

1.0 Lowes Creek Maryland Current Precinct Objectives and identified impediments within the ILP and planning controls.

From a review of the Lowes Creek Maryland Precinct Rezoning Discussion Paper (DPIE, 2018, P.20) and the Precinct Rezoning Finalisation Report (DPIE 2021, pp 31 - 33) the discussion on the issues and opportunities in this part can be distilled into five relevant outcome focused objectives:

1. Protecting and Promoting the Appreciation of Heritage

- *Conserving and protecting the recognised heritage significance of the Maryland Homestead site, its settings and views, along with other key heritage sites which tell a story about the historical uses and development of the region;*
- *Protecting visual and landscape qualities ensuring that new development causes minimal visual impacts on key view corridors associated with the heritage sites;*
- *Delivering high quality place-based outcomes through the preservation and enhancement of local heritage and connections to country;*
- *Preserving areas of local heritage to contribute to the creation of great places to live and preserve important character elements.*

2. Contributing to Place Making

- *Ensuring that the landscape informs the design and build upon the unique character of the area by responding to the natural features of the landscape including the topography, watercourses, riparian areas, native vegetation, natural constraints and geotechnical conditions;*
- *Delivering high quality place based outcomes through the preservation and enhancement of local heritage and connections to country.*

3. Environmental Protection and Improvement

- *Protecting and enhancing bushland and biodiversity.*
Increasing green grid connections and urban tree canopy, whilst protecting the tributaries that connect to Wianamatta - South Creek;
- *Protecting environmental assets within the site to improve accessibility and connectivity of Camden's Green and Blue Grid.*

4. Efficient Access/Connectivity

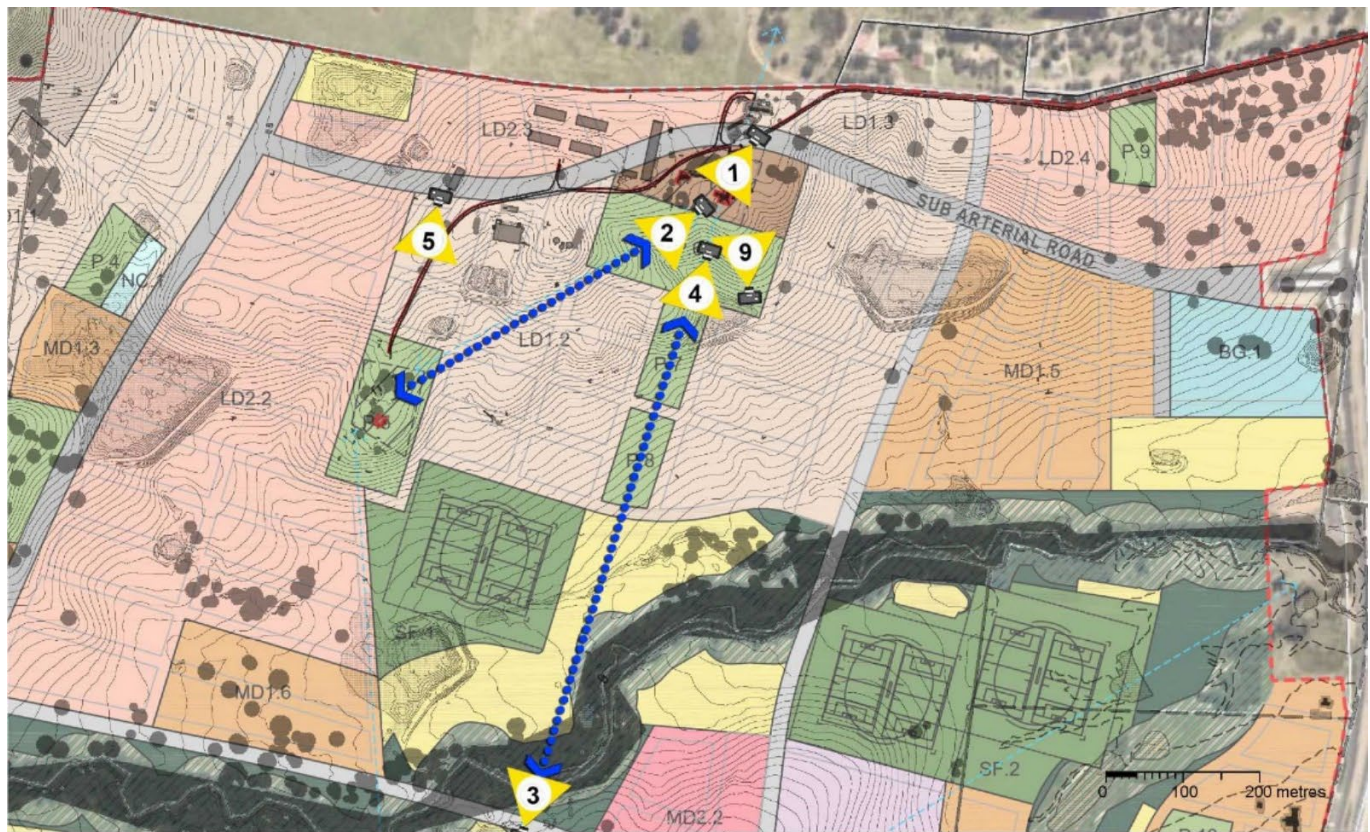
- *Ensure people are well connected to housing, jobs, essential services and connected to the transport network, including the local and regional road network, public transport and active transport options;*
- *Provide housing supported by a network of local and regional roads, and walking and cycling paths that connect to high quality open space, a school, retail areas, jobs, services and public transport.*

5. Housing Diversity and Affordability

- *Provide a diverse mix of housing types catering to a range of household types and affordability.*
- *Deliver low and medium density housing, contributing towards broader housing targets.*

There are several characteristics in the adopted ILP that have been identified as impediments in the successful achievement of these objectives.

1. An east -west sub-arterial road that extends 1.35 km from The Northern Road intersection (Lowes Creek Link Road) generally along and adjoining the northern boundary of the site (to the rear of the locally heritage listed Birling House 1937) to the north-south sub-arterial road at the western end of the site.
2. A complex superlot (grid block) pattern that has inefficient superlot sizes and an orientation that is inconsistent in places with the prevailing (existing and final) site topography.
3. A view corridor between the Birling 1812 archaeological park and the Birling 1937 park (the existing Birling House) with recognised local significance that is inconsistent with the road network; desired view corridor identified in the ILP between Birling 1812 and Birling 1937, blue dashed arrow between Parks P5 and P6, refer **Figure 1**.



View 1

View from sub-arterial road comprises back of house glimpses of Birling 1937 (toilets, water tank and outhouses). No appreciation of grade or of elevated location and wrap around verandah available from major traffic thoroughfare. Sub arterial road will prohibit vehicle access.



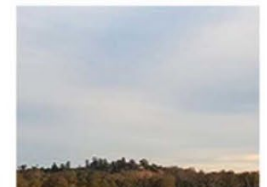
View 2

View between Birling 1937 and Site of Lowes' Homestead (Birling 1812) as required by ILP not available.



View 3

View north to Birling 1937 from Lowes Creek.



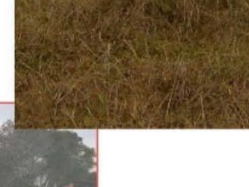
View 4

View south from Birling 1937 to Lowes Creek.



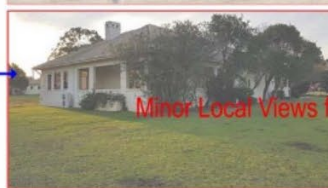
View 5

View south from sub-arterial Road to Lowes' Homestead not available.



View 6

Views north to Birling 1937 only available from local roads. No opportunities for appreciation by greater number of visitors to, and residents in, Precinct. Vehicle access and parking will be available via these roads only which will generate visual impact issues.



> Figure 1: ILP Heritage views and vistas from adjoining roads along ILP view corridors

4. The presence of multiple local roads dissecting Parks 6, 7 and 8 jeopardise the ability of these parks to establish a distinctive landscape contribution to the Maryland / Birling view corridor. Civil engineering design and the presence of traffic and road crossings in the corridor will also diminish the quality, functionality, and character of the green corridor as a usable open space asset for the local community.
5. Large areas of medium density housing, particularly adjoining the Birling 1812 park in the western part of the site.
6. A large RE2 zoned portion of land and heritage controls at Birling 1937 that limit opportunity for public access and adaptive reuse.
7. The heritage Carriageway is proposed to be positioned within a pedestrian thoroughfare within the current ILP. The intended retention of this existing access track has a negligible contribution to heritage appreciation of what is now an Archaeological site with no remaining buildings from the original Birling Homestead cluster. The proposed physical retention of an access way conflicts with the proposed road layout and landform and as proposed will create maintenance, useability and potentially security issues.
8. Current ILP Open Space areas proposed do not allow retention of existing trees in the northeast of the site, are bisected by roads reducing efficiency and fail to utilise the benefits of the local heritage curtilages. A redesign of the open space areas, ensuring no reduction in provision of open space, will address these concerns.
9. The density controls provide for the development of the following categories of dwelling type (refer **Table 1** below). While Low Density Band 1 provides for a density range of 20 to 25 dwellings per hectare NDA, maximisation of the density consistent with the intent of the density control will effectively result in a medium density outcome (25 dw/ha) across 45% of the dwellings in the site.

This, together with the 25% of the 25 – 35 dw/ha density dwellings, will result in 70% of the dwellings within the site being of medium density (25 – 35 dw/ha) dwelling type. This will dominate the site and minimise the diversity of the housing within the site.

Density Band	Existing ILP	
	Max Dwelling No.	%
Environmental Living (max 10dw/ha)	14	1%
Low Density Band 1 (10 to 20 dw/ha)	633	30%
Low Density Band 2 (20 to 25 dw/ha)	939	45%
Medium Density Band 1 (25 to 35 dw/ha)	517	25%
Medium Density Band 2 (35 to 60 dw/ha)	-	0%
TOTAL	2,103	100%

Table 1: Summary of Dwelling Diversity in Site in Adopted ILP and SEPP Density Controls

10. This large (70%) proportion of medium density dwellings establishes a large area of comparatively higher density housing, the built form character of which will dominate the streetscape and townscape of this part of the site;
11. The location of the density type is distant from public transport, education services in the eastern part of the precinct and some distance, at its northern end, from the facilities within the future local centre in Maryland; and

12. It establishes a broad sweep of effectively medium density built form adjoining and to the north of Birling 1812 and in the peripheral and rear view of the ILP view corridor of Birling 1812 from Maryland to the east of the view corridor.
13. Maximum permissible Height controls require minor adjustment to align with existing building heights and to ensure that practical and useable built form can be established for new uses in Birling 1937 precinct.
14. An Increase to the additional permitted usages within the proposed Birling 1937 Heritage precinct (curtilage) and RE2 zone will broaden opportunities for adaptive reuse across a broader range of potential tenants.
15. Amend Minimum Lot Size across the amended RE2 zoned and Heritage Curtilage Precinct to align with the proposed amendments.

2. Opportunities for improvements to the current ILP

There are a range of opportunities available to enhance the adopted ILP and provide a closer alignment of the planning outcomes to the stated objectives. The opportunities are summarised below:

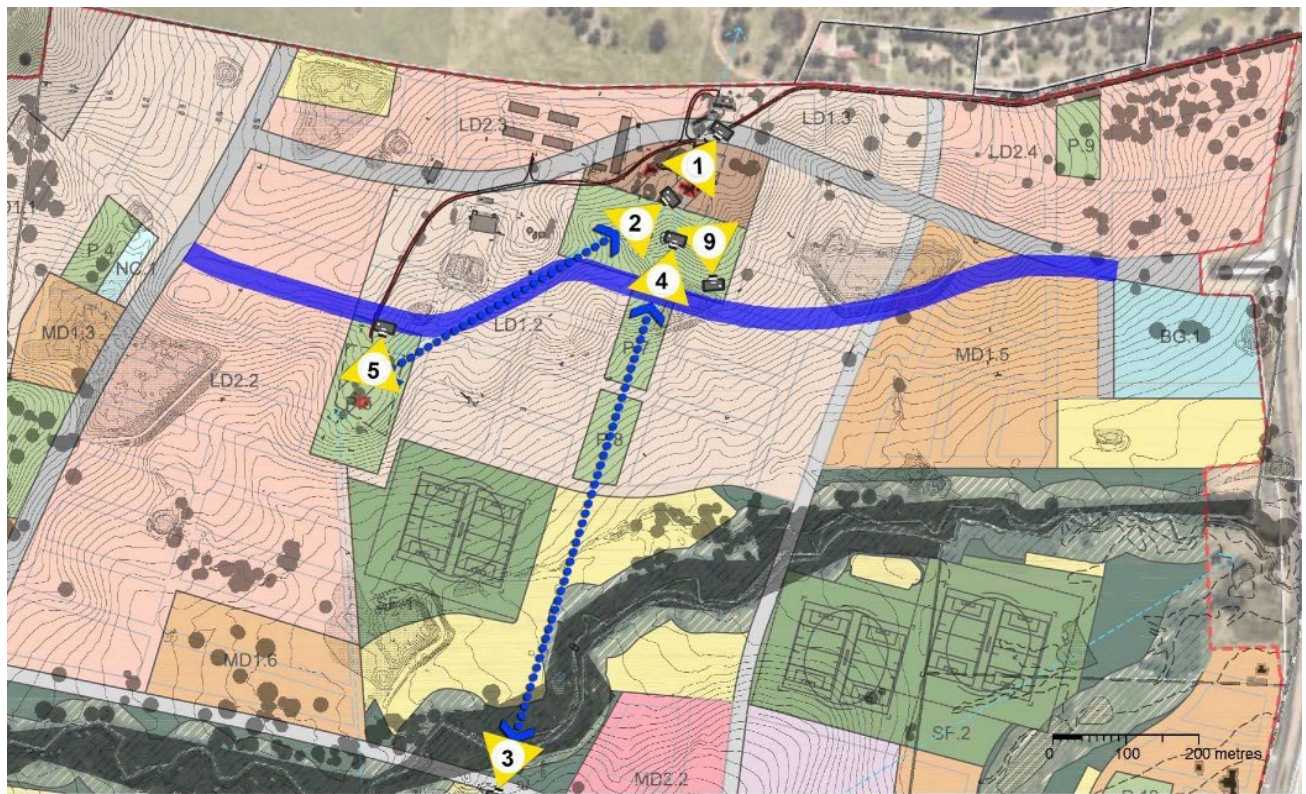
These opportunities for improvement to the current ILP can, in turn, be distilled into 4 primary “objective focussed” opportunities:

- Opportunity 1: Amend local road network.
- Opportunity 2: Amend open space network to enhance open space amenity, heritage view lines and appreciation.
- Opportunity 3: Diversity the Location and Choice of Residential Densities
- Opportunity 4: Review RE2 zoning and Planning controls in the Birling 1937 Heritage Precinct.

Each opportunity is discussed below.

2.1 Amend Local Road Network to provide a more functional arrangement that also assists place making objectives.

A potential alternative visual analysis of Birling is presented in **Figure 2** below. It illustrates an opportunity to establish an additional major road (movement corridor) approximately 150 metres to the south of Birling 1937 that will link Birling 1937 and Birling 1812 (Parks 5 and 6).



View 1

View from local roads comprises back of house glimpses of Birling 1937 (toilets, water tank and outhouses). Vehicle access and parking will be available via these roads only which will minimise visual and heritage impact issues.



View 2

View 2
New direct view between Birling 1937 and
Site of Lowes' Homestead (Birling 1812)
as required by ILP available.



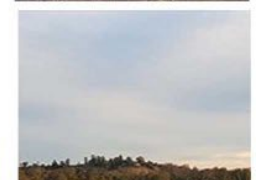
View 3

View 3
View north to Birling 1937 from Lowes Creek preserved. Presence of Sub-arterial road will have negligible impact on view.



View 4

View 4
View south from Birling 1937 to Lowes Creek preserved. Presence of Sub-arterial road will have negligible impact on view.



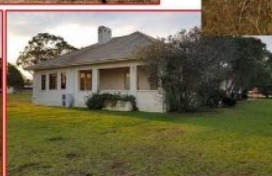
View 5

View 5
New direct view south from sub-arterial Road to Lowes' Homestead made available. Assists 'place making' and 'character generation.'



View 6

View 6
Views north to Birling 1937 now available from major pathway. Significant increase in viewer appreciation of gradeur of elevated location and wrap around verandah available from major traffic thoroughfare. Assists 'place making' and 'character generation.'



> Figure 2: Additional or alternative major road location in the ILP Heritage views and vistas corridors

The proposed major road (Boulevard) location would result in:

1. An increase in the ability for the ILP to achieve the heritage view corridor linkages and objectives it seeks;
2. Significant improvements in the legibility of the ILP and its potential for place making and character generation by making Birling 1812 and 1937 and the parklands within which they sit integral and accessible parts of the movement network and fabric of the new community due to their physical and visual prominence in the built and parkland environments of the new community;
3. A significant increase in opportunities for heritage appreciation and protection of Birling 1812 and 1937 by their improved access, visibility, and potential adaptive reuse;
4. An increase in the quality of available views and creation of new views of the heritage items for people (e.g. residents, visitors – ‘viewers’) to enjoy. This results in better achievement of the ILP’s requirements for heritage appreciation and view corridor protection;
5. A merging of the multiple vehicular crossing points in Parks 6, 7 and 8 into one local road, the civil design of which can be coordinated with the landscape design of the corridor and bulk earthworks in order to reduce the visual and physical impact on the corridor, and also facilitate access to the corridor; and
6. The incidental creation of opportunities to revise the pattern of the local road network to address the issues of inefficient superlot design and orientation (and impacts on landscape, landform and heritage) noted in the discussion above. This includes the opportunity to include the acknowledgement and depiction of the carriageway alignment through onsite interpretive displays within the Birling 1812 public open space and heritage curtilage. The key elements for the required Heritage Interpretation Strategy for Birling 1812 will include access and understanding, context and setting and authenticity. The retention of the carriageway is not essential to interpret the 1812 site as the pathway will be constructed using modern materials to ensure low-cost long-term maintenance. The ca 1880 photograph of the homestead provides little indication of any formal driveway near the current access track. It is highly likely that the depiction in the 1929 aerial photograph outlines a road utilised by vehicles in conjunction with the farming operations at that time. The current ILP carriageway alignment within a defined route will be bordered by housing development at 20 dwellings/Hectare and provide no significant or plausible contribution to the setting or context for the Birling 1812 site.
7. An assessment of the traffic implications for the proposed local road network amendments is included at **Appendix 1 of the planning proposal**.

2.2 Amend open space network to enhance amenity, heritage view lines and appreciation.

1. Reposition open space in proposed precinct LD2.4 to retain existing trees. The proposed open space is within R2 zoned land and is shown in the current ILP (refer **Figure 7**). The open space is reconfigured within the proposed amended local road network and retains its land area. Retention of existing trees wherever possible is a common environmental objective and ties in with initiatives for shading of urban areas to reduce heat affects and also provision of shade in public open space.
2. Improve the connectivity and usage of the central parkland north (P6) by amending the eastern portion of the RE2 zoned area adjacent to Birling 1937. A significant benefit of this amendment to the ILP and zoning are the improved public access that is offered to the perimeter of the curtilage to improve appreciation to the two primary elevations (South and East) of the Birling 1937 building and curtilage. The change to a RE1 zoning will improve the protection of the heritage curtilage through public ownership and allows additional control to retain this important view corridor. The intention is to develop a significant public park in this elevated location of the estate and improve opportunities for activation of the Birling 1937 Heritage area. Discussion around this opportunity is included in the Heritage Asset Action Plan (HAAP) by Weir Phillips submitted separately to Camden Council.

3. The central and southern portions (P7 & P8) of the central park will no longer be intersected by a road improving functionality and safety, reducing visual clutter with improved aesthetics and enhancing heritage view lines between Maryland and Birling 1937. The connectivity offered by the P6 amendments also improve the access from residents in the northern precincts to the large areas of open space.

An assessment of the open space areas is shown in **Table 2** below and confirms there is a minor increase in the provision of open space, in addition to the benefits outlined above.

PUBLIC OPEN SPACE AREAS			
ID	AREA FROM ILP (m²)	PROPOSED AREA (m²)	DIFFERENCE (m²)
P3	14939	14939	0
P4	6770	6472	-298
P5	19413	15496	-3917
P6	25681	23881	-1800
P7/P8	15166	21526	6360
P9	6321	6323	2
SF.1	55315	55703	388
TOTAL	143605	144340	+735

Table 2 – Public Open space area comparison, see also Attachment 2.

2.3 Diversity the Location and Choice of Residential Densities

There are a number of opportunities to introduce greater variety in the density controls to address the issues discussed above whilst maintaining the nominated DPE density objectives. These locations are illustrated in **Figure 3**. The opportunities present a “Salt and Pepper Approach” whereby:

1. A small area of Medium Density Band 2 (35 - 60 dw/ha max, annotated as “V” in the SEPP Map) could be introduced to the west of bulky goods centre (that includes a small, capped amount of convenience retail floor space that can have a low scale neighbourhood retail role); and
2. Greater areas of Low Density Band 1 (10 - 20 dw/ha max annotated as “K2” in the SEPP Map) could be introduced in the west and other parts the site to enhance diversity of housing types/choice.



**State Environmental Planning
Policy (Sydney Region Growth
Centres) 2006**

**South West Growth Centre
Residential Density Map -
Sheet RDN_003**


Dwelling Density Range (per hectare)

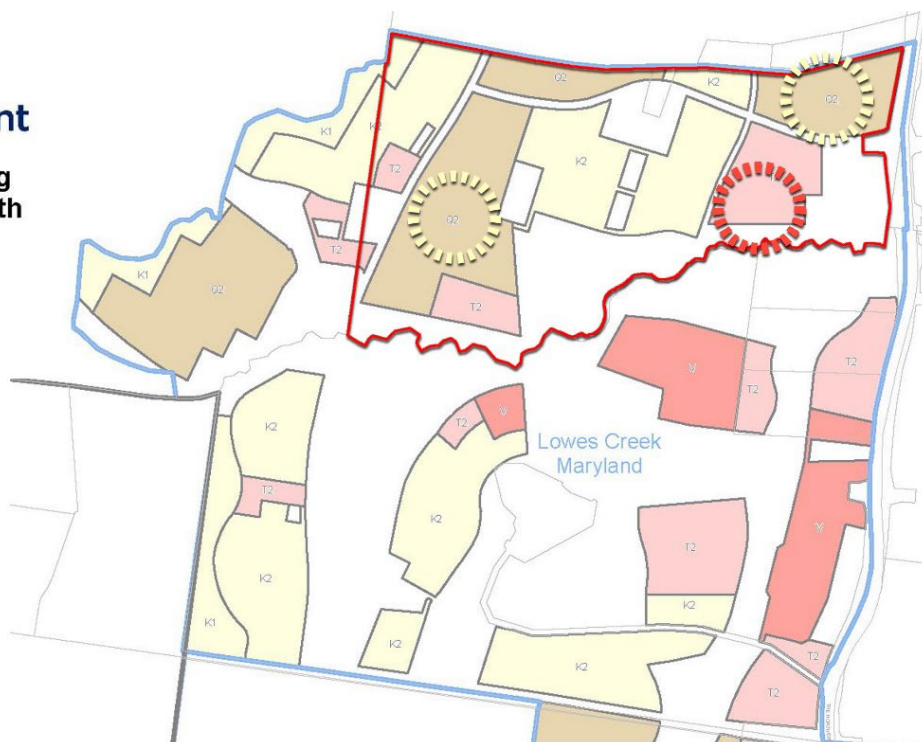
K2	10 (Minimum) - 20 (Maximum)
O2	12.5 (Minimum) - 16.5 (Maximum)
Q2	20 (Minimum) - 25 (Maximum)
T2	25 (Minimum) - 35 (Maximum)
V	35 (Minimum) - 60 (Maximum)

Growth Centre Boundaries

	South West Growth Centre Boundary
	South West Growth Centre Precinct Boundary

Cadastral

	Cadastral 24/06/2021 © Spatial Services
--	---



> Figure 3: Proposed Locations for Density Control Amendments ("K2" and "V" Density Bands) within Site

While the increase of a small part of the ILP to a higher density (35-60 dw/ha) is a departure from the current approach to density in the site, there are strong planning grounds to support the Proposal. The nominated location offers a number of opportunities:

- It is consistent with the approach in Maryland and mirrors similar higher density sites on the opposite side of Lowes Creek;
- It would not require a change to the height control that would be maintained at its current 12 metres and would match the height control in areas with the same 35-60 dw/ha density control in Maryland;
- It would generate minimal environmental impact (that are no impacts on view corridors, road network traffic capacity, creek environment, heritage, visual / streetscape, solar / overshadowing, privacy etc);
- It would maintain the SEPP building height below the established tree canopy being preserved in the Lowes Creek Corridor;
- It is close to public transport on the ILP Collector and sub arterial roads, as well as the Northern Road;
- It adjoins low scale local convenience retail facilities and is within walking distance (600 metres) of the future Maryland Local Centre;
- It enjoys close proximity to the future public K-12 school in Maryland (being within 400 metres walking distance);
- It enjoys high residential amenity being close to the Lowes Creek riparian corridor and two recreation ovals within 380 metres walking distance; and
- It is large enough to allow a high-quality master planned built form outcome.

These opportunities will:

- Lower the density around Birling 1812 and the peripheral part of the Maryland view corridor to Birling 1812, improving the visual setting of Birling 1812 and the quality of the view corridor (and resulting in improved heritage outcomes);
- Locate the higher and lower densities in more appropriate parts of the site better suited to accommodate such densities with minimal environmental and heritage impact, while maximising amenity and convenient access to retail, education and public transport services and active and passive recreation opportunities; and
- Increase the diversity of dwelling types within the site improving the housing choice within the site.

2.4 Review Heritage controls and curtilages

1. Adjust Birling 1937 Heritage Curtilage to include land to the north and west to boundary of the sub arterial road. This aligns the RE2 zone and Heritage Curtilage and provides the certainty for future usages within this precinct. As outlined in the Heritage Asset Action Plan (HAAP) the Heritage curtilage does not relate to any specific landmarks or historical setting to the North and West. The proposed amendments provide certainty for future investment and development delivery whilst having no impact upon heritage significance or setting. The adjustments to the curtilage align with the historical southern fence line for the Birling 1937 house yard.
2. Birling 1812 heritage curtilage is unaffected.
3. The ridge heights of the cottage building and the ridge of the western wings of the main building for Birling 1937 are 6m above current ground levels. The request is for the existing 5m maximum permissible height to be amended to 6m to reflect the existing building heights. This issue is considered in the HAAP at S5.6.3 with survey evidence provided at Appendix One of the HAAP.
4. Amend Minimum Lot Size mapping within the Birling 1937 RE2 Private Recreation zoned area. The current minimum lot size is two Hectares. The Proposal is to reduce the minimum lot size to one Hectare. The lot size is primarily based upon the need to ensure adequately sized lots are provided to accommodate the Heritage curtilage and maintain view lines. The current Birling 1937 Heritage Curtilage is approximately 9667m². The proposed amended Heritage Curtilage under this submission will equate to the new RE2 zoned area of 10 499m² (refer **Figure 8**), a minor increase in the curtilage area. The proposed alignment of the RE2 zoning and Birling 1937 Heritage Curtilage will result in a more practical outcome that ensures a consistency of planning controls across the whole of the RE2 zoned area. Design principles to ensure proposed buildings consider the Birling 1937 HAAP will also apply throughout the whole RE2 zoning. The proposed minimum lot size of 1 Hectare will be appropriate to maintain the required spatial and view line protections necessary for the interpretation and appreciation of the heritage item.
5. The current additional permitted uses contained in Schedule One of the SEPP (Precincts – Western Parkland City) 2021 provide limited opportunities for planning the adaptive reuse and further development of the Birling 1937 Heritage curtilage. This submission proposes an expansion to the number of additional permitted usages within Schedule One to include: Commercial Premises, Centre Based Childcare Facility and Medical Centre.

The potential uses have been considered in the HAAP and are considered appropriate. The HAAP also includes an indicative sketch showing the potential development of the Birling 1937 precinct and footprints for carparking and future development.

3. How the ILP redesign opportunities enhance delivery of the planning objectives for the Birling property

The objectives mentioned at clause are achieved through the following.

3.1 Objective 1: Protecting and Promoting the Appreciation of Heritage

The elements and characteristics of the ILP and Vision of the master plan that contribute to the achievement of this objective are illustrated in the sketch in **Figure 4** below. The sketch demonstrates that:

- i) The original elements of the existing ILP that seek to promote and celebrate the recognised and agreed heritage and archaeological assets and values (Indigenous and European) of the Lowes Creek Maryland precinct are protected and preserved unchanged and intact in the proposed amended ILP.
- ii) The quality of, and the opportunities to appreciate, the heritage and archaeological assets and values within the Lowes Creek Maryland Precinct are significantly improved and increased by:
 - Maintaining and improving the landscape character and quality of the principal view corridor between Maryland and Birling 1812 and 1937 (the blue arrows emanating from Maryland Hill in the ILP).

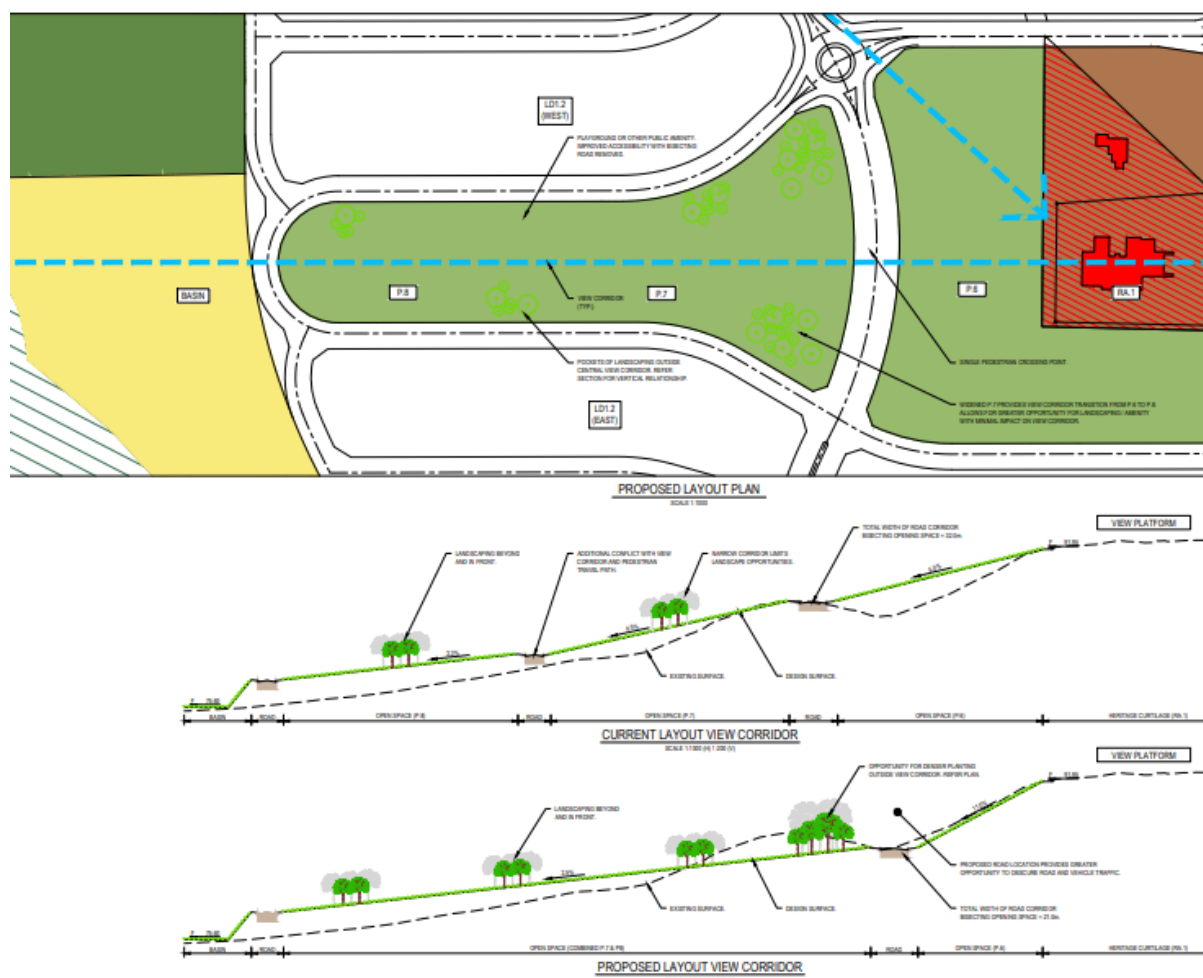


Figure 4: Elements and Characteristics of the Proposed Amended ILP and Master Plan that Contribute to Protecting and Promoting the Appreciation of Heritage

- Improvements in the peripheral residential built form character of the view corridor between Maryland and Birling 1812, and the vista generally between the view corridors of Birling 1812 and 1937 by lowering the density to establish a more sympathetic built form outcome (i.e., lower site coverage and larger lot built form “setting” for these heritage assets). This built form character will encourage the visual prominence

of a tree canopy in the vista and reduced visual prominence of built form due to the larger lots that will prevail.

- The potential of the civil and earthworks design of the local boulevard road crossing the Maryland – Birling 1937 view corridor to obscure the presence of the road more effectively than the multiple crossings that are currently proposed. This is illustrated in the civil concept design Section in **Figure 5** below.
- The creation of new view corridors to Birling 1812 and Birling 1937 and Parks P5 and P6 from the local Boulevard Road (indicated as dark blue arrows in **Figure 4**), consistent with the visual impact assessment in **Figure 2** earlier.
- The ability to implement the required view corridor between Birling 1812 and Birling 1937 currently not possible with the desired local road layout in the existing ILP.
- The ability to elevate Parks P5 and P6 within the landscape of the precinct enhancing their presence, exposure and significance within the Precinct's townscape; and
- An increased viability for a potentially wider range of suitable adaptive uses that may seek to locate in Birling 1937 due to the improvements in visibility and appeal.

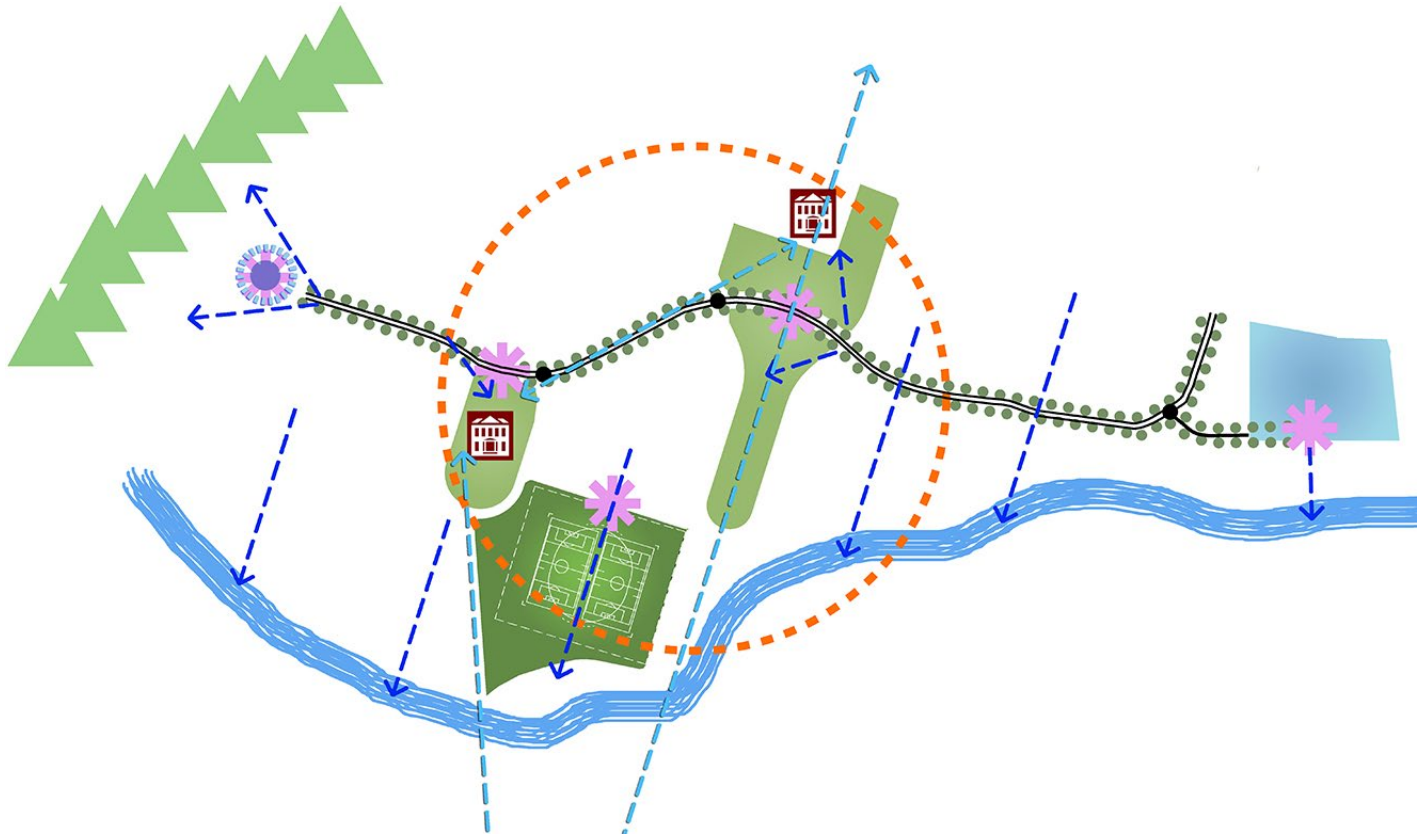


> Figure 5: Improvements to the useability, quality and visual sensitivity of the road crossings in the Maryland to Birling 1937 View Corridor (Note vertical exaggeration in the sections that has been adopted to illustrate extent of difference in approaches)

3.2 Objective 2: Contributing to Place Making

The elements and characteristics of the Amended ILP and Vision that contribute to the achievement of this objective are illustrated in the sketch in **Figure 6** below. They include:

- Protection, and preservation of the dedicated areas and the configuration of parks and open spaces, which are generally unchanged and intact in the propose amended ILP (minor increase in public open space of 735 sqm).
- Improved connections to the neighbourhood centre at the west of the site assisting in its commercial viability and long-term ability to serve its intended role within the local community.
- Improved views along the east-west boulevard to the ridge that forms the site's western visual boundary.
- Improved views along local roads south to Lowes Creek from the residential precincts within the site and the new public park area to the east of Birling 1937.
- Creation of a community heart with a focus on, and connections to, the open spaces and community facilities at the physical and perceptual heart of the site (that is the oval, Birling 1812 and Birling 1937) linked by both the tree-lined boulevard and dual path network).
- A new community oriented "main street" established by the tree lined boulevard style road. It is anchored by the neighbourhood centre to the west, the Bulky Goods centre (with permissible local convenience retailing) at the Northern Road to the east and that joins the eastern and western parts of the site with its principal parks and places in the community heart.
- Improvements in the understanding of the presence of all heritage items by their increased exposure visually and via the road network to the local community and visitors to the site; and
- Similarly, improvements in the understanding of the existence of the recreation oval.



> Figure 6: Improvements to the Place Making Offered by the Proposed Amended ILP to its Future Community and Visitors

3.3 Objective 3: Environmental Protection and Improvement

The elements and characteristics of the Amended ILP preserve the environmental protection measures embodied in the existing ILP with an improved contribution as follows:

- The existing environmental conservation area and Lowes Creek riparian area are preserved, unchanged and intact in the proposed Amended ILP.
- The lower density (and thus larger lot sizes) adjoining Birling 1812 and 1937 will potentially reduce the need for significant landform modification in this visually sensitive area given the greater flexibility to accommodate gradient within the built environment afforded by larger lots; and
- Park P9 in the northeast corner of the site is relocated approximately 60 metres to the east to enable the preservation of existing trees that would be removed with the current location. The area of the park does not change. This is illustrated in the comparison image in **Figure 7** below.



> Figure 7: Improved Preservation of Existing Trees in Park P9 offered by the Proposed Amended ILP (image on right)

3.4 Objective 4: Efficient Access/Connectivity

The access and connectivity offered by the proposed Amended ILP offers many improvements over that presented in the existing ILP. The amendment:

- permits the development of the suggested east-west boulevard style road. The boulevard would effectively operate at a lower order type collector road (but would not be a road considered to be subject to funding via the S.7.11 Contributions Plan). The benefits of the boulevard to the access to and connectivity with the site's passive and active open space assets and amenities, heritage places and retail centres are described above in the discussion on Objective No. 2 (place Making).
- The proposed ILP layout offers greater opportunities for visual appreciation of the two heritage items and is preferred to the current ILP local road linkages. The inclusion of additional public open space area to park P6 improves north to south connectivity between the Birling 1937 Heritage Precinct, Sub Arterial Road, open space areas P7 and P8 and surrounding residential precincts.

3.5 Objective 5: Housing Diversity and Affordability

The proposed Amended ILP improves the housing diversity offered by the site and reduces the dominance and environmental impact of the current 70% of housing in the medium density (20-25 dw/ha & 25- 35 dw/ha) dwelling range. The change in housing diversity supported by the Amended ILP is illustrated in **Table 3** below. The table expands on **Table 2** (the existing ILP) provided earlier and confirms these amendments:

Density Band	Existing ILP		Proposed Amended ILP	
	Max Dwelling No.	%	Max Dwelling No.	%
Environmental Living (max 10dw/ha)	14	1%	14	1%
Low Density Band 1 (10 to 20 dw/ha)	633	30%	1055	50%
Low Density Band 2 (20 to 25 dw/ha)	939	45%	409	19%
Medium Density Band 1 (25 to 35 dw/ha)	517	25%	419	20%
Medium Density Band 2 (35 to 60 dw/ha)	-	0%	206	10%
TOTAL	2,103	100%	2,103	100%

>

Table 3: Comparison of Dwelling Diversity in Adopted and Proposed Amended ILP and SEPP Density Controls

The diversity of housing is increased across the whole site as:

- The dominance of the medium density housing type (20-25dw/Ha and 25 – 35 dw/ha) is reduced from 70% to 39%.
- The proportion of lower density housing (10 – 20 dw/ha) increases from 30% to 50%; and
- A new dwelling density type is introduced (35 – 60 dw/ha) that comprises 10% of dwellings.

The broader range of dwelling types that are offered by the suggested Amended ILP may also improve housing affordability by increasing dwelling choice with a more expansive range of price points for families and households in the Camden LGA. In particular, the introduction of a dwelling density range of 35 to 60 dwellings provides additional choice for more affordable housing typologies.

It is important to note that the proposed amendments to dwelling type and proportion do not:

- Seek to reduce the provision of open space, notwithstanding the change in dwelling type may reduce the formulaic demand for open space.
- Reduce or increase the overall maximum dwelling yield within the site which, in the proposed amended ILP is the same as the current ILP 2,103 dwellings.

These metrics are presented in detail in the Proposed Amended ILP **Figure 8** and the table of densities, minimum / maximum dwelling yields and sub precinct totals in **Table 4 below**.

BIRLING - LOT YIELD CALCULATIONS

14/03/2023

	ILP AS PER REZONING					PROPOSED REVISED ILP				
	AREA	DENSITIES		DWELLING YIELD		AREA	DENSITIES		DWELLING YIELD	
Location ID	m2	Density (min) (dw/ha)	Density (max) (dw/ha)	Dwellings (min)	Dwellings (max)	m2	Density (min) (dw/ha)	Density (max) (dw/ha)	Dwellings (min)	Dwellings (max)
Environmental Living										
EL.1	14,293	10	10	14	14	14,615	10	10	14	14
Low Density Band 1										
LD1.1 (part)	73,430	10	20	73	147	72,231	10	20	72	144
LD1.2	215,601	10	20	215	431	333,870	10	20	333	668
LD1.3	27,272	10	20	27	55	23,441	10	20	23	47
Low Density Band 2										
LD2.2	225,956	20	25	451	565	110,886	20	25	221	277
LD2.3	50,898	20	25	101	127	52,800	20	25	105	132
LD2.4	98,575	20	25	197	246	98,001	10	20	98	196
Medium Density Band 1										
MD1.2	3,437	25	35	8	12	3,436	25	35	8	12
MD1.3	15,997	25	35	39	56	17,055	25	35	42	60
MD1.5	89,826	25	35	224	314					
MD1.5 North						43,999	25	35	109	154
MD1.5 South						34,394	35	60	120	206
MD1.6	38,578	25	35	96	135	55,267	25	35	138	193
SUBTOTAL	853,863			1445	2103	859,995			1283	2103

Table 4 – Birling Lot yield calculations

4. The amended ILP that responds to this analysis.

The synthesis of the above strategic analysis has enabled a proposed amended ILP to evolve, **Figure 8**. The proposed ILP will achieve the strategic aims for the Birling property and seek to provide a more functional local road network and opens space layout to improve pedestrian movement and linkages and heritage outcomes.

The Proposal as discussed in this strategic assessment provides for multiple improved outcomes to achieve the LCM Precinct objectives.

Figure 8 – Amended ILP