

Development Control Plan 2016

Volume 2 – Urban Release Areas



Wollondilly
Shire Council

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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 the development of land within an Urban Release Area. This volume details how this Development Control Plan satisfies the requirements of this clause across its volumes.

1.2 Objectives

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 Volume

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

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 during relevant stages of the development.
5. To limit the overall density of development to ensure that:
 - a) The precinct is developed in line with the agreed indicative range set out in Map 2: Precinct Allotment Allocation
 - b) The development does not compromise or overwhelm regional infrastructure
6. To ensure a consistent road network through the urban release area.
7. To promote connectivity with the existing Wilton Village.
8. To improve pedestrian access and connectivity between housing, open space networks, community facilities, public transport, local activity centres and schools.

Maps

Map 1: Master Plan



LEGEND

- | | |
|--|---|
|  Land to which this volume applies |  Country Club \ Community Facilities |
|  Environmental Protection and Recreational Lands (EPRL) |  Employment Lands |
|  Golf Course |  Linear Parks (Existing & Indicative Location) |
|  Residential Lands |  Main Spine Road (Collector Street) |
|  Village Centre / Residential |  Open Space (Existing & Indicative Location) |

DRAWING TITLE

DCP Amendment
Figure
Indicative Masterplan



September 2017


Map 2: Precinct Allotment Allocation

Precinct Number	Minimum Yield	Maximum Yield
1	335	390
2	160	195
3	235	250
4	180	190
5	210	225
6	160	180
7	140	175
8	140	175
9	210	225

Total maximum yield 1800



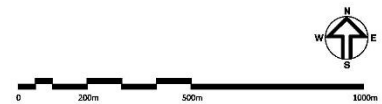
LEGEND

 Land to which this volume applies

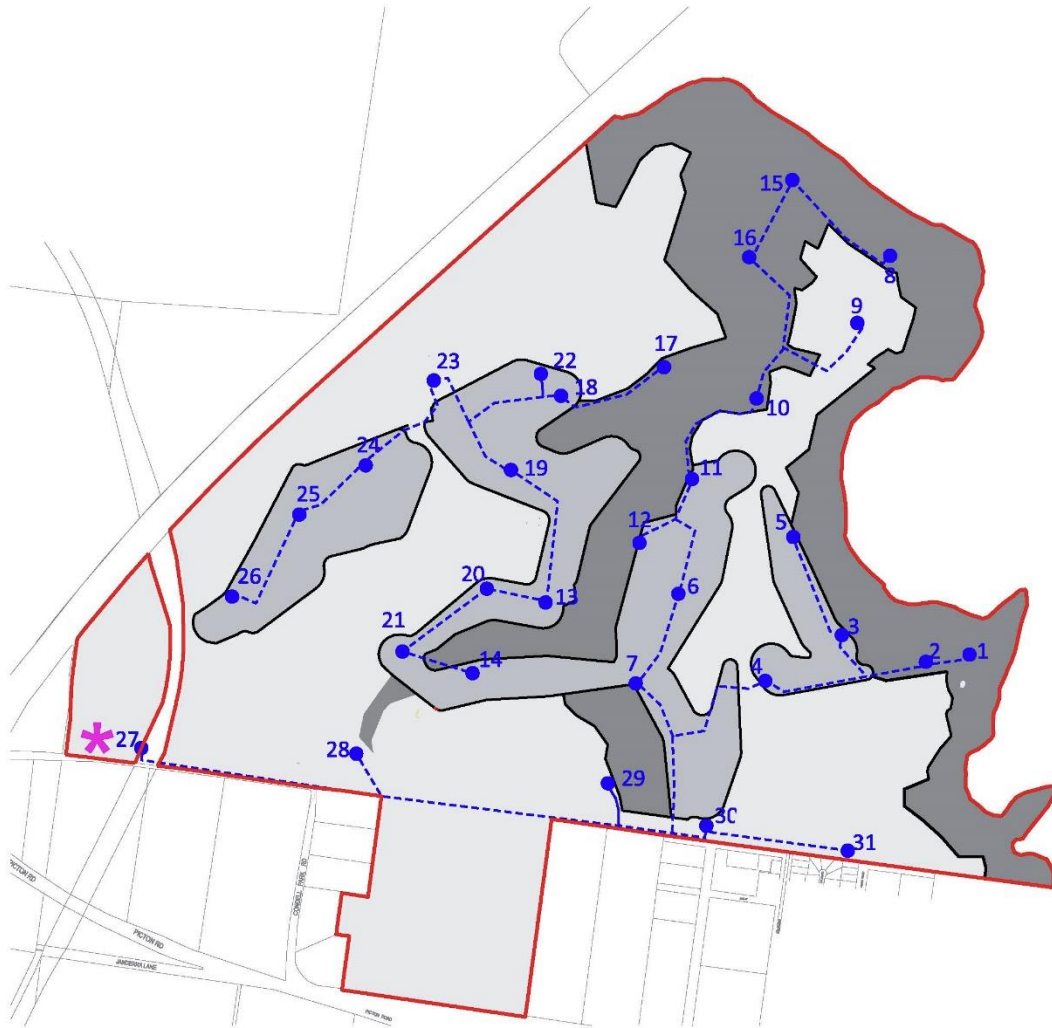
DRAWING TITLE

DCP Amendment
Figure
Precincts





September 2017



Map 3: Mining Infrastructure



LEGEND

-  Land to which this volume applies
-  Gas drainage boreholes and identification number
-  Gas drainage pipeline network
-  Mine air vent shaft

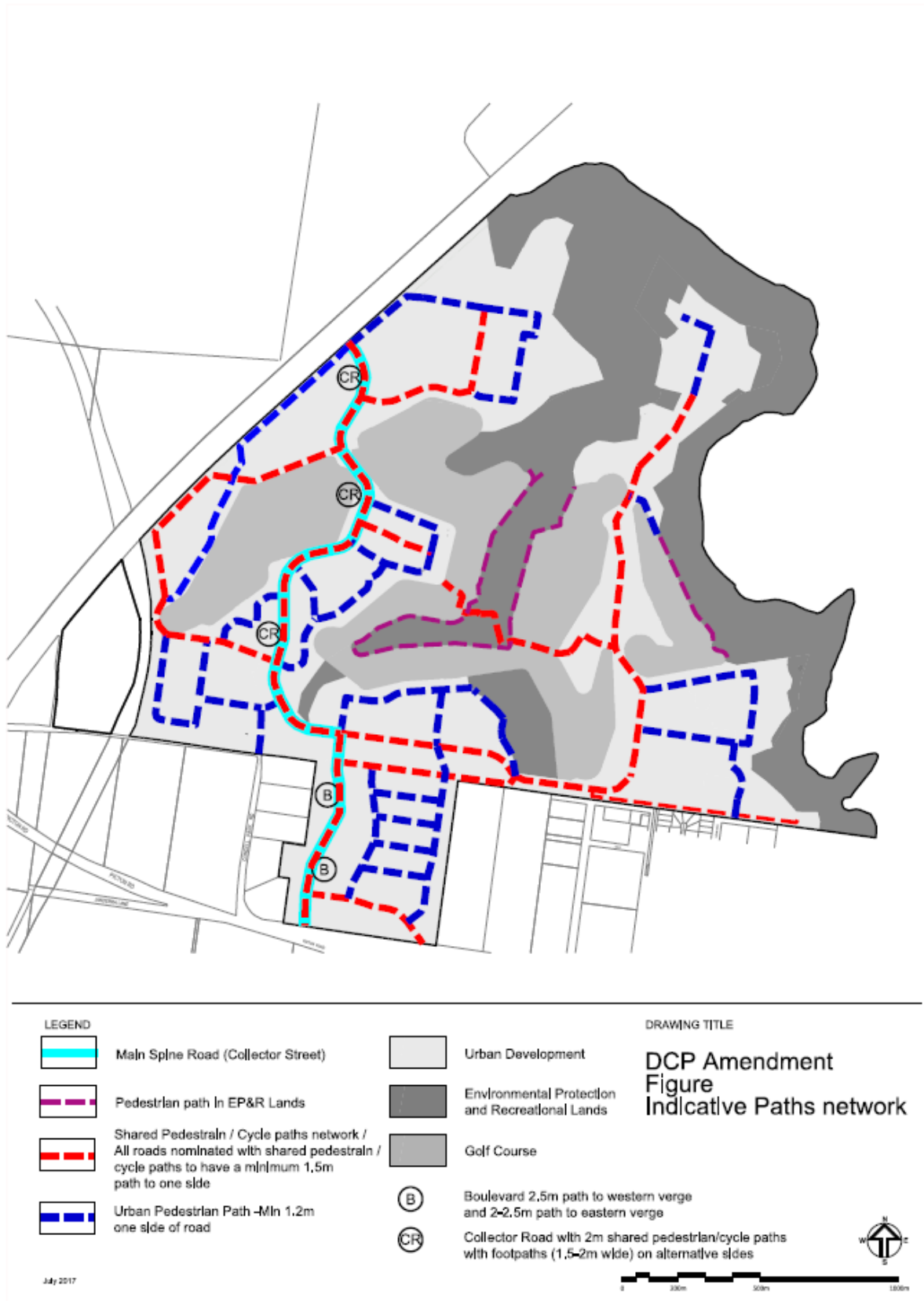
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DCP Amendment
Figure
Coal Mining Infrastructure
(Amended)



Map 4: Cycleways and Pedestrian Linkages



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 is carried out in accordance with the indicative yield outlined in Table 1.

Table 1 Development Precinct Indicative Yields and Total Maximum Yield

Precinct Number	Minimum Yield	Maximum Yield
1	335	390
2	160	195
3	235	250
4	180	190
5	210	225
6	160	180
7	140	175
8	140	175
9	210	225

Total maximum yield 1800

The above table is to be used for indicative purposes only. The distribution of residential allotments across the Development Precincts shall be on a progressive cumulative basis such that the overall lot yield will not exceed 1800 within all precincts.

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 1,800 residential allotments.
4. In controls 2 and 3 a **residential allotment** 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. Cycleways and footpaths shall be provided generally in accordance with Map 4: Cycleways and Pedestrian Linkages contained in this volume.
7. Prior to the issue of a relevant Construction Certificate for fire trails, detailed plans showing the location of all threatened species (state and federal) shall be provided.
8. Transport infrastructure shall be provided in accordance with the following table.

Table 2 Road Category Design Specifications

Road Category	Road Type	Design Speed (km/hr)	Max Daily Flow (veh/day)	Reservation Width (m)	Carriageway Width	Road Profile	Concrete Footpath	Other Criteria/Guidelines
A1	Main Entry Road	50	>6000	32	2 x 6 (with a 7m median)	6.5-6-7-6-6.5	Yes	<ul style="list-style-type: none"> Road provides a main access to Wilton Parklands Footpaths on both sides of street Cyclists to be provided off carriageway
A1(b)	Main Entry Road - Extension	50	>6000	27.5	2 x 6 (with a 2.5m median)	6.5-6-2.5-6-6.5	Yes	<ul style="list-style-type: none"> Provide main access to Wilton Parklands – with narrower median Footpaths on both sides of the street Cyclists to be provided off carriageway
A2	Main Spine Road – Road from Spine Road to Broughton Street (collector road)	50	6000	22	11	5.5-11-5.5	Yes	<ul style="list-style-type: none"> Principle circulation road – geometry as per state deed Footpaths on both sides of the street Cyclists to be provided off carriageway Road geometry in excess of that minor collector road as defined by AMCORD
A3	Hornby Street Deviation (minor collector road)	50	3000	19	11	3.5-11-4.5	Yes	<ul style="list-style-type: none"> On street parking provided on both sides of the road Footpath on one side of street Cyclists to be provided off carriageway Road geometry in excess of that minor collector road as defined by AMCORD
B1	Minor Collector Road	50	3000	16	8	4.0-8-4.0*	See criteria	<ul style="list-style-type: none"> Apply to standard residential streets serving more than 50 lots Footpath on one side of street Cyclists to be provided on street, or off carriageway as per network to be approved by Council Road geometry in excess of that of minor collector road

Road Category	Road Type	Design Speed (km/hr)	Max Daily Flow (veh/day)	Reservation Width (m)	Carriageway Width	Road Profile	Concrete Footpath	Other Criteria/Guidelines
								as defined by AMCORD
B2	Local Street	40	1500	15	7	4.0-7-4.0*	See Criteria	<ul style="list-style-type: none"> Apply to standard residential streets serving 50 lots or less Footpath on one side of street when catchment to bus route or main pathway/cycleway exceeds 50 lots Cyclists to be provided for on-street, or off carriageway where shown on Map 4. Road geometry in excess of that of minor collector road as defined by AMCORD.
C1	Cul-de-sac	25	300	14	7	3.5-7-3.5	No	<ul style="list-style-type: none"> Apply to Standard Cul-de-sacs Cyclists to be provided for on-street as per network to be approved by Council
D1	Residential Accessway	15	300	11.5	5.5	3.5-5.5-2.5	No	<ul style="list-style-type: none"> Restrict to servicing a maximum of 10 lots Cyclists to be provided for on-street as per network to be approved by Council
D2	Shareway/Laneway	15	100	10.5	4	4.0-4.9-2.5		<ul style="list-style-type: none"> Restrict to servicing 4 lots with 1 additional parking space per 2 dwellings Cyclists to be provided for on street, as per network to be approved by Council

* Where a 2.0 metre wide shareway is located on a B1 or B2 street, the verge width can be varied to override a width of 3.5m one side and 4.5m the other side of the road carriageway.

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) Where practical, existing high amenity features of the site will be protected, retained and incorporated into the development to maximise the amenity benefit of those features.

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.

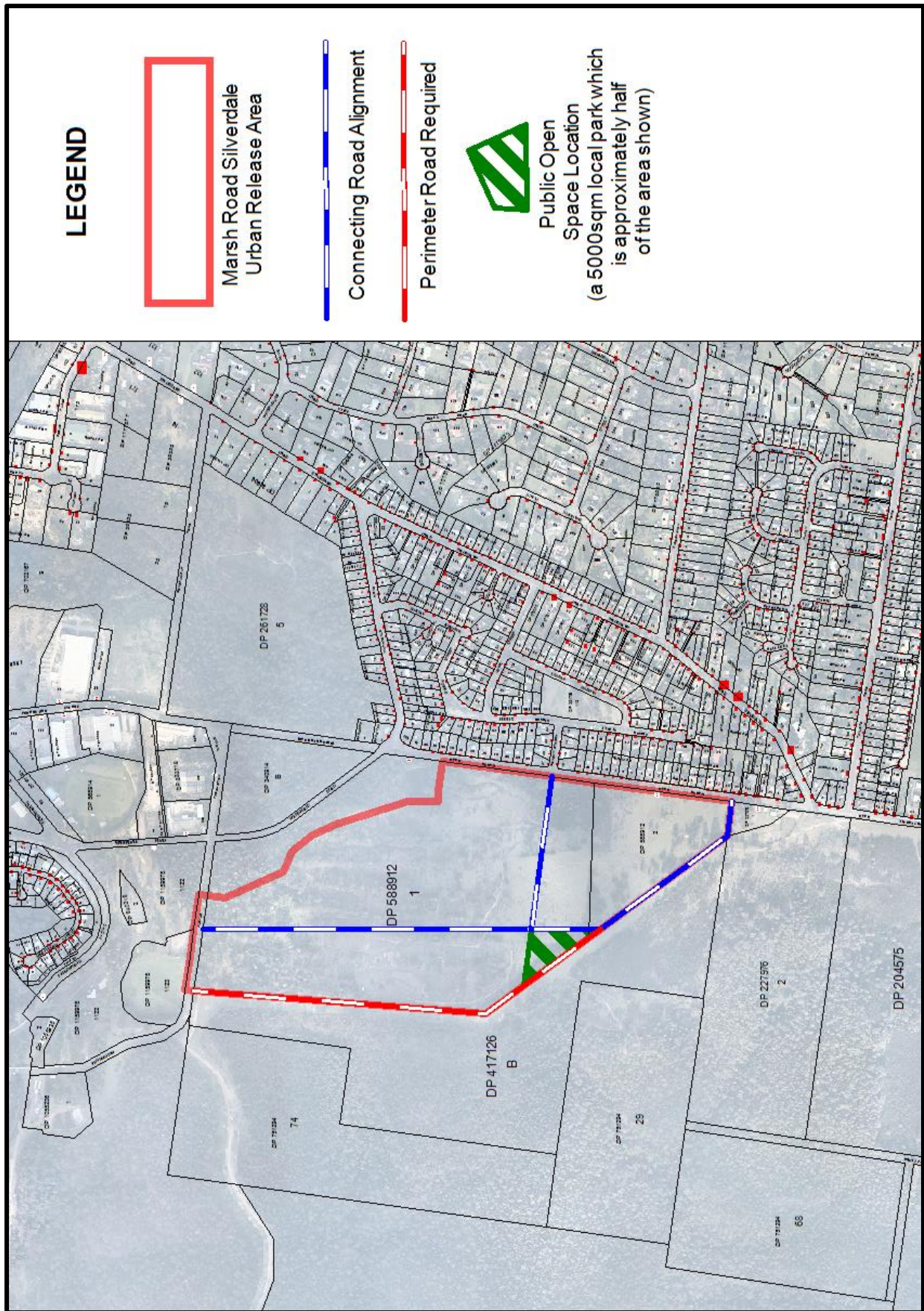
2.2 Marsh Road, Silverdale (Former Lion Safari Park)

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 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 in the first stage of 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. Transport and pedestrian access along the perimeter road shall only be provided in accordance with the structure plan in figure 1 of this volume on privately owned land where an easement or other form of landowners consent has been provided.</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>

Requirement of LEP	Control(s)
<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. Council may consider an alternate location for the park running east-west across the central portion of the site provided that it can be demonstrated that any stormwater flows through this park would achieve a neutral or beneficial effect on water quality before leaving the site.</p> <p>3. 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>	Are to be provided in accordance with Section 2.3 of Volume 3 of this plan.
<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. 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>
<i>(g) detailed urban design controls for significant development sites,</i>	The precinct contains no significant development sites.
<i>(h) measures to encourage higher density living around transport, open space and service nodes,</i>	The site contains no areas which are particularly desirable for higher density living.
<i>(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,</i>	Neighbourhood shops shall only be located at intersections of Marsh Road with new roads servicing the precinct.
<i>(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.</i>	The precinct will rely on existing facilities at Warragamba.

Requirement of LEP	Control(s)
<i>(a) measures to protect the water quality in, and the ecological integrity of, any special area in the vicinity of that land,</i>	The development shall be provided with an integrated stormwater reticulation and treatment system to achieve a neutral or beneficial effect on the quality of stormwater leaving the site.
<i>(b) security measures of any special area in the vicinity of that land,</i>	The boundary of the urban release area with Lot B DP 417126 shall be provided with security fencing to the satisfaction of Water NSW. This fencing shall be provided outside the perimeter road indicated on the plan in figure 1 of this volume. The maintenance and retention of this fencing shall be subject to an appropriate maintenance agreement between Water NSW and the developer of the site which shall be completed prior to the issue of any development consent for the subdivision site.
<i>(c) measures to ameliorate any adverse effect on the operation of the Sydney Catchment Authority helipad that is adjacent to that land.</i>	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: <ul style="list-style-type: none"> a) Any dwelling to be constructed on a lot created by subdivision of the land shall be acoustically treated to ameliorate any adverse noise impacts from the nearby Water NSW helipad; and b) Any structure erected on a lot created by subdivision of the land shall be of a height that does not result in any adverse effect on the operation of the nearby Water NSW helipad.

Figure 1: Conceptual Layout



2.3 Picton, Tahmoor, Thirlmere New Urban Lands (PTT) and Star Street Former Road Reserve

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 shall be staged to ensure that access roads are provided in accordance with the controls contained in Part 3 of Volume 3 of this plan.</p> <p>2. The development of each precinct and Lot 1 DP 1182837 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 provided in accordance with the controls contained 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>1. The objective of this provision is otherwise achieved by satisfying Parts 9 and 10 of Volume 1 and Section 2.8 of Volume 3 of this plan.</p>
<i>(d) a network of passive and active recreational areas,</i>	<p>The development of these sites shall utilise the existing facilities at Tahmoor, Thirlmere and Picton.</p>
<i>(e) stormwater and water quality management controls,</i>	<p>These measures shall 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 lands contain 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 situated in locations that maximise the distance between the neighbourhood shop and existing commercial centres.</p>

(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.

The precincts will rely on existing facilities at Tahmoor, Thirlmere and Picton.

2.4 Land Between Picton Tahmoor and Thirlmere (commonly known as PTTAG)

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>	1. The development may be undertaken in any number of stages. 2. There is no particular requirement for any part of the precinct to be developed before or after any other.
<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>	1. The road hierarchy shall be provided in accordance with the provisions contained in Part 2 of Volume 3 of this plan.
<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>	The objective of this provision is otherwise achieved by satisfying Parts 7, 8, 9, 10 and 11 of Volume 1 and Part 2 of Volume 3 of this plan.
<i>(d) a network of passive and active recreational areas,</i>	Lots created by the future subdivision of the site would utilise the existing facilities at Tahmoor, Thirlmere and Picton.
<i>(e) stormwater and water quality management controls,</i>	These measures are to be provided in accordance with Sections 2.3 and 3.8 of Volume 3 of this plan.
<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>	<u>Bushfire</u> Development is to comply with the most recent version of the NSW Rural Fire Service's Planning for Bushfire Protection. <u>Flooding</u> Development is to comply with Part 8 of Volume 1 of this plan. <u>Contamination</u> Development is to comply with State Environmental Planning Policy No. 55 – Remediation of Land.
<i>(g) detailed urban design controls for significant development sites,</i>	The land contains no significant development sites.
<i>(h) measures to encourage higher density living around transport, open space and service nodes,</i>	The site contains no areas which are particularly desirable for higher density living.
<i>(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,</i>	Neighbourhood shops are not to be provided with the precinct.
<i>(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.</i>	The precinct will rely on existing facilities at Tahmoor, Thirlmere and Picton.