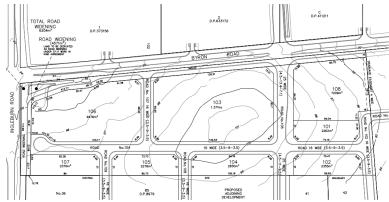


Camden Growth Centre Precincts Development Control Plan			
Clause	Standard	Assessment	Compliance
2.2 – The Indicative Layout Plan	All DAs are to be generally in accordance with the ILP.	<p>The proposal is not consistent with the Leppington North ILP or the Draft Leppington Town Centre Planning Proposal.</p> <p>Consideration of the ILP for this site is being assessed under the parent subdivision (DA/2024/114/1) which is currently the subject of a NSW Land & Environment Court appeal. This application, should agreement be reached (which is likely), will result in super lots, town centre road and the local roads.</p>  <p>In saying that, the subject proposal DA/2025/243/1 contains a number of small laneways through residue lots 103, 106 and 108 in addition to the roads sought by DA/2024/114/1. Is assessed that the laneways and car court have been designed in a manner that create a poor street network, subdivision layout, extensive hard stand areas and reduced landscaping opportunities.</p>	No
2.3.1 – Flooding	<p>The subdivision layout, earthworks, built form, pedestrian and vehicular access and road network are to comply with the 1% Annual Exceedance Probability (AEP) being the 1 in 100 year flood extent, plus a 500mm freeboard.</p> <p>The development (including evacuation routes) is to comply with Council's Floodplain Risk Management Policy, Engineering Specification and the Precinct Water Cycle Management Strategy.</p>	<p>The Byron Road upgrade will be designed to ensure evacuation routes are located outside of the floodplain, therefore any low points at the main intersection will be temporary.</p>	Yes
2.3.2 – Water Cycle Management	<p>Management of flows is to be in accordance with Council's engineering specification.</p> <p>All new development and roads to be connected to Council's trunk drainage system as per the 'Key elements of the water cycle management and ecology strategy' in the Precinct Schedule.</p> <p>Developed 1%, 20% and 50% AEP flows to be maintained at pre-development flows via appropriate stormwater detention devices.</p> <p>Water quality infrastructure to be constructed in accordance with the precinct strategy.</p>	<p>Council's Engineers have requested further information to confirm compliance with Council's Engineering Specification, the precinct wide water strategy, and further details on cut and fill, dam removal, stormwater catchments and flows, OSD and water quality. This information remains outstanding.</p> <p>The stormwater report for the development identifies it will achieve the required water quality targets/reductions as required by the DCP.</p>	Yes

	<p>Minimum water quality target/reductions from Table 2-1:</p> <ul style="list-style-type: none"> - 90% in gross pollutants - 85% in suspended solids - 65% in phosphorous - 45% of nitrogen <p>Where development includes land within a riparian protection area, development to comply with DPE Water's guidelines for waterfront land.</p>		
2.3.3 – Salinity and Soil Management	DAs (including earthworks) on land with a low, or moderate to high risk of salinity (as per the 'Areas of potential salinity risk map') to be accompanied by supporting information to address salinity.	<p>The submitted salinity assessment found the site was generally non saline to moderately saline and mildly aggressive to both concrete and steel. Management strategies would be imposed should the application be approved.</p>	Yes
2.3.4 – Aboriginal and European History	Various controls for Aboriginal and European heritage.	<p>A satisfactory aboriginal due diligence report has been submitted with the application.</p> <p>Refer to the comments for Clause 5.10 of the Precincts SEPP.</p>	Yes
2.3.5 – Native Vegetation and Ecology	Various controls for impacts to native trees, weed eradication and landscaping.	<p>Refer to the comments for Clauses 5.9 of the Precincts SEPP.</p>	Yes
2.3.6 – Bushfire Hazard Management	<p>Development to be consistent with NSW RFS 'Planning for Bushfire Protection 2019' (PFBP 2019).</p> <p>Indicative widths of APZs are to be provided as per the 'Bushfire Risk and Asset Protection Zone' figure.</p> <p>Reticulated water to meet the standards for PFBP 2019.</p> <p>Buildings adjacent to APZs to be constructed in accordance with PFBP 2019.</p>	<p>The site is not identified as bushfire prone land.</p>	N/A
2.3.7 – Site Contamination	<p>All DAs proposing a more sensitive use to be accompanied by a Phase 1 preliminary site investigation (PSI) as per EPA Guidelines, SEPP (Resilience and Hazards) 2021 and Council's Management of Contaminated Lands policy.</p> <p>Where contamination is identified, a detailed Phase 2 site investigation and Remediation Action Plan (RAP) are required.</p> <p>Council to be satisfied that the site is suitable or can be made suitable for the proposed use.</p>	<p>Refer to the Resilience and Hazards SEPP assessment.</p> <p>Council's Environmental Health Specialist reviewed the Stage 2 Detailed Site Investigation and the Remedial Action Plan submitted and is satisfied that the site will be suitable for residential development upon completion of remediation works.</p>	Yes
2.3.9 - Noise	<p>An acoustic report may be required for certain development locations, including adjacent to a railway line and sub-arterial roads.</p> <p>The acoustic report is to demonstrate compliance with 'Development Near Rail Corridors and Busy Roads 2008' and Council's Environmental Noise policy.</p> <p>Physical noise barriers are not generally supported and development to achieve compliance internal noise criteria via setbacks, building design and materials selection.</p>	<p>Council's Environmental Health Specialists has reviewed the submitted Acoustic Report and is satisfied that the dwellings can achieve acoustic compliance. Significant acoustic barriers 1.8m or above, would be required along the frontage of Byron and Ingleburn Road which whilst would result in compliance with respect to noise attenuation to dwellings, it would result in impacts to the streetscape and the developments overall visual presence from the street due to dwellings being orientated side on with Byron Road rather than fronting Byron Road.</p>	Yes

2.3.10 – Odour Assessment and Control	Where a site is impacted by an existing odour source Council may require an odour impact assessment to be submitted with the DA.	The site is surrounded by rural residential properties, general farming, market gardens and plant nursery. There are no known sources of odour which would impact the proposed development. An impact assessment is not required.	Yes
2.4 – Demolition	Various controls for demolition to comply with AS 2601 – 1991 – The Demolition of structures, security fencing, disposal of contaminated materials and hours of operation.	Refer to the comments for Clause 2.7 of the Precincts SEPP. Essentially all existing structures will be demolished.	Yes
2.5 – Crime Prevention through Environmental Design	Buildings to be designed to overlook streets, lanes and other public or communal areas to provide casual surveillance. The design of all development is to enhance public surveillance of streets and open space areas. For residential development, roller shutters (other than for garages) are not permitted on doors/windows facing the street. Security railings to complement architecture of the building proposed. Developments to avoid creating areas for concealment and blank walls facing the street. Pedestrian and communal areas to have sufficient lighting to ensure a high level of safety. These areas are also to minimise opportunities for concealment. CPTED principles to be incorporated. A formal crime risk assessment may be required.	The proposal includes a number of dwellings in Stages 4 and 6 that have no overlooking of street frontages due to their side of orientation to Byron Road. The poor design of particularly Stages 4-6 do not allow for public surveillance of common areas. No roller shutters proposed. Not proposed. Large acoustic walls are required to front Byron Road due to the poor orientation of dwellings in Stages 4-6. Lighting within public areas unknown and not detailed. CPTED principles remain unsatisfactory.	No No N/A N/A No No No
2.6 – Earthworks	Works to be designed to respond to the natural topography of the site wherever possible, minimising extent of cut and fill. Applicant to demonstrate how finished levels will be integrated with nearby land and facilitate appropriate drainage. Details of retaining walls to be provided (heights, distance between terraces, etc.) and walls are to be designed by a structural engineer. Walls >1m high on boundaries require 88B instruments to create easements for support and maintenance. Validation report required for imported fill. DAs for sites with existing dams to include a dam removal plan with appropriate contamination testing.	Proposed earthworks are not considered to be excessive. The site is generally flat and will not require extensive earthworks or result in level differences between adjoining sites. Retaining walls likely not required above 1m due to topography being gentle. Not required. Conditions for validation of imported fill could have been imposed. Dam removal conditions imposed should the application be approved.	Yes Yes N/A Yes Yes

3.1.1 – Residential Density	All DAs for residential subdivision and construction of residential buildings are to demonstrate that the proposal meets the residential density requirements of the precinct plan and contributes to meeting the overall dwelling target in the precinct plan.	The proposal includes a Net Developable Area (NDA) of 5.685 hectares and a proposed yield of 185 lots, the proposed development delivers an overall density of 32.5 dwellings per hectare and is consistent with the minimum 25 dwellings per hectare.	Yes
3.1.2 – Block and Lot Layout	Residential neighbourhoods are to be focused on elements of the public domain that are within walking distance.	The proposal has not considered the impact that the this design will have on the public domain and as a result the overall layout of Stages 4-6 are of great concern in relation to appearance from the public domain.	No
	Subdivision layout is to create a legible and permeable street hierarchy that responds to the natural site topography.	The subdivision layout considered under DA/2024/114/1 is acceptable. The proposed laneways in addition to the subdivision sought by this DA is not supported. The applicant has been advised reorientation of buildings to face Byron Road and the addition of garages to lots rather than the car court would significantly improve this development.	Yes
	Pedestrian connectivity to be maximised and routes are to connect public open space bus stops and community facilities.	Pedestrian connectivity would be improved with buildings reorientated and separation provided every 5-6 dwellings with access out to Byron Road.	No
	Street blocks to be a maximum of 250m long and 70m deep.	Street blocks are in accordance with the DCP.	Yes
	Minimum lot sizes to be as per the Precincts SEPP.	Minimum lot sizes outlined in SEPP WPC Table.	Yes
	A range of residential lot types are to be provided to ensure a mix of housing types and distinctive characters.	A range of residential lot types are provided however they are of low density character not medium density character and are considered to result in under-development of the site.	Yes
	Lots to be rectangular, or if irregular, large enough and oriented to support compliant dwellings.	Lots are generally rectangular however their orientation create concerns with respect to adequate building envelopes, setbacks, orientation and landscaping. If lots were increased in size there would be opportunities to allow for individual garages on dwellings as required by the DCP.	No
	Where fronting public or drainage land, subdivision is to facilitate lots fronting that space.	No drainage land adjoining this land.	N/A
	Subdivisions are to place the smallest lots achievable fronting open space, include larger lots on corners and provide the narrowest lots with north to the rear.	Not lots with frontage to open space.	N/A
	The location of zero lot lines is to be determined based on site context.	Zero lot lines to be identified.	Yes

	<p>Where a zero lot line is nominated on the subdivision plan, the adjoining (burdened) lot is to include a 900mm easement for single storey zero lot walls and 1200mm for two storey lot walls.</p> <p>Where Torrens title subdivision is proposed for attached dwellings, the maximum number of dwellings in a 'set' is six. A 900mm side setback is required at each end.</p>	<p>Identified on subdivision plan and relevant restrictions on title would be placed if the application was recommended for approval.</p>	Yes
3.1.4 – Corner Lots	<p>Corner lots, including splays and driveway locations are to be designed in accordance with AS2890 and Council's engineering specifications.</p> <p>Corner lots to be designed to allow dwellings to address both frontages.</p> <p>Garages on corner lots to be accessed from secondary street or a rear lane.</p> <p>Subdivision plans are to show the location of proposed or existing padmount substations, kiosks, sewer manholes and/or vents affecting corner lots.</p>	<p>This has been provided on civil engineering plans for all stages.</p> <p>Corner lots present to both street frontages where possible in Stages 2 and 3. Corner lots in Stages 4-6 should be reorientated to have frontage to Byron Road to overlook the street.</p> <p>No garages proposed, however are requested by Council to support this application.</p> <p>Subdivision plans identify all features.</p>	<p>Yes</p> <p>Yes</p> <p>N/A</p> <p>Yes</p>
3.3.1 – Layout and Design	<p>The design of streets is to be as per the DCPs cross sections, Council's engineering specifications, Austroads and the precinct road hierarchy.</p> <p>Variations will only be supported where they improve permeability, encourage walking and cycling, minimise travel distances and cul-de-sacs, comply with PFBP 2019, do not impact access to adjoining properties, allow stormwater drainage, do not impede orderly development or adjoining properties, and do not restrict the provision of services to adjoining properties.</p> <p>The typical collector road cross section is replaced with a '25m Town Centre Main Street' in Figure 3-2 of Section 3.3 of <u>Schedule 2</u>. There is no cross section specified. Primary local streets (that intersect with a higher order road) require: 3.5m / 9m / 3.5m (16m)</p> <p>* Where roads adjoin public open space or drainage land, the verge width adjacent may be reduced to 1m subject to servicing arrangements, pedestrian access, road safety, acoustic or bushfire APZ requirements. The carriageway width may also be reduced to 6.5m in certain circumstances.</p>	<p>The minimum roads prescribed by the precinct road hierarchy have been provided as requested by Council.</p> <p>The only variations proposed are the additional Town Centre Main Street which has been designed in accordance with the recommendations by Council to the width as required by the Draft Leppington Town Centre Review Planning Proposal rather than the existing Leppington North ILP.</p> <p>Road 105 (town centre main street) has: Variable width however from 9.5m/11m/4.5m</p> <p>Roads 101, 102, 104, 107, 108 and 109 (local road) has: 3.5m / 9m / 3.5m (16m)</p> <p>Byron Road 5.55m/18m/5.55m</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>

	<p>Traffic calming measures are required for residential streets.</p> <p>Street trees are required for all streets and are to be selected in accordance with Appendix C.</p> <p>Street lighting is to be designed in accordance with AS1158.</p>	<p>Traffic calming measures applied where necessary.</p> <p>Revised landscaping plans remain outstanding for the species substitutions requested by Council staff.</p> <p>A standard condition of consent could have been imposed for street lighting.</p>	Yes Yes Yes
3.3.2 – Laneways	<p>Laneways require: 0.75m / 5.5m / 0.75m (7m) + a 0.5m setback to garages on either side</p> <p>Laneways are 'public shareways' for cyclists, pedestrians, garbage collection, mail deliveries, cars, with a 10km speed limit.</p> <p>The minimum garage doorway widths are 2.4m (single) and 4.8m (double).</p> <p>Laneway configurations are to be safe, tidy and prevent casual/unplanned parking or storage of bulky items.</p> <p>All lots should use the laneway for garage/vehicular access, not for principal entry to dwellings.</p> <p>Passive surveillance along the laneway from the <u>upper</u> storey rooms or balconies is encouraged.</p> <p>All lot boundaries adjoining the lane are to be defined by fencing or built form.</p>	<p>Laneway 401 – 300mm / 5.5m / 300mm</p> <p>Laneway 402 – 300mm / 13.5m</p> <p>Laneway 403 – 300mm / 5.4m / 300mm</p> <p>Laneway 501 – 300mm / 5.8m or 7.9m (at times) / 300mm</p> <p>Laneway 601 – 300mm / 5.8m (or 11.2m / 16.6m) / 300mm</p> <p>The car court in Stages 4-6 has been poorly designed and is not considered to be pedestrian friendly or suitable for waste collection.</p> <p>No garages proposed.</p> <p>As above, not designed in a safe manner for cars or pedestrians nor does it account for safe waste collection.</p> <p>No garages proposed. The car court provides on street parking for dwellings.</p> <p>No upper stories on dwellings where adjoining laneways.</p> <p>Laneways do not contain entrances.</p>	Yes Yes Yes Yes Yes No N/A No No N/A No
3.3.4 – Pedestrian and Cycle Network	<p>Dedicated pedestrian and cycle routes to be as per the precinct figure and have a minimum shared width of 2.5m.</p> <p>Other footpaths in the road reserves are to be as per the DCP's cross sections.</p> <p>Footpath and cycleway designs are to comply with the relevant standards and specifications and be safe, well lit, clearly defined and accessible by all, including those with disabilities.</p>	<p>Figure 3-3 requires Road 1 to have a dedicated 1.7m wide shared path. The cross section for Road 1 contains a 2.3m wide parking lane, 1.5m wide dedicated cycle path and a 4.2m wide footpath, to both sides of the road. The cross sections do not delineate the separate path and landscaping dimensions, but a non-standard condition could have been imposed to address this matter at CC stage.</p> <p>The cross section for Road 2 contains 3.5m wide verges wide enough to accommodate footpaths to both sides, however the path on the western side could be deleted with verge reduced to 1m, if required for tree protection.</p> <p>Overall, there is a lack of detail in each plan for footpath treatments in terms of widths, pavement type (versus that for road or laneway), pram ramp locations</p>	Yes Yes No

		and relationship/proximity to street trees. Further details remain outstanding to demonstrate adequate pedestrian safety, particularly at the intersections of all roads.	
3.3.5 – Temporary Vehicular Access	Temporary turning circles may be required where roads are to continue onto adjoining properties that are not yet developed. Turning heads are to have a minimum 8m radius and be sealed as per the rest of the road. The turning areas are to be shown on the subdivision plan and the application must demonstrate how the transition to permanent arrangements will be managed.	Not proposed.	N/A
3.3.6 – Access to Arterial Roads, Sub-arterial Roads and Transit Boulevards	Vehicular access to sub-arterial roads may only be via another public road.	Vehicular access off Local and Town Centre ILP Roads. Dwellings have no vehicular frontage to Byron or Ingleburn Road.	Yes
3.4 – Construction Environmental Management	A construction environmental management plan is required prior to issue of a subdivision works certificate. Various other controls for tree protection.	Conditions would be imposed to ensure compliance, including for the protection of trees.	Yes
Part 4.0 – Residential			
4.1.2 – Cut and Fill	DAs are to demonstrate all cut and fill required. All retaining walls are to be identified in the DA.	Refer to comments in Section 2.6 of the DCP for earthworks and retaining walls. The proposal has been accompanied by earthworks plans considered satisfactory by Council Engineers. The Byron Road upgrade will result in earthworks that will ensure the development achieves the minimum flood planning level. Retaining walls should not be warranted due to existing site levels being generally flat.	Yes
4.1.3 – Sustainable Building Design	Plant species to be selected from Appendix C and indigenous species are preferred. Compliance with BASIX requirements. Dwellings to maximise cross flow ventilation. The orientation of dwellings is to maximise solar access and natural light and minimise heating and cooling. Outdoor clothes lines are to be demonstrated for each dwelling.	Revised landscaping plans remain outstanding for both street trees and courtyard garden species substitutions. Refer to SEPP BASIX assessment table. The linear design of the dwellings will accommodate satisfactory cross flow ventilation to both ground and upper floors. The orientation of dwellings particularly in Stages 4-6 that are side on to Byron Road create concerns with this control. If these dwellings were orientated to Byron Road they would contain east facing rear courtyards able to achieve sufficient solar access to principal private open space areas. Not demonstrated on architectural plans.	No Yes Yes No No

	Various other controls for sustainability relating to materials selection and alternatives to air conditioning.	To be addressed via BASIX compliance.	Yes
4.1.4 – Salinity, Sodicity and Aggressivity	Compliance with a salinity management plan or Council's engineering specifications.	Refer to the comments in Section 2.3.3.	Yes
4.2.2 – Streetscape and Architectural Design	<p>Primary dwelling facades are to include at least two design features.</p> <p>Corner lot development should emphasise the corner.</p> <p>Adequate sun shading devices are required.</p> <p>Pitch for gabled roofs to be between 22.5° and 35°.</p> <p>Front facades are to have at least one habitable room overlooking the street.</p> <p>Garages materials to complement the finishes of the main dwelling.</p>	<p>In Stage 3 (A-G dwelling types) not all homes provide two architectural design features to the front façade. Not all homes have any projecting elements or covered porch/entries.</p> <p>In Stages 4-6 dwellings include no articulating features which results in the dwellings have poor visual appearance from their respective frontages and side on elevations.</p> <p>All stages have poor development of corner lots. There is no articulation shown to any of the corner lots presenting boxy and square shaped to all corner elevations. The development, particularly in Stages 4-6, also results in large acoustic walls around the frontage on Byron Road due to dwellings being located side on rather than fronting Byron Road.</p> <p>Sunshading devices not demonstrated on architectural plans.</p> <p>The roof pitches are notated on the plans, Stage 3 contain flat roofs however Stages 4-6 have 20 degree pitch roofs.</p> <p>A number of dwellings in Stages 4-6 have bedrooms on entry rather than living rooms or common areas creating poor overlooking from high use rooms.</p> <p>Stage 3 dwellings have garages which complement the dwelling exterior finishes however the colours and materials are rather dark in palette.</p> <p>Stages 4-6 do not include garages.</p>	<p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p>
4.2.7 – Private Open Space	<p>Each dwelling is to be provided with an area of principal private open space (PPOS) consistent with the requirements of Tables 4-2 to 4-6. As all dwellings are rear accessed, Table 4-2 is relevant, which specifies the minimum amount of solar access required to each PPOS area.</p> <p>In density areas ≥ 25 dw/ha: at least 3 hours of sunlight between 9am and 3pm at the winter solstice to at least 50% of the required PPOS of:</p> <ul style="list-style-type: none"> - At least 70% of the proposed dwellings; and 	<p>Multi dwelling housing requires a minimum of $16m^2$ with a minimum dimension of 3m per dwelling; or a minimum of $10m^2$ per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m. Each dwelling has an unobstructed rear PPOS area of $>16m^2$ and $>3m$ wide.</p> <p>No shadow diagrams proposed to demonstrate compliance with Stages 4-6 therefore insufficient information has been provided to calculate the solar access provided to each PPOS area.</p> <p>There are a number of lots that are likely to not comply with this control as the</p>	<p>Yes</p> <p>No</p> <p>No</p>

	<ul style="list-style-type: none"> - All affected neighbouring properties. <p>Location of PPOS is to be determined based on dwelling design, lot orientation, adjoining dwellings, landscape features and topography.</p> <p>PPOS (including balconies) is to be accessed from living areas and have a maximum grade of 1:10.</p> <p>Open space at the front of dwellings can only be defined as PPOS where it is the only means of achieving the solar access requirements and must be designed to maintain appropriate privacy and achieve the general streetscape design controls.</p>	<p>architectural plans show PPOS located in the front courtyards of some dwellings.</p> <p>If buildings with frontage to Byron Road were reorientated to front Byron Road, they would have rear east facing courtyards.</p> <p>PPOS is of sufficient grade.</p> <p>The proposal has not demonstrated that it complies with solar access requirements. No shadow diagrams are proposed.</p>	<p>No</p> <p>Yes</p> <p>No</p>
4.2.9 – Visual and Acoustic Privacy	<p>Direct overlooking of main habitable areas and private open spaces of adjoining dwellings is to be minimised through building layout, window and balcony design and the use of screening including landscaping.</p> <p>Balconies are not permitted on the first floor of the side/rear portion of the dwelling except where the balcony faces a public road or land zoned for public recreation or drainage.</p> <p>Sound transmission is to be minimised through the structure, particularly for bedrooms and living areas. In attached dwellings, bedrooms not to adjoin living spaces or garages.</p>	<p>Stage 3 includes two storey dwellings which generally achieve satisfaction with the control by avoiding overlooking into adjoining sites. The dwellings only contain bedrooms on the upper floor which are not regularly used habitable spaces.</p> <p>Stages 4-6 are single storey development which do not result in overlooking however the orientation and overall layout of the dwellings creates poor visual and acoustic privacy as dwellings directly face each other without little separation creating overlooking concerns at ground level.</p> <p>Balconies are only proposed to the front facades of each dwelling in Stage 3. No other stages include balconies.</p> <p>The floor plans of dwellings in Stages 4-6 provide poor floor plans that do not take into consideration the best arrangement for sound transmission to be minimised particularly with attached products.</p>	<p>Yes</p> <p>No</p> <p>Yes</p> <p>No</p>
4.2.10 – Fencing	<p>Front fencing to have a maximum height of 1.2m and be of an open style with pickets, slats and the like with a minimum aperture of 25mm.</p> <p>Front fences are not to impede sightlines for traffic.</p>	<p>Front fencing is not proposed to Stage 3. Dwellings in Stages 4-6 contain 1.2m front fencing across the frontage of lots with metal gates.</p> <p>The proposed front fencing materials consist of brick plinths with powder coated metal fencing atop. Further details are required on site levels to determine the maximum height of integrated retaining walls/fences, but a condition could be imposed to limit front fencing to 1.2m above the finished ground level.</p> <p>Stage 4-6 contains proposed solid fencing along entire street block boundaries (Byron Road) may cause issues at intersections.</p>	<p>Yes</p> <p>No</p>

	<p>Side and rear fences are to be a maximum of 1.8m high and commence 2m behind the building line.</p> <p>Pre-painted steel or timber fencing is not permitted adjacent to open space or drainage land or on front boundaries.</p> <p>Fencing adjoining mews or rear access ways is to permit casual surveillance.</p>	<p>Side fences to Byron Road are proposed at 1.8m for acoustic purposes. This creates unsatisfactory streetscape appearance to the public domain. The applicant has been advised dwellings are to be reorientated to face Byron Road to alleviate these concerns.</p> <p>Solid 1.8m timber fencing proposed to Byron Road Frontage is not supported.</p> <p>As above, solid 1.8m timber fencing proposed to Byron Road frontage is not supported which prohibit casual or passive surveillance of the Byron Road Street frontage.</p>	<p>No</p> <p>No</p> <p>No</p>
4.3.4 – Multi Dwelling Housing	<p>Sites to have direct frontage to a public road.</p> <p>Controls for adaptable dwellings (triggered by the minimum number of dwelling in development located elsewhere in DCP) also apply to multi-dwelling housing. Adaptable dwellings are preferably to be single level accommodation at ground level and located on the street frontage.</p> <p>A landscape plan must be submitted for every DA. Table 4-9 'Key Controls' are as follows:</p> <p>Maximum site coverage 50%.</p>	<p>Stage 3: All lots proposed have access to a public road.</p> <p>Stages 4: Units 22-24 do not contain direct frontage to a public road and should be reorientated to face Byron Road. Dwellings 2-21 contain direct frontage to a public road or laneway.</p> <p>Stage 5: Dwellings 2-20 do not contain direct frontage to a public road and should be reorientated to face Byron Road. Dwellings 21-37 contain frontage to a laneway.</p> <p>Stage 6: Dwellings 14-28 do not contain frontage to a public road and should be reorientated to face Byron Road. Dwellings 2-13 and 29-31 contain frontage to a public road or laneway.</p> <p>The proposal has not demonstrated within each Stage which dwellings are adaptable dwellings. A number of dwellings would have difficulty achieving the requirements required for adaptable homes as the orientation and layout of dwellings in Stages 4-6. The car court design is also not compatible for people with accessibility requirements and individual garages should be provided.</p> <p>In Stage 3: 302-303, 307-308, 310-311, 313-319, 322-329 do not comply with the maximum 50% site coverage.</p> <p>In Stage 4: Dwellings 3-17, 19-24 do not comply with the maximum 50% site coverage.</p> <p>In Stage 5: Dwellings 2-3, 6-9, 11-16 do not comply with the maximum 50% site coverage.</p> <p>In Stage 6: Dwellings 2-3, 6-12, 15-17, 20-22, 24-27, 30-31 not comply with the maximum 50% site coverage.</p>	<p>Yes</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p>

	<p>Minimum landscaped area minimum 30%.</p> <p>Minimum 16m² and 3m dimension of PPOS. 10m² per dwelling if provided as balcony or rooftop with a minimum dimension of 2.5m.</p> <p>Front setback minimum 4.5m.</p> <p>Corner lots secondary street setback minimum 2m.</p> <p>Ground floor and upper floor side setback minimum 900mm.</p> <p>Rear setback minimum 4m (excluding rear lane garages or studio dwellings) and minimum 500mm to rear lane for garages or studio dwellings.</p> <p>Zero lot line setbacks are not permitted on adjacent lot boundaries (except rear lane garages and studio dwellings).</p> <p>Car parking spaces minimum 1 space per dwelling, plus 0.5 spaces per ≥3 bedrooms, plus 1 visitor space per 5 dwellings.</p>	<p>Where dwellings are proposed in Stages 3-6, a number of non-compliant dwellings are found to be inconsistent with the 30% minimum landscaping control. Landscape plans show many dwellings claiming compliance with the control, however architectural plans are calculating side setback areas with less than 2m dimensions which are not to be included.</p> <p>In Stage 3, 4, 5 and 6 a number of dwellings need revised landscape calculations to determine compliance as they have included areas with dimensions less than 2m in calculations. Insufficient information is required to demonstrate compliance with this control.</p> <p>All Stages provide a minimum 16m² of PPOS which are detailed on architectural plans however none are demonstrated with solar access diagrams.</p> <p>A number of front setback variations are proposed to dwellings across Stages 3-6 which are not supported as they add to the already bulky and dominant presence of dwellings to the streetscape. The applicant has been advised throughout the course of the assessment that the dwellings should be reorientated to face Byron Road providing adequate separation every 5-6 dwellings.</p> <p>There are corner lots proposed in Stages 3-6 that do not comply with the 2m corner lot control. Some of which are side on to Byron Road which is listed to be a sub-arterial road in future. Compliance with this control would be required to achieve noise compliance.</p> <p>All dwellings across Stages 3-6 comply with the side setback requirements of min 900mm.</p> <p>All dwellings across Stages 3-6 have demonstrated compliance with the 4m setback requirement.</p> <p>Zero lot lines not proposed.</p> <p>Stage 3 contains 59 x four bed (2 spaces each) which requires 118 off-street spaces.</p> <p>Stage 4 contains 20 x two bed (1 space each) 3 x two bed (1 accessible space each), visitors 4 spaces + 1 accessible space which requires 28 spaces.</p>	<p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>No</p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>Yes</p> <p>No</p>
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	<p>Stage 5 contains 32 x two bed (1 space each), 4 x two bed (1 accessible space each), visitors 10 spaces + 1 accessible space which requires 43 spaces.</p> <p>Stage 6 contains 27 x two bed (1 space each) o 3 x two bed (1 accessible space each) o visitors 10 spaces + 1 accessible space which requires 41 spaces.</p> <p>Covered garage spaces to have minimum dimensions of 3m x 5.5m.</p>	No
	<p>Stage 3 provides garages with compliant dimensions.</p> <p>Stages 4-6 do not provide garages for each dwelling as required by the DCP instead it proposes an allocated street parking space.</p>	Yes
	<p>Uncovered car parking spaces have been provided in the driveway for each dwelling in Stage 3.</p> <p>Uncovered car parking spaces have provided car parking spaces in the car court for Stages 4-6.</p>	No
	<p>Aisle widths to comply with AS2890.1.</p> <p>1-2 bedroom dwellings to have ≥ 1 parking space.</p>	Yes
	<p>Compliant.</p> <p>Stages 4-6 are 2 bedroom dwellings and have provided one space in the car court however the DCP requires a car parking space behind the building line therefore this is not compliant.</p>	No
	<p>≥ 3 bedroom dwellings to have ≥ 2 parking spaces.</p> <p>Stages 3 are 3 bedroom dwellings and have provided a single garage and a driveway space per lot.</p>	Yes