

# *Liverpool Growth Centre Precincts*

*Amending Development Control Plan  
(Austral ILP Amendment)*

*(Pre-Gateway) May 2019*

Note this draft DCP omits text which are not intended to be amended. Several sections objectives and controls have not been reproduced in this document, only sections of relevance have been displayed. Text which is to be inserted is shown in green and underlined, text which is to be deleted is shown in ~~red with strikethrough~~, explanatory notes, which will not form part of the DCP, are shown in *blue italics*.

Figure, clause, section, and table numbers, including in-text references to such items, will be updated to reflect the insertion of new items. Table of contents will also be updated to reflect changes. These changes are generally not annotated.

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2.0

**Precinct Planning Outcomes**

## 2.3 Site analysis

The following clauses contain matters to be addressed in relation to existing site characteristics, when planning new developments.

### 2.3.2 Water cycle management

#### Objectives

- a. – d. *No change.*
- e. *To provide an integrated streetscape approach in which landscape elements can improve stormwater quality run-off from urban areas to near pollutant free levels. This objective is to ensure that water quality measures within the streetscape can be implemented, and that other alternative approaches can be assessed.*

#### Controls

1. – 7. *No Change.*
8. Trunk drainage channels are to be designed and constructed as naturalised channels where possible.
9. - 11. *No Change.*
12. Subdivision, and subdivision supportive development including the construction of new roads, in some precincts requires the construction of water quality treatment infrastructure. The infrastructure is to be constructed in accordance with the guidelines below and Council's Engineering Specifications. If an alternative solution is proposed, the applicant must demonstrate that the proposed infrastructure will achieve the water quality targets in Table 2-1 [Water quality and environmental flow targets, as retained]~~Error! Reference source not found.~~ *As detailed in the Council report dated 27 March 2019 and the 'Austral and Leppington North Design of Water Management Infrastructure Draft Detailed Concept Design Report', a new set of controls is needed to specify the on-street water quality controls in place of, or in addition to, stand-alone bio-retention basins*
- Catchment scale controls are to be provided within stormwater detention basins in accordance with the detailed design for the proposed development in areas classified as 'Co-located biofilters only' and 'Co-located biofilters and streetscape control', as shown in the **Proposed Water Quality Control Strategy** figure, in the relevant Precinct Schedule.
  - In addition to the catchment-scale controls specified above, streetscape bioretention facilities (raingardens and tree pits) equivalent to 1% of the development area are to be provided in areas classified as 'Co-located biofilters and streetscape controls' in the **Proposed Water Quality Control Strategy** figure, in the relevant Precinct Schedule. Council's preference is for raingardens to be integrated into intersections as shown in **Figure 3-17 of clause 3.3.2**.
  - In areas classified as 'Streetscape controls only' within a **Proposed Water Quality Control Strategy** figure, in the relevant Precinct Schedule, streetscape controls (raingardens and tree pits) are to be provided as detailed in **Table 2-2**. Council's preference is for raingardens to be integrated into intersections as shown in **Figure 3-17 of clause 3.3.2**

**Table 2-2:** Minimum Raingarden Footprint per Hectare by Land Use in 'Streetscape only' Areas

Land Use	Overall Imperviousness	Minimum Raingarden Footprint
Residential	85%	120 m <sup>2</sup> /ha
Commercial	100%	150 m <sup>2</sup> /ha
Industrial	90%	155 m <sup>2</sup> /ha

13. Where this DCP provides for Bioretention systems or raingardens to be constructed as part of the streetscape or intersections, the systems will be designed generally in accordance with Figure 2-1 and Figure 2-2, and the following minimum specifications:

- Minimum extended detention depth of 100 mm
  - Maximum extended detention depth of 300 mm
  - Minimum filter media depth of 0.6 metre
  - Vegetation shall be selected from the VMP (see section 8.2 of *Austral and Leppington North Design of Water Management Infrastructure Draft Detailed Concept Design Report*) and shall be of a height suitable for sight lines and traffic calming, fully integrated into the streetscape
  - Filter composition and saturated hydraulic conductivity in accordance with the current Biofilter Adoption Guidelines (Payne, et al., 2015)
  - Saturated hydraulic conductivity shall be 50 to 200 mm/hr
  - To be fully lined
  - Overflows shall be directed to the local drainage system
  - All pipes to be sewer grade to withstand high-pressure cleaning
  - A geo-textile layer should be utilised between fine grain aggregates and coarse sand and not wrapped around pipes (to avoid blockages)
14. To ensure plant survival and prevent damage from silt and construction activities, streetscape biofiltration systems are not be implemented as operational until more than 85% of the contributing catchment is fully developed and soils are stabilised. Council encourages this land area to be utilised as silt traps as an interim use.
15. In instances where on-street Bioretention systems are necessary and where insufficient treatment is provided using intersection bioretention systems, tree pits will be required to ensure the water quality objectives in **Table 2-1** are met. The tree pits shall comply with the following:
- Maximum extended detention depth of 100 mm
  - Minimum filter depth of 0.8 metre
  - A tree shall be selected with moderate to high water needs to be planted within the pit in accordance with Councils tree planting policy
  - Filter composition in accordance with the current Biofilter Adoption Guidelines (Payne, et al., 2015)
  - Saturated hydraulic conductivity shall be 50 to 200 mm/hr
  - To be fully lined
  - Subsoil drainage shall be provided with a cleanout inspection opening
  - Overflows shall be directed to the local drainage system
  - To be constructed upstream of the local drainage inlet pits
  - All pipes to be sewer grade to withstand high-pressure cleaning
16. To ensure plant survival and prevent damage from silt and construction activities, tree pits are not be implemented as operational until more than 85% of the contributing catchment is fully developed and soils are stabilised. Council encourages this land area to be utilised as silt traps as an interim use.
17. Vegetation species for planting within any raingardens should be selected in accordance with section 8.2.1 *Co-located Biofilters and streetscape raingardens (excluding Wetland Distribution Channel, of the 'Austral and Leppington North Design of Water Management Infrastructure - Detailed Concept Design Report'* prepared by SMEC Pty Ltd, for Liverpool City Council.

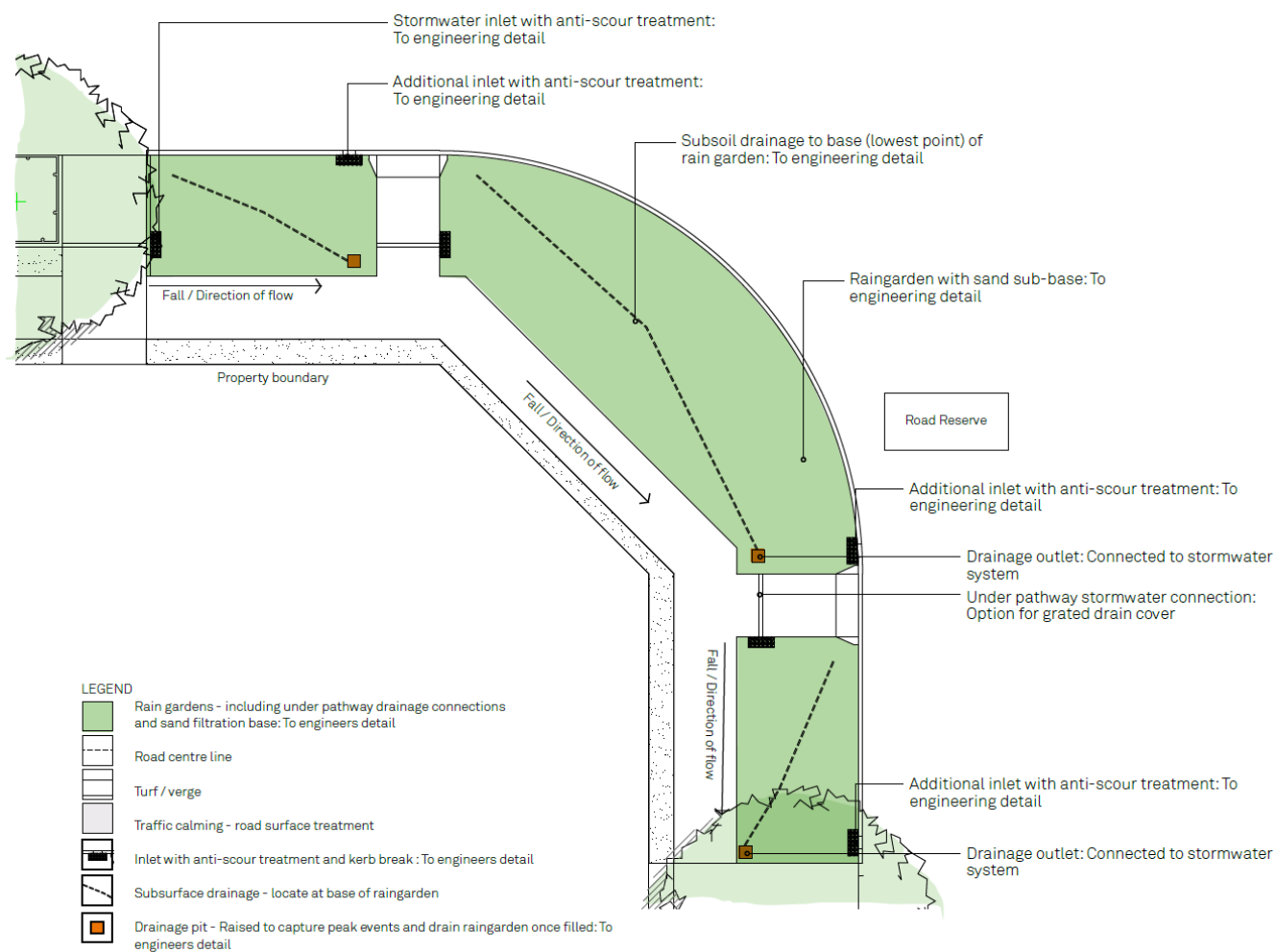


Figure 2-1: Typical raingarden details.

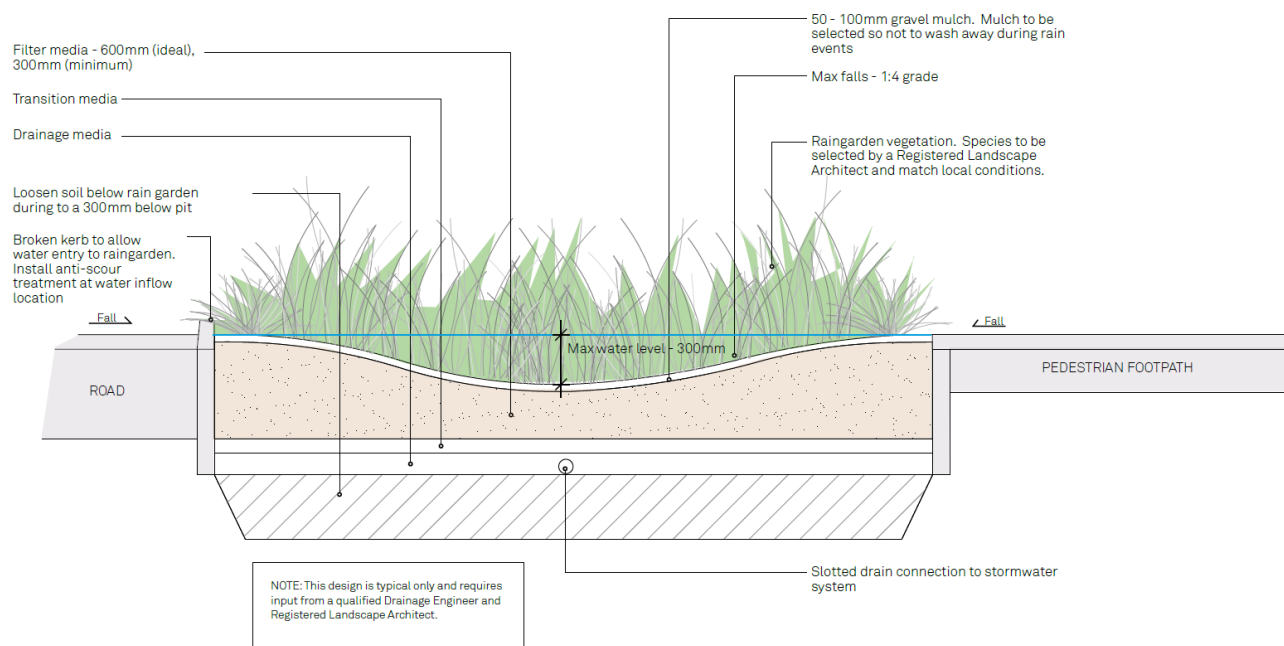


Figure 2-2: Typical raingarden cross-section

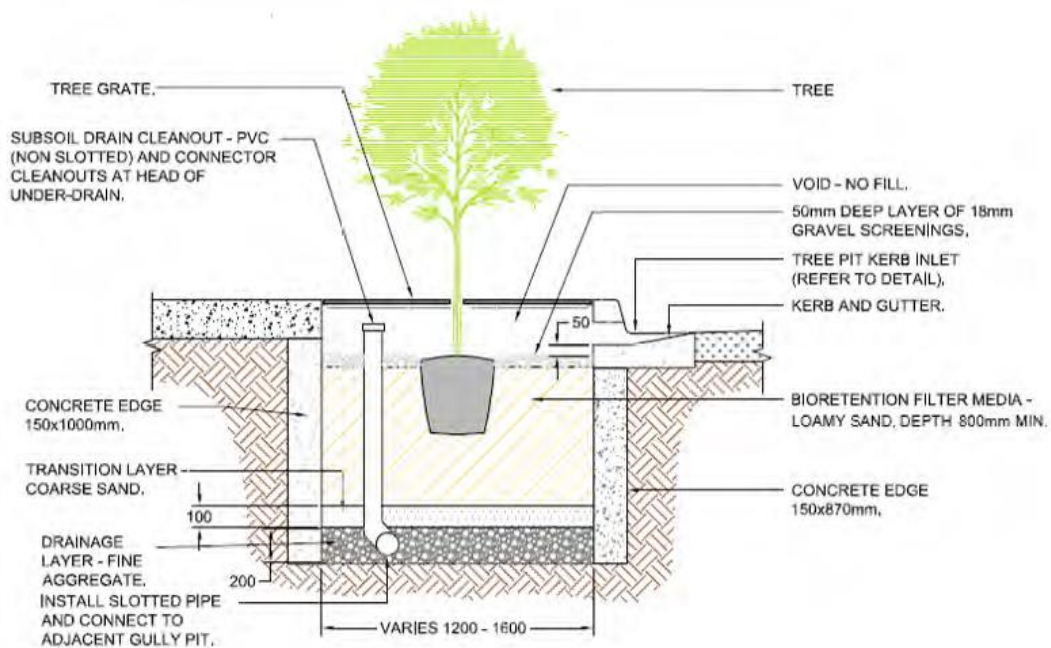


Figure 2-3: Typical Tree pit Bioretention Details (Moreton Bay Regional Council, 2013)



# 3.0

**Neighbourhood and  
subdivision design**

## 3.1 Residential Density and Subdivision

No change to introductory statement.

### 3.1.2 Block and Lot Layout

#### Objectives

a. – g. No Change.

#### Controls

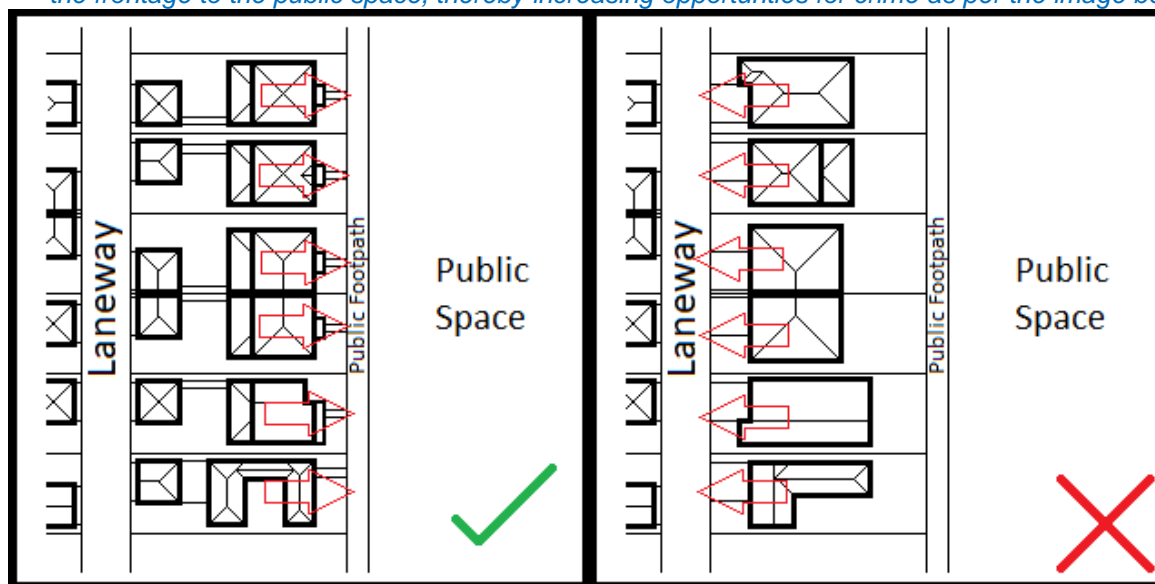
##### Blocks

1. – 4. No change.

##### Lots

5 - 10. No Change.

11. Where residential development adjoins land zoned RE1 Public Recreation or SP2 Drainage, subdivision is to create lots for the dwelling and main residential entry to front the ~~open-space-or drainage-land~~ public space. *As per below there are other circumstances where dwellings should overlook public spaces to provide a sense of passive surveillance, reducing opportunities for crime.*
12. In instances where an ILP identifies a public footpath adjacent to one lot boundary and a public laneway as adjacent to an opposite boundary, the dwelling and lot configuration is to orient dwellings to face the public path, with vehicular access being provided via the laneway. A s.88b instrument shall reinforce dwellings to be oriented to the public path/easement. See Figure 3-4 below. *As per the proposed ILP, there are a few instances where there is a desire for dwellings to face areas of open space, such as parks, drainage lands or easements, providing passive surveillance. In these instances the road frontage, being a laneway, are desired to be the back of the lot. A s.88b instrument is a legal document attached to land parcels, which specifies matters such as easements and special conditions. Given that these lots will have an unusual back-to-front arrangement, and given that dwellings can be constructed as complying development, not assessed by Council, it is important that a lot restriction be placed on these lots to ensure that dwellings will face the public space, providing for surveillance. Without the S.88b control dwellings may face the laneway (undesirable) and a back fence could screen the frontage to the public space, thereby increasing opportunities for crime as per the image below*



**Figure 3-1:** Dwellings are to be oriented to face public open spaces

13. – 24. *Controls 12-23 renumbered to 13-24 due to insertion of new control 12. No changes to these controls. Former **Figure 3-4** (Two examples of lot subdivision for 'sets' of attached or abutting terraces) renamed to **Figure 3-5** (Two examples of lot subdivision for 'sets' of attached or abutting terraces).*

## 3.3 Movement network

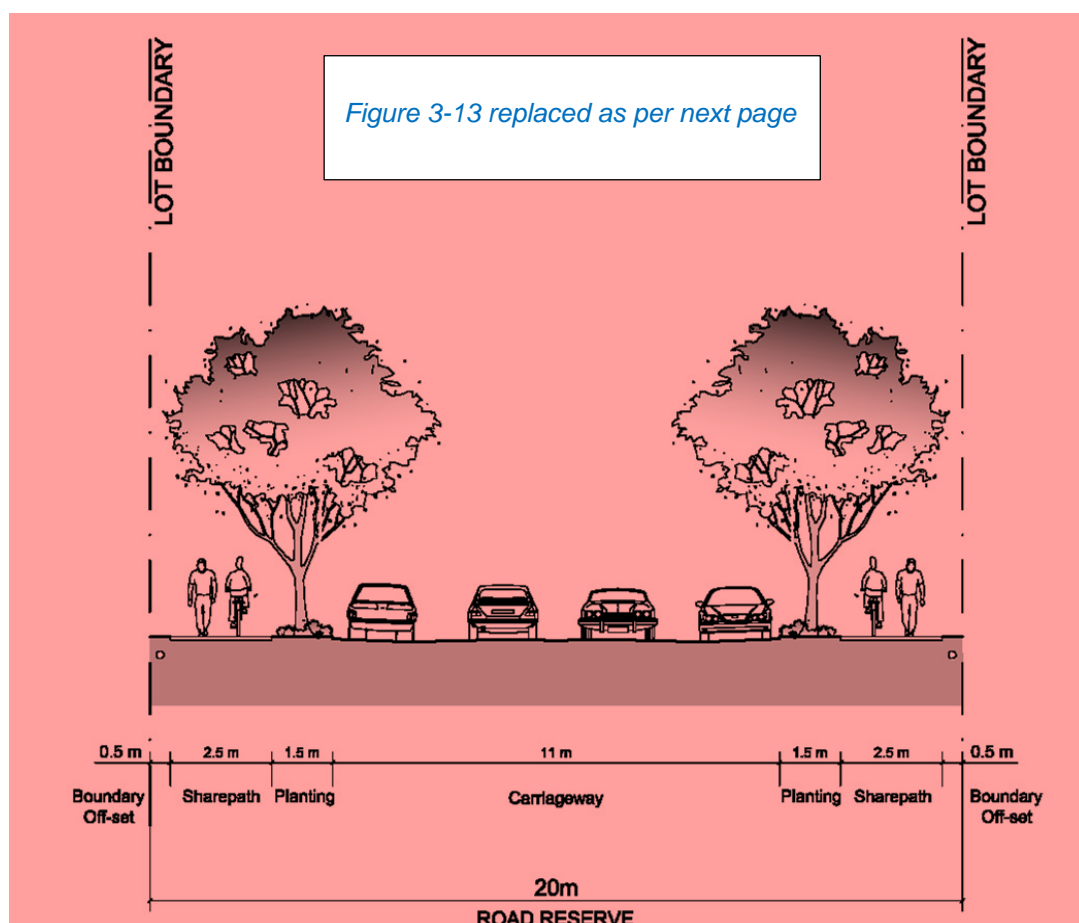
### 3.3.1 Street network layout and design

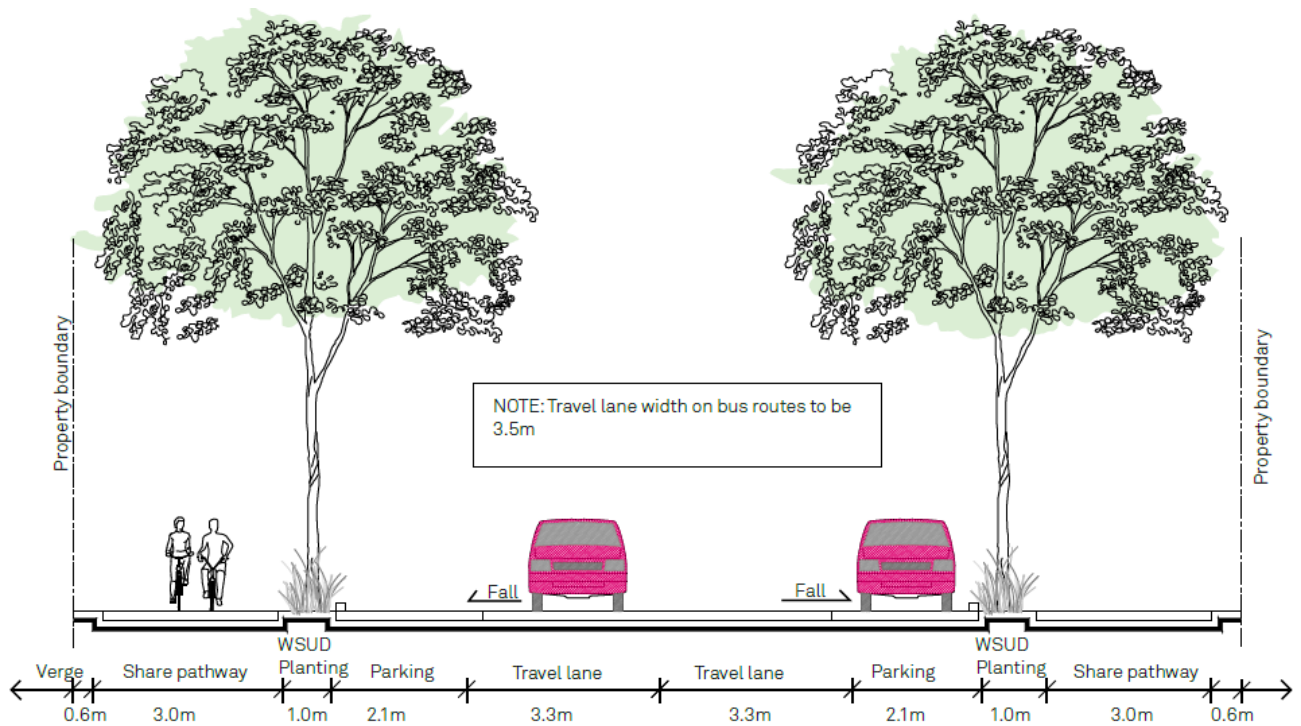
#### Objectives

- a. – e. *No change.*

#### Controls

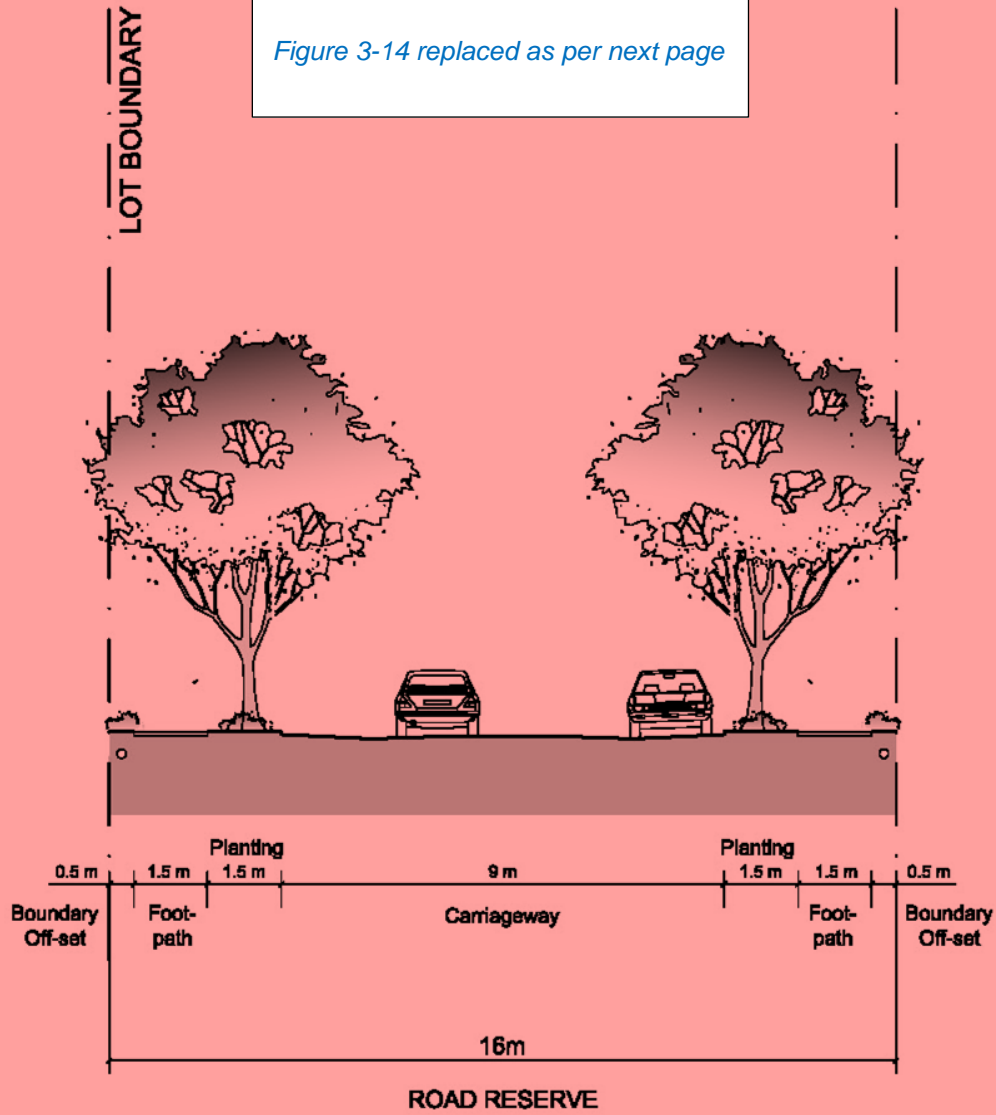
1. The design and construction of streets is to be consistent with the relevant typical designs in **Figure 3-10** **Figure 3-11** to **Figure 3-14** **Figure 3.17**, Council's Engineering Specifications and Austroads. *New cross-sections have been included as per below for guidance.*
2. The typical designs in **Figure 3-10** **Figure 3-14** **Figure 3.17** are based on minimum dimensions and the design of streets may need to be modified to incorporate water sensitive urban design measures and to ensure appropriate site drainage.
3. All Collector Roads, Sub-arterial Roads, Arterial Roads and Transit Boulevards, and local streets which form part of a bus route identified by the Transport for NSW, are to have at least one travel lane in each direction with a minimum width of 3.5 metres, suitable for buses. Lanes which are not adjacent to a kerb may be 3.2m wide. Intersections on bus routes are to be designed to accommodate bus manoeuvrability. *Guidelines published by Transport for NSW allow narrower lanes away from the kerb.*
4. – 7. *No Change.*

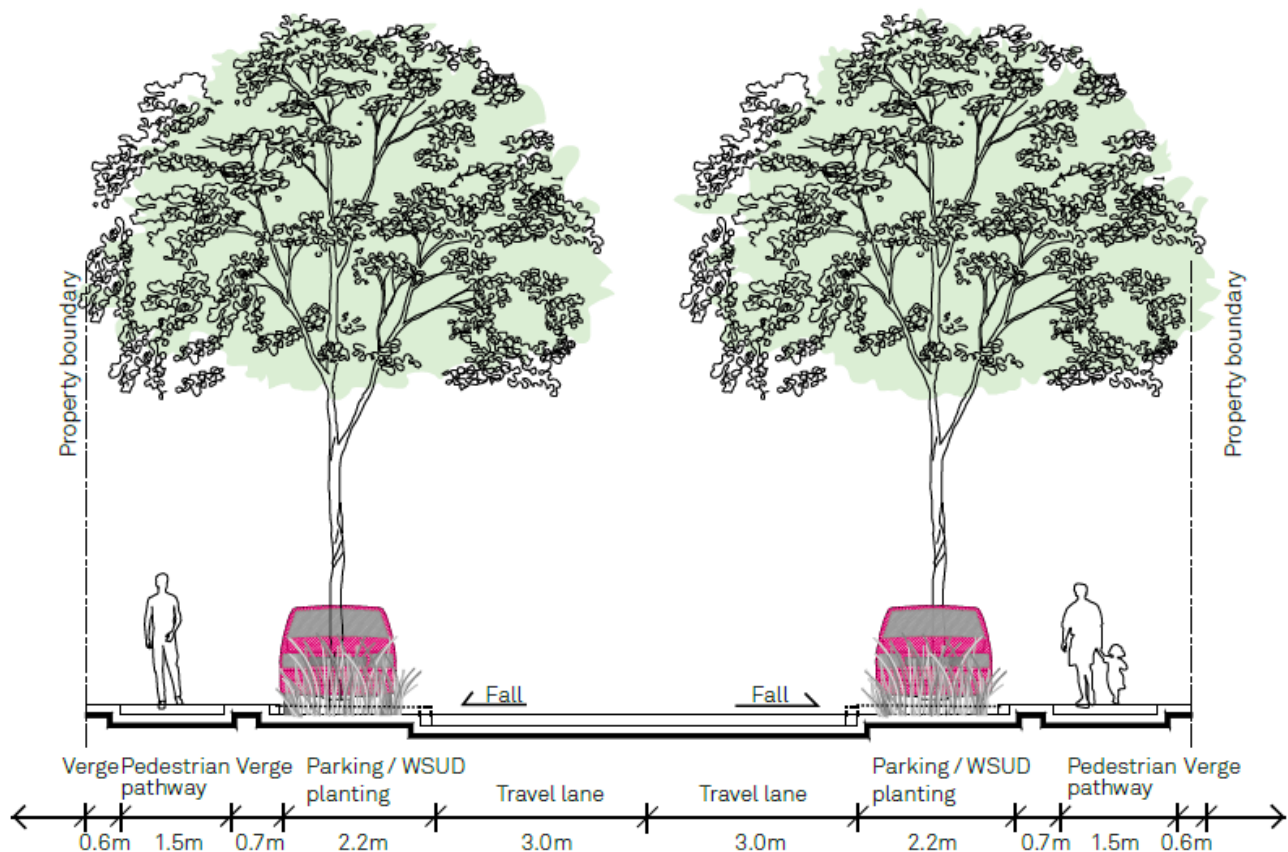




**Figure 3-123:** Typical collector road *New section incorporates Council's standard width shared path (3.0m) and clearer distinction between travel lanes and parking bays. In instances where the route is a bus route the travel lanes are 3.2m with 2.2m parking bays.*

Figure 3-14 replaced as per next page





**Figure 3-134:** Typical local street *New Section is as per description in Council Report dated 27 March 2019*

8. – 11. *No Change*

12. Where local roads are located as per control 11 above or are within or on the boundary of land zoned Environmental Living, the ~~carriageway width may be reduced to 6.5 metres~~ parking bays, or parking lanes may be provided on one side only, providing the applicant can demonstrate to Council's satisfaction that the road will operate safely and effectively. Street trees are still to be provided. *The current control does not align with the new cross sections provided.*

13. *No change.*

14. Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in Council's Engineering Specifications, and where possible, will include bioretention systems where required. 4-way intersections will include a minimum of 250 m<sup>2</sup> of bioretention systems to meet the water quality objectives for the catchment. The bioretention systems shall be designed in accordance with the specifications provided in clause 2.3.2. *The new stormwater strategy requires raingardens to filter stormwater pollutants, these are best located at intersections in the ALN precincts.*

~~15. Council may require traffic calming measures to be incorporated into four-way intersections where traffic volumes necessitate controls other than signage, in addition to the intersection treatments specified in the Precinct road hierarchy figure in the relevant Precinct Schedule. Measures may include roundabouts, carriageway narrowing or re-alignment, pedestrian islands or raised platforms, banned turns or differently textured materials. A new section has been proposed which deals with traffic calming measures. This control becomes redundant.~~

15. Local streets which are located within an existing road reserve are to be designed and constructed in accordance with Figure 3-15. *There was no cross section as to how local roads (16m) were to be re-constructed in several of the existing road reserves (20m). This new figure will clarify Council's position*



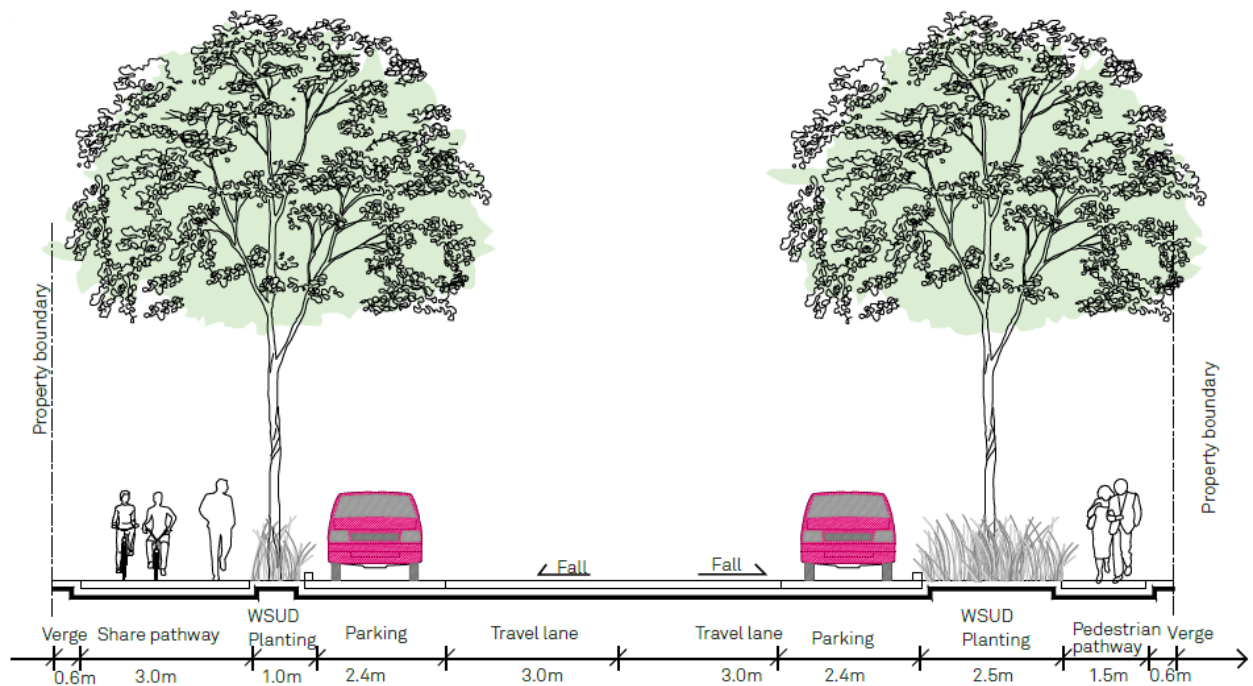


Figure 3-25: Typical Local street (existing 20m reserve)

16. No change to control:

~~17. Residential roads, i.e. collector roads, local streets, access road/places, and shareways shall be designed for and sign posted at a maximum of 50kph (i.e. traffic management must be considered at the subdivision application, with either road layout or speed reducing devices used to produce a traffic environment which reduces traffic speed). As per above, a new section will deal with traffic calming.~~

~~18. Where four way intersections are proposed, traffic is to be controlled, where appropriate and as specified by Council, by traffic lights, roundabouts, median strips or signage, or differently textured materials. As per above, a new section will deal with traffic calming~~

17. – 18. Controls 19 to 20 renumbered to 17 to 18. No change to controls..

19. The spacing of street trees will relate to the subdivision lot widths, and road type.

- On 16m local streets where front-loaded lots are  $\leq 9\text{m}$  wide the location of driveway crossings are to align with any zero-lot lines, are to be shown on the subdivision plan. The plan must demonstrate that one street tree is planted per lot with the spacing of street trees generally every 4-18m; space between tree bays and driveways are to facilitate on-street parking. A preferred arrangement is shown in Figure 3-.
- On 16m local streets, where lots are  $> 9\text{-}13\text{m}$  wide, street trees are to be planted next to the edge of the driveway crossing, to ensure that a single street tree and single on-street car space can be provided at the front of each lot. The street trees should be planted on the mid-lot side of the driveway, rather than the lot boundary side, to avoid conflict with utilities.
- On 16m local streets where lots are not front loaded, the street tree and parking arrangement should typically include double parking bay with a street tree at both ends. Single parking bays are preferred to resolve residual space to increase tree canopy spread rather than triple bays.
- On 16m local streets where lots are  $> 13\text{m}$  wide, or on any other road typology, Sstreet trees are to be provided with a minimum spacing of one tree for each ~~residential-Torrens~~ title lot, or one tree per 10-15 metres of road, whichever spacing is the ~~greater~~ lesser .

Due to some roads having street trees planted in the verge and some having them planted in the carriageway, there was a need to amend this control to provide guidance for each situation. The approach for street trees planted in the road reserve has to be thought out very carefully at the subdivision stage to make sure there is adequate space for parking as well as avoiding the need to remove/relocate trees to avoid interfering with driveways or underground utilities. The width of lots will also impact on the location of tree planting/ parking bays as very narrow (<9m wide) lots can only accommodate a parking spot or street trees (not both), whereas wider blocks (>13m wide) the street may be able to incorporate a mix of single and double parking bays including street trees. The text has also been updated to refer to Torrens title lot, rather than dwelling, due to potential issues with strata developments and uncertainty on the number of trees required.

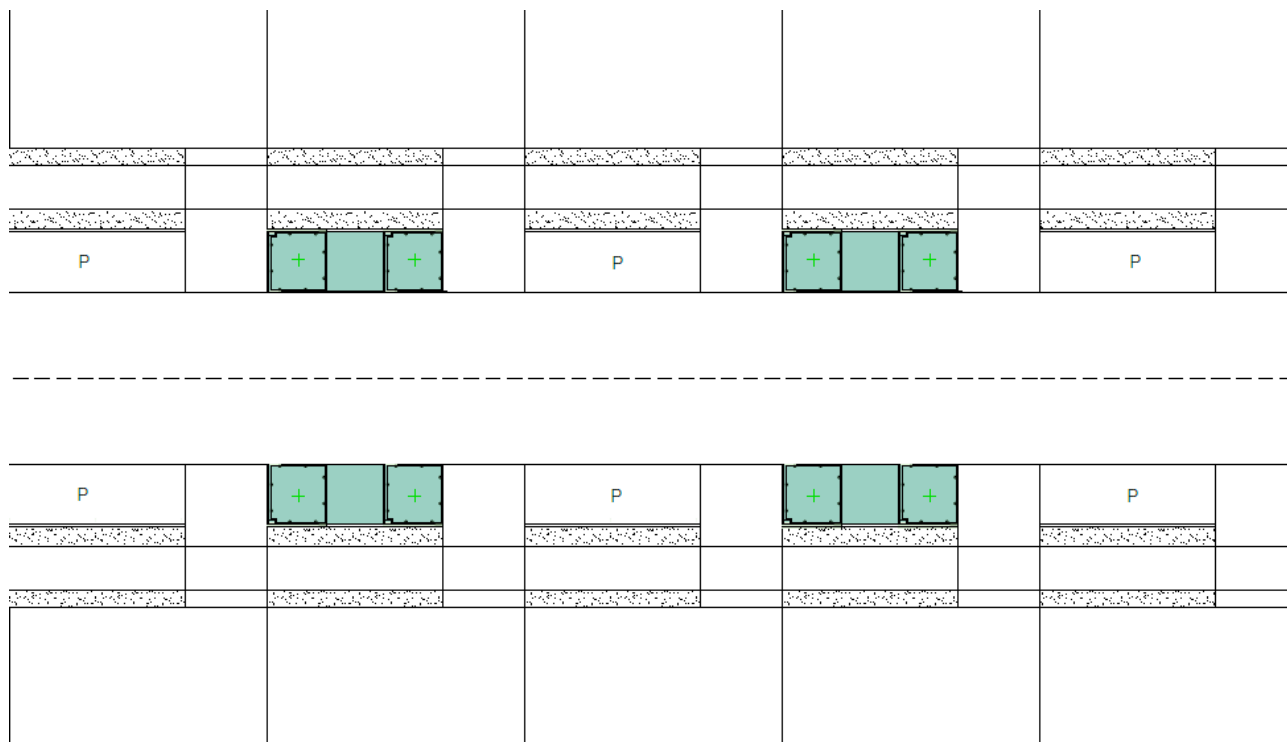
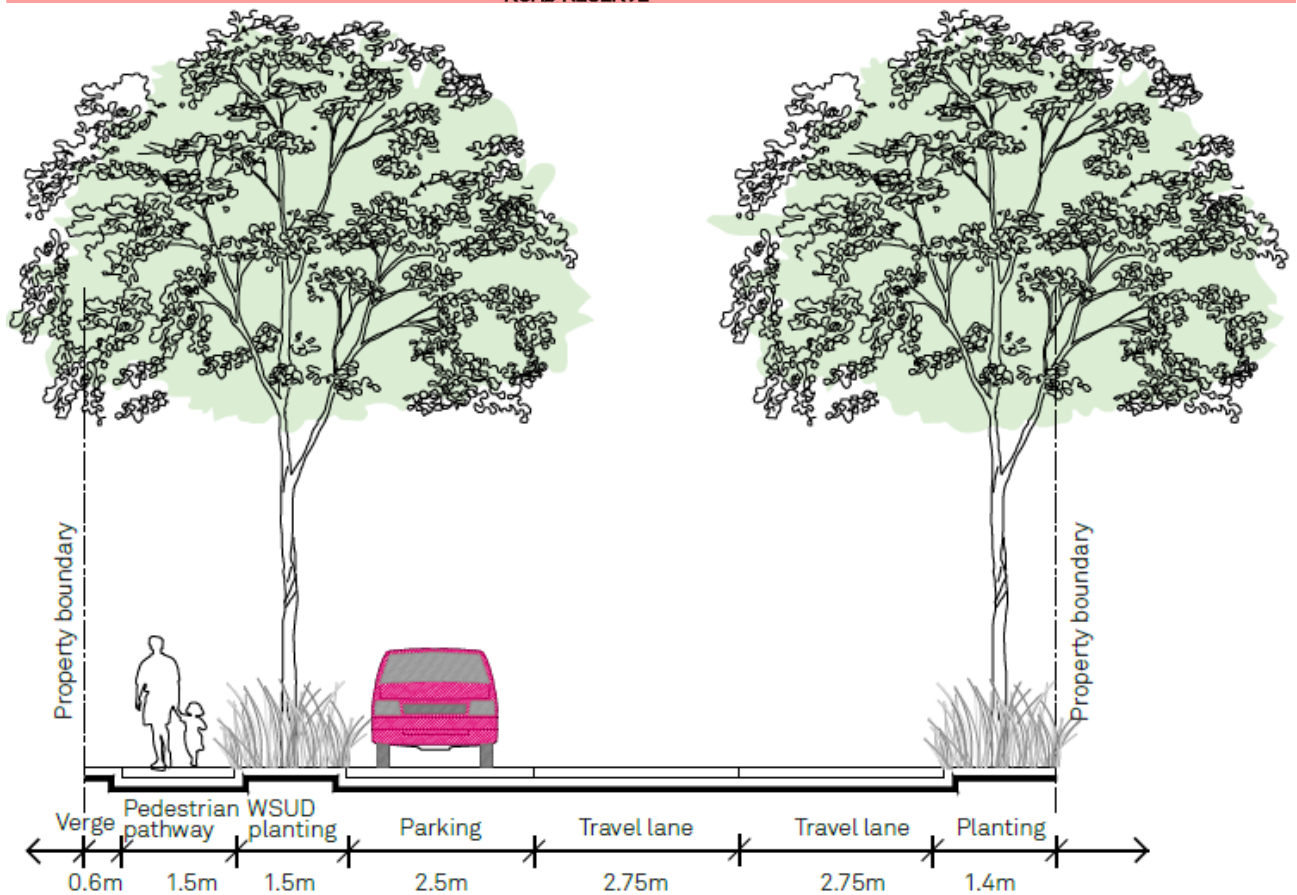
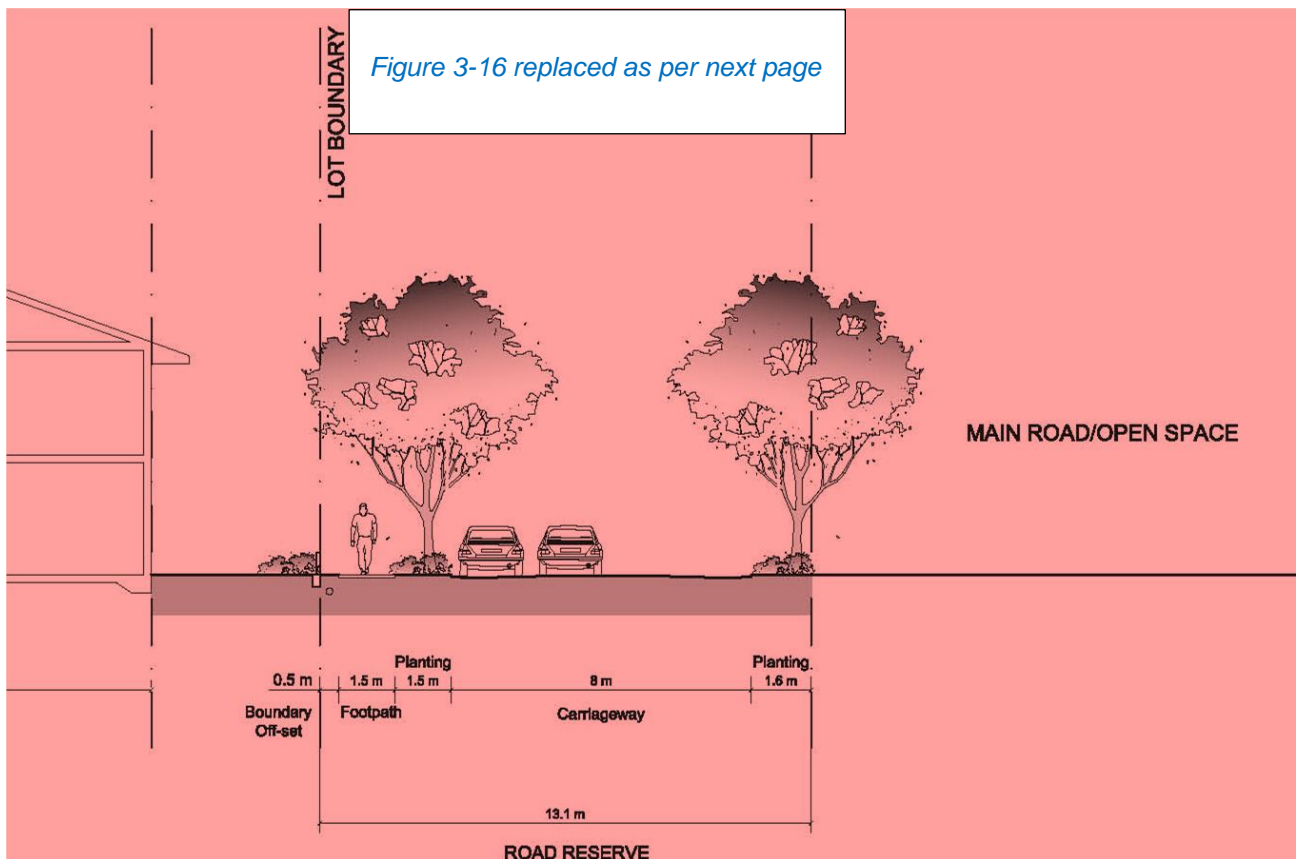


Figure 3-15: Preferred street tree and parking arrangement for subdivisions with narrow front-loaded lots

20. ~~Street trees may be permitted within the road carriageway subject to the findings of a Road Safety Audit.~~ To minimise the loss of street trees and prevent the reconstruction of road related infrastructure, any lots facing a local road, designed in accordance with **Figure 3-13**, shall have a s.88b restriction which specifies the location of the driveway crossing as “in accordance with the approved subdivision plan”. This restriction is only to be released by authority of Council. *The old control is no longer applicable given that the DCP will require trees in the carriageway. The new control will fix the location of garages to be constructed in the same location as the driveway cross-over as provided in the subdivision. This will avoid cost and streetscape amenity impacts resulting from street trees being removed or relocated as a dwelling could be designed with the garage on the wrong side of the lot. Council will have the authority to release this restriction if needed, such as if the lot were to be re-subdivided for a dual-occupancy for example.*
21. No change.
- ~~22. For medians less than 4m width (e.g. at intersections), no planting is permitted and hard surfaces are to be provided. This control is inconsistent with the passive irrigation and raingarden strategy.~~
22. – 28. Controls 23-29 renumbered to 22-28.
- ~~30. The carriageway width of an access street may be reduced to a minimum of 6.5 metres subject to consideration of traffic volumes and road safety issues. This is inconsistent with the new cross sections. Parking bays will be required on one side to ensure vehicles can pass one another when passing a parked vehicle.~~





**Figure 3-44 3-17:** Typical access street *The new section is consistent with other, in that the parking bay will be visually distinct from the travel lanes, providing greater clarity and avoiding driver confusion.*

~~Note: As specified in Control 30, the carriageway width specified above may be reduced to 6.5m in some circumstances.~~

### 3.3.2 Local Area Traffic Management

*This is a new section and provides better guidance than those controls in section 3.3.1 which are proposed to be removed.*

#### Objectives

- a. Provide a safe and legible network of local roads across the precincts which prioritise pedestrians and cyclists, encouraging street activity, whilst maintaining vehicular access to properties.
- b. Increase road safety by maintaining a low-speed traffic environment (40-50km/h) on local streets and collector roads by influencing driver behaviour, through both visual and physical cues.
- c. Improve public amenity and the local streetscapes by encouraging the use of LATM facilities which soften the streetscape and do not add visual clutter.
- d. Provide traffic calming devices which minimise costs of construction and maintenance.
- e. Discourage traffic calming devices which induce noise, cause damage to vehicles, discomfort for public transport users, and decrease pedestrian and cyclist prioritisation and safety.
- f. Reinforce the road hierarchy by discouraging through traffic and high vehicle speeds on lower order roads.

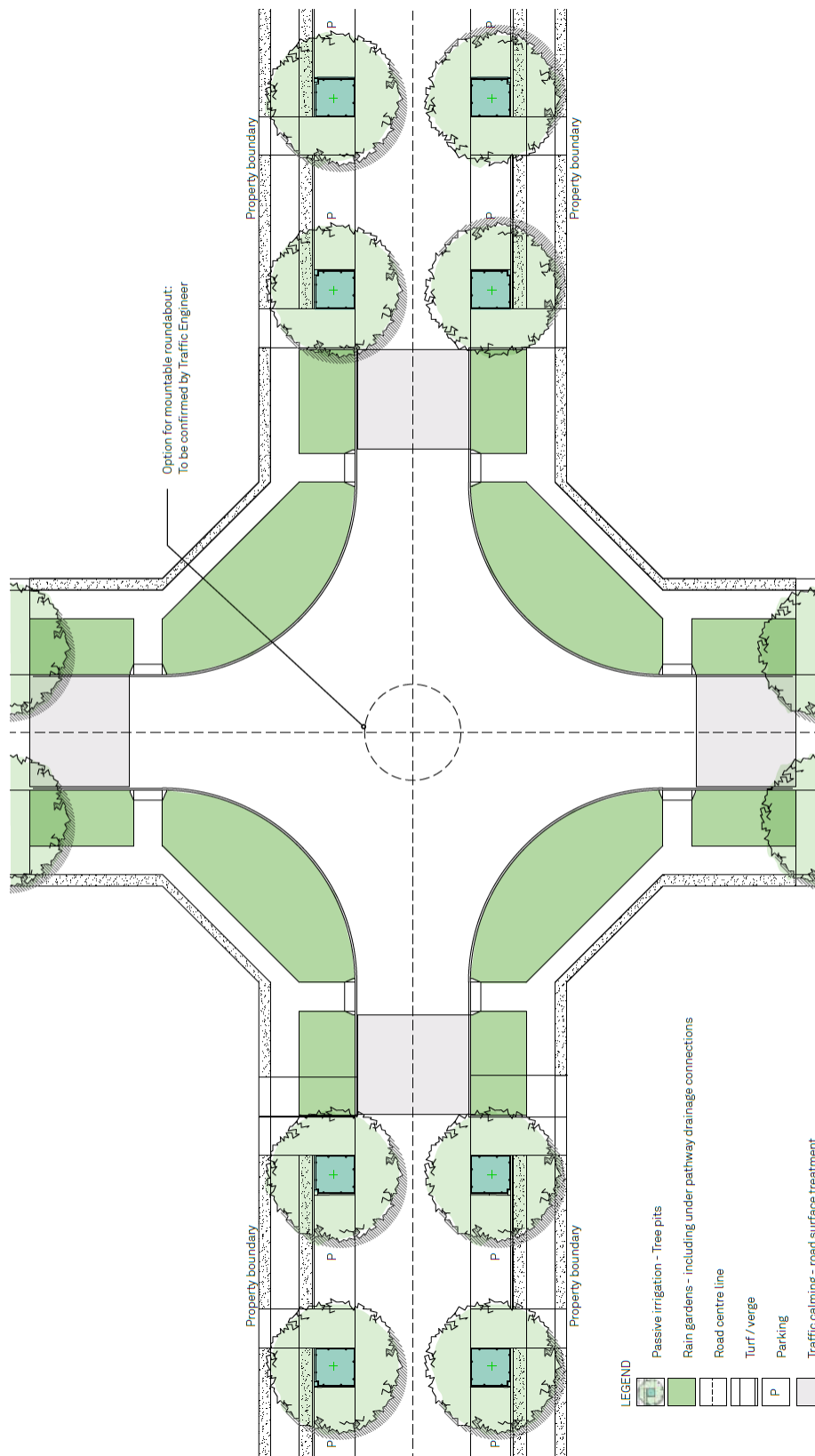
#### Controls

1. A Local Area Traffic Management (LATM) plan shall be submitted with any development which involves the opening of a new road(s), or modifications to existing roads. Design solutions shall conform to Austroads *Guide to Traffic Management Part 8 (Local Area Traffic Management)*.
2. New local streets and collector roads should be designed to encourage a low speed (40-50km/h) environment. Traffic calming facilities will generally need to be located every 80-120m. The choice of treatment should consider the operation of the street as a whole, including the interface with surrounding development (lot boundaries, existing vegetation, driveways and demand for on-street parking), and factors such as sight-lines and road geometry.

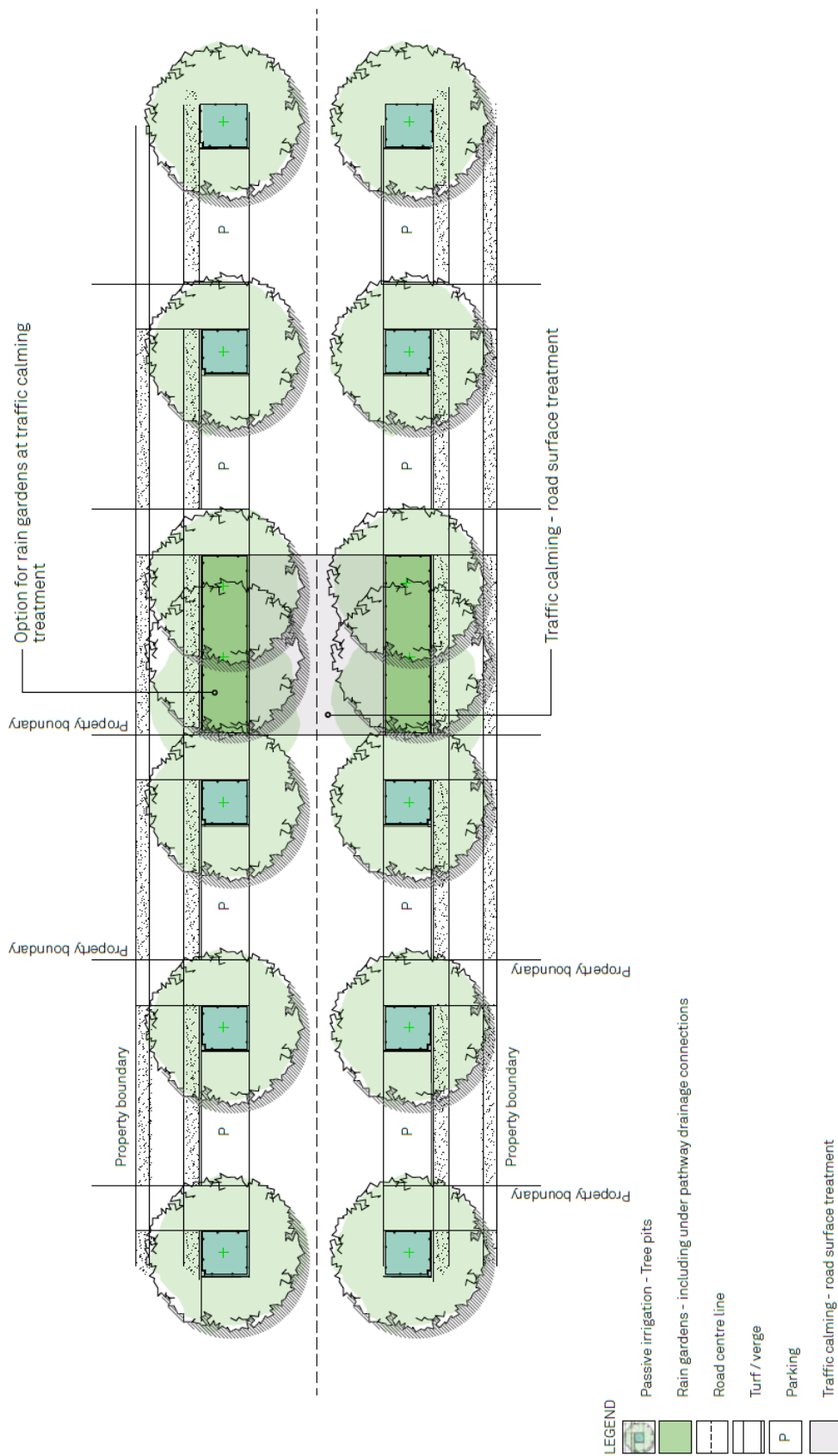
Note: The design exercise should not concentrate on providing a series of stop points and isolated devices, rather it should maintain an appropriate vehicle speed through passage of the street(s).  
*This is to avoid a situation where a series of stop-signs or speed bumps would result in lots of vehicle braking and acceleration, which results in vehicle wear and additional noise.*

3. Council's preferred traffic calming devices are landscaped kerb extensions with a visually distinctive road surface. Kerb extensions incorporating landscaping, raingardens and/or street trees should be located frequently on local streets so as to provide a sense of enclosure. An example is provided in **Figure 3-19**.
4. Intersections between busier local streets and collector roads, collector roads with other higher order roads, or intersection legs with a stop sign shall generally be fitted with pedestrian refuges, to facilitate non-vehicular crossing and to provide a visual reinforcement of the intersection.
5. All other intersections between intersecting local streets, and local streets with collector roads, shall have a textured threshold treatment. An example is provided in **Figure 3-19**.
6. To reinforce the road hierarchy and to reduce the ability for vehicles to attain high speeds, local streets should not be given priority for a distance of greater than 400m. Visual cues should be provided to guide vehicles towards higher order roads. This is to discourage rat-running and to encourage vehicles to use collector/arterial roads rather than local streets to travel longer distances.

7. Laneways, where there are straight segments exceeding 80m in length, shall be fitted with landscaping blisters or tree pits and textured material bands at intervals of no more than 40m, to ensure that a very low speed environment can be maintained.  
Note: The location of blisters must permit garbage truck and firetruck manoeuvrability, particularly at corners.
8. Devices which considerably reduce vehicle speeds (e.g. humps or one-way passing points on busy roads) are to be avoided, unless such a reduction in speed is required for safe passage. The road design is to avoid vehicle noise generated from repeated acceleration and deceleration.
9. Despite control 8 above, wombat crossings are generally appropriate when combined with a pedestrian crossing close to an intersection, in a commercial area, medium density residential areas, or near a school, where there is a need to alert road users to higher pedestrian activity.
10. Due to the priority given to vehicular traffic over other modes, roundabouts are to be avoided on intersecting local streets, unless otherwise specified.
11. Areas for parking on local streets and collector streets (which includes parking lanes) are to be visually distinguished from travel lanes, by utilising elements such as tree bays, footpath extensions, v-gutters, and/or a pavement which is visually different to the road pavement and has a tactile surface. This may include pavers, cobbles, or other suitable low maintenance surfaces. Painted surfaces, such as stencilled concrete or stamped asphalt are to be avoided.  
*Stamped/painted surfaces typically wear out or degrade in appearance quickly and would be expensive to maintain, or detract from the streetscape.*



**Figure 3-18:** Typical local street intersection profile including Rain Garden and textured thresholds



**Figure 3-19: Typical Local Area Traffic Management Facility on a local street**

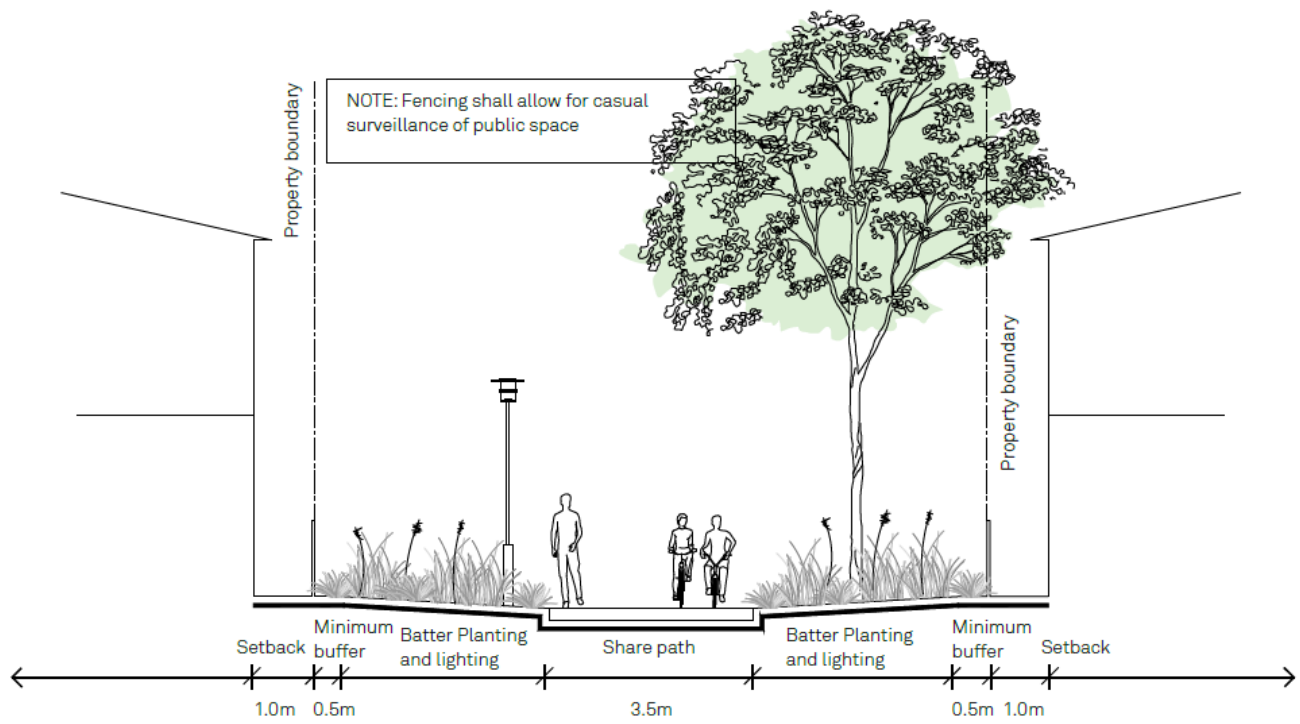
### 3.3.5 3.3.6 Pedestrian and Cycle Network

#### Objectives

a. – c. No changes.

#### Controls

1. No change.
2. The design of footpaths and cycleways located within the road reserve is to be in accordance with **Figure 3-10** to **Figure 3-14** **Figure 3-19**.
3. – 9. No change..
10. *Any through site links that continue the desire line of a road corridor should be the same width of that corridor. All other through site links, pedestrian access paths, or overland flow paths which include a pedestrian connection should be designed in accordance with **Figure 3-24**. There is a desire to have pedestrian connections at the same width as the adjacent street to maximise surveillance, and decrease opportunities of entrapment.*



**Figure 3-24: 10.0m Typical Pedestrian Access Path** *The amended ILP introduces a limited number of pedestrian only paths. Assessment of stormwater drainage for each DA also necessitates overland flow paths in some instances to resolve localised flooding issues. This standard cross section should allow for overland flow, and is sufficiently wide so as to prevent opportunities for concealment and other crime related activities.*

### 3.3.6 3.3.7 Temporary vehicular access

#### Objectives

a. – c. No change.

#### Controls

1. No change.



2. Temporary access arrangements must comply with Council's Engineering Specifications and specified provisions of this DCP. Any provisions of this DCP prevail to the extent of any inconsistency. Council's current engineering standards for road widths are outdated and do not reflect the typical cross-section in this DCP.
3. – 5. . No change.
6. A half road is required where a street, as indicated by the precinct Indicative Layout Plan or as otherwise required, is located on the boundary of the property being developed, and where the adjacent lot is not being developed. The type of half road construction will depend upon the road hierarchy and anticipated traffic volume on the street. The applicant will cover all costs associated with the design of the full road width and construction of half the full width pavement, including temporary and permanent drainage infrastructure, and adequate transitions to full width cross sections. Half road construction is regularly required in the ALN precincts, and the current controls do not relate to the new cross-sections, nor do they apply to any road other than local streets.
7. Half width Industrial Streets are to be provided as half of the typical section of **Figure 6-2**. A half industrial road contains 5.5m of carriageway, which is sufficient for two-way movement, but will likely require localised widening or complex manoeuvres for large vehicles entering/exiting sites.
8. Half width collector roads must be constructed in a manner which provides a carriageway of 5.5m. This can be achieved by providing 0.1m of widening on the adjacent property (with owners consent) or by reducing the landscaped verge on the developed side by 0.1m. The opposite side shall be designed with a wider planting verge. Half of a standard collector road has a carriageway of only 5.4m wide which is 0.1m too narrow for efficient two-way traffic.
9. A local road may be constructed as one side of **Figure 3-14** in instances where the half road will operate in a single direction of travel. Another carriageway must accommodate the opposing direction of travel to ensure each dwelling is provided access to and from the broader road network. This can be satisfied with another opposing half road, a two way road, or a temporary access road. Intersection(s) may require localised widening on adjacent properties (with consent) to ensure garbage and firetrucks can safely manoeuvre. Providing half of a local street, where the other direction of travel can be catered for elsewhere on site, presents the most efficient outcome, as the other half of the road can be constructed at a later date with minimal disruption. Whilst some residents may find one-way circulation confusing, this method permits raingardens, street trees and on-street parking without the need for widening on adjoining undeveloped properties. Widening on adjoining properties can cause significant delays to development and in some instances no development potential where an adjoining owner does not consent to widening. This solution is not possible in instances where a large development only provides for a single half road in and out of the development as vehicles can only either enter or exit.
10. In circumstances where local streets will directly serve less than 10 lots, with traffic volumes of less than 300vpd, lengths of no more than 80m, and subject to the findings of a traffic safety audit, Council may consider a half road to be delivered as one half of **Figure 3.14**. The areas designated for parking bays are to be signposted as no stopping zones, and will function as passing points until full width is constructed. Street trees are still to be planted. Upon construction of the full width, parking bays will be to be re-instated by removing the no stopping signs. This is similar to the above, yet both directions of travel share the traffic lane. 3.0m is insufficient for two vehicles to pass one another, so one vehicle will have to wait in the area designated for parking bays (signposted as no stopping to prevent parking) whilst the other vehicle passes. This solution is only suitable in areas with very little traffic and where there are no blind spots, as two-way traffic will be sharing the same traffic lane.
- ~~6- 11.~~ In all other circumstances a Half-width local roads must be constructed to provide temporary access to residential development, in accordance with **Figure 3-19** **Figure 3.25**. Due to the need for significant adjacent property widening, this is now the last-resort solution, in which roads must be constructed in this manner if not utilising any of the methods above. The applicant will cover all costs associated with the design of the full road width and construction of half the full width pavement, including temporary and permanent drainage infrastructure, adequate transitions to full width cross sections, plus a two way traffic configuration ensuring operational effectiveness and safety to relevant standards. This text has been moved to control 6. The 2.5m of additional widening on the adjacent property(ies) will require adjoining owner(s) consent. Council will generally not

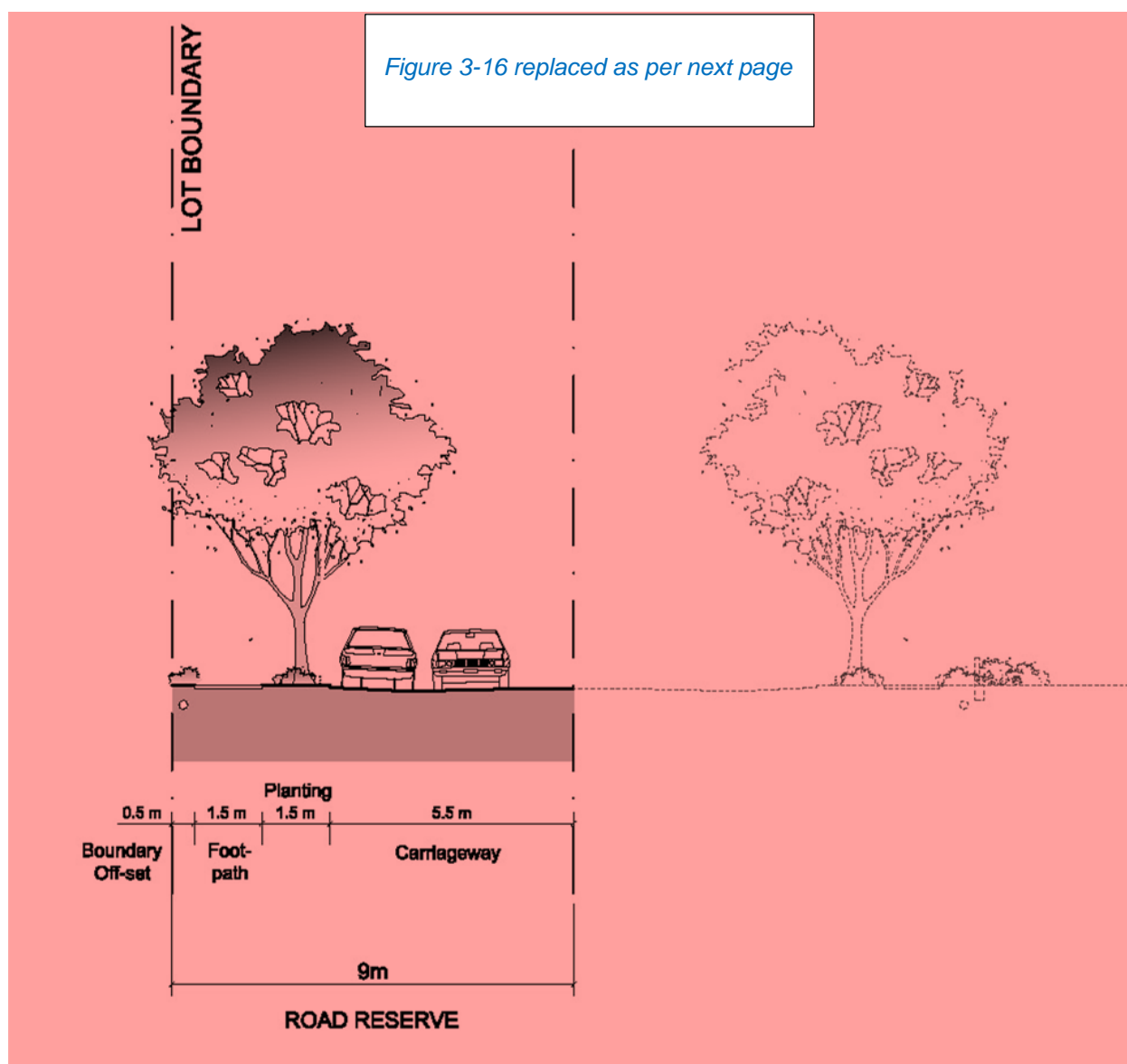
consider moving the road centreline. Consent is required for any land in which development is being carried out, including land which only includes the construction of roads. Moving the centreline will have knock on effects on other properties and could lead to a more disconnected road network.

12. - 13. No change. Controls 7-8 renumbered to 12-13.

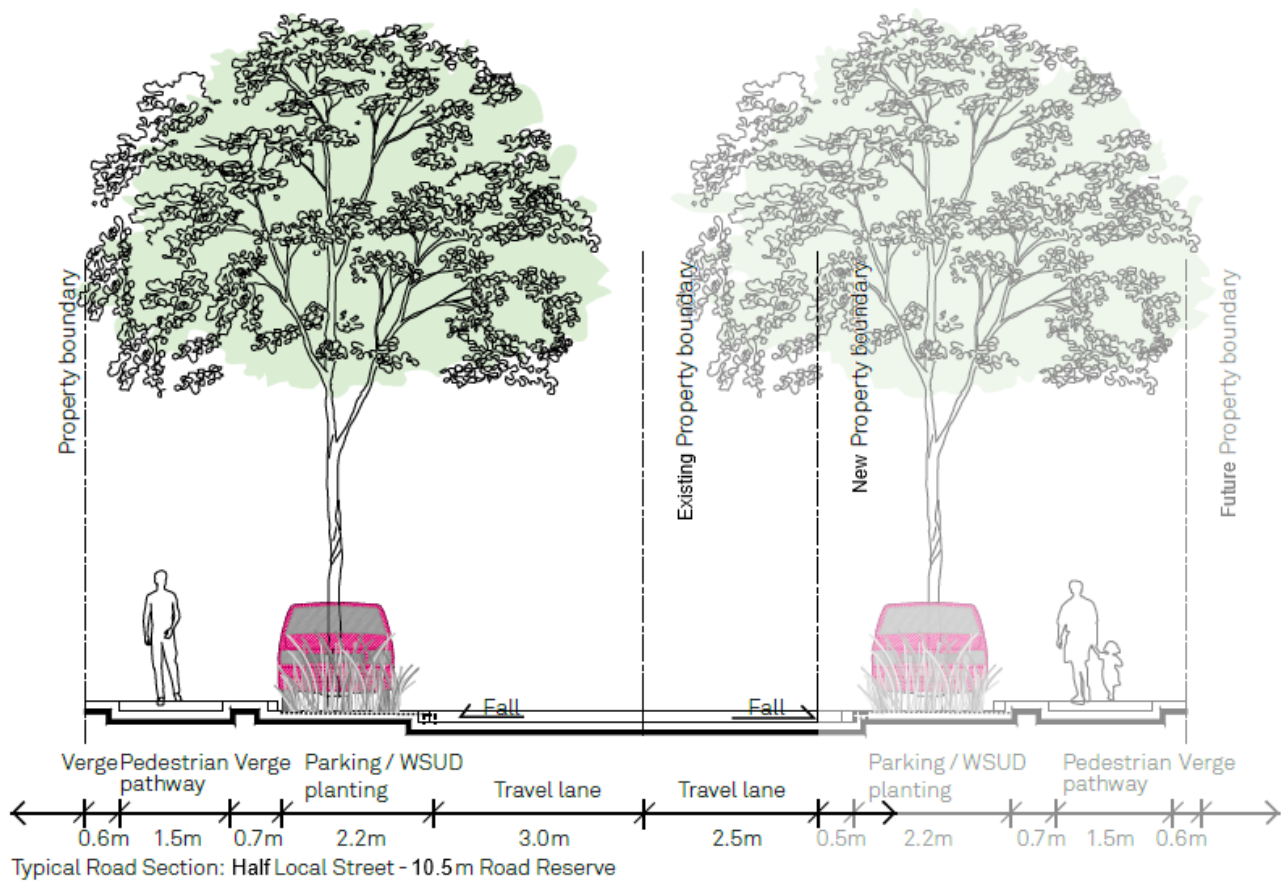
~~9.~~ 14. The half-width road design is to ensure that runoff from the road pavement is directed ~~to the kerb~~ away from the adjoining undeveloped property. *Some of the new road cross-sections do not have a standard kerb. The aim of this control is to ensure stormwater does not run-off onto adjoining lots.*

15. . No change. Renumbered from 10 to 15.

~~11. — A minimum carriageway width of 5.5 metres is required for all half-width roads. This contradicts control 10.~~







**Figure 3-49 3-25:** Temporary half road width construction

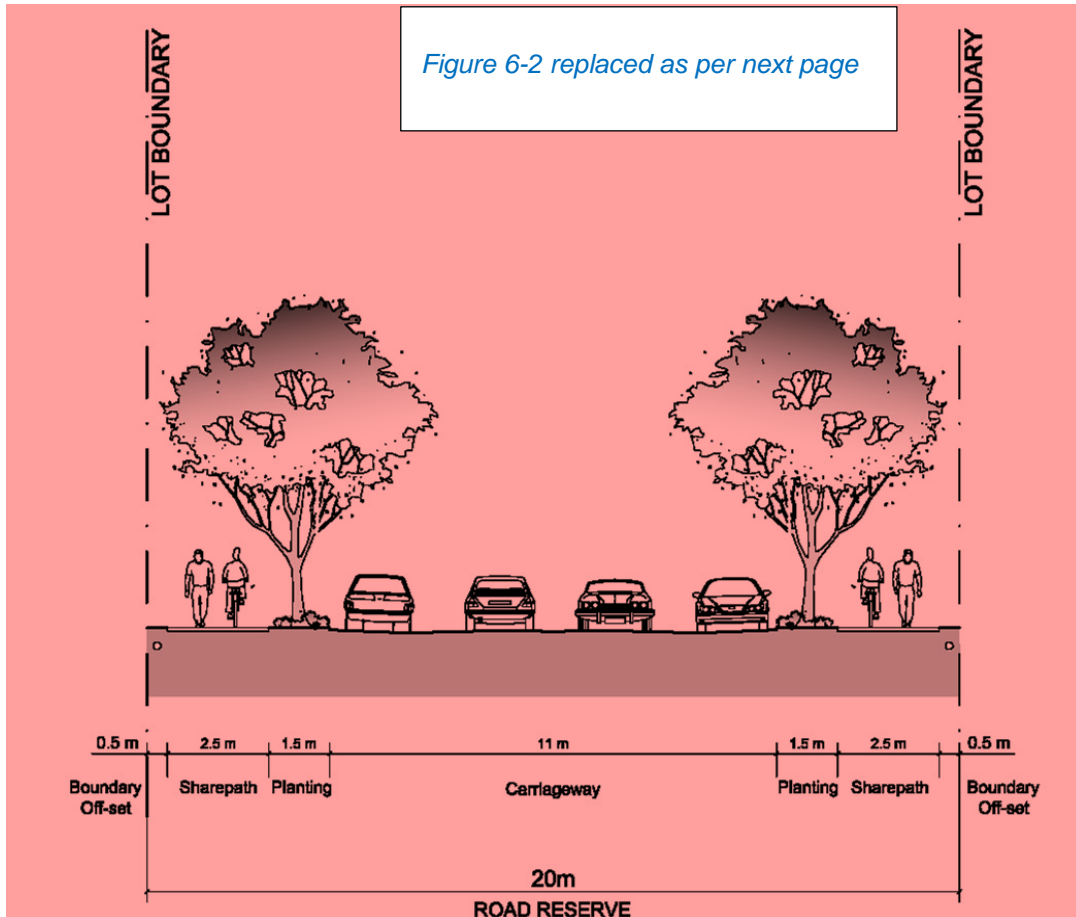
# 6.0

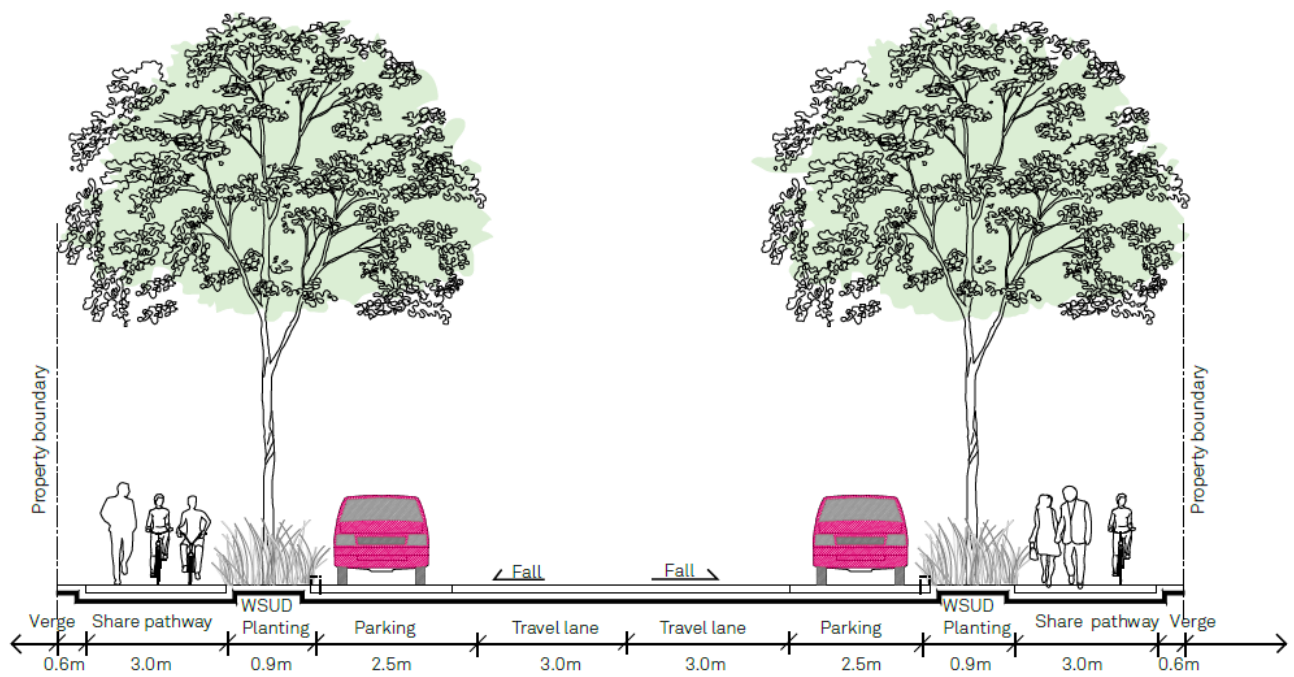
## **Employment Lands Subdivision and Development Controls**

## 6 Employment Lands Subdivision and Development Controls

### 6.3.1 Streetscape and Allotment Frontages

1. Streets in industrial zones are to be designed and constructed in accordance with the typical cross section at **Figure 6-2**.
2. – 5. No change.





**Figure 6-2:** Typical industrial street