmere and Picton.</p>