

18 June 2021

Schedule 1

**Austral & Leppington North
Precincts**

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1 Introduction

1.1 Name and application of this Schedule

This Schedule forms part of the Liverpool Growth Centre Precincts Development Control Plan (also referred to as the DCP).

This Schedule applies to all development on the land shown in **Figure 1-1**. This schedule and related amendments to the DCP give effect to the provisions of the DCP for land within the Austral and Leppington North Precincts as shown on the Land Application Map.

Notes:

The Austral and Leppington North Precincts are partly within Camden Local Government Area and partly within Liverpool Local Government Area. Separate DCPs apply for each Local Government Area.

Schedule 2 – Leppington Major Centre, provides additional controls for development within the Leppington Major Centre, which is part of the Leppington North Precinct. Applicants proposing development in the Leppington Major Centre should also refer to Schedule 2.

1.2 Structure of this Schedule

This Schedule should be read in conjunction with the main body of the DCP and is in addition to the main body of the DCP. In the event of an inconsistency between this Schedule and the main body of this DCP, this Schedule takes precedence. **Table 1-1** summarises the structure of Schedule 1 – Austral and Leppington North Precincts.

Table 1-1: Structure of this Schedule.

| Part | Summary |
|-------------------------------------|--|
| 1 – Introduction | Identifies the land to which the Schedule applies. |
| 2 – Subdivision Planning and Design | Establishes an overall vision and Indicative Layout Plan for the Austral and Leppington North Precincts. Provides Precinct specific figures that support the controls in Part 2 and Part 3 of the main body of the DCP in relation to the Austral and Leppington North Precincts. |
| 3 – Centres Development Controls | Provides specific objectives and controls that apply to land within the Austral Local Centre and the neighbourhood centres, identified on the Indicative Layout Plan for the Austral and Leppington North Precincts. These controls are in addition to those in Part 5 of the main body of the DCP. |
| 4 – Site Specific Controls | Specific objectives and controls for development in certain parts of the Precincts, including land affected by electricity and gas easements, and land zoned Environmental Living. |

Additional notes to readers are provided throughout this document. These notes are not part of the formal provisions of the DCP, but are intended to provide additional guidance and explanation of the provisions. If further guidance is required on the interpretation of provisions in the DCP, readers should refer to the definitions or contact Council for advice.

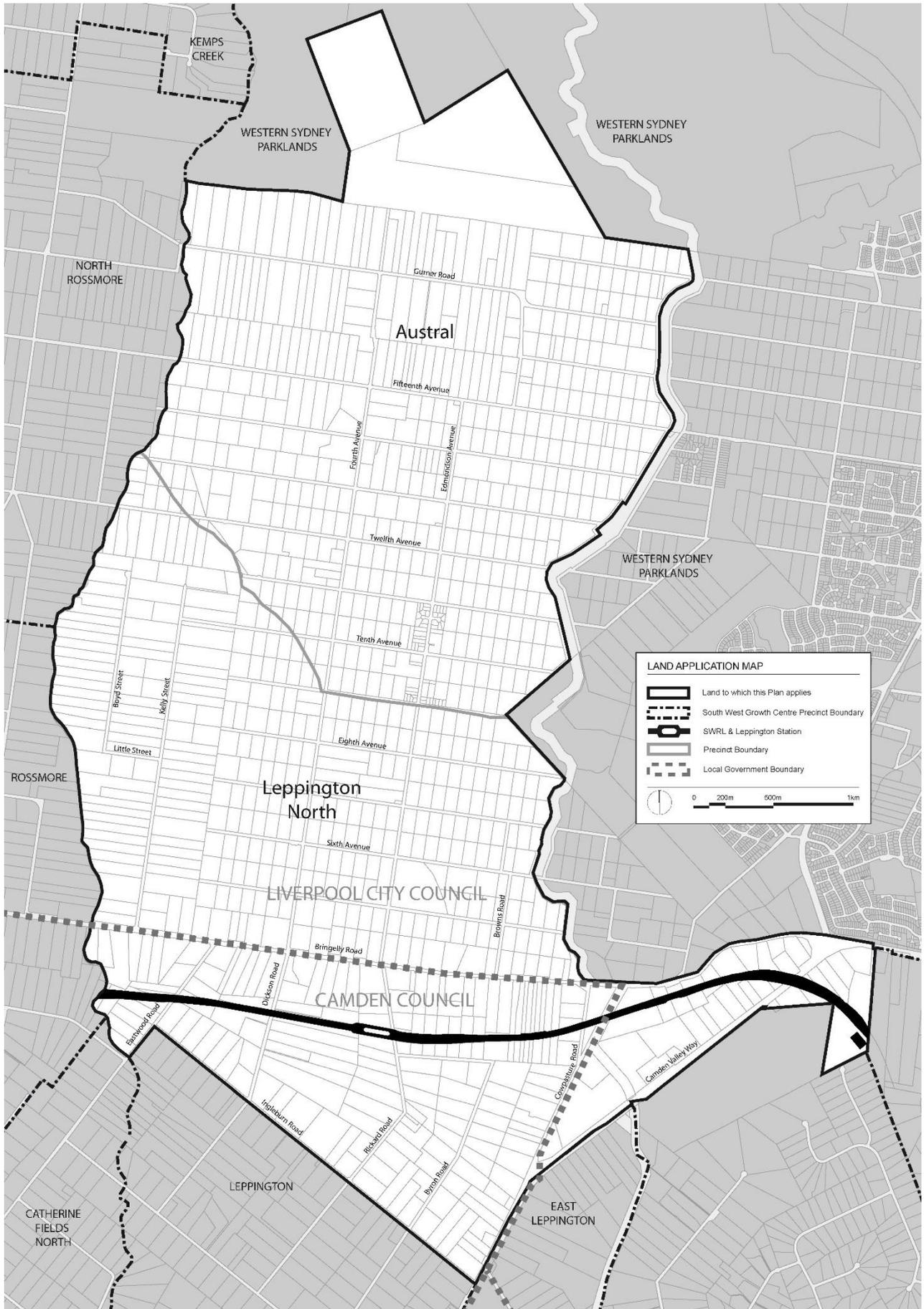


Figure 1-1: Land Application Map

2 Development planning and design

Note: *Apart from the Precinct Planning vision, this part provides Figures only. These figures are for the Austral and Leppington North Precincts and support the objectives, controls and design principles for development planning and design in **Part 2** of the main body of the DCP.*

2.1 The Austral and Leppington North Precincts - Precinct Planning vision

The vision for the Austral and Leppington North Precincts is that a range of housing types will develop to meet the needs of a diverse community, supported by local services, infrastructure, facilities and employment, in an environmentally sustainable manner.

The Austral local centre will be the main focus of activity and daily life for the Precinct, providing for community interaction and delivering services and facilities to meet the needs of all residents. Neighbourhood centres and major community facilities such as schools and sporting fields will provide shopping, jobs, recreation and social opportunities at a more local level for residents. Leppington Major Centre will create opportunities for residents of the Precincts to take advantage of excellent access to public transport, regional level shopping, entertainment and community facilities in a high quality urban environment.

The Precincts will be an integral part of the Camden and Liverpool local government areas and the South West Growth Centre. They will be linked to surrounding suburbs and to major regional destinations such as the Western Sydney Parklands and the regional centres of Liverpool and Campbelltown.

2.2 Referenced Figures

The figures included in this section are those referenced in **Part 2 Precinct Planning Outcomes**, and **Part 3 Neighbourhood and Subdivision Design**, of the main body of the DCP. For some figures, more detailed information relating to the Leppington Major Centre is contained in **Schedule 2**, and should also be referenced for developments in the Major Centre.

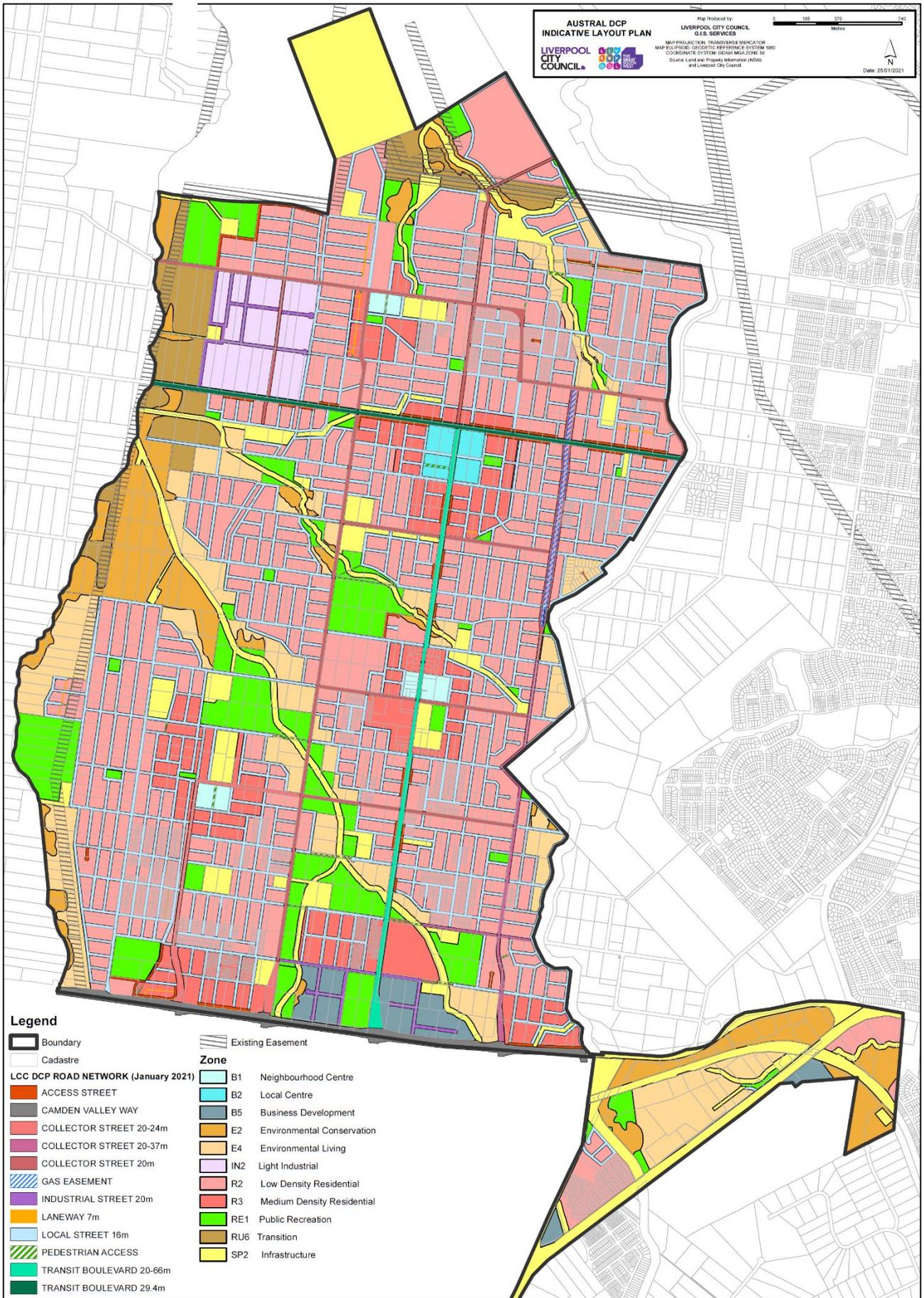


Figure 2-1: Indicative Layout Plan

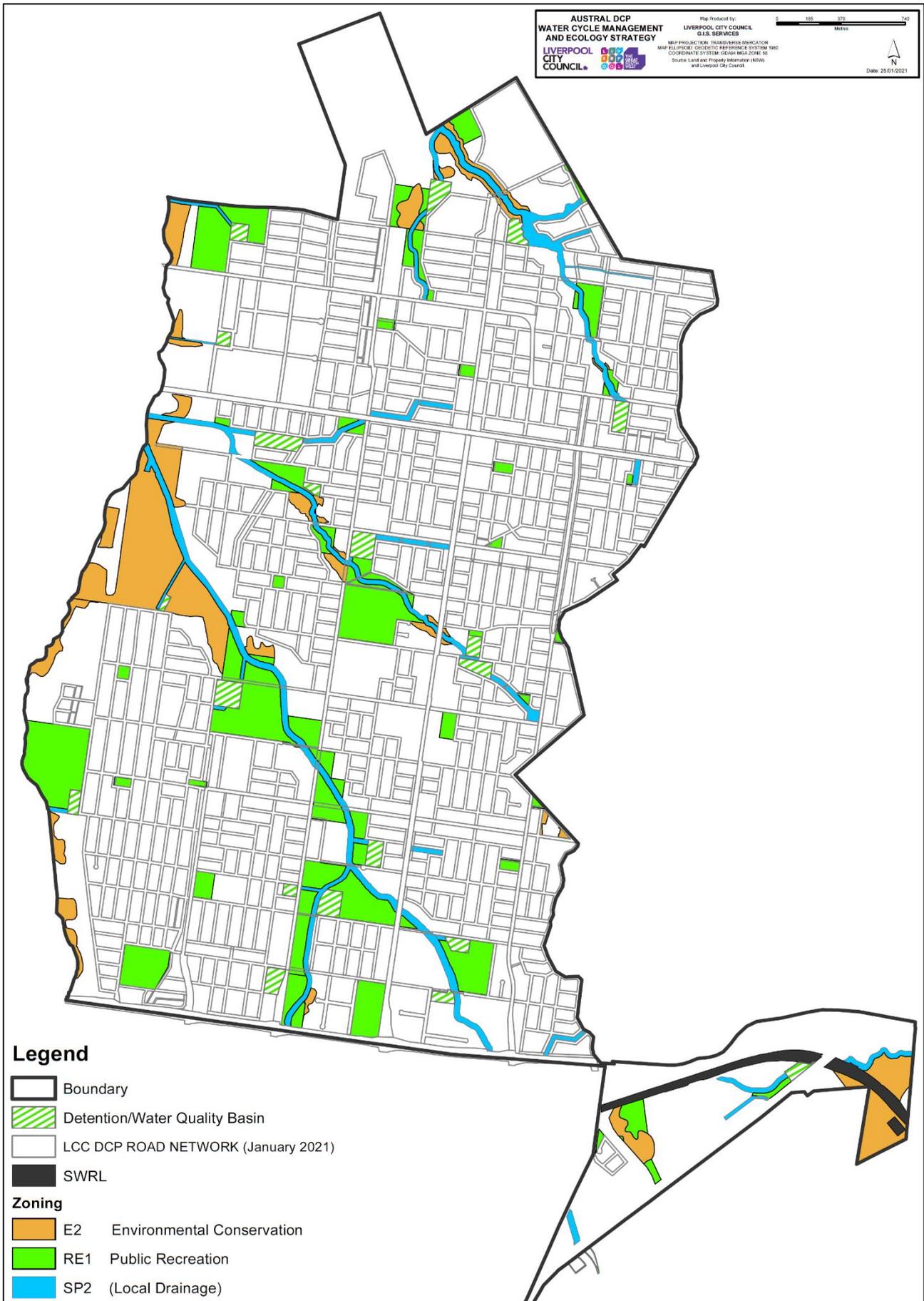


Figure 2-2: Key elements of the water cycle management and ecology strategy

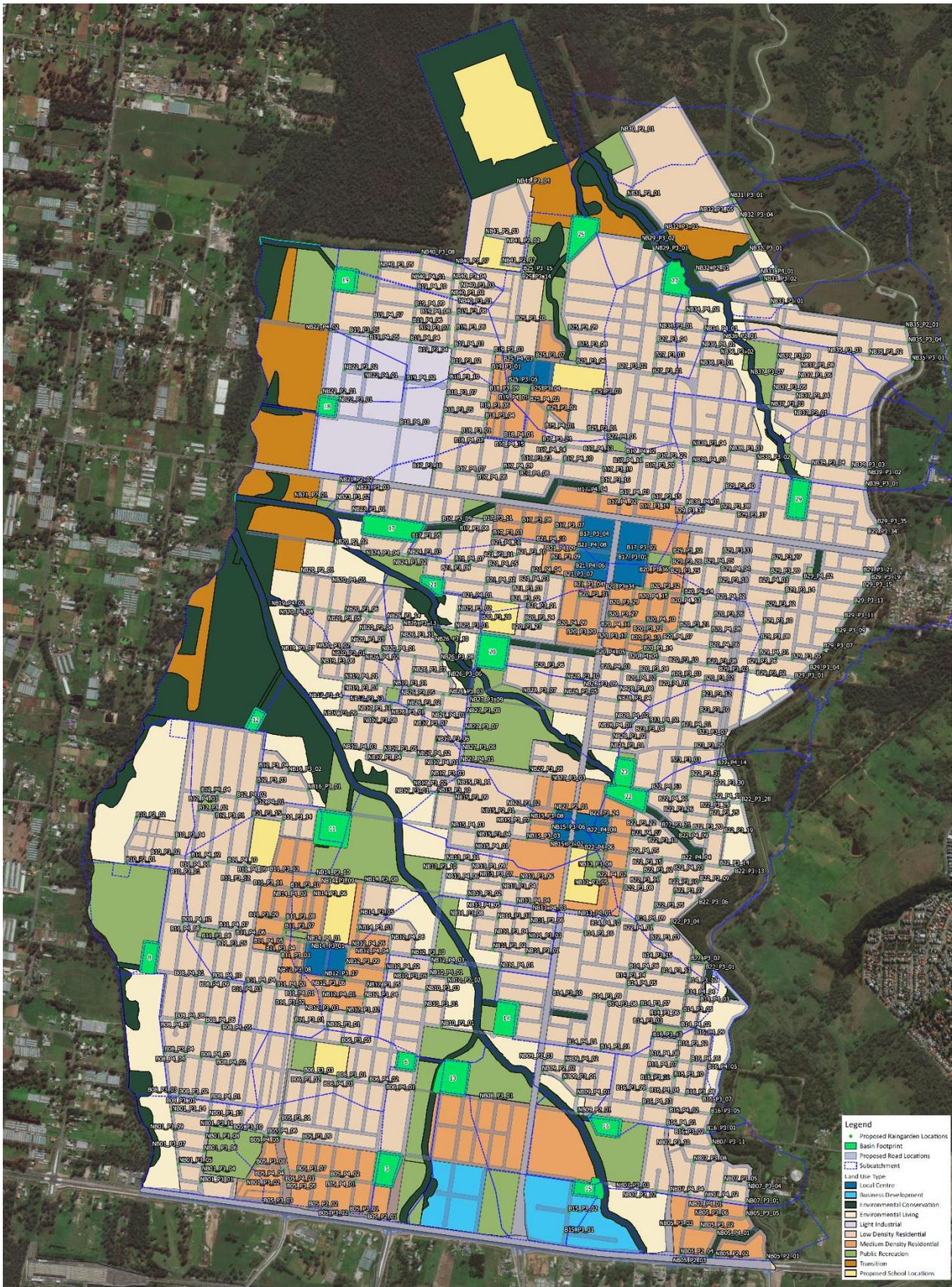


Figure 2-3: Proposed water quality control strategy

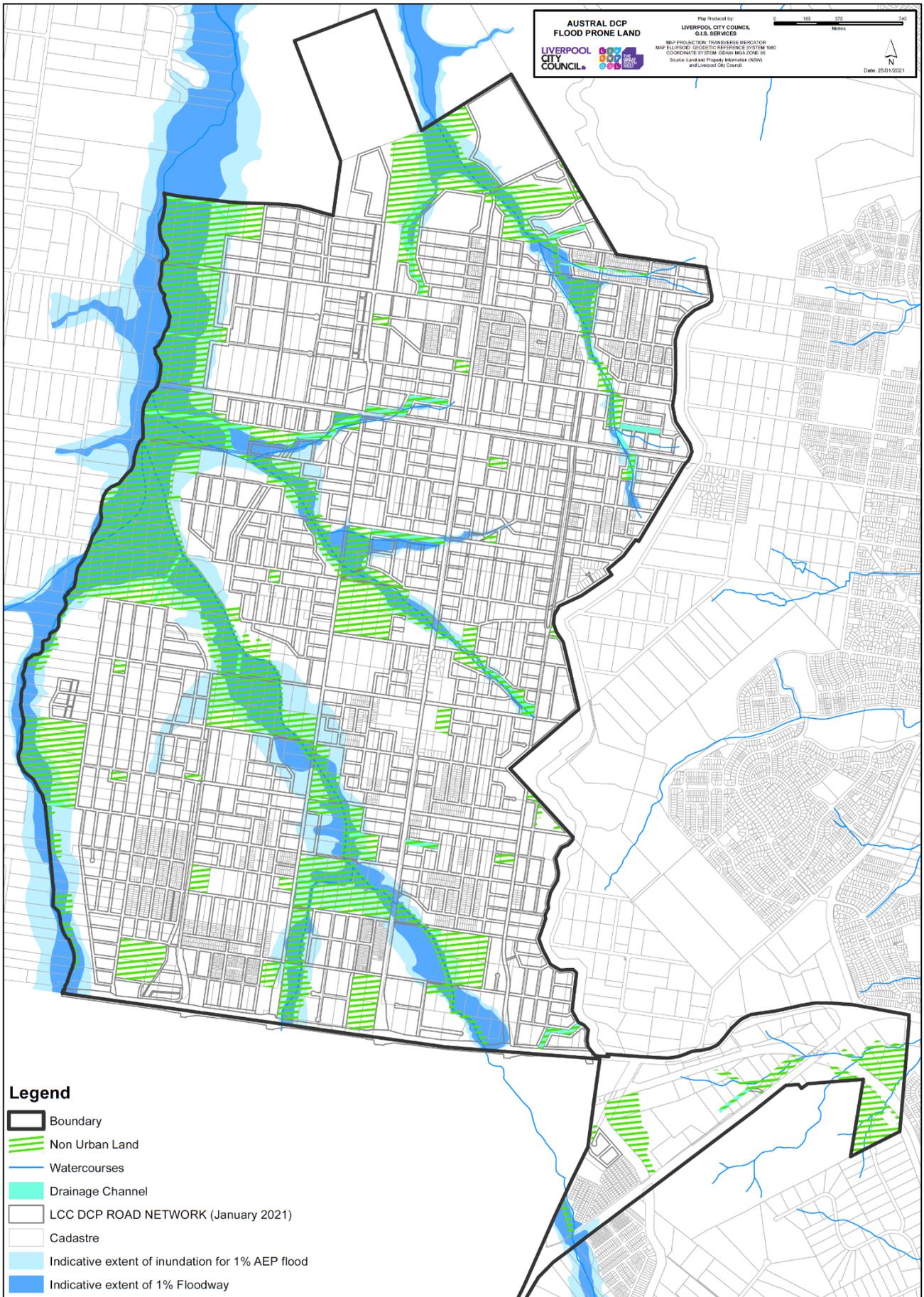


Figure 2-4: Flood prone land

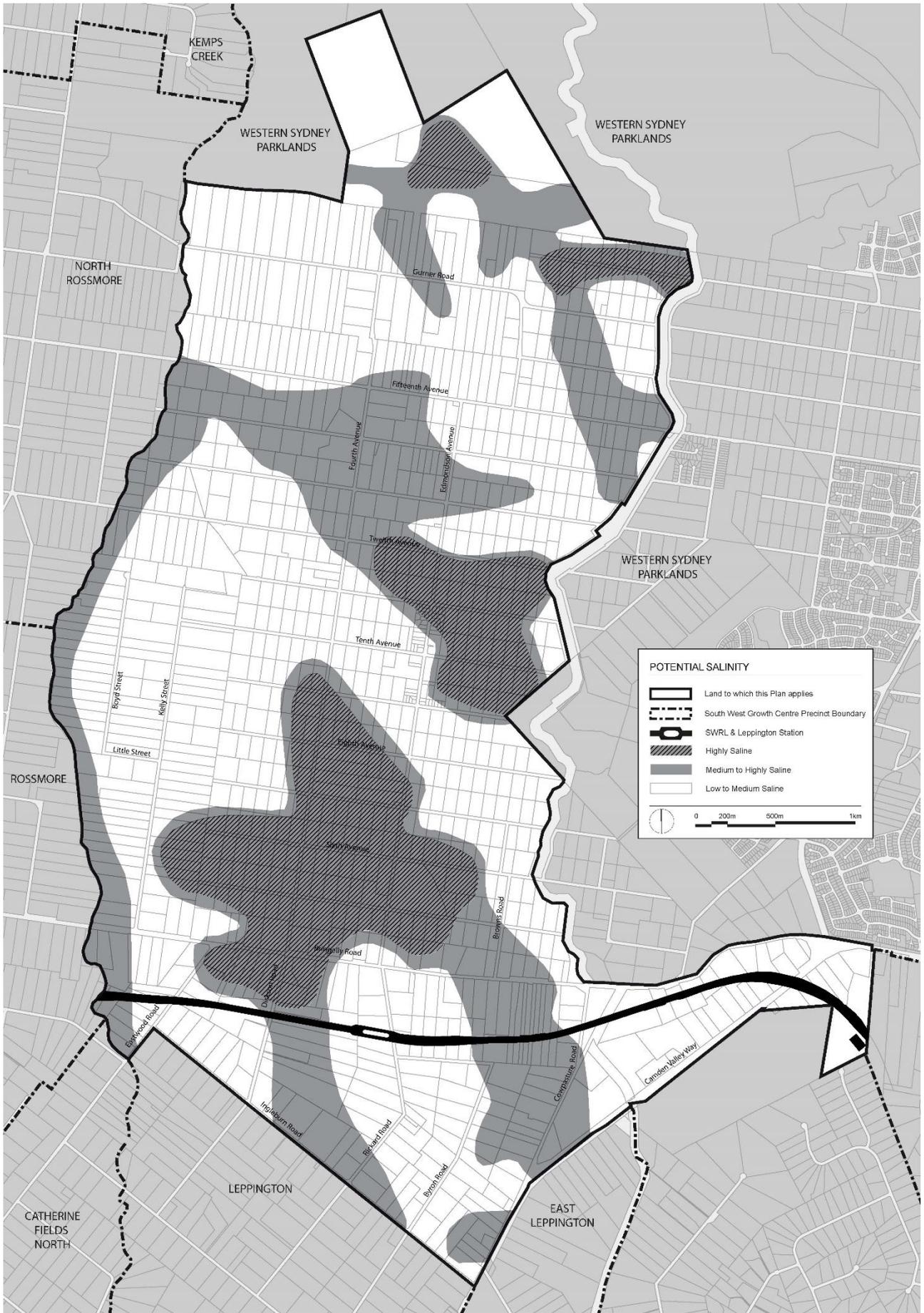


Figure 2-5: Areas of potential salinity risk

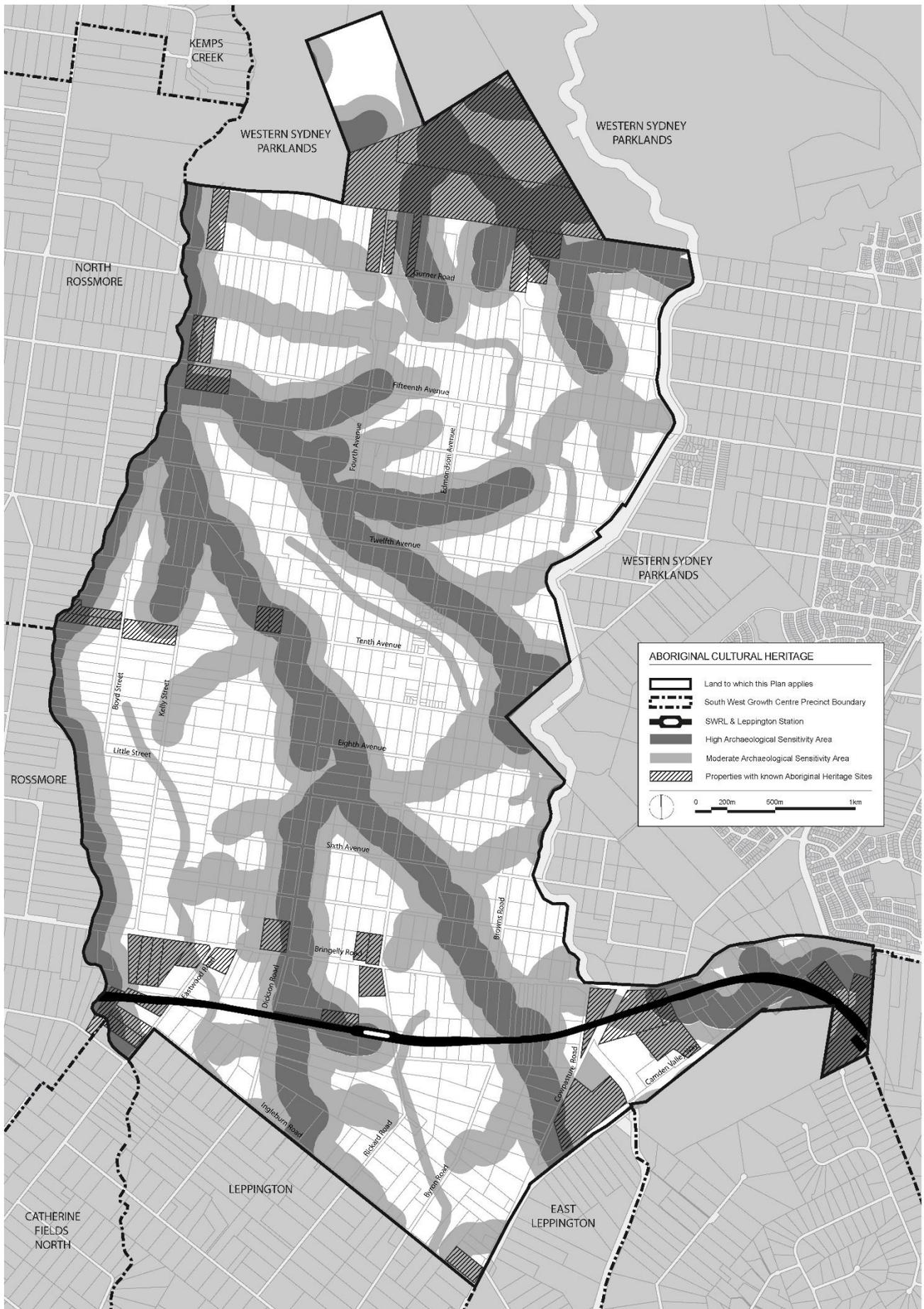


Figure 2-6: Aboriginal cultural heritage sites

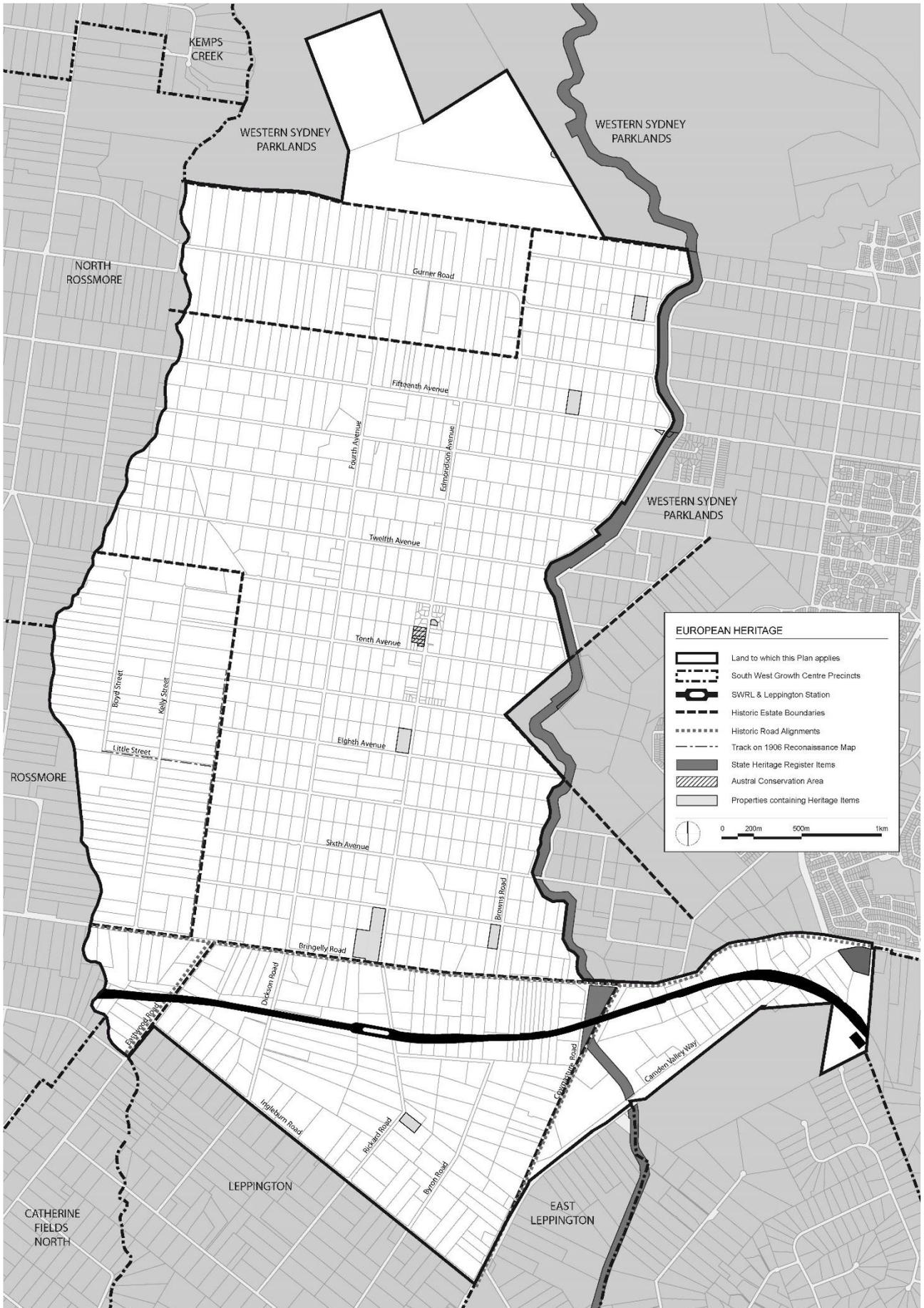


Figure 2-7: European cultural heritage

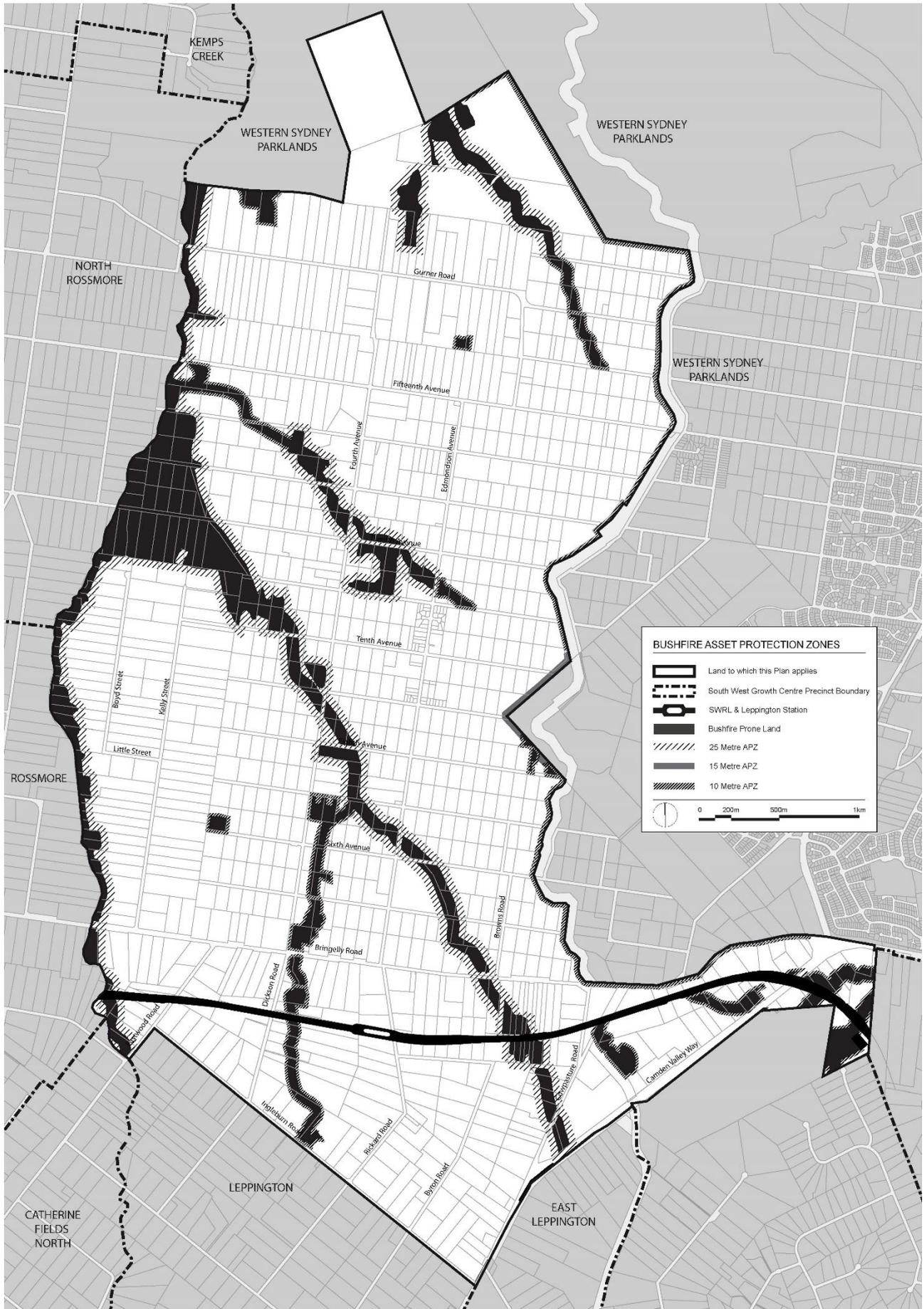


Figure 2-8: Bushfire risk and Asset Protection Zone requirements

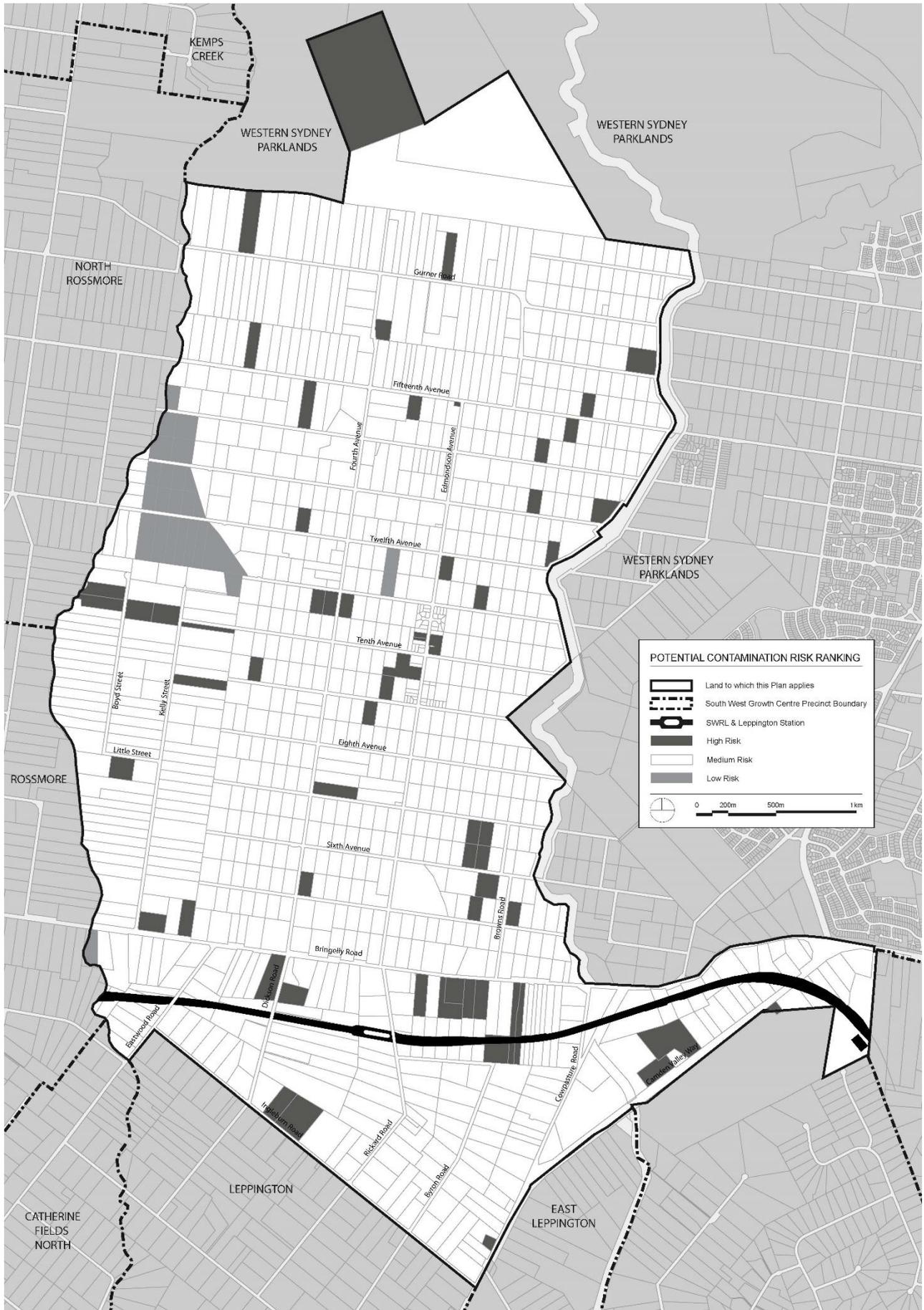


Figure 2-9: Potential contamination risk ranking

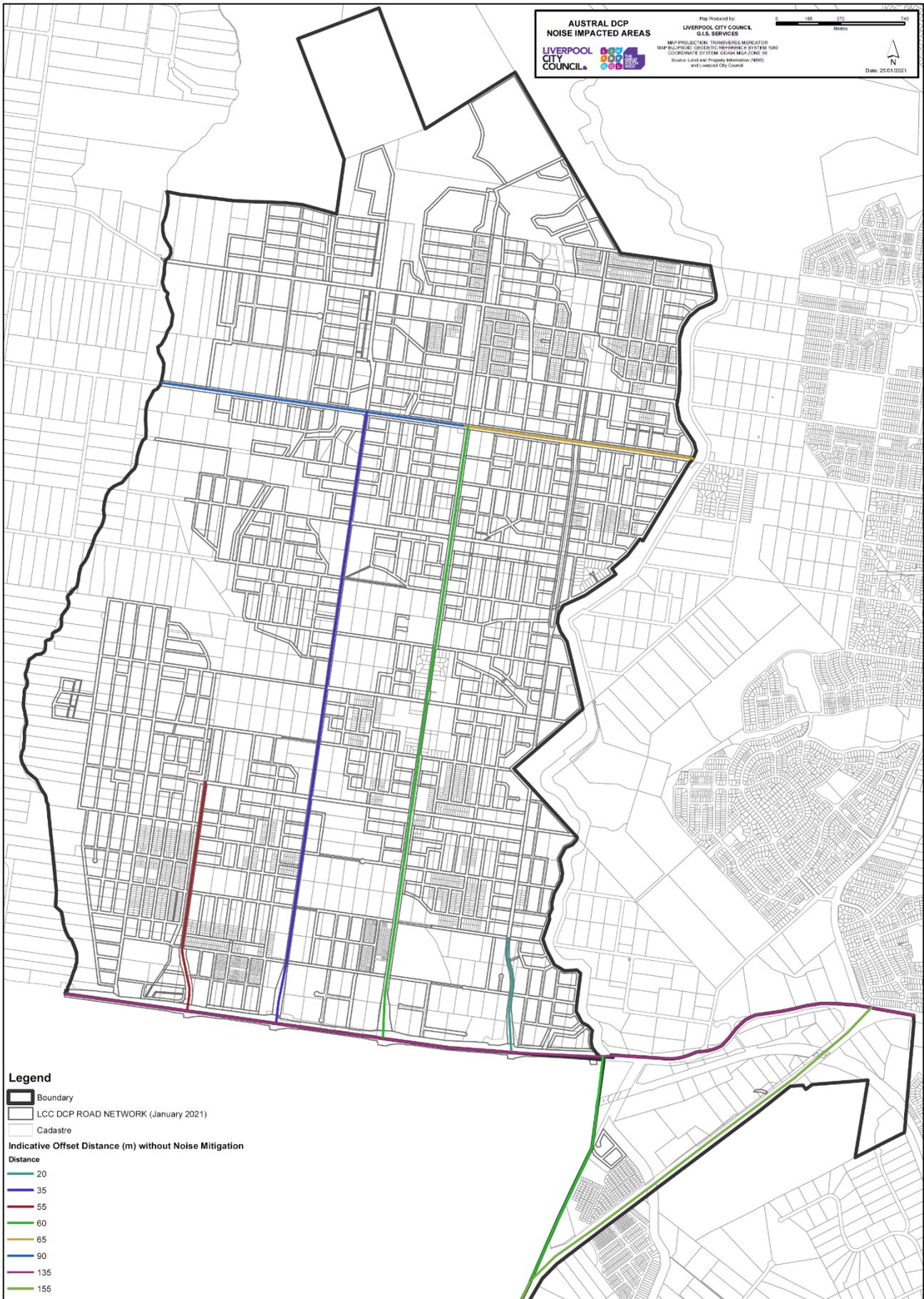


Figure 2-10: Potential noise attenuation measures

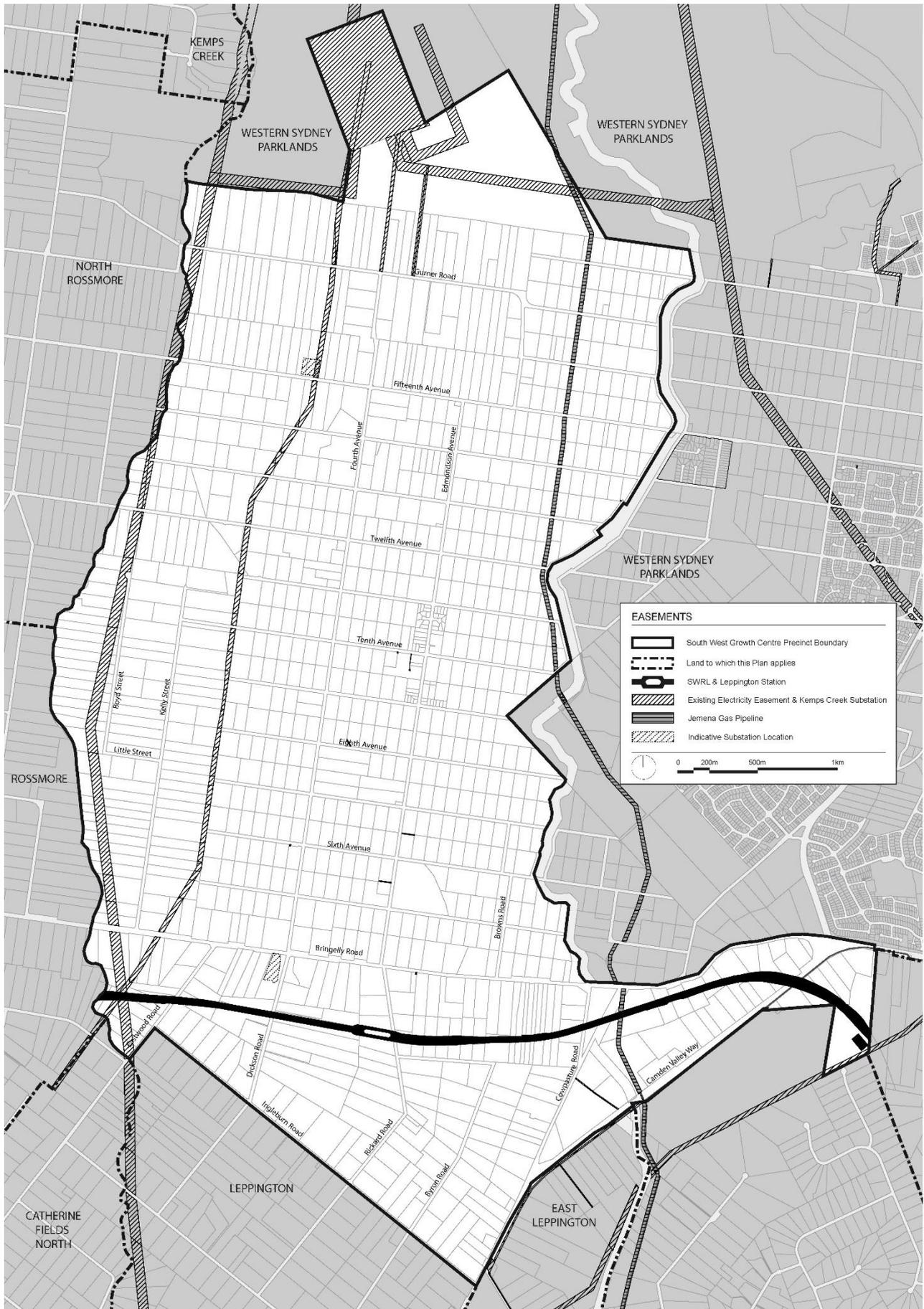


Figure 2-11: Location of easements

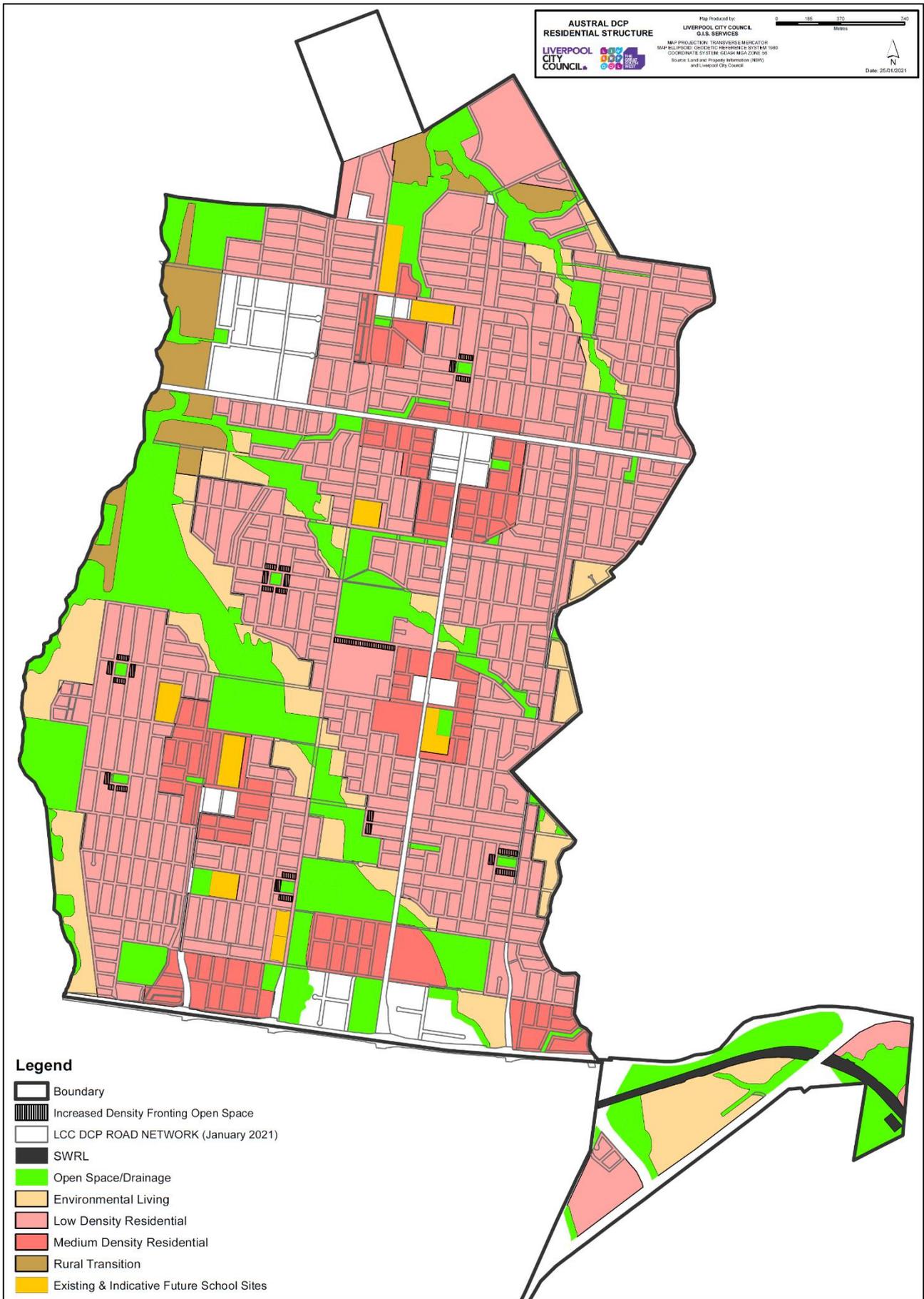


Figure 2-12: Residential structure

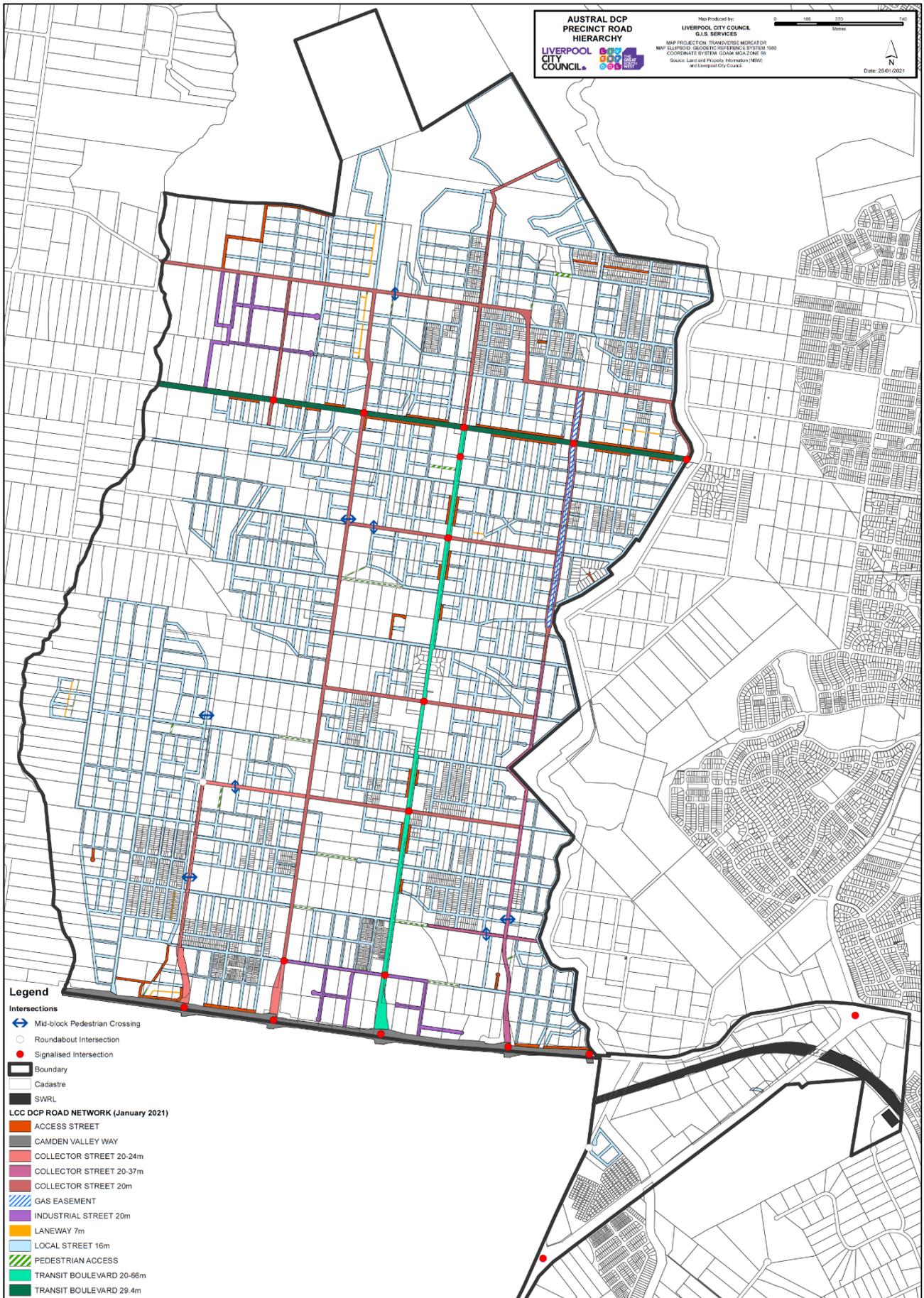


Figure 2-13: Precinct road hierarchy

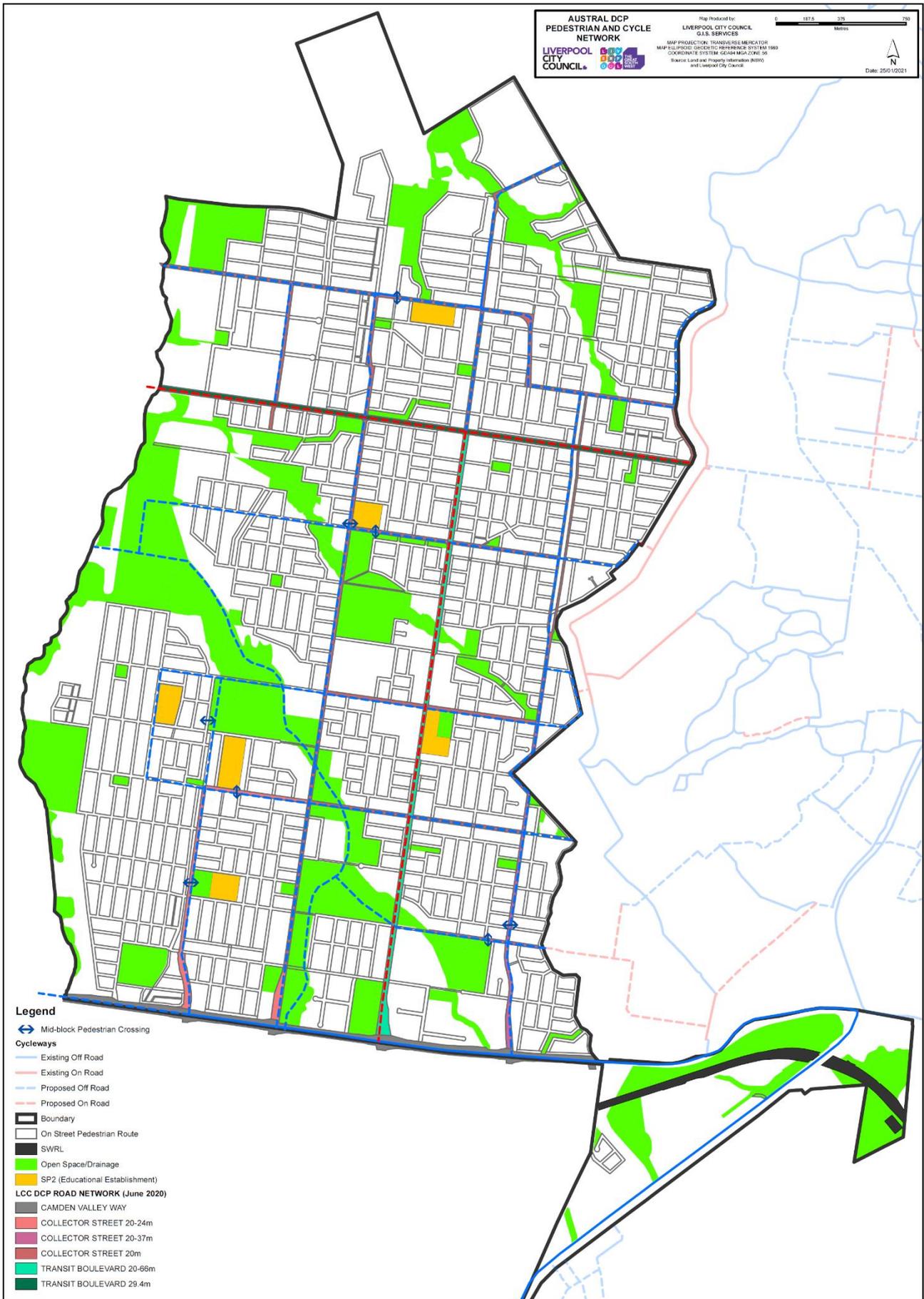


Figure 2-14: Pedestrian and cycle network

3 Centre Development Controls

Note: This part provides figures for the Austral and Leppington North Precincts that support the development controls for Centres in **Part 5** in the main body of the DCP. This part also contains Precinct Specific Controls for the Local Centre and Neighbourhood Centres, which are additional controls to the Centre controls in **Part 5** in the main body of the DCP.

3.1 Centres within the Austral and Leppington North Precincts

3.1.1 Hierarchy and function of local and neighbourhood centres

Objectives

- a. To establish the function of the Local Centre and Neighbourhood Centres within the Precincts
- b. To ensure that the centres develop a range of retail, commercial and community related uses that serve the needs of the surrounding population.

Controls

1. The location of centres is to be as shown on **Figure 3-1**.
2. The Austral Local Centre is to contain a mix of retail and local commercial land uses, to a maximum gross leaseable floorspace of 30,000m².
3. The Gurner Avenue Neighbourhood Centre is to contain a mix of retail and local commercial land uses, to service a population in the order of 10,000 people, and to a maximum gross leaseable floorspace of 10,000m².
4. The Eighth Avenue Neighbourhood Centre is to contain a mix of retail and local commercial land uses, to service a population in the order of 10,000 people, and to a maximum gross leaseable floorspace of 10,000m².
5. The Austral Neighbourhood Centre is to expand on the existing retail and community uses to cater for a population in the order of 10,000 people and to a maximum gross leaseable floorspace of 10,000m².
6. All local and Neighbourhood Centres are to contain a mix of large floorplate and specialty retail uses.
7. Leppington Major Centre is to be the focus of higher order retail, commercial, entertainment, civic and cultural activities in the South West Growth Centre, and will be supported by the Local and Neighbourhood Centres.
8. Neighbourhood shops, located outside the defined centres, are encouraged where they serve a particular market need and can be integrated with surrounding land uses. Out of centre retailing is not encouraged where it is inconsistent with the Indicative Layout Plan or where it would jeopardise the function and viability of the Local and Neighbourhood Centres or the Leppington Major Centre.

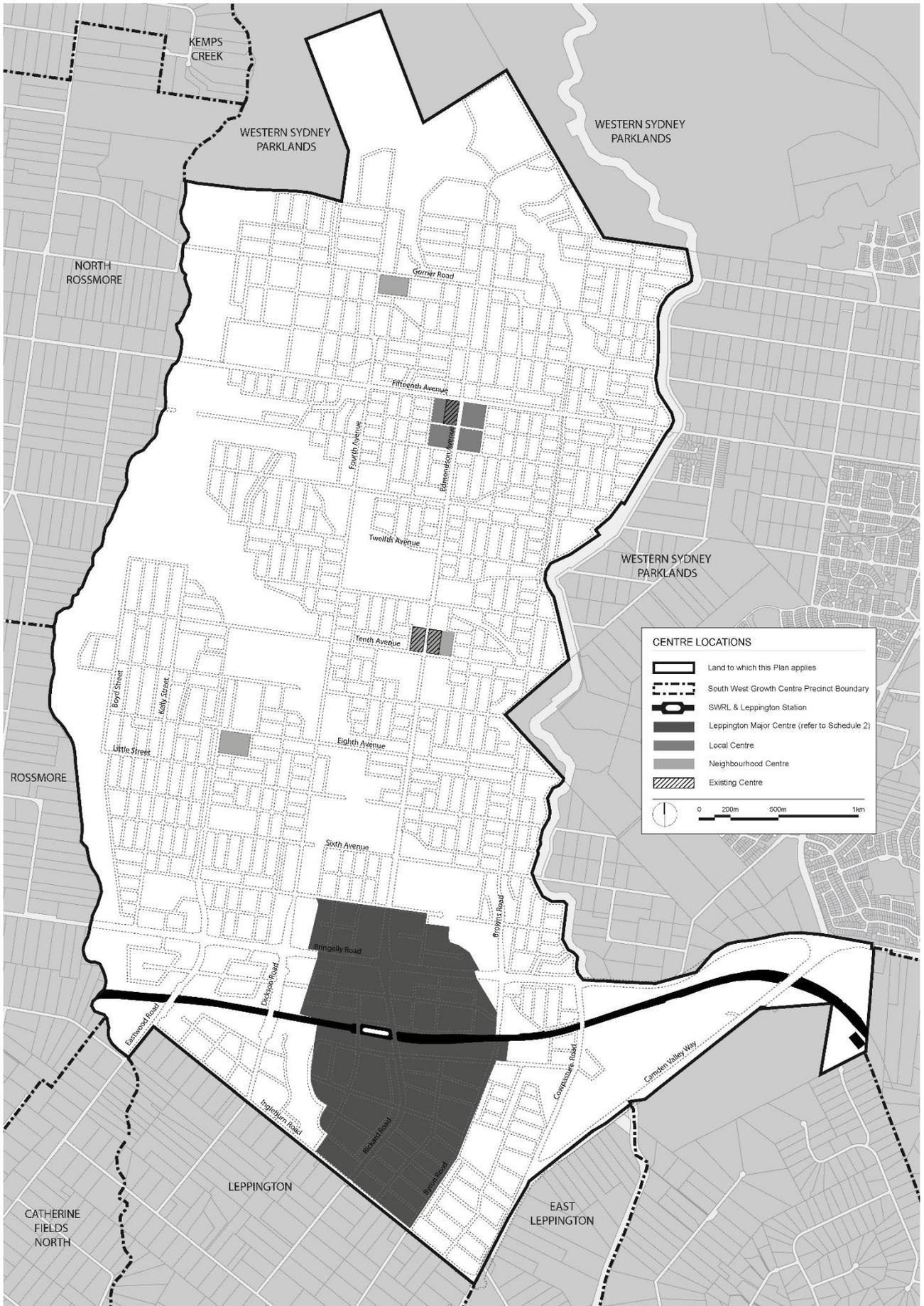


Figure 3-1: Location of Centres

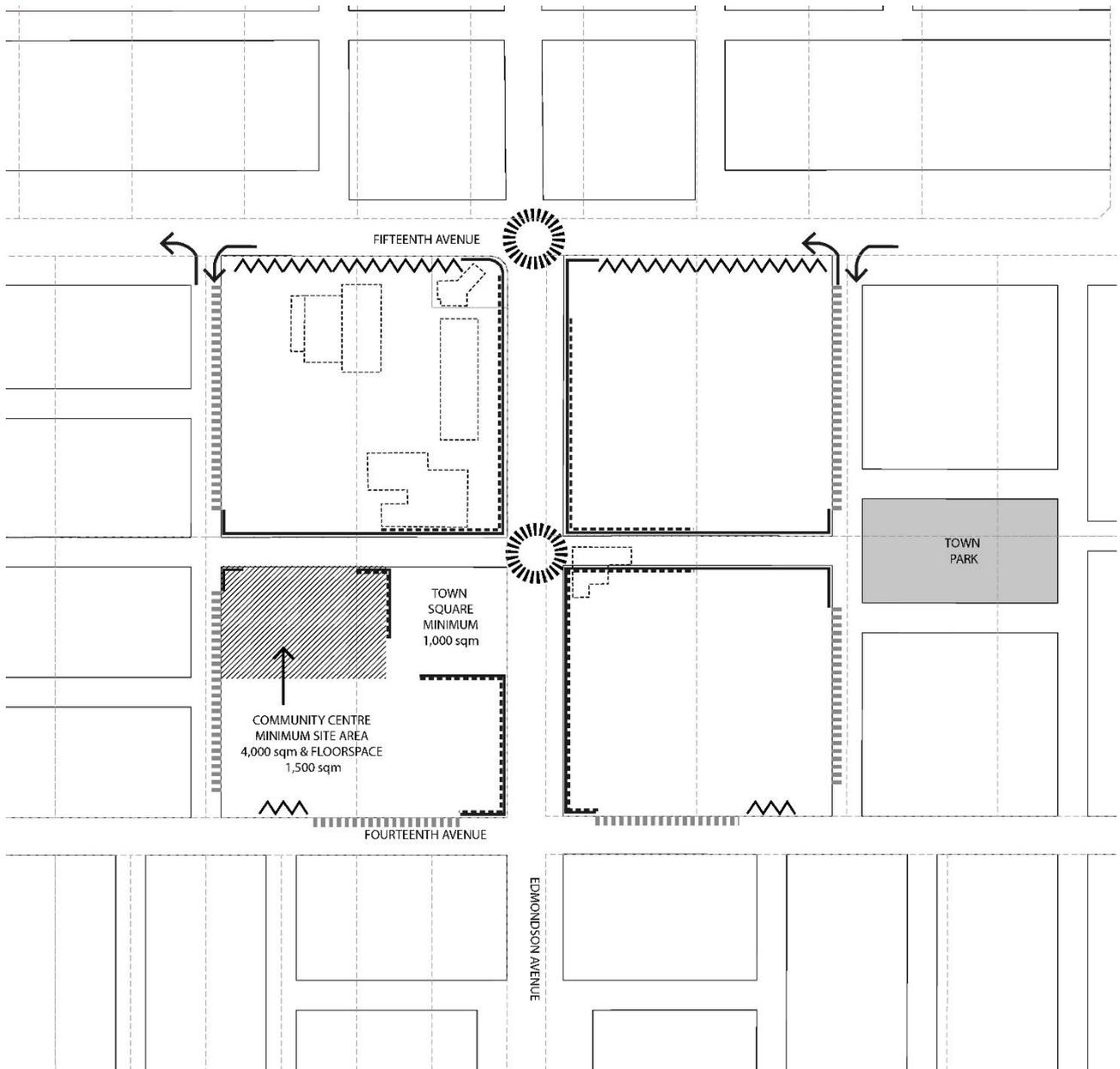
3.1.2 Austral Local Centre

Objectives

- a. To facilitate the development of local centre retail, commercial and community uses that provide access to shopping, employment and services for residents of the Austral and Leppington North Precincts.
- b. To encourage a high standard of development and a quality, attractive environment within the local centre.

Controls

1. The main street in the Austral Local Centre is Edmondson Avenue.
2. Edmondson Avenue, within the Local Centre, is to be designed in accordance with **Figure 3-3**.
3. Active Street Frontages are to be provided to the main street and to the new east-west street that links the town park to the town square, consistent with **Figure 3-2**.
4. The new east-west street linking the town park to the town square is to be designed in accordance with the typical main street at **Figure 5-3** in Part 5 of this DCP.
5. On street parking is to be provided on Edmondson Avenue and the new east-west active street, except where turning lanes or bus bays prevent parking.
6. Vehicular access to the centre is to be primarily via perimeter streets including Fifteenth Avenue and Fourteenth Avenue, and new north-south oriented perimeter streets.
7. Loading areas that are adjacent to residential zoned land are to include visual and acoustic screening to protect the amenity of residents.
8. Development adjacent to the town square is to be oriented with active frontages facing the square.



AUSTRAL TOWN CENTRE

- Existing Cadastral
- Street Defining Buildings (zero setback)
- - - - - Required Active Frontage (minimum 50% glazing/openings)
- ☀ Signalised Intersection
- ▤ Potential Vehicle Access (Loading areas not to be visible from street)
- ▨ Preferred Community Centre Location
- ⚡ No Vehicle Access
- Open Space
- Other Existing Buildings

0 20m 50m 100m

Figure 3-2: Desired future layout – Austral Local Centre

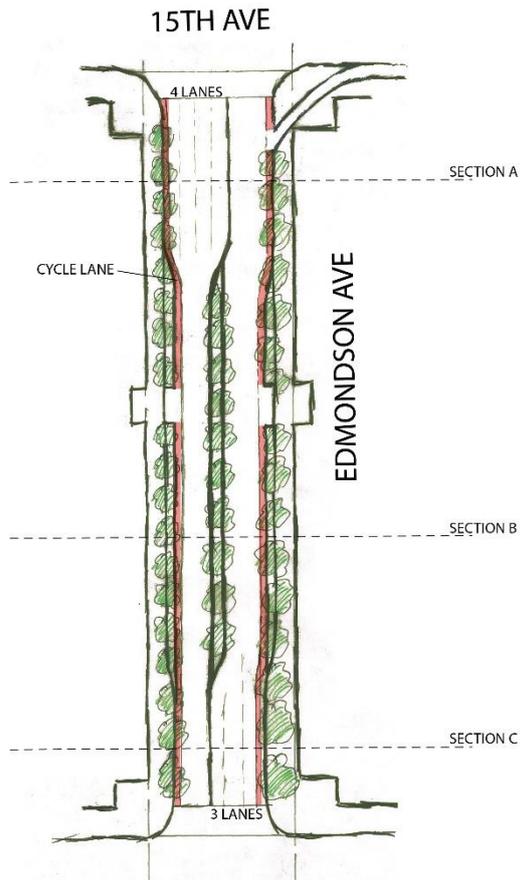


Figure 3-3: Edmondson Avenue design – Austral Local Centre

Note: Refer to cross sections on following pages that correspond with the section locations above

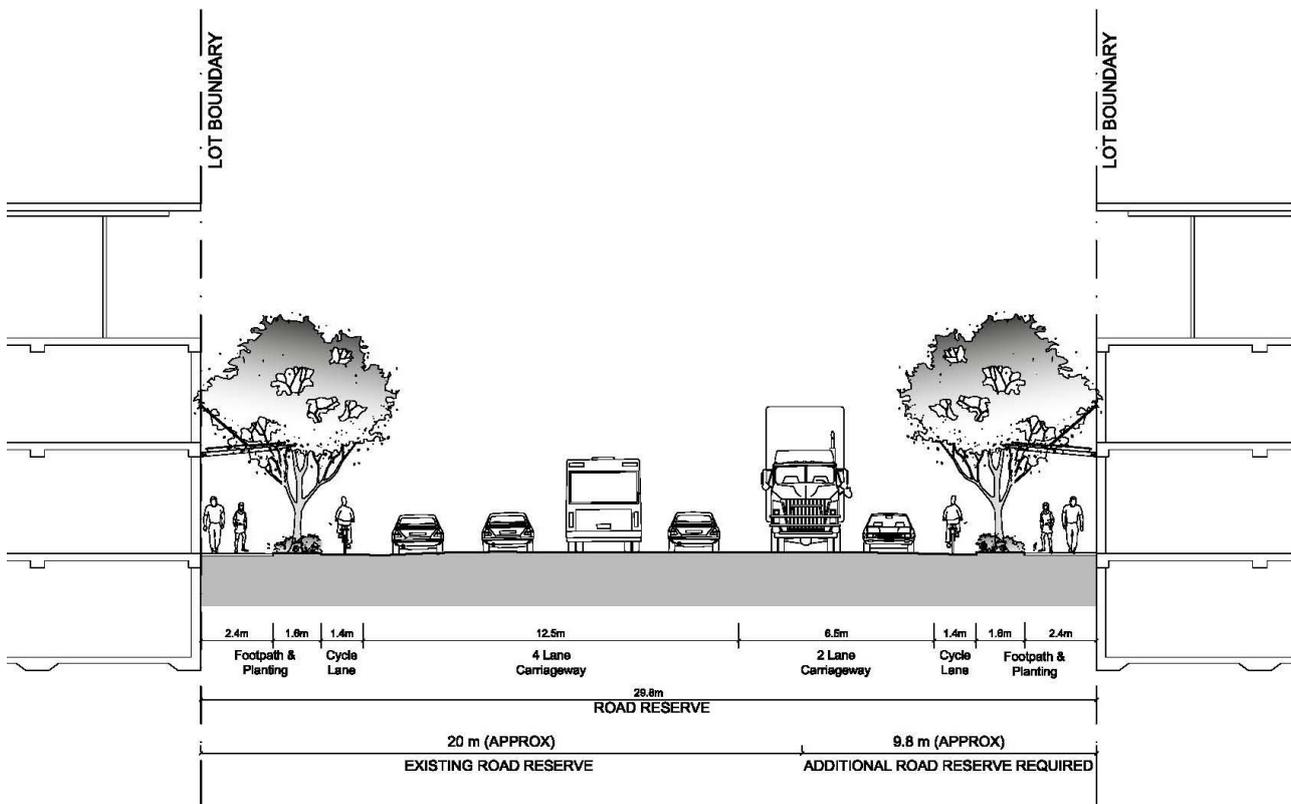


Figure 3-4a: Edmondson Avenue Austral Town Centre Section A

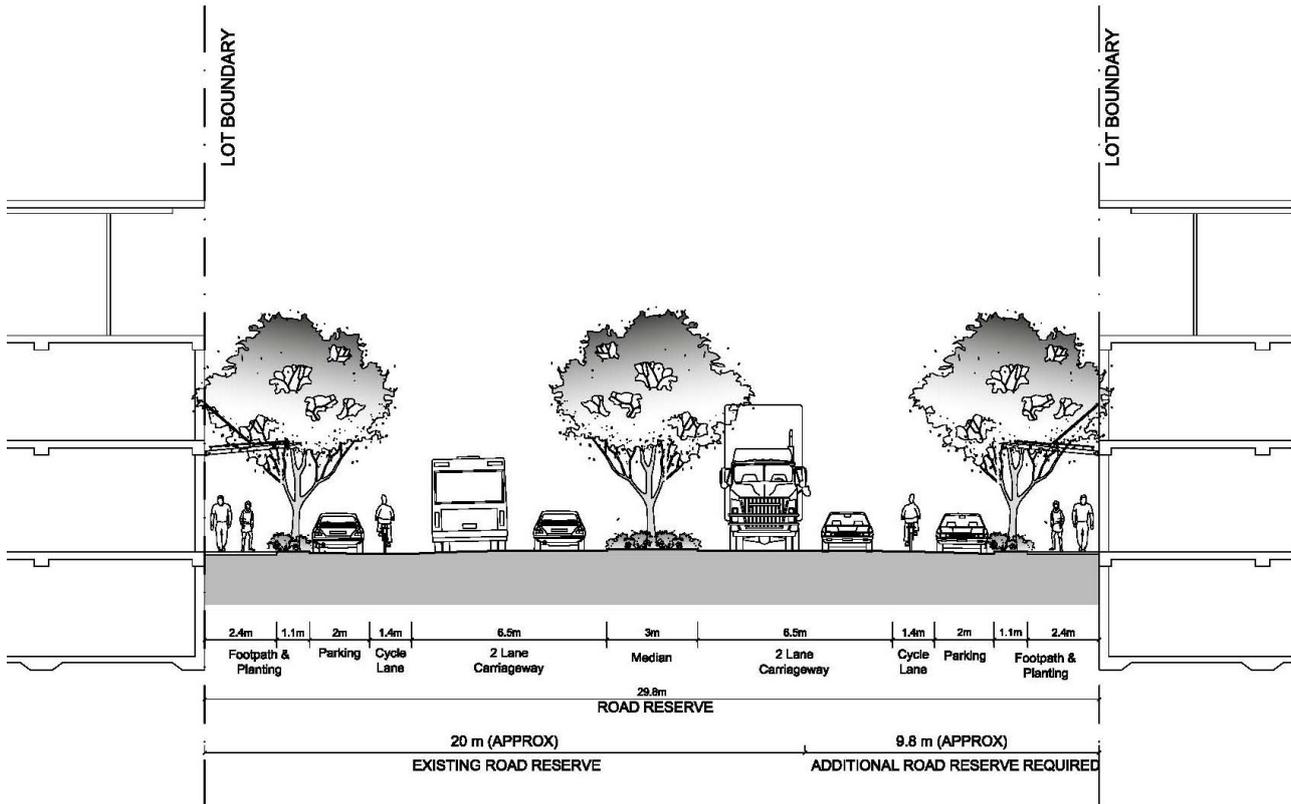


Figure 3-4b: Edmondson Avenue Austral Town Centre Section B

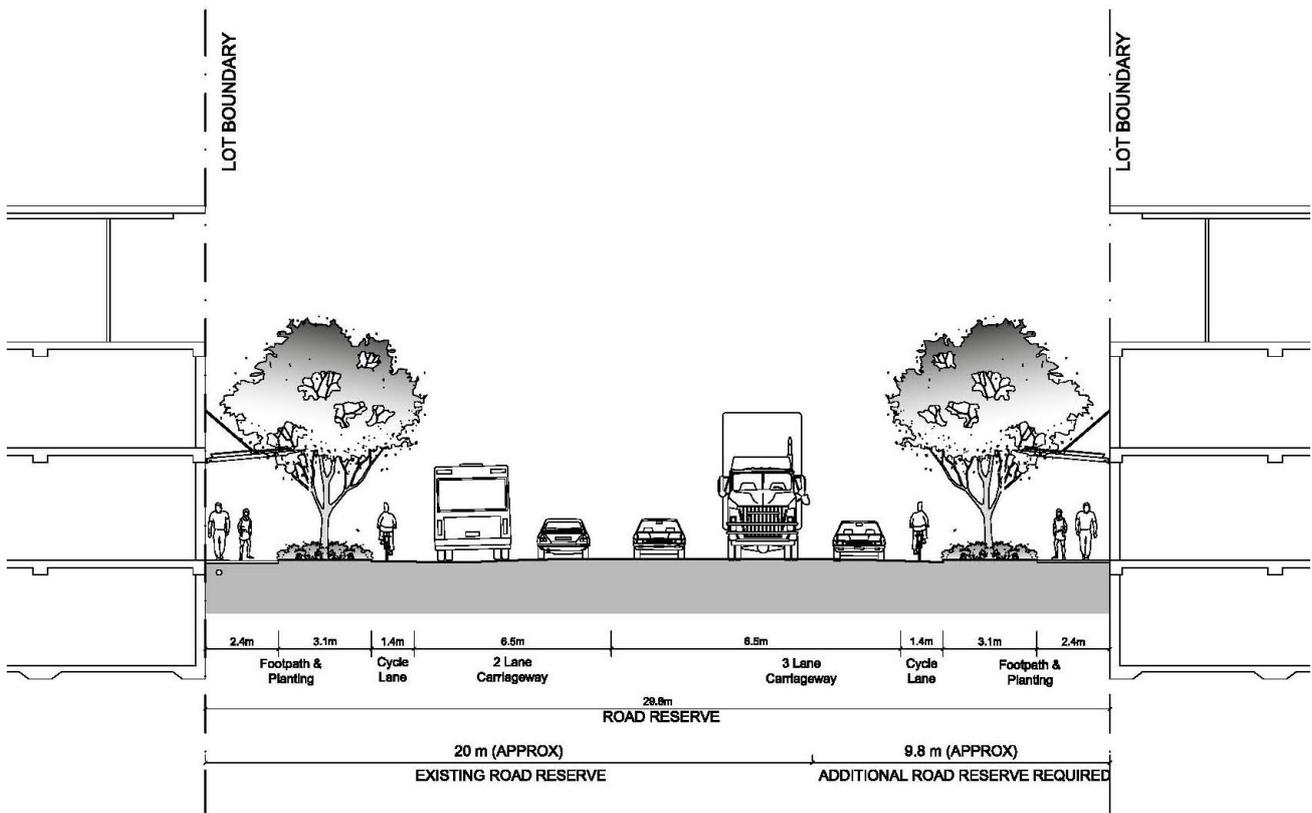


Figure 3-4c: Edmondson Avenue Austral Town Centre Section C

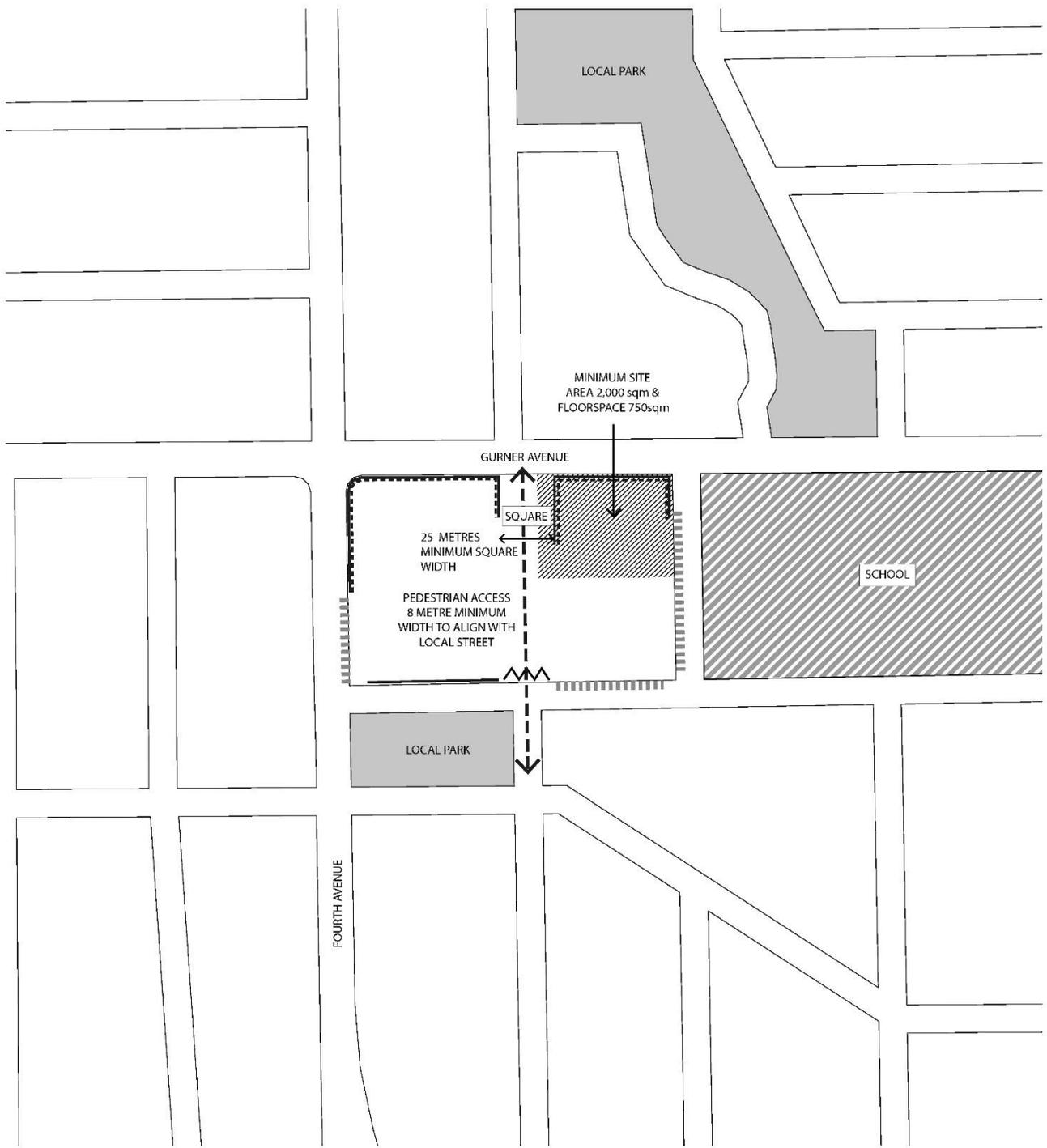
3.1.3 Gurner Avenue Neighbourhood Centre

Objectives

- a. To facilitate the development of neighbourhood centre retail, commercial and community uses that provide access to shopping, employment and services for residents of the northern part of the Austral Precinct.
- b. To encourage a high standard of development and a quality, attractive environment within the neighbourhood centre.

Controls

1. The main street in the Gurner Avenue Neighbourhood Centre is Gurner Avenue.
2. Active Street Frontages are to be provided to the main street consistent with **Figure 3-4**.
3. On street parking is to be provided on Gurner Avenue except where turning lanes or bus bays prevent parking.
4. Vehicular access to car parks and loading bays is to be primarily via perimeter streets including Fourth Avenue, and streets to the south and east of the centre.
5. Loading bays are to be located behind buildings fronting Fourth Avenue and Gurner Avenue.
6. Loading areas that are adjacent to residential zoned land are to include visual and acoustic screening to protect the amenity of residents.
7. Loading areas are to be located to not be visible from parks.
8. Development in the centre is to relate to the park located to the south of the centre.



GURNER AVENUE NEIGHBOURHOOD CENTRE

- Existing Cadastre
- Preferred Community Centre Location
- Street Defining Buildings (zero setback)
- Required Active Frontage (minimum 50% glazing/openings)
- Signalised Intersection
- Potential Vehicle Access (Loading areas not to be visible from street)
- No Vehicle Access
- Open Space



Figure 3-4: Desired future layout – Gurner Avenue Neighbourhood Centre

3.1.4 Eighth Avenue Neighbourhood Centre

Objectives

- a. To facilitate the development of neighbourhood centre retail, commercial and community uses that provide access to shopping, employment and services for residents in parts of the precincts between Bonds Creek, Kemps Creek and Bringelly Road.
- b. To encourage a high standard of development and a quality, attractive environment within the neighbourhood centre.

Controls

1. The main street in the Eighth Avenue Neighbourhood Centre is Eighth Avenue.
2. Active Street Frontages are to be provided to the main street consistent with **Figure 3-5**.
3. On street parking is to be provided on Eighth Avenue except where turning lanes or bus bays prevent parking.
4. Vehicular access to car parks and loading bays is to be primarily via perimeter streets to the west and south of the centre.
5. Loading bays are to be located behind buildings fronting Eighth Avenue.
6. Loading areas that are adjacent to residential zoned land are to include visual and acoustic screening to protect the amenity of residents.
7. Loading areas are to be located to not be visible from parks and sporting fields.

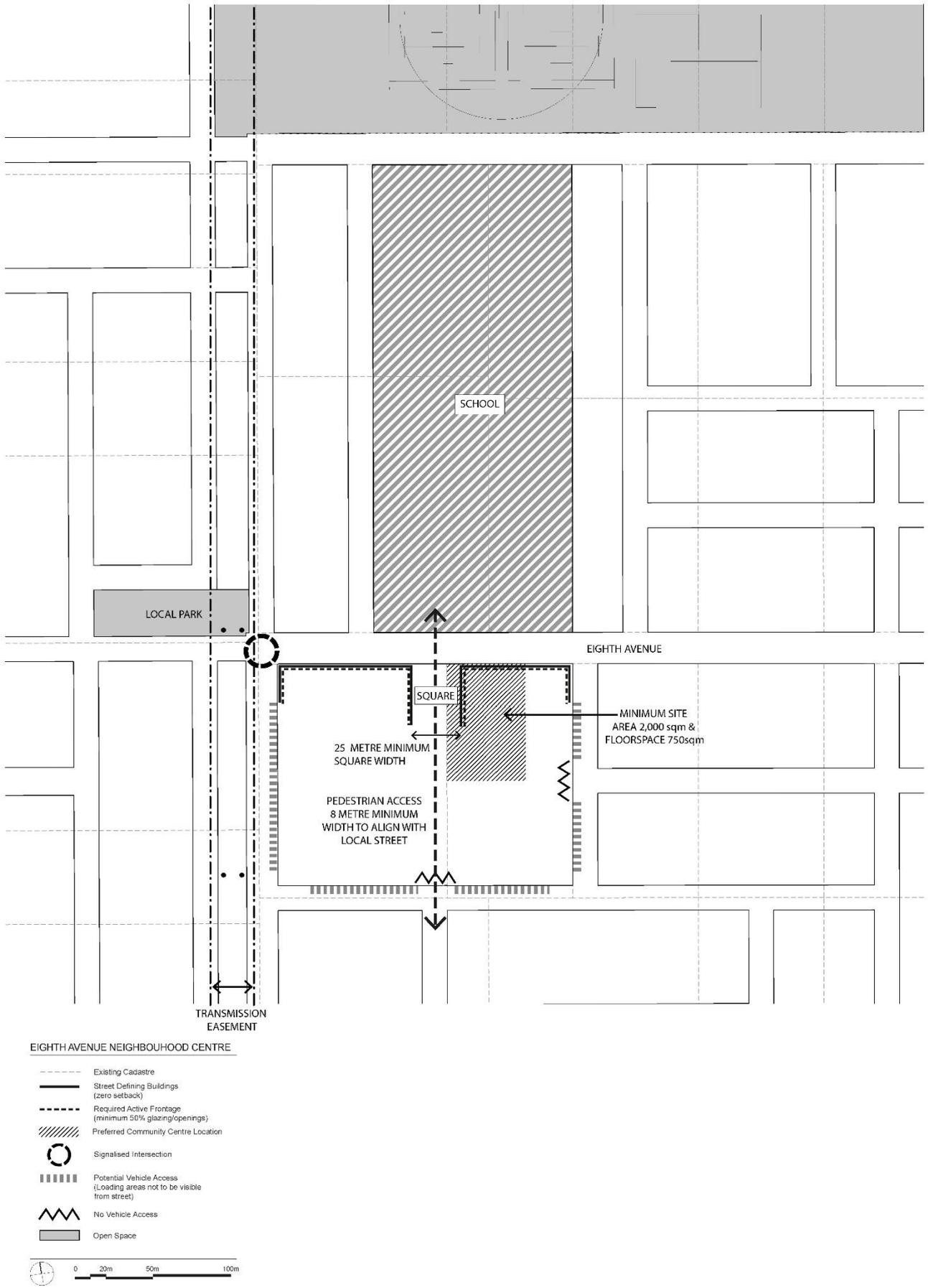


Figure 3-5: Desired future layout – Eighth Avenue Neighbourhood Centre

3.1.5 Austral Neighbourhood Centre

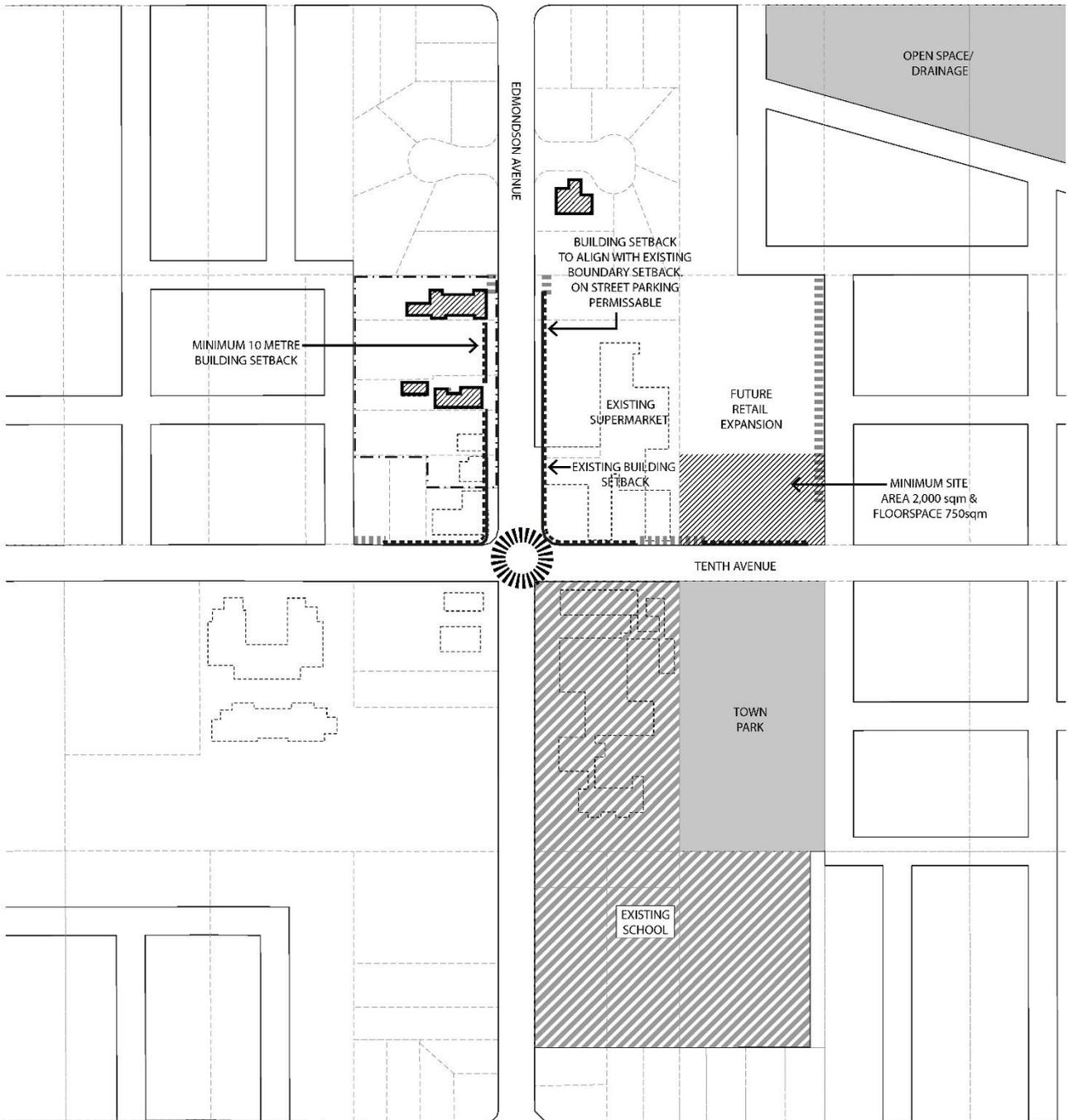
Objectives

- a. To facilitate the expansion of neighbourhood centre retail, commercial and community uses that provide access to shopping, employment and services for residents in the central parts of the Austral and Leppington North Precincts.
- b. To encourage a high standard of development and a quality, attractive environment within the neighbourhood centre.
- c. To protect and enhance the heritage character of parts of the Neighbourhood Centre and maintain the village character.
- d. To provide for future upgrades to Edmondson Avenue while ensuring it is an active street that contributes positively to the Neighbourhood Centre.

Controls

1. The main street in the Austral Neighbourhood Centre is Tenth Avenue.
2. Active Street Frontages are to be provided to the Edmondson Avenue and to Tenth Avenue consistent with **Figure 3-6**.
3. On street parking is to be provided on Tenth Avenue except where turning lanes or bus bays prevent parking.
4. Edmondson Avenue within the Austral Neighbourhood Centre, is to be constructed in accordance with the cross-section at **Figure 3-7**.
5. On street parking may be provided on Edmondson Avenue where:
 - Widening of the road reserve is possible in association with redevelopment of adjoining land; and
 - Car parking, footpath and verge areas will be constructed and dedicated to the road authority as part of the public road, at no cost to Council.
6. Where on street parking is to be provided on Edmondson Avenue, the Edmondson Avenue cross section is to be in accordance with cross-section B at **Figure 3-3**.
7. New buildings on the western side of Edmondson Avenue are to be set back to match or be greater than the setbacks of existing heritage buildings (refer to **Figure 2-7** for the locations of listed heritage items).
8. Elements of built heritage which contribute to the overall heritage significance of the Austral Town Centre Conservation Area (contributory items) should be retained.
9. The principal built form of contributory items, including roof lines, street-facing and side elevations, door and window-openings should be retained. Minor alterations that do not have a significant impact on the architectural form and character of the original building may be permitted.

10. Infill development should be of a modern design, which responds sympathetically to the historic character and setting of the Austral conservation area, and to the form, scale, massing, orientation and setback of its contributory items. Where possible, new infill buildings should address the street.
11. Infill development should not overwhelm the contributory items within the Austral conservation area, in height or massing. A maximum of two storeys on the street-facing elevation is appropriate, with taller elements of buildings to be set back behind the primary building line facing Edmondson Avenue.
12. Infill development or additions may be permitted at the rear of contributory items, where the design will achieve an aesthetically cohesive relationship between new and old, and the proposal is consistent with the character of the site and the broader conservation area.
13. New buildings on the eastern side of Edmondson Avenue are to be set back a minimum of 6 metres from the front property boundary, to make provision for on street parking and/or future widening of Edmondson Avenue.
14. Where redevelopment of existing retail uses is proposed, new buildings are to be positioned to provide active frontages to Tenth Avenue and Edmondson Avenue, with parking (apart from on street parking) and loading areas located to the rear.
15. Loading areas that are adjacent to residential zoned land are to include visual and acoustic screening to protect the amenity of residents.
16. Loading areas are to be located to not be visible from parks.



AUSTRAL NEIGHBOURHOOD CENTRE

- Existing Cadastre
- · - · - Heritage Conservation Area
- ▨ Heritage Buildings
- ▧ Preferred Community Centre Location
- Other Existing Buildings
- Street Defining Buildings (zero setback)
- · - · - Required Active Frontage (minimum 50% glazing/openings)
- ☼ Signalised Intersection
- · - · - Potential Vehicle Access (Loading areas not to be visible from street)
- Open Space



Figure 3-6: Desired future layout – Austral Neighbourhood Centre

4 Site Specific Controls

4.1 Development near or on gas easements

Objectives

- a. To ensure that development on or near gas easements considers potential impacts on the integrity and safety of the gas pipeline.
- b. To ensure reasonable standards of residential amenity and a high quality residential environment in the vicinity of gas easements.
- c. To minimise risks to property and people associated with gas pipelines.

Controls

1. The locations of roads in the vicinity of gas easements are to be consistent with the Indicative Layout Plan and the arrangement of development, including the subdivision pattern, location of dwellings and vehicular access is to be consistent with **Figure 4-1**.
2. Dwellings are to be oriented towards public roads and the gas easement.
3. Within the Environmental Living zone, the easement may be located in backyards or at the side of dwellings, where the location of the easement relative to existing or proposed roads prevents orientation of dwellings towards the easement, providing access to the easement for inspections and maintenance is not unduly restricted.
4. Garages and driveways are not to cross or be located within the easement. Where residential blocks are located within the easement, vehicle access to these properties is to be from the rear (i.e. the east side of the block).
5. Development and use of land within the easement is restricted by the conditions of the easement and applicants should demonstrate compliance with any restrictions imposed by the easement when submitting applications for development.
6. The following development within the easement must be referred to Jemena for approval prior to any works being completed, and evidence of Jemena's agreement must be submitted with the development application:
 - Excavation, blasting or other earthworks.
 - Any improvements or installations (eg. buildings, fencing or other structures).
 - Transport or parking of heavy vehicles.
 - Planting or cultivating trees within five metres of the pipeline
7. Fencing within the easement is not permitted.
8. Reference should be made to AS2885 in relation to sensitive land uses that may be restricted within a certain distance (referred to as the Zone of Influence) of the gas pipeline. Sensitive land uses include (but are not limited to) schools, hospitals, aged care facilities, child care centres, and community

facilities. Applicants should consult with the organisation responsible for the gas pipeline to determine specific requirements.

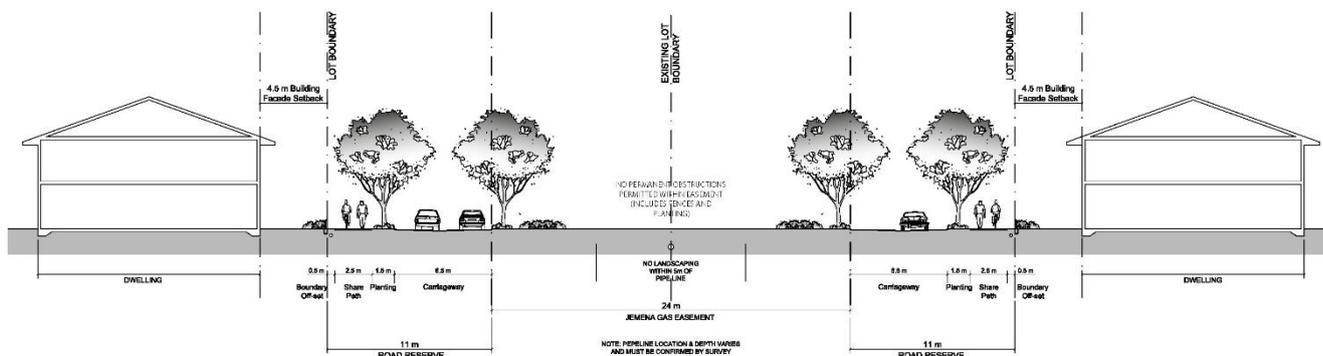


Figure 4-1: Preferred layout of development on land affected by gas easements

4.2 Development near or on electricity easements

Objectives

- a. To ensure that development on or near electricity easements considers potential impacts on the integrity and safety of electricity infrastructure.
- b. To ensure reasonable standards of residential amenity and a high quality residential environment in the vicinity of electricity easements.

Controls

1. Within land zoned R2 Low Density Residential or R3 Medium Density Residential, public roads are to be located adjacent to electricity easements.
2. The road verge may encroach into the easement, however, the carriageway should be located outside the easement except where roads cross the easement.
3. The layout of residential development adjacent to electricity easements is to be consistent with **Figure 4-2** and **Figure 4-3**, as applicable to the proposed development.
4. Council may consider accepting dedication of land within easements where the subdivision is in accordance with the Indicative Layout Plan.
5. In the E4 Environmental Living zone:
 - Dwellings and other buildings are to be located outside the easement.
 - The easement can be located in the rear yard.
 - Subdivision of land containing easements is to be minimised.
 - Battleaxe lots may be appropriate in some locations to maximise the development potential of land while avoiding impacts on the easement.

6. All proposed activities within electricity easements require approval from the relevant electricity infrastructure agency (TransGrid or Endeavour Energy). Applicants should consult with these agencies and obtain the relevant approvals prior to submitting a development application to Council. Evidence of approval is to be submitted with the development application.
7. Any proposed ground level changes and or road crossing within the easement may require the transmission line to be reconstructed or modified to provide the required clearance. All costs associated with any reconstruction or modifications are the responsibility of the applicant.
8. Where land is zoned for industrial purposes and is affected by an easement, the design of the proposed development should seek to maximise use of the easement land for purposes such as parking or storage, where those uses are consistent the requirements of Endeavour Energy.

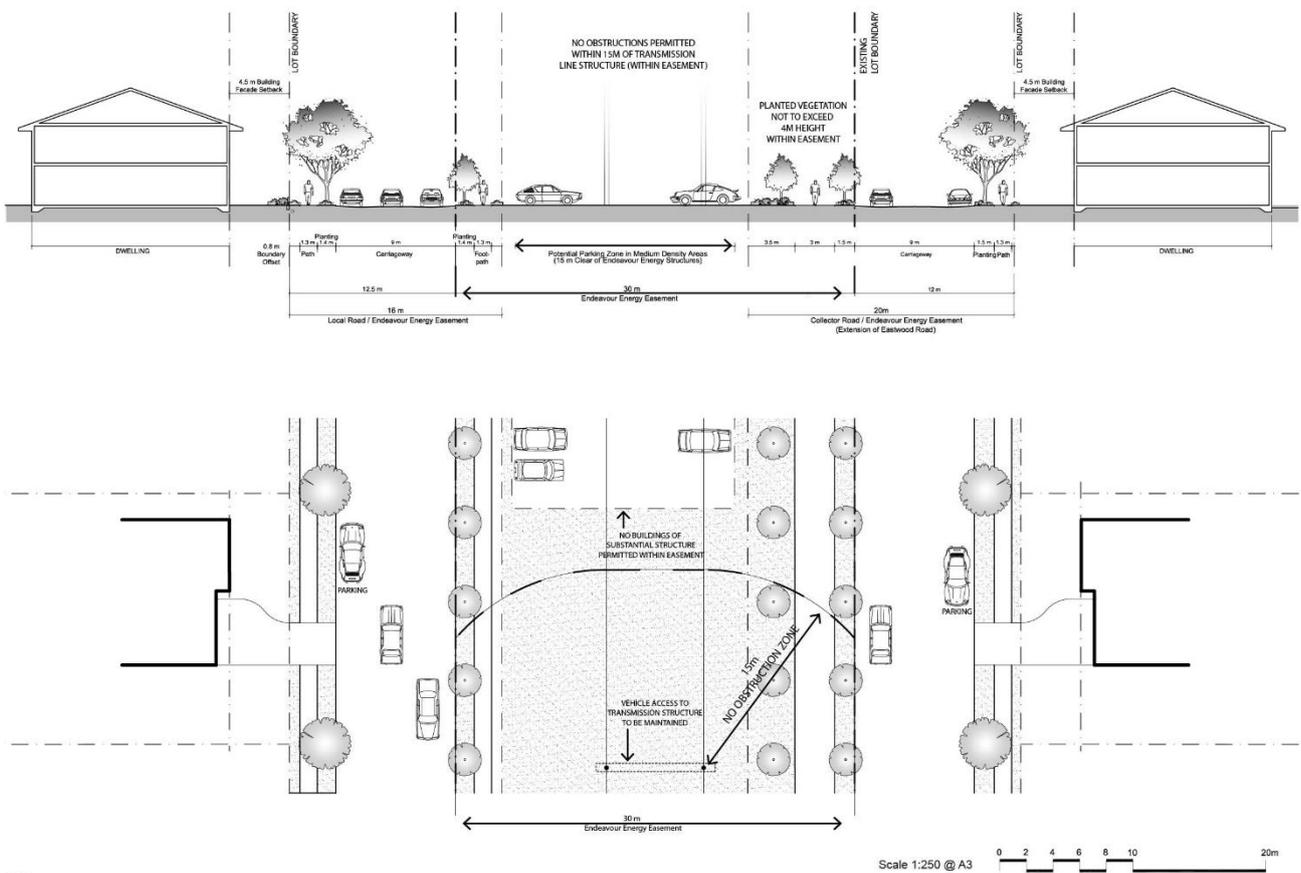


Figure 4-2: Preferred layout of development on land affected by Endeavour Energy electricity easement

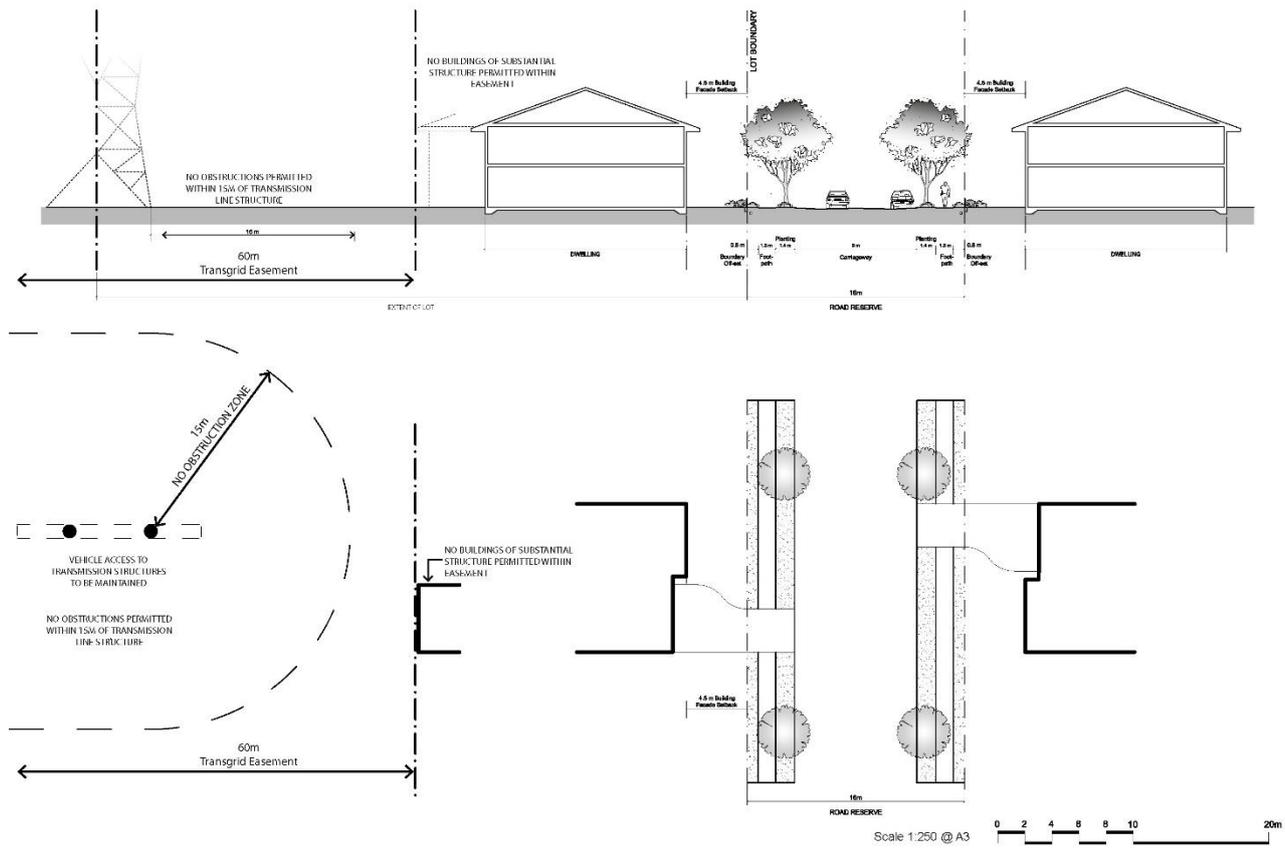


Figure 4-3: Preferred layout of development on land affected by TransGrid electricity easement

4.3 Development in the Environmental Living zone

Objectives

- a. To protect the significant environmental values of creek lines, flood prone land, and areas of high visual amenity.

4.3.1 Land affected by flooding

Controls

1. An example of the preferred subdivision pattern and locations of dwellings in the Environmental Living zone is at **Figure 4-4**. All applications for subdivision or for new dwellings are to demonstrate consistency with **Figure 4-4**.
2. Where land zoned Environmental Living is also affected by flooding, dwellings are to be located outside the extent of the 1 in 100 year flood line (refer to **Error! Reference source not found.**).
3. The floor level of all dwellings is to be at least 500mm above the level of the 1 in 100 year flood.
4. Fencing within areas affected by the 1 in 100 year flood is to be minimised, and the design of fencing is to ensure that flood waters are not affected and that debris will not become trapped in fences.

5. The design of subdivision and the location of dwellings is to ensure that all residents are able to safely evacuate in the event of a flood. Evacuation routes are to be submitted with the development application.
6. Dwellings and other buildings are not to be located within land affected by the Environmental Protection Overlay, shown on the Indicative Layout Plan.
7. Applications for new residential development or subdivision within the Environmental Living zone are to include landscaping plans and a vegetation management plan demonstrating how native vegetation is to be protected, rehabilitated and/or restored as part of the development. Landscaping is to consist of predominantly native (preferably native to the local area) species.
8. Applicants are to demonstrate compliance with the requirements of Planning for Bushfire Protection where new development is proposed within the Environmental Living zone. The application is to consider protection from bushfire hazards relating to remnant vegetation and to vegetation that is proposed to be planted on the property or on adjoining properties.

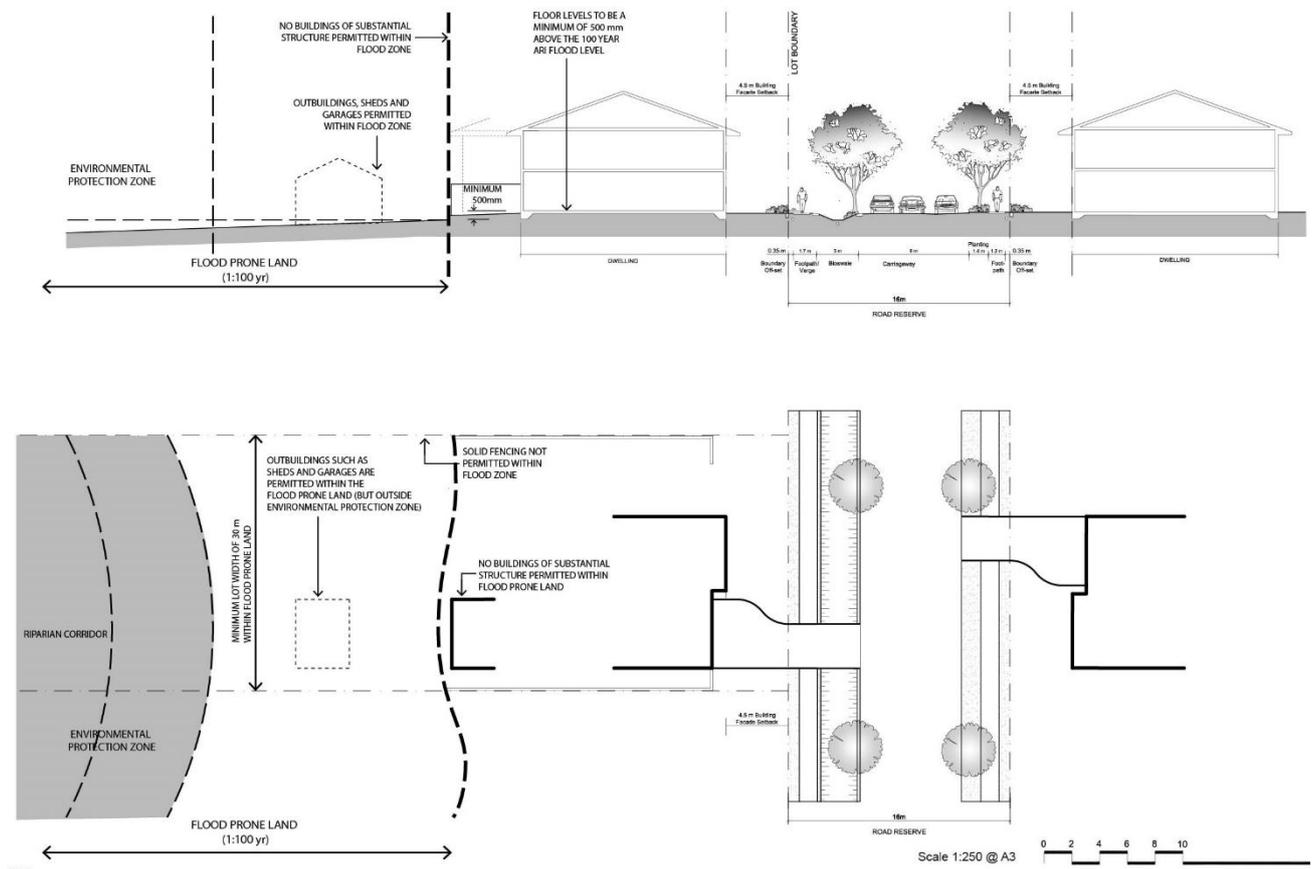


Figure 4-4: Preferred layout of development in Environmental Living zone affected by flooding

4.4 Land adjacent to the Sydney Catchment Authority Upper Canal

Objectives

- a. To ensure that the Upper Canal is taken into account in siting, designing and constructing any proposed development adjoining or in the vicinity of the Canal.
- b. To ensure that development adjacent to the Upper Canal corridor does not impact on the continued operation of the Canal infrastructure.
- c. To provide for the safety and amenity of the public living or visiting areas adjacent to the Upper Canal.
- d. To protect water quality by preventing stormwater or other pollutants entering the Upper Canal system.

Note: *The Upper Canal is owned and managed by the Sydney Catchment Authority and is located on land classified as a controlled area under the Sydney Water Catchment Management Act 1998. The Canal begins at Pheasants Nest Weir on the Nepean River and transfers water from the Upper Nepean dams to the Prospect Water Filtration Plant to supply a significant part of Sydney's drinking water. The Upper Canal is historically significant having functioned as part of Sydney's main water supply system for more than 120 years and is listed on the State Heritage Register. The Upper Canal corridor is also an aesthetically significant landscape element within the Greater Sydney Metropolitan region*

Controls

1. Where subdivision or development (other than residential accommodation) is proposed adjacent to the Upper Canal corridor, applicants shall consult with the Sydney Catchment Authority (SCA) as part of the process of preparing the development application. Any written requirements of the SCA shall be submitted with the DA and the DA documentation shall show how the requirements have been addressed.
2. A local road shall be provided, or existing roads retained, between development and the Upper Canal corridor. The road shall contain a landscaped verge between the road carriageway and Canal corridor. A footpath is not required to be constructed on the Canal side road verge as part of subdivision of adjoining land.
3. Road, pedestrian and cycleway crossings of the Upper Canal shall be minimized and located and designed in accordance with SCA requirements.
4. Earthworks (excavation or filling) and landscaping works carried out adjacent to or crossing the Upper Canal shall avoid damage to the Canal infrastructure in accordance with SCA requirements.
5. Appropriate fencing shall be provided, or existing fencing retained along the length of development boundaries that directly adjoin the Upper Canal corridor boundary, in accordance with SCA requirements.
6. Prior written approval shall be obtained from the SCA for any access that may be required to the Upper Canal corridor during the construction phase. .
7. Access points to the Upper Canal for SCA staff and contractors to carry out inspections and maintenance shall be retained or provided in accordance with SCA requirements.

8. Stormwater systems serving development adjacent to the Upper Canal shall be designed to ensure that stormwater does not enter the Canal. Stormwater management measures shall accommodate and not impede upstream flows from any systems that convey stormwater across, along or under the Upper Canal.

Note: Applicants are advised to refer to the SCA publication "Development Adjoining Sydney Catchment Authority Controlled Areas – Information for Consent and Determining Authorities and Proponents" when preparing development applications for land adjacent to the Upper Canal.

4.5 Land adjacent to the Western Sydney Parklands

Objectives

Controls

1. On land adjacent to the Western Sydney Parklands dwellings are to be oriented to face the Parklands and to provide for passive surveillance of the Parklands.
2. All residential lots are to be separated from the Parklands by a public road.
3. Where land is visible from the Western Sydney Parklands, dwellings are to be located away from high points to maximise preservation of the rural and bushland character of the locality. Dwellings and associated landscaping are to be positioned and designed so that, when landscaping is mature, the height of buildings does not exceed the height of the tree line.
4. Dwellings, other buildings or structures, and driveways are to be positioned to maximise the retention of existing trees on the property. Trees located on ridgelines or high points are to be retained and protected unless they are environmental weeds.
5. A landscape plan is to be submitted with every application for a new dwelling, alterations and additions to existing dwellings, or subdivision. The landscaping plan is to indicate:
 - Existing trees to be retained and removed, including justification for removal of trees.
 - Proposed landscaping including paved and soft areas, proposed planting arrangements and species.
 - Analysis of views to and from the Parklands and an assessment of the impacts of the development (including the proposed landscaping) on those views.