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| **Control** | **Assessment** | **Compliance?** |
| **2.1 Indicative Layout Plan**  All development is to be undertaken generally in accordance with the Indicative Layout Plan | The ILP identifies much of the development area for medium density development except for a small portion of stage 6 which is identified for general residential development. The proposal is consistent with the typical characteristics of the 25 – 30 dw/Ha density band and this has been discussed further in Section 7.2 of this table. As such, the proposal is generally in accordance with the indicate layout plan. | Yes. |
| **2.3 Residential Density Targets**  The residential dwelling target for the Oran Park Precinct is 7,540. Sub-precinct O – minimum yield of 766 dwellings. | The proposal seeks consent for a 123 residential lots and construction of 131 dwellings which will contribute towards meeting both the total precinct target of 7,540 and the sub-precinct target of 766. The proposal will not preclude the required targets from being achieved. | Yes. |
| **2.4 Infrastructure Delivery and Development Staging**  Core infrastructure, services and facilities are to be established at the early stages of development. | The proposed development is subject to the Oran Park Urban Release Area Voluntary Planning Agreement (Oran Park VPA). The Oran Park VPA ensures that adequate infrastructure, services and facilities are provided at appropriate stages of development of the precinct. Conditions have been recommended that ensure the proposal is developed in accordance with the Oran Park VPA and that services are arranged prior to the issue of a subdivision certificate. | Yes. |
| **3.1 Street Network and Design**  Street network design must be provided in accordance with the ILP and Street Network Plan.  All streets to be in accordance with Camden Engineering Design and Construction Specifications. | The existing street network was assessed and approved under DA/2017/1324/1 in which consistency with the ILP and Street Network Plan was demonstrated. The addition of laneways remains generally in accordance with these plans.  Subject to the recommended conditions, the proposal will comply with Council’s Engineering Design and Construction Specifications. | Yes.  Yes. |
| **3.1.1 Laneways**  Laneway reserve width: 7m  Rear lane setback: 0.5m.  The laneway is a public "shareway" as the paved surface is for cyclists, pedestrians, garbage collection, mail deliveries, cars etc., with a 10 km speed limit and driveway-style crossovers to the street rather than a road junction.  Minimum garage doorway widths for manoeuvrability in this laneway section are 2.4m (single) and 4.8m (double).  The configuration of the laneway, associated subdivision and likely arrangement of garages arising from that subdivision should create ordered, safe and tidy laneways by designing out ambiguous spaces and unintended uses such as casual parking, the storage of trailers, bin stacking etc.  The layout of laneways should take into account subdivision efficiency, maximising favourable lot orientations, intersection locations with streets, topography, opportunities for affordable housing, legibility and passive surveillance.  Laneways that create a 'fronts to backs' layout are to be avoided.  All lots adjoining a laneway should utilise the laneway for vehicular / garage access.  Passive surveillance along the laneway from the upper storey rooms or balconies of secondary dwellings and principal dwellings is encouraged.  No more than 25% of the lots adjoining lanes are to have secondary dwellings.  All lot boundaries adjoining the lane are to be defined by fencing or built form.  The garage setback to the lane is minimal (0.5m) to avoid creating spaces where people park illegally in front of garages and / or on the laneway. Deeper balconies requiring larger garage setbacks (up to 2m) may be permitted occasionally along the laneway provided the application demonstrates how the setback space will not create an opportunity for illegal parking, such as the presence of a supporting post or bollard. | The typical cross section for all laneways demonstrates a reserve width of 7 metres. Rear lane setbacks meet the minimum of 0.5 metres.  The laneways have been designed as a public shareway and incorporates traffic calming measures and driveway style crossovers to ensure a safe and usable environment for vehicles and pedestrians.  All lots contain double garages with a minimum 4.8 door width.  The laneway configuration and location of garages is orderly and minimises ambiguous spaces. The use of landscaping and a small number of bollards is proposed to further reduce unintended uses in the laneways.  The laneways have been designed to respond to the topography of the site and minimise the impact of retaining walls on the public and private domain. The layout also maximises the number of east/west orientated lots to increase solar access and residential amenity. Ambiguous spaces and potential areas of concealment have been minimised in accordance with the principles of CPTED.  The subdivision layout ensures that the rear of lots do not adjoin the front of any existing or proposed lots.  All lots generally utilise the laneway for vehicular access apart from lot 513 where only a small portion of the lot adjoins Driveway 3 turning area and is not suitable for access.  Passive surveillance along laneways has been maximised through strategically locating secondary dwellings and habitable areas above the garages on 16 lots.  Less than 25% of lots include secondary dwellings.  Lot boundaries are defined by garages and fencing and provide a clear differentiation between public and private domain.  The setbacks of all rear loaded garage are greater than 0.5m. To allow for waste collection to occur, a minimum setback of 0.9m for one way laneways and 1.15m for two way laneways has been adopted.  Deeper setbacks are required for several lots due to lot configuration, corner splays and to allow for deeper balconies to habitable rooms above garages. 18 lots propose setbacks greater 2 metres. This non-compliance has been discussed further in the attached report.  Lots 101, 110, 115, 116, 214, 220, 223, 312, 314, 400, 405, 411, 412, 415, 501, 513, 523 and 527 provide rear setbacks greater than 2 metres.  A breakdown of the percentage of noncomplying lots by stage is shown in the below table.   |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | | **Non-compliance by stage** | | | | | | | | S1 | S2 | S3 | S4 | S5 | S6 | Total | | 25% | 13% | 13% | 23% | 15% | 0% | 15% | | Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  Yes.  **No. See report for further discussion.** |
| **3.2 Pedestrian and Cycle network**  Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all. | The proposal relies on the existing pedestrian and cycle network assessed and approved under DA/2017/1324/1.  An additional east-west pedestrian connection from Road 2704 to Dransfield Drive has been provided which is clearly defined, functional and, subject to a recommended condition, well lit. The existing approved levels between Dransfield Drive and Road 2704 do not allow for a practically designed accessible path. Instead, the proposed laneways will add to the accessibility of the existing pedestrian network. | Yes. |
| **6.2 Flooding and Watercycle Management**  No residential allotments are to be located at a level lower than the 1% Annual Exceedance Probability (AEP) flood level plus a freeboard of 500mm.  The management of ‘minor’ and ‘major’ flows shall be in accordance with Camden Council’s Engineering Design Specification. | The proposed ground levels are above the 1% AEP plus freeboard.  A Stormwater Management Report and the associated modelling has demonstrated that both minor and major flow management has been designed in accordance with Councils specifications. | Yes. |
| **6.3 Salinity and Soil Management**  Every subdivision DA for land is to be accompanied by a Salinity Report prepared by a suitably qualified consultant. | A report on salinity investigation and management plan was provided with the application covering the development area and provides advice relating to earthworks, service installation and house construction. Council officers have reviewed the report and accept the findings. Conditions have been recommended requiring the development to be carried out in accordance with the management strategies contained in the report. | Yes. |
| **6.7 Contamination Management**  Where redevelopment is proposed on a site where the Council suspects that contamination may be present or for applications proposing a change of use to a more sensitive land use (e.g. residential, education, public recreation facility etc), Council will require a Stage 1 Preliminary Environmental Site Contamination Investigation. | The applicant has submitted a summary of contamination assessment letter that identifies two contamination assessments and one Site Audit Statement (SAS) and Site Audit Report (SAR) relevant to the site. This letter concludes that the site is suitable for the development from a contamination perspective. Council staff have reviewed the letter and corresponding documents, accept their findings and are satisfied that the site is suitable for the development.  A standard contingency condition is recommended that requires any contamination identified during construction be managed in accordance with Council's Management of Contaminated Lands Policy. | Yes. |
| **6.9 Acoustics**  Residential development shall be designed to comply with Council’s Environmental Noise Policy that incorporates DECC’s Environmental Criteria for Road Traffic Noise.  Noise walls are not permitted on any sub-arterial road, collector street or local street. | A noise assessment was submitted with the application that provides an assessment of road traffic noise from Dick Johnson Drive and from Dransfield Drive. The report found that ground floor and second storey facades facing these roads will exceed criteria however, the principal private open space in the rear yards will comply as a result of shielding from buildings and some minor acoustic fencing. Glazing and building façade treatments are required for facades exposed to noise exceedance. Council officers are satisfied with the findings of this report and recommend conditions to ensure compliance. | Yes. |
| **7.2 Residential Density**  Applications for residential development are required to demonstrate that the proposal meets minimum density requirements and contribute to dwelling targets of sub-precinct O: 766 dwellings.  Residential development is to be generally consistent with the typical characteristics of the corresponding density band: 25 – 30 dw/Ha | The proposal seeks consent for a 123 residential lots and construction of 131 dwellings which will contribute towards meeting both the precinct target of 7,540 and the sub-precinct target of 766. The proposal will not preclude the required targets from being achieved.  The proposal is consistent with the typical characteristics for the 25 – 30 dw/Ha density band as it located within walking distance of the Oran Park town centre and public transport and consists of small lot housing forms. The orientation of buildings and the use of laneways will benefit the amenity of the adjoining streets and open space. | Yes.  Yes. |
| **7.3 Block and Lot Layout**  Pedestrian connectivity is to be maximised within and between each residential neighbourhood:  Minimum lot sizes for each dwelling type will comply with minimum lot size provisions of the Growth Centres SEPP.  Minimum lot frontage for rear loaded lots: 4.5m.  Where a zero lot line is nominated on an allotment on the subdivision plan, the adjoining (burdened) allotment is to include a 900mm easement for single storey zero lot walls and 1200mm for two storey zero lot walls.  The maximum number of attached or abutted dwellings permissible in a set is six. | The proposal relies on the existing pedestrian and cycle network assessed and approved under DA/2017/1324/1. An additional east-west pedestrian connection has been provided to increase permeability of the development.  All lots exceed the relevant minimum lot size. Detailed assessment is contained within the Growth SEPP assessment table.  All lots are rear loaded and are therefore subject to a minimum frontage width of 4.5 metres. All lots exceed the minimum frontage requirement of 4.5 metres with most frontages generally falling between 6m and 8m.  All lots with zero lot boundaries will be benefitted by either 0.9m or 1.2m easements to allow for access and maintenance.  The maximum number of attached dwellings proposed in a set is 6. | Yes.  Yes.  Yes.  Yes.  Yes. |
| **7.3.2 Corner Lots**  Corner lot splays are to be designed in accordance with AS2890 and Council’s Engineering Specifications | The application will comply with the corner lot splay specifications subject to the recommended conditions. | Yes. |
| **7.4 Subdivision Approval Process**  The subdivision is in accordance with the Subdivision Approval Process Table in Table 14 of the DCP | 115 of the 123 lots involve construction of common walls with lot widths less than 9 metres. The most appropriate subdivision pathway for the development is B2.  Conditions are recommended restricting the issue of a subdivision certificate until post-construction of dwellings and requiring an 88B restriction limiting dwelling design to the approved dwelling only. | Yes. |
| **7.5.2 Cut and Fill**  Cut and/or fill details and justification for the proposed changes to the land levels. | Details of cut and fill have been provided as part of the application. The applicant has minimised the impact of earthworks on the public and private domain by proposing a subdivision layout that responds to the topography of the site. | Yes. |
| **7.5.3 Sustainable Building Design**  The provisions of BASIX will apply with regards to water requirements and usage.  The design of dwellings is to maximise cross flow ventilation.  Outdoor clothes lines and drying areas are required for all dwellings. | Satisfactory BASIX certificates have been provided for all dwellings with a condition recommended that the development is carried out in accordance with each certificate.  Dwelling design allows for cross flow ventilation to be achieved.  A satisfactory location for clothes lines identified for each lot. | Yes.  Yes.  Yes. |
| **7.6.1 Summary of Key Controls**  Table 16-20 provide a summary of key controls for residential development.  Corner lot secondary street setback  ≥ 1m  Zero lot boundary easements  ≥ 0.9m easement (single storey zero lot wall)  ≥ 1.2m easement (double storey zero lot wall)  No eaves, gutters or services within the easement of the burdened lot  Zero lot boundary wall length  Attached/abutting: ≤15m upper levels  only. No limit to ground floor (excludes rear loaded garages). | The dwellings have been assessed against table 16 - Summary of Key Controls for Lots with Frontage Width ≥ 4.5m for Rear Accessed Dwellings  All secondary street setbacks from roads and laneways are greater than 1 metre.  All single storey zero lot walls are benefitted by 0.9m easements and two storey zero lot walls benefitted by 1.2m easements. No structures are proposed within easements that will impede access and maintenance.  All upper level zero lot boundaries are less than 15 metres in length. | Yes.  Yes.  Yes. |
| **7.6.2 Streetscape and Architectural Design**  The primary street facade of a dwelling should address the street and must incorporate at least two design features.  The secondary street facade for a dwelling on a corner lot should address the street and must incorporate at least two design features  Eaves should have a minimum of 450mm overhang. Council will consider alternative solutions to eaves so long as appropriate sun shading is provided to windows and display a high level of architectural merit.  The pitch of hipped and gable roof forms on the main dwelling house should be between 22.5 degrees and 35 degrees.  Front facades are to feature at least one habitable room with a window onto the street. | All dwellings have been designed to address the primary street with two design features including entry features and recessing and projecting architectural elements  The secondary street facades of corner lots have been designed to address the secondary street and incorporate a minimum of two design features.  The proposed dwellings generally provide a modern design with parapet walls without eaves. However, the proposal demonstrates a high level of architectural merit and sun shading has been provided to east, north and west facing windows of habitable rooms.  No hipped or gable roof forms are proposed as part of this development. | Yes.  Yes.  Yes.  Yes. |
| **7.6.3 Front Setbacks**  In density bands ≥25dw/Ha:  3m to building façade line,  1.5m to articulation zone. | All dwellings have a minimum 3 metre setback to the building line and a minimum 1.5 metre setback to the articulation zone. | Yes. |
| **7.6.4 Side and Rear Setbacks**  Zero Lot, Attached or Abutting Boundary  (benefited lot)  Ground floor: 0m  Upper floor: 0m  Detached Boundary 0.9m.  If lot burdened by zero lot boundary, side  Setback must be within easement:  0.9m (single storey zero lot wall)  1.2m (double storey zero lot wall)  For attached or semi-detached dwellings, the side setback only applies to the end of a row of attached housing, or the detached side of a semi-detached house.  Rear setback (min): 0.5m (rear loaded garages to lane). | Where dwellings are proposed to be zero lot, attached or abutting, a 0m setback is provided.  All detached boundaries have a minimum side setback of 0.9 metres.  No part of any dwelling encroaches within 0.9m easement of adjoining single storey wall or 1.2m easement of two storey wall.  Only the end dwelling of a series of attached or semi-detached dwellings have been assessed against the side setback control.  A minimum rear setback of 0.5m has been provided to all rear loaded garages. | Yes.  Yes.  Yes.  Yes.  Yes. |
| **7.6.5 Dwelling Height, Massing and Siting**  Dwellings are to be generally a maximum of 2 storeys high.  The ground floor level shall be no more than 1m above finished ground level  Upper level no more than 40% of lot area. | All dwellings are a maximum of two storeys.  The ground floor levels of all dwellings are a maximum of 1 metre above finished ground level.  The dwellings on 3 of the 123 lots exceed the upper floor site coverage control.  Lot 405 – 42% (retreat)  Lot 411 – 41% (retreat)  Lot 601 – 41% (retreat)   |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | | **Non-compliance by stage** | | | | | | | | S1 | S2 | S3 | S4 | S5 | S6 | Total | | 0% | 0% | 0% | 10% | 0% | 5% | 2% |   Note: Lots 213 (45%) and 219 (46%) exceed this control as they propose first floor secondary dwellings. This is acceptable subject to the provisions of Section 7.7.2 which has been assessed in this table. | Yes.  Yes.  **No. See report for further discussion.** |
| **7.6.6 Landscaped Area**  Minimum 15% lot area. | All lots provide a minimum of 15% landscaped area. | Yes. |
| **7.6.7 Private Open Space**  In density areas ≥25dw/Ha:  Min 16m² with minimum dimension of 3m.  The PPOS is required to be conveniently accessible from the main living area of a dwelling or alfresco room  At least 3 hours of sunlight between 9am  and 3pm at the winter solstice (21 June) to at least 50% of the required PPOS of:  • all affected neighbouring properties  and,  • at least 70% of the proposed  dwellings. | All lots are provided with 16m2 of usable PPOS with a minimum dimension of 3 metres at ground level.  The nominated PPOS of all dwellings is conveniently accessible from a main living area.  The dwellings on 93 out of 123 lots achieve a minimum of 3 hours solar access to 50% of the identified PPOS. This equates to 75.6% of proposed dwellings achieving satisfactory solar access. Furthermore, the development will not preclude adjoining approved development from achieving minimum solar access requirements. | Yes.  Yes.  Yes. |
| **7.6.8 Garages, Site Access and Parking**  Rear loaded garage or car space only for lots of this type.  Minimum garage width 2.4m (single) and 4.8m (double).  1-2 bedroom dwellings will provide at least 1 car space.  3 bedroom or more dwellings will provide at least 2 car spaces. | All proposed garages are accessed from the rear of the lot.  All garages are double garages with a minimum 4.8m door width.  All dwellings are provided with two spaces in the garage. No additional spaces are proposed or required for the secondary dwellings. | Yes.  Yes.  Yes. |
| **7.6.9 Visual and Acoustic Privacy**  Direct overlooking of main habitable areas and private open spaces of adjacent dwellings should be minimised.  Habitable room windows with a direct sightline to the habitable room windows in an adjacent dwelling within 9m require privacy treatment. | The dwellings have generally been designed to minimise overlooking of habitable areas and private open space. Conditions are recommended to require obscure glazing of windows for some secondary dwelling/retreat staircase windows.  No habitable living areas will have direct sightline to another dwelling’s living areas. | Yes.  Yes. |
| **7.6.10 Fencing**  Front fencing shall be a maximum of 1m high.  Side and rear fencing are to be a maximum of 1.8m high. Secondary street fencing is not to exceed 1.8m high for more than one third of the length of the secondary road frontage. | Front fencing where proposed is 1 metre in height.  Side and rear boundary fencing is generally limited to 1.8 metres except for Lots 111 and 312 where specific acoustic treatment is required. Secondary street fencing is limited to 1.8 metres in height for one third of the length of the secondary road frontage. | Yes.  Yes. |
| **7.7.1 Attached or Abutting Dwellings**  It is preferred that garages for attached dwellings are located at the rear of the lot. Where attached dwellings have frontage to a collector road, all vehicle access and parking is to be located at the rear of the lot.  Attached or abutting dwellings should have a pleasing rhythm and order when seen together as a group, rather than appear as a random arrangement of competing dwellings. | The application proposes 97 attached dwellings all of which include garages accessed from the rear of the lot.  Elevations and rendered images were provided with the application that demonstrate that the proposal will have an acceptable rhythm and achieve a harmonious streetscape. | Yes.  Yes. |
| **7.7.2 Secondary Dwellings, Studio Dwellings and Dual Occupancies**  Combined upper level site coverage may be exceeded subject to privacy and solar access not being compromised.  Windows and POS must not overlook POS of adjacent dwellings (not including principal dwelling). Must either have obscured glazing, be screened or have a minimum sill height of 1.5m above floor level.  No windows on zero lot line unless it adjoins a lane, public road or open space.  Where build over a garage and separated from upper level of principal dwelling, a minimum separation of 5m between upper levels of principal and secondary dwelling is required. | Lots 213 and 219 contain secondary dwellings that contribute to exceeding the 40% upper floor site coverage control detailed in Section 7.6.5. No unacceptable privacy and solar access impacts are introduced by the increase in floor area.  The development has been designed to minimise overlooking of adjoining lot’s private open space. Conditions are recommended to require obscure glazing for some secondary dwelling/retreat staircase windows.  No windows have been proposed on zero lot lines.  A minimum separation of 5 metres has been provided to six of the eight lots containing secondary dwellings.  The following two lots do not comply with this control:  Lot 101 – 4.5m;  Lot 214 – 3.9m;  The below table shows the percentage of lots by stage that do not meet the minimum separation requirement. See attached report for further discussion.   |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | | **Non-compliance by stage** | | | | | | | | S1 | S2 | S3 | S4 | S5 | S6 | Total | | 6% | 4% | 0% | 0% | 0% | 0% | 1.6% | | Yes.  Yes  Yes  **No. See report for further discussion.** |
| **8.1 Sustainable Building Design**  BASIX required for residential development.  Open fireplaces and slow combustion stoves are prohibited. | Satisfactory BASIX certificates have been provided for all dwellings with a condition included that the development is carried out in accordance with each certificate.  No fireplaces or slow combustion stoves proposed. | Yes.  Yes. |
| **8.2 Stormwater and Construction Management**  A Stormwater Concept Plan is to be submitted with each building DA indicating how stormwater will be managed and disposed of. | Stormwater concept plans has been provided and reviewed by Council officers. The proposed plan is acceptable subject to recommended conditions. | Yes. |
| **8.3 Waste Management**  A Waste Management Plan is to be submitted with all DAs  For each dwelling house, an area adjacent to the kerb, suitable for the placement of waste bins for the weekly collection, should be available and shown on the landscape plan.  Subdivisions shall be designed to ensure garbage collection is not required to be undertaken from the Transit Boulevard or 4 lane sub-arterial roads. | A waste management plan has been provided that details the construction and ongoing use phases of development.  An area for storage and collection for 3 waste bins is identified on the provided plans. A condition is recommended to provide labelled bin pads for each dwelling.  Dick Johnson Drive is identified as a 4 lane sub-arterial road. No waste collection proposed from this road. | Yes.  Yes.  Yes. |
| **8.4 Site Facilities and Servicing**  Underground services are required for all domestic serving utilities, including electrical services. | Underground services and utilities are proposed as part of the application. | Yes. |
| **8.6 Safety and Surveillance**  Buildings should be designed to overlook streets, lanes and other public or communal areas to provide casual surveillance.  For residential development, the use of roller shutters other than garages is not permitted on doors and windows facing the street.  Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment. | The dwellings have been designed to overlook the existing street network and proposed laneways. Secondary dwellings and other habitable areas have been included above the rear garages of 18 lots to assist in providing casual surveillance.  No roller shutters over doors or windows are proposed as part of this application.  A condition has been recommended for a detailed lighting plan to be prepared that ensures the east-west pedestrian path is adequately lit. | Yes.  Yes.  Yes. |