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MATER DEI/KIRKHAM RISE

S5.1 Introduction

The Mater Dei/Kirkham Rise (and Wivenhoe Retirement Village) site interfaces with Harrington Grove and the Kirkham low density residential lands to the west of Macquarie Grove Road (Refer to Figure 5-1). The Mater Dei site is occupied by the heritage listed building called Wivenhoe, two functioning schools and collection of associated buildings spaces and infrastructure and expansive restored woodland areas and open rural landscapes. The site is bound to the east by Macquarie Grove Road, to the north by Cobbitty Road, to the west by the Nepean River and adjoins privately owned rural lands to the south.

The Kirkham Rise site (incorporating the Wivenhoe Retirement Village) is a low-density residential development accessed off Macquarie Grove Road. It was formerly part of the Mater Dei property holding and is reflected in Figure 5.6.

Note: Wivenhoe referred to in isolation is a reference to the Wivenhoe Villa (heritage item) on the Mater Dei Site. **This schedule refers to the residue Mater Dei site and the Kirkham Rise site (which incorporates the Wivenhoe Retirement Village)**

If this is not to be the case refer to the Kirkham Rise in a separate Schedule 5A and 5B

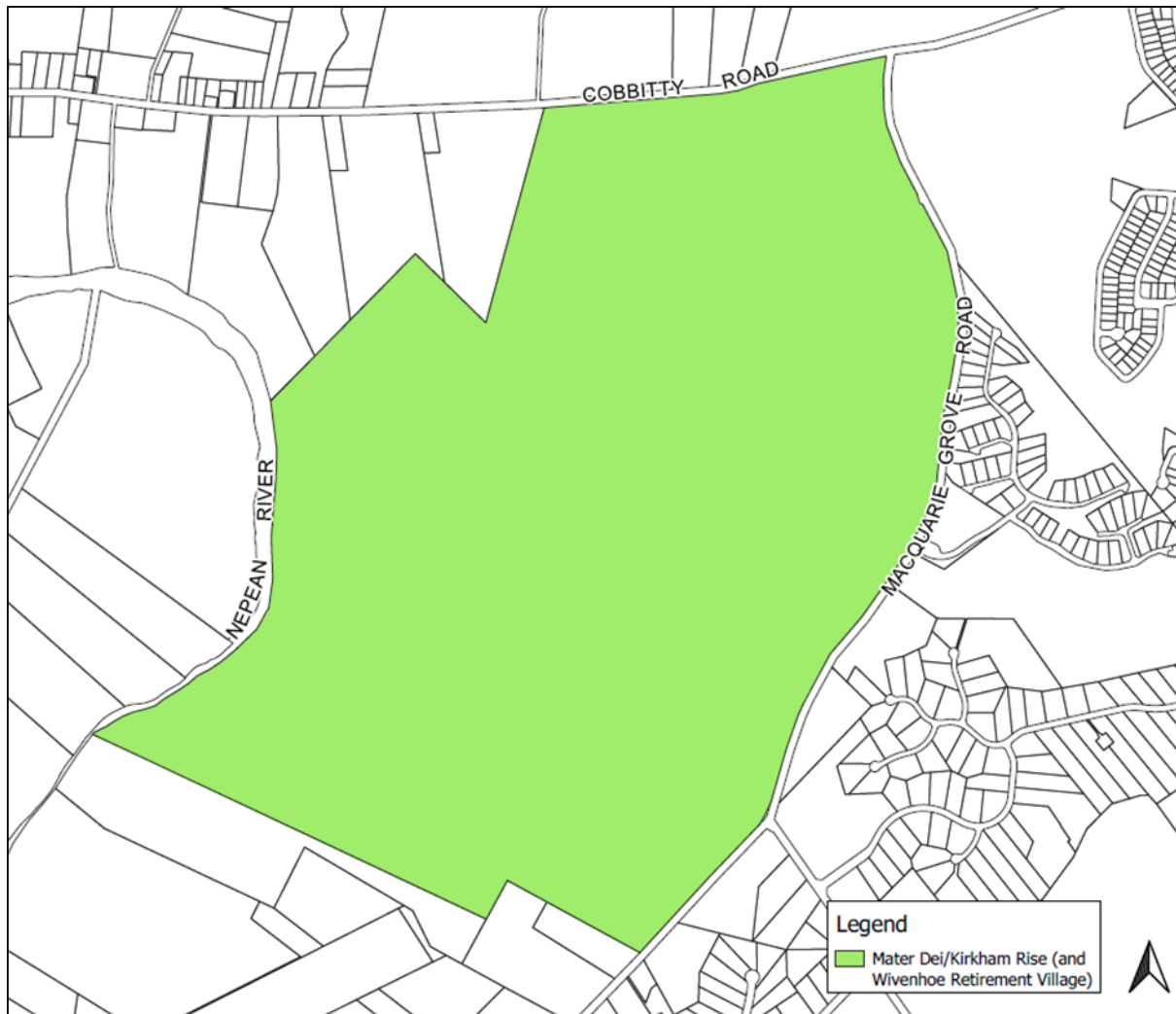


Figure 5-1: Mater Dei/Kirkham Rise Location Plan

S5.2 Subdivision Planning and Design

S5.2.1 Kirkham Rise

Introduction

The public domain of Kirkham Rise has been completed. If there are any residual issues, please refer to the repealed Camden DCP 2011.

S5.2.2 Mater Dei

Introduction

The Mater Dei site is an expansive diverse character parcel of land which includes the residue land holding surrounding the Kirkham Rise and Wivenhoe Retirement Village. It has an extensive frontage to Cobbitty Road, Macquarie Grove Road and Nepean River, with access generally opposite Kirkham Lane. It is depicted in Figure S5.2 below.

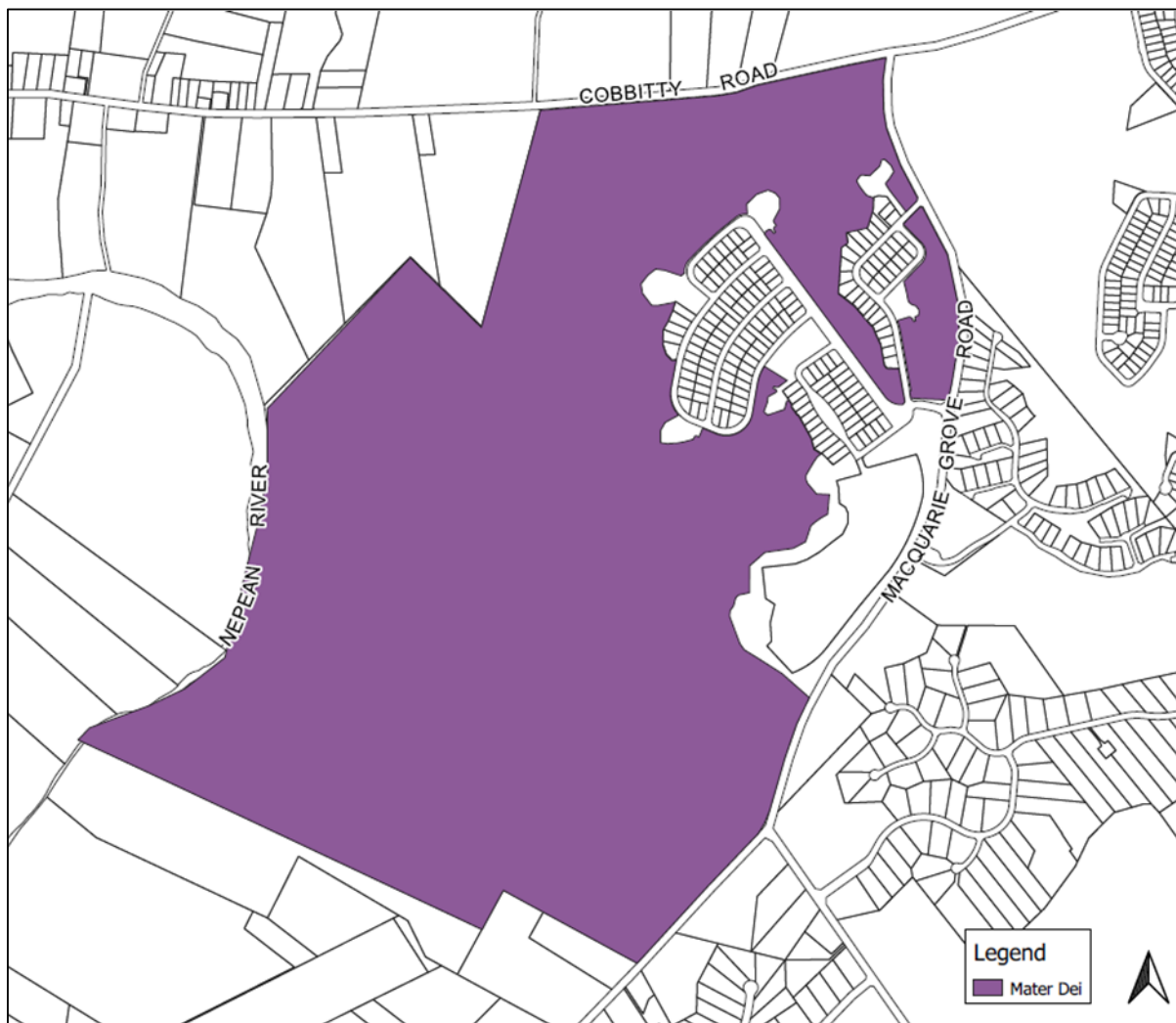


Figure 5-2 Mater Dei Site Plan

Relationship to Other Plans

Detailed planning for the Mater Dei site has been informed by a range of specialist consultant reports over the years including most relevantly:

- Conservation Management Plan (1997 revised 2000) prepared by Design 5 Architects.
- Landscape Conservation Plan (2000) prepared by Design 5 Architects.
- Heritage Impact Statement (2021) prepared by Design 5 Architects.
- Biodiversity Overview (including Conservation Initiatives) Report (August 2022 prepared by Travers Bushfire and Ecology.

- Aboriginal Due Diligence Assessment (September 2021) prepared by Travers Bushfire and Ecology.
- Bushfire Protection Assessment (September 2021) prepared by Travers Bushfire and Ecology.
- NASF Assessment – Aviation Services (September 2021) prepared by Rehbein Airport Consulting.
- Preliminary Transport Assessment (September 2021) prepared by The Transport Planning Partnership.

Site Precincts and Planning and Design Provisions

The Mater Dei site comprises a number of landuse precincts which generally exhibit distinguishing character qualities.

The subject precincts are distinguished as follows:

- Education
- Natural Areas Conservation
- Rural Residue

Planning provisions in respect of the education precinct are detailed below; whilst provisions in respect of natural areas conservation and the rural residue holding are detailed at S5.3.1 and S5.4.2 respectively.

Planning and design provisions in respect of Bushfire Hazard Management/Asset Protection zones and Access are documented in this section.

They are represented in Figure 5.3 below, with objectives and controls detailed following.

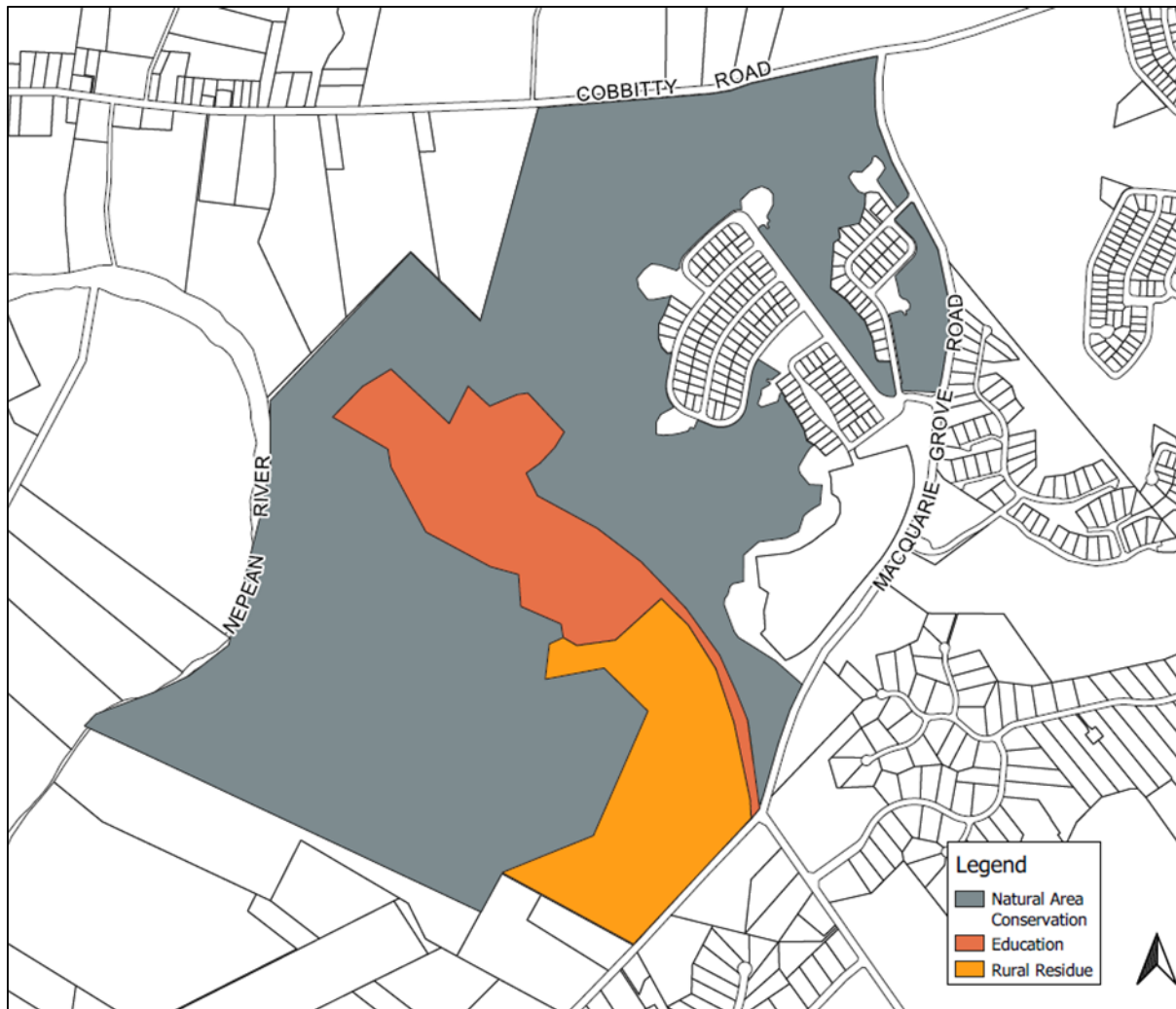


Figure 5.3: Mater Dei Landuse Precinct/Character Areas

Education

Objectives

- a. To facilitate a range of education opportunities for people with disability in a unique environment.
- b. To ensure the natural and built environment sensitivities of the precinct and nearby lands are respected and protected.

Controls

1. Ensure appropriate setbacks, buffers and landscaping (including Asset Protection zones) that do not adversely impact on the built heritage, landscape setting or natural environment qualities of the precinct.
2. Provide appropriate and sufficient access, manoeuvring and parking that is durable, maintainable and respects the environmental sensitivities of the site.
3. Ensure that clear, safe pedestrian movement paths are provided.
4. Require spatial, acoustic and access compatibility of all educational activities and environments.

5. Ensure compliance with all constraint management strategies, including the Wivenhoe Heritage Conservation Management Plan, Chapter B3 of this DCP in respect of each heritage items and curtilage area.

Bushfire Hazard Management/Asset Protection Zones

Bushfire hazard assessment and management is most recently addressed in Travers Bushfire and Ecology 2021.

The site is importantly established to “have the capacity for future development to conform with the planning principles detailed in Planning for Bushfire Protection 2019” and in particular the imposition and management of relevant Asset Protection Zones.

Objectives

- a. To prevent loss of life and property due to bushfires by providing for development compatible with bushfire hazard.
- b. To encourage sound management of bushfire-prone areas.
- c. To ensure appropriate access to the site during an emergency.

Controls

1. Asset Protection Zones (APZ) must be established as a means of managing vegetation related hazards.
2. APZs must be established and maintained in accordance with Planning for Bushfire Protection, 2019; with indicative APZs depicted in Figure 5.5 following.
3. A separate emergency access must be established to facilitate evacuation from the education precinct during an emergency.

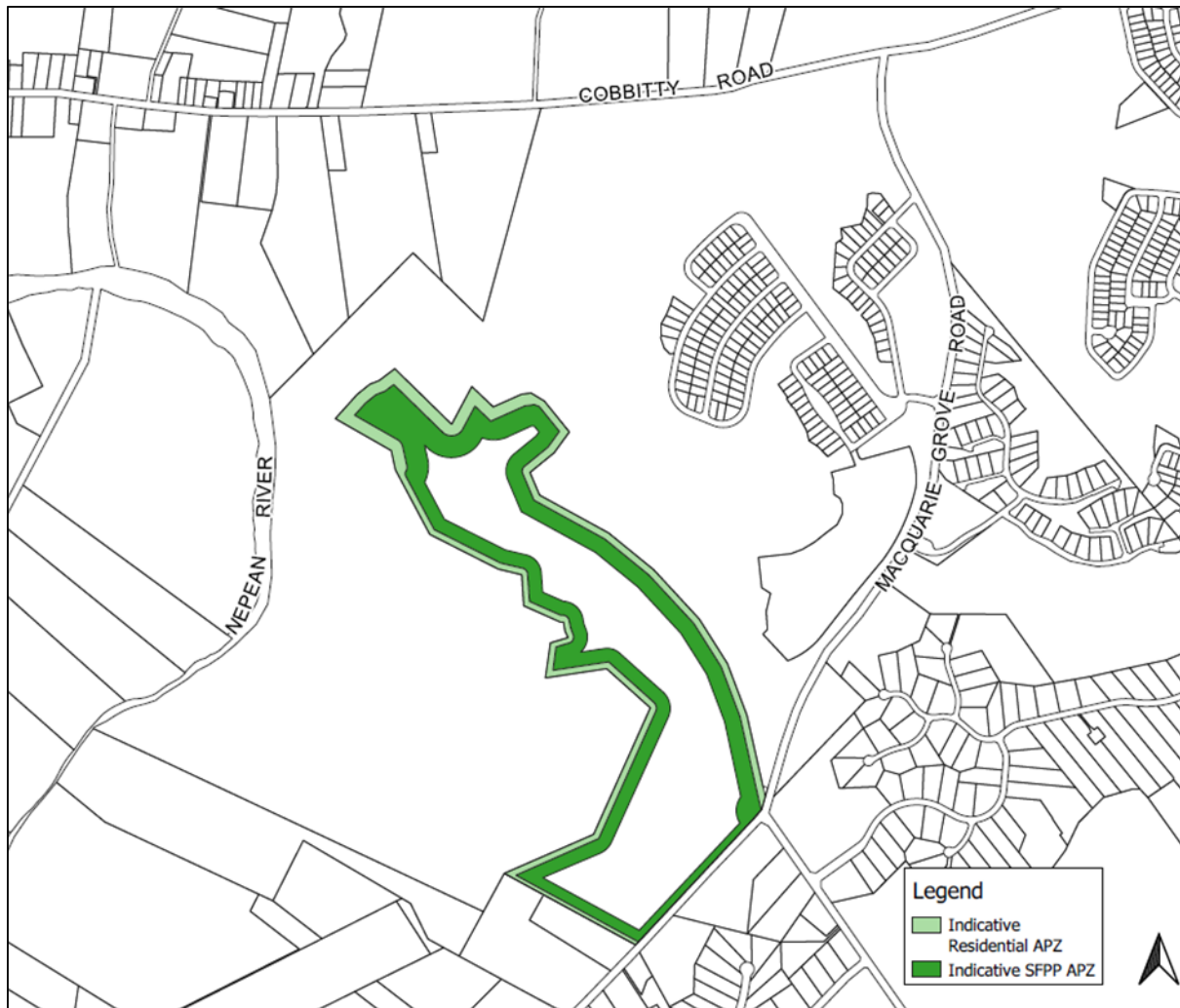


Figure 5.4: Indicative Asset Protection Zones (depicted in green)

Access

Objectives

- a. To ensure safe convenient access to the Mater Dei precinct.
- b. To minimise conflict between the disparate users of the Mater Dei access.
- c. To integrate access with changes to the immediate road network occasioned by surrounding growth.
- d. To ensure appropriate secondary/emergency access.
- e. To retain the visual tree lines quality of the current driveway.

Controls

1. All future development applications must be accompanied by a traffic impact assessment.
2. Any intersection upgrade must include the integration of the Mater Dei access (see indicative design in Figure 5.5).
3. Any access/driveway alterations must have regard to the Conservation Management Plan compiled by Design 5 Architects 1997 (revised 2000), Landscape Conservation Plan compiled by the same author and dated 2000 and the Heritage Impact Statement 2021, again compiled by Design 5 Architects.

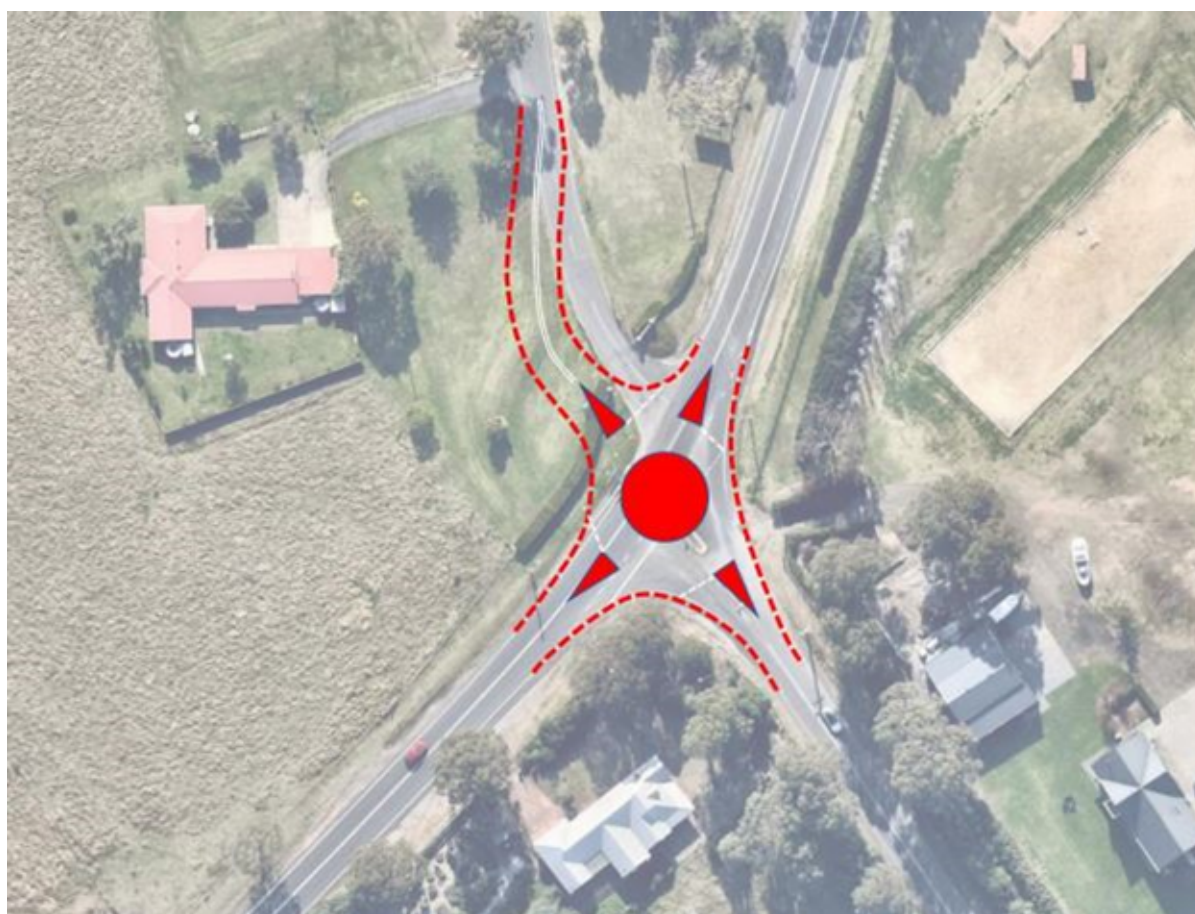


Figure 5.5: Conceptual Kirkham Lane/Macquarie Grove Road Intersection Design

S5.3 Heritage, Conservation and Airport Operations

Introduction

Key distinguishing qualities of the Mater Dei site which have future development and management implications include:

- Heritage Conservation
- Airspace Operations
- Natural Areas Conservation

Objectives and controls in respect of each are detailed as follows: -

Heritage Conservation

The Wivenhoe group including the grand villa (house) and gardens, outbuildings, stables, servant quarters, farmhouse and coach house are listed as an important local item of environmental heritage.

A comprehensive Conservation Management Plan was compiled by Design 5 Architects in 1997 and revised in 2000 and more recently reviewed associated with a Planning Proposal. A Landscape Conservation Plan was also prepared by Design 5 Architects in 2000. Further, Design 5 Architects prepared a Heritage Impact Statement in respect of the rationalisation Planning Proposal Request in 2021.

Objectives

- a. To preserve significance of the place and its setting.
- b. To ensure an appropriate visual and physical curtilage is provided around the heritage place to protect it and facilitate its enjoyment and understanding.

Controls

1. In accordance with the Heritage Impact Statement compiled by Design 5 Architects: The SP2 zone (and any future subdivision) must include the avenue of trees and fencing each side of the driveway.
2. The tree lined driveway known as Mater Dei Road, along with open grasslands along the sides of the driveway must be conserved.
3. The site must be managed in accordance with the Conservation Management Plan compiled by Design Five Architects (1997 and amended 2000) and the Landscape Conservation Plan also compiled by Design 5 Architects (2000).

Airspace Operations

The site is located adjacent to the Camden Airport and is subject to the influence of its operational parameters.

A comprehensive report compiled by Rehbein Airport Consulting dated 17 September 2021 details preliminary considerations for further development of the site that are impacted by Camden airport operations and form an important reference source.

Objectives

- a. To ensure the operational integrity of the Camden Airport is not compromised and relevant safety levels achieved.
- b. To ensure appropriate development envelopes are not compromised.
- c. To ensure appropriate acoustic amenity in respect of new development.

Controls

1. Development must have specific regard to the NASF Assessment undertaken by Rehbein Airport Consulting (17 September 2021), where still relevant.

Natural Areas Conservation

The retained and rehabilitated natural areas are critical to the Mater Dei setting and local and broader biodiversity outcomes.

Objectives

- a. To conserve the ecological values of the site and ecological links to surrounding areas.
- b. To facilitate limited access and educational/interpretative actions/activities.

Controls

1. All conservation initiatives must generally reflect the details contained in the prevailing biodiversity stewardship and biodiversity legislation.
2. A Conservation Management Plan must inform environmental protection works and the establishment of environmental facilities.
3. Development on land that adjoins C2 Conservation Land is to ensure that there are no adverse impacts to the native vegetation and ecological values of the C2 zone, including adverse weed dispersion.

S5.4 Site Specific Controls

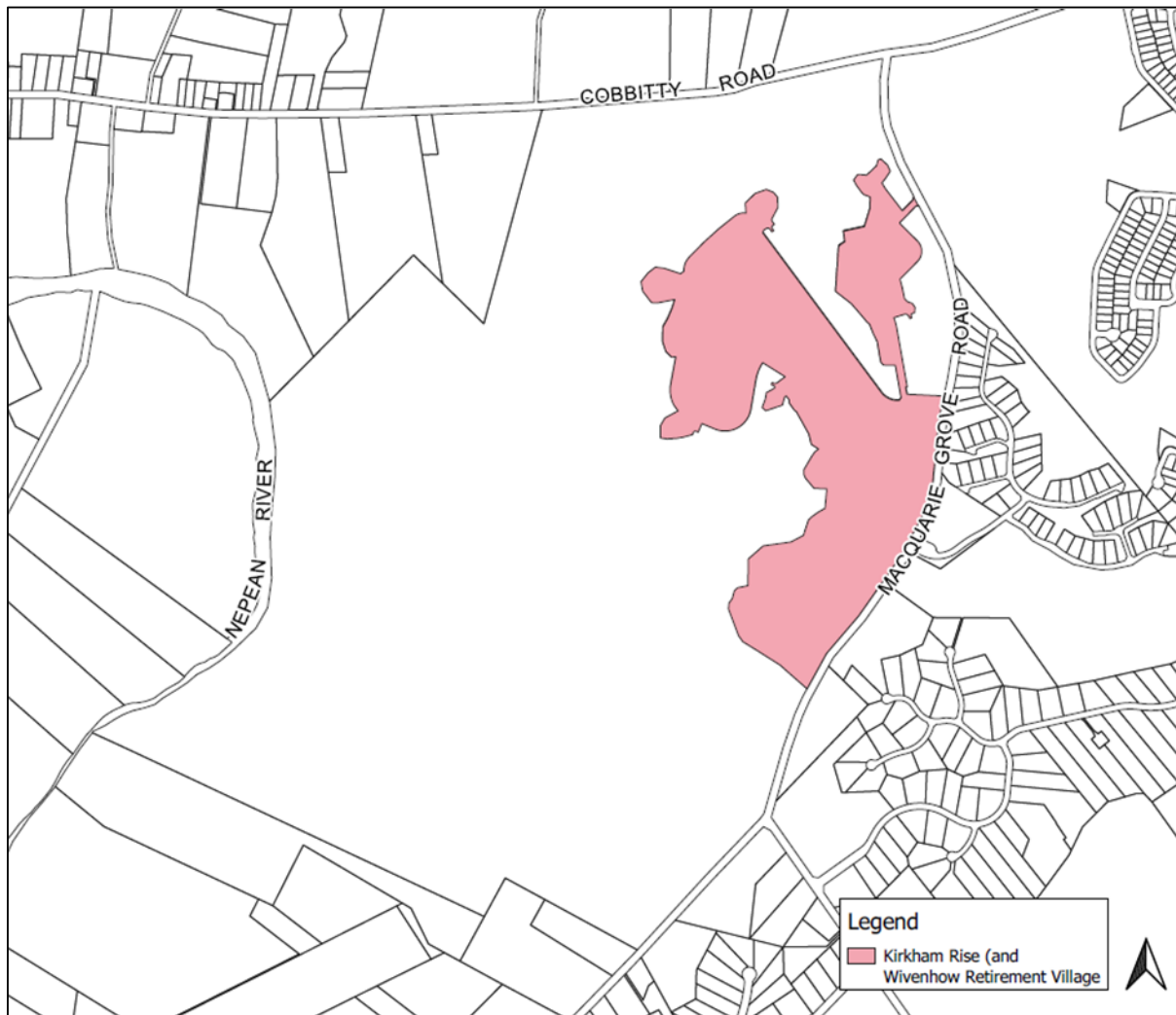


Figure 5-6 Kirkham Rise (incorporating Wivenhoe Retirement Village) Site Plan

S5.4.1 Kirkham Rise (and Wivenhoe Retirement Village)

It should be noted that the controls listed below are specific to Kirkham Rise (and the Wivenhoe Retirement Village). They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

Appearance

1. Homes should be designed to be of 'contemporary, eco character'.
2. Use of architectural features such as awnings, porticos and verandahs are required to ensure street presentation of the homes is in keeping with the vision for Mater Dei.

Roof Eaves

1. 600mm at a minimum on eastern and western facades.

Corner Lots

1. Should be designed to present to both street frontage and public areas.
2. Front facade feature should continue around to 40% of the secondary frontage.

Parkland Lots

1. Should be designed to appropriately address the parkland area.
2. Architectural features are to be replicated to secondary frontages with front a parkland.
3. Blank walls to the parkland are not permitted.

Roofing

1. Roof designs must be a minimum pitch of 20°.
2. Skillion roofs can have a minimum pitch of 5°.
3. Highly reflective roofing material are not permitted.

Colours and Materials

1. Colours should be low in contrast and sympathetic to the natural environment. Rendered masonry, stone, timber, steel and painted/rendered brickwork should be the predominant external materials.

Fencing

1. Open fencing is preferred wherever possible.
2. Front fencing is not allowed.
3. Brush mat fencing is prohibited.
4. Rear and side boundary fences once behind the building line can be a maximum height of 1.8m but on bush front lots must return with open post and rail or post and wire for the rear 6m of the lot.

Maximum Driveway Width

1. 4.0m wide at the property verge but can be splayed within the property boundary to allow for adequate vehicle manoeuvrability.

Rainwater Tanks

1. Each dwelling must have a tank of at least 5,000ltr.
2. If the home contains a swimming pool, the water tank must be connected to the pool to assist in topping up the pool.
3. Water tanks in the APZ cannot be constructed of plastic

Kirkham Rise Guidelines

1. Kirkham Rise Design Guidelines volume 1, November 2010 and as amended, should be referenced for further detailed design requirements

Table 5-1: Summary of residential accommodation controls – Kirkham Rise

SETBACKS	
Front setback (min)	4.5m; average of 5.5m
Secondary street setback (min)	4.5m
Side setback ground floor (min)	1.5m
Side setback second floor (min)	4.5m
Rear setback ground floor (min)	6m
Rear setback second floor (min)	10m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back 2m behind principal building line.
Architectural element front setback encroachment (max)	1m
Rear lane setback (min)	1m.

	Notwithstanding this, the rear lane setback can be reduced to 0.5m only if it can be adequately demonstrated to Council's satisfaction, that the development can facilitate waste collection in a safe and orderly manner.
Public reserve setback (min)	3m
HEIGHT	
As per LEP 2010 and Part 4 of this DCP	
PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE	
Site coverage (max) – lots less than 450m ²	Single storey development - 60% Two storey development – 50% ground floor, 35% upper floor
Site coverage (max) – lots 450m ² or greater	Single storey development - 50% Double storey development – 30%
Front yard paved surfaces (max)	40%
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m ² with a minimum dimension 4m
Gradient of PPOS (max)	1:10
Solar access to PPOS (min)	<p>Direct sunlight must reach at least 50% of the PPOS of both the subject dwelling and of any adjoining dwelling for not less than 3 hours between 9:00am and 3:00pm on 21 June.</p> <p>Dwellings must be orientated to maximise solar access to living rooms having regard to future and existing site constraints.</p> <p>At least one window to a living area of dwellings on neighbouring properties must receive a minimum of 3 hours of direct sunlight between 9am and 3pm on 21 June.</p>

GARAGE DESIGN	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

S5.4.2 Mater Dei Rural Residue

The rural residue precinct on the Mater Dei site (depicted in Figure 5.3) is strategically located and should be developed and managed in accordance with the following planning provisions.

Objectives

- a. To maintain the rural landscape character and general visual amenity of the area.
- b. To ensure the compatibility of non-agricultural land uses with the rural, environmental and conservation values of the land.
- c. Not to adversely impact the operational parameters of the Camden Airport.

Controls

1. The prevailing topography must not be significantly altered.
2. Adverse impacts on view corridors and vistas should be minimised.
3. New buildings and structures should minimise any visual impact.
4. Fencing must be generally of a rural character utilising post and rail or wire.
5. Screen landscaping should be minimised.

- End of Schedule -

 70 Central Ave,
Oran Park NSW 2570

 mail@camden.nsw.gov.au

 PO Box 183, Camden 2570

 camden.nsw.gov.au

 4654 7777

 www.facebook.com/camdencouncil

 ABN: 31 117 341 764



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