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# **SITE-SPECIFIC DCP**

Leppington Civic Centre

Prepared for  
**ALAND**  
15 September 2023

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# CONTENTS

|           |  |           |
|-----------|--|-----------|
| <b>1.</b> | <b>Introduction .....</b>  | <b>1</b>  |
| 1.1.      | Name and Application of this DCP Schedule .....  | 1         |
| 1.2.      | structure of DCP .....   | 1         |
| 1.3.      | Variations to Development Controls and DCP Amendments .....                              | 2         |
| 1.3.1.    | Compliance with the Civic Centre Master Plan .....                                       | 2         |
| 1.3.2.    | Compliance with Objectives and Controls in this DCP Schedule .....                       | 2         |
| <b>2.</b> | <b>Desired Future Character .....</b>  | <b>4</b>  |
| 2.1.      | Vision for Broader Leppington Town Centre .....  | 4         |
| 2.2.      | Vision for Civic Centre Master Plan .....  | 4         |
| 2.3.      | Design Strategy .....  | 4         |
| 2.4.      | Planning and Design Principles .....   | 6         |
| 2.5.      | Transport and Access Planning Principles .....   | 7         |
| 2.6.      | Public Domain planning Principles .....  | 7         |
| 2.7.      | Built Form Planning Principles .....   | 8         |
| <b>3.</b> | <b>Public Domain Controls .....</b>  | <b>9</b>  |
| 3.1.      | Aboriginal Cultural Heritage and Connection with Country .....                           | 9         |
| 3.2.      | General Public Domain Controls .....   | 10        |
| 3.3.      | Indicative Layout plan .....   | 11        |
| 3.4.      | Road Hierarchy and Circulation .....   | 12        |
| 3.5.      | Street Material Treatments .....   | 13        |
| 3.6.      | Intersection Designs .....   | 14        |
| 3.7.      | Street Tree Master Plan.....   | 14        |
| 3.8.      | Parks, Plazas and Public Open Space .....  | 15        |
| 3.9.      | Street interface Controls .....  | 16        |
| 3.10.     | Active Transport Strategy .....  | 20        |
| 3.11.     | Pedestrian Desire Lines.....   | 21        |
| 3.12.     | Public Transport Strategy .....  | 22        |
| 3.13.     | Vistas and Sightlines.....   | 23        |
| 3.14.     | Through Site Links .....   | 24        |
| 3.15.     | Public Art.....  | 24        |
| 3.16.     | Blank Walls .....  | 24        |
| <b>4.</b> | <b>Building Controls .....</b>   | <b>25</b> |
| 4.1.      | Building Site Requirements .....   | 25        |
| 4.2.      | Building Orientation.....  | 25        |
| 4.3.      | Building Form .....  | 25        |
| 4.3.1.    | Height Strategy.....   | 26        |
| 4.3.2.    | Street Setbacks and Building Address .....   | 26        |
| 4.3.3.    | Street Wall Height and Upper-level Setbacks .....  | 27        |
| 4.3.4.    | Building Separation and Boundary Setbacks .....  | 28        |
| 4.3.5.    | Building Bulk.....   | 29        |
| 4.3.6.    | Sun Access to Public Spaces.....   | 29        |
| 4.3.7.    | Building Articulation and Façade Design.....   | 29        |
| 4.4.      | Mixed use Building Functional Design .....   | 29        |
| 4.5.      | Awnings .....  | 30        |
| 4.6.      | Landscaping and tree Canopy Coverage in Residential and Commercial<br>Developments ..... | 30        |
| 4.7.      | Rooftop Communal Open Space.....   | 30        |
| 4.8.      | Water Sensitive Urban Design.....  | 31        |
| 4.9.      | Drainage and Flood Prone Land.....   | 31        |
| 4.10.     | Heritage .....   | 31        |
| 4.11.     | Urban Heat.....  | 31        |
| 4.12.     | Sustainability and Rooftop Solar Requirements .....                                      | 31        |
| 4.13.     | Bedroom Mix.....   | 31        |
| 4.14.     | Waste Management.....  | 32        |

|         |   |    |
|---------|---|----|
| 4.15.   | Signage.....                                    | 32 |
| 4.16.   | Parking, Loading and Access .....               | 32 |
| 4.17.   | Bicycle Parking and End of Trip Facilities..... | 32 |
| 4.17.1. | Bicycle Parking Rates.....                      | 32 |
| 4.18.   | Car Parking Design and Access .....             | 33 |
| 4.18.1. | Car Parking Rates .....                         | 33 |
| 4.19.   | Servicing and Loading .....                     | 34 |

|                        |           |
|------------------------|-----------|
| <b>Disclaimer.....</b> | <b>35</b> |
|------------------------|-----------|

No table of contents entries found.

## FIGURES

|   |    |
|---|----|
| Figure 1 Land Application Map .....           | 2  |
| Figure 2 Indicative Layout Plan .....         | 11 |
| Figure 3 Road Hierarchy and Circulation ..... | 12 |
| Figure 4 Intersection Crossing Types .....    | 14 |
| Figure 5 Street Material Treatments .....     | 13 |
| Figure 6 Parks, Plazas and Open Space .....   | 15 |
| Figure 7 Active Frontage Map .....            | 19 |
| Figure 8 Active Transport Strategy .....      | 20 |
| Figure 9 Pedestrian Desire Line .....         | 21 |
| Figure 10 Public Transport Strategy .....     | 22 |
| Figure 11 View Corridor Map.....              | 23 |
| Figure 12 Height Strategy.....                | 26 |
| Figure 13 Building Setback Map.....           | 28 |
| Figure 14 Awning Map.....                     | 30 |

## TABLES

|  |    |
|--|----|
| Table 1 Structure of the Civic Centre DCP..... | 1  |
| Table 2 Bicycle Parking Rates.....             | 32 |
| Table 3 Car Parking Rates .....                | 33 |

# 1. INTRODUCTION

## 1.1. NAME AND APPLICATION OF THIS DCP SCHEDULE

This DCP schedule is to be read in conjunction with Camden Council's Leppington Town Centre Planning Proposal Development Control Plan.

The Aland DCP applies to all development on the Aland landholding on Rickard Road (referred to as 'the site') (refer **Figure 1**). The site is situated within the civic heart of the Leppington Town Centre, to the immediate south of the existing Leppington Railway Station.

The Aland Leppington Civic Centre Site-Specific Development Control Plan (**Civic Centre DCP**) is proposed to form part of the Leppington Town Centre Development Control Plan (**Leppington DCP**).

The Civic Centre DCP must be read in conjunction with the Camden Growth Centre Precincts DCP (Camden GCPDCP) and Leppington DCP. In the event of an inconsistency between this DCP schedule and the Camden GCDDCP or Leppington DCP, the provisions of this DCP schedule prevail.

## 1.2. STRUCTURE OF DCP

The Civic Centre DCP Land Application Map is shown below in **Figure 1**. **Table 1** summarises the structure of this DCP schedule.

Table 1 Structure of the Civic Centre DCP

| Part                              | Summary   |
|-----------------------------------|---|
| Part 1 – Introduction             | Identifies the land to which this Schedule applies.   |
| Part 2 – Desired Future Character | Establishes an overall future character and vision to guide the development of the Aland Leppington site.   |
| Part 3 – Public Domain Controls   | Provides specific objectives and controls that apply to the public domain. Includes the Indicative Layout Plan which shows the future layout of the site. |
| Part 4 – Building Controls        | Provides specific objectives and controls that apply to buildings within the Aland Leppington site.   |

Figure 1 Land Application Map



Source: DKO

## 1.3. VARIATIONS TO DEVELOPMENT CONTROLS AND DCP AMENDMENTS

### 1.3.1. Compliance with the Civic Centre Master Plan

The Civic Centre Leppington Master Plan (referred to as the Master Plan) is intended to show how the overall site will develop over time. It shows how the numerous developments, undertaken over numerous years, will come together to ensure the overall development of the Master Plan is integrated, sustainable and attractive. However, it is recognised that some variation to the layout shown on the ILP may be reasonable to address new or more detailed information about the site, or other factors that might influence individual developments.

Amendment of the DCP will only be considered where the amendment would not significantly alter the planning outcomes for the Precinct. Typically, DCP amendments will not be undertaken to address issues that relate only to a single development: these issues should be dealt with by addressing the criteria for ILP variations above. Amendments will usually only be considered where the change relates to an aspect of the ILP that is demonstrably unreasonable or unnecessary, or where amendments are appropriate to address issues that will affect development generally in the Precinct.

### 1.3.2. Compliance with Objectives and Controls in this DCP Schedule

Each clause in this DCP schedule contains Objectives and Controls relating to various aspects of development (for example, building setbacks, requirements for car parking, or minimum requirements for landscaping).

The Objectives enable Council and Applicants to consider whether a particular proposal will achieve the development outcomes established for the site in the Master Plan.

The Controls establish standards, which if met, mean that development should be consistent with the Objectives. However, in some circumstances, strict compliance with the controls may not be necessary, or

may be difficult to achieve because of the particular characteristics of a development site. In these situations, Council should grant consent to a proposal that does not comply with the Controls in this DCP schedule, providing the intent (i.e. the Objective/s) of the Control/s is achieved. Where a variation is sought it must be justified in writing by indicating how the development will meet the Objectives of the relevant Control and / or is generally consistent with the Master Plan.

## 2. DESIRED FUTURE CHARACTER

### 2.1. VISION FOR BROADER LEPPINGTON TOWN CENTRE

The vision for Leppington Town Centre envisions growth into a regionally significant transport and landscape-oriented community over the next 20 years, becoming home to over 25,000 people. Through this growth, it will provide major civic, cultural, recreational, retail and business service functions for the South West Growth Area. Leppington Town Centre will support a diverse mix of uses, urban living and services land uses for the district surrounding the nearby Aerotropolis.

This Vision for Leppington Town Centre is underpinned by the following themes:

- Active and people focussed.
- A green urban centre.
- Convenient and connected.
- A well-designed built environment.
- Complementary to its natural environment.

### 2.2. VISION FOR CIVIC CENTRE MASTER PLAN

The vision for the Civic Centre Master Plan seeks to deliver additional dwellings, retail and commercial floorspace, and facilitates the realisation of the Leppington Town Centre vision through the provision of retail amenity and a mixed use hub. The site is made up of two (2) lots under a single ownership, situated to the immediate south of Leppington Railway Station.

The Civic Centre Master Plan is a 'catalyst project' that would complement the delivery of the wider Leppington Town Centre plan proposed by Camden Council. The proposal leverages the unique opportunity offered by the site's strategic location within the town centre and its close proximity to transport infrastructure, by rezoning the site to enable transit-oriented development (TOD) within a town centre, and increasing building height and floor space ratio (FSR) development standards to enable additional housing supply and diversity.

### 2.3. DESIGN STRATEGY

The Leppington Civic Centre Master Plan is proposed across two sites, to the west of Rickard Road, which will form one of the first areas of early development and foster transformation of the northern part of the Leppington Town Centre. The Master Plan will deliver a series of fine grain lots, each of which will consist of a multi-level mixed use building over basement car parking, with retail/commercial premises at the ground floor and residential above.

The design strategy for the Master Plan seeks to establish road layouts, building envelopes, heights, gross floor area and uses on the site that will guide future detailed staged development applications for the individual buildings. The Civic Centre site would accommodate residential apartments, commercial/retail spaces and a supermarket, amongst a range of different retail offerings, including F&B and a variety of shops.

The Master Plan will address community needs by leveraging the surrounding natural and built form elements, as well as delivering new high quality urban spaces. The site's rural character will be transformed into a vibrant and multifunctional community that facilitates urban living. The Leppington Master Plan proposed by DKO aims to achieve the following key project themes:

- **Resilience and Responsive:** Future proofing the site by working with existing natural systems to foster resilient places for people.
- **Networked Connectivity:** Designing for a 15-minute centre with a legible network of connected places.
- **A Set of Diverse Precincts:** Developing key character zones that respond to context and local amenity.
- **Flexible Urban Structure:** Creating a flexible framework that allows for multiple typologies and staging scenarios.



## Objectives

1. Leppington Town Centre will be the primary focus for employment, retail, entertainment and community services in the South West Growth Area. It will grow to become a Strategic Centre, consistent with the Greater Sydney Region Plan, the Western City District Plan and the Camden and Liverpool Local Strategic Planning Statements. Leppington Town Centre will be a destination for all residents in the South West Growth Area, providing higher order services and facilities. Leppington is also an important centre for NSW government services, education and health services, in addition to community focussed infrastructure delivered by Council.
2. Leppington Town Centre will be focused on Leppington Station connected through a precinct-wide public domain comprising a network of parks, plazas and active tree lined streets.
3. Leppington Town Centre embeds the principles of 'Connection to Country' to empower Aboriginal voices within decision-making; give Aboriginal people greater choice, access and control over land, water, housing and resources within NSW; drive success in Aboriginal organisations and businesses; and create better outcomes for every Aboriginal person in NSW.
4. Development will activate and enliven the public domain by encouraging the use of outdoor space for human comfort, movement, recreation and socialisation and regeneration of natural landscape character.
5. Leppington Station will provide access to the centre connected by an integrated road network that builds on existing roads, respects historic road alignments and considers all road users such as pedestrians, cyclists, buses and cars.
6. Streets within the town centre will focus on public transport, active transport and pedestrian connectivity. Rickard Road and Edmondson Avenue will be a key public transport, pedestrian and cyclist routes.
7. The north south corridor within Civic Centre Master Plan site will form a key north south retail spine linking pedestrians from Leppington Station to the civic precinct to the north and the retail core to the south. The north south corridor will be activated by a high-quality public domain and development that provides active frontages to encourage cafes, small bars, boutique shopping and the like.
8. Perimeter roads (Eastwood Road, Dickson Road, Ingleburn Road, Byron Road, Camden Valley Way, Fourth Avenue, Bringelly Road and Cowpasture Road) will be the main vehicular access routes to ensure streets within the town centre remain focused on public transport, active transport and pedestrian amenity. Despite being main vehicular access routes, perimeter roads must also accommodate public transport, active transport and pedestrian amenity with appropriate planting and material treatments.
9. The layout of the centre will capitalise on the natural features of the site. Public open space will take advantage of the existing and future inundation overlays, waterways through Leppington Town Centre, which form natural edges to the urban areas. The creek lines will serve an important role in drainage and water quality management and provide functional amenity and green spaces for recreation and pedestrian connections to other areas of the Town Centre. These green spaces will link the centre to surrounding recreation areas. Development will be oriented to activate and enhance these spaces.
10. Water sensitive urban design measures will be integrated within streets, parks and plazas to emphasise connections to the creeks.
11. A number of parks and plazas will provide places for people to meet and play, and for the community to gather in. These parks and plazas are located and oriented to attract people to key destinations.
12. Parks and plazas and nature reserves are interconnected to the regional public open space network and provide a connected, diverse public domain.
13. The centre will contain a mix of land uses to encourage vibrancy and to create a wide range of employment opportunities:
  - A retail core south of Leppington Station, with opportunities for mixed use development at the fringes integrating with the Scalabrini Creek parkland corridor.
  - A civic precinct north of Leppington Station with education, cultural, recreation and services for residents of the South West Growth Area, in a vibrant mixed use area that connects Bringelly Road, the station, Rickard Road and Scalabrini Creek.

- Bulky goods retailing and bulky goods related activities will take advantage of the high visibility of major roads including Bringelly Road, Dickson Road and Cowpasture Road. Bulky goods should not be located in highly walkable areas of the Town Centre such as the core.
  - Higher Density residential development will be focused within a 10-to-15-minute walk from Leppington Station. Density should be proportionate to its proximity to walkable amenity such as transport, open space/natural amenity, retail, community infrastructure and active transport networks.
  - An industrial precinct west of Dickson Road will provide significant employment opportunities and contain industrial activities that meet the needs of the surrounding residential population.
14. Development should respond to local scenic views such as parks, plazas and creeks as well as further scenic views such as the Blue Mountains and the Sydney skyline.
  15. The structural elements of the masterplan (the road network, park and plaza network and general arrangement of land uses) are critical to creating a cohesive, functional and attractive.
  16. centre. This DCP schedule focuses on ensuring that development in the centre, at all stages of its growth, is consistent with the ultimate structural elements for Leppington Town Centre.

### Controls

1. The applicant must demonstrate compliance with the above Desired Future Character Statement objectives.

## 2.4. PLANNING AND DESIGN PRINCIPLES

The design strategy for the Aland Leppington site consists of a series of principles which underpin the Master Plan. These principles include:

1. **Celebrate Natural Systems:** The Master Plan celebrates the existing landscape character through the retention of existing vegetation clusters. An increased tree canopy cover within the site will mitigate the heat island effects.
2. **Foster Networked Precinct:** The Master Plan aims to deliver a fine grain street network which promotes permeability and walkability, particularly from the Leppington Railway Station into the core of the Leppington Town Centre.
3. **Connected Urban Structure:** The Master Plan aims to deliver a series of civic spaces within the ground plane which will provide a connected urban structure. These pedestrian friendly civic spaces provide attractive connections to public transport, services and homes.
4. **Activate Precinct Character:** The Master Plan will maintain light access through the precinct with additional envelopes creating a sequence of open spaces from the station, through to the western and eastern interfaces of Rickard Road. The activation of the precinct ensures the development respects the current high street intersection and providing the community with amenities and enhances passive surveillance.
5. **Diversity of Open Space:** The Master Plan ensures the provision of open space amenity and connectivity contributes to the place outcomes of the Leppington Town Centre.
6. **Future Propagation:** The Master Plan aims to establish road layouts, building envelopes, heights and uses on the site that will guide future development, and contribute to the realisation of the Leppington Town Centre vision.

### Objectives

1. A wide range of commercial, retail, community services, educational, light industrial, entertainment and recreational opportunities are available in Leppington Town Centre.
2. Opportunities for residential development exist within high and medium density residential areas and mixed-use areas within or near the centre and within walking and cycling distance of Leppington Station.
3. Related land uses take advantage of opportunities to locate near each other to maximise access to services, economies of agglomeration and the efficient provision and use of ancillary functions such as car parking.

4. The mix of land uses within the centre creates high levels of activity, and a vibrant, attractive centre.
5. The scale, intensity and function of land uses reinforces Leppington Town Centre's role as a Strategic Centre and draws people to the centre from the South West Growth Area.
6. Land uses take advantage of public transport provision, the cycling network and the major road network, all of which make Leppington Town Centre a preferred location for major employment generating land uses.
7. Development responds to existing patterns of subdivision and land ownership to make efficient use of land and to ensure neighbouring development can occur as the centre progressively develops.
8. At each stage in the development of the town centre, land uses and the form of development will be consistent with the Vision for the town centre.

#### **Controls**

1. The applicant must demonstrate compliance with the above Land Use objectives.

## **2.5. TRANSPORT AND ACCESS PLANNING PRINCIPLES**

#### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Transport and Access Planning Principles objectives and controls within the Camden Council Leppington Town Centre DCP.

## **2.6. PUBLIC DOMAIN PLANNING PRINCIPLES**

#### **Objectives**

1. The public domain comprises a network of streets, parks and plazas that are activated, accessible at all times of the day, connect places and provide a consistent, high-quality character and amenity that defines Leppington Town Centre.
2. Elements of the public domain may be constructed by Council or other parties but are designed and constructed to consistent standards to unify development across the town centre.
3. Landscaping of streets, parks and plazas enhances the quality of the public domain, provides protection from the sun, contributes to the Tree Canopy target, and links the natural features of the town centre with the urban areas.
4. Materials and finishes such as paving, street furniture, lighting, and elements that link the public and private domain such as ground floor transition areas, building facades and awnings, must be consistent across the town centre.
5. The design of streets reinforces their role in the road hierarchy and provides a safe, activated and legible network for pedestrians, cyclists, public transport and cars. Street designs reinforce walkability and maximum block dimensions.
6. Green links along Kemps Creek, Scalabrini Creek and Bonds Creek create a positive interface between the urban, built up parts of the centre and natural features.
7. Streets, and green streets connect or terminate at parks and plazas within Leppington Town Centre, where possible, to encourage and enhance active transport connectivity and movement.
8. The orientation of streets, parks and plazas takes advantage of and emphasises local views, where possible.
9. Elements of water cycle management are integrated with the street network and public spaces to capitalise on the contribution of water to the amenity and character of the centre.
10. The design of the public domain achieves energy efficiency and is filled with sunlight in winter.

#### **Controls**

1. The applicant must demonstrate compliance with the above Public Domain principles.

## 2.7. BUILT FORM PLANNING PRINCIPLES

### Objectives

1. The design, orientation, size and bulk of buildings compliment the public domain and ensure natural light reaches the public domain. Appropriate building setbacks and tall building forms will allow daylight to access between buildings to the public and private domain.
2. The location, orientation and height of buildings takes advantage of and emphasises local views to Kemps Creek, Scalabrini Creek, Bonds Creek and distant views to the Blue Mountains and the Sydney skyline.
3. The built form contributes to a legible town centre by highlighting key destinations and creating landmarks.
4. Building orientation, building heights and the design of building facades enhance safety and amenity in the public domain, including streets, parks, plazas and the creek corridors.
5. Taller buildings are clustered near Leppington Station and typically towards the middle of the civic core where shadowing impacts have materially less impact to the surrounding properties and the dedicated public domains.
6. Urban structure is defined by a fine-grained road network and by limiting the floorplate of taller building elements.
7. Mid-block links are encouraged to improve pedestrian circulation and reduce the horizontal bulk of buildings.
8. Buildings to be defined by Active Retail Frontages and Active Residential Frontages onto streets, parks and plazas to facilitate activity, where possible and appropriate.
9. Ancillary activities such as parking, loading and service areas are visually screened from the public domain by either sleeving parking with buildings, creating underground parking or creating above ground parking that sits above active ground floor uses, such as Active Commercial Frontages, and is sleeved by apartments and façade treatments.
10. Driveways take up as little space as possible and loading docks are internal facing to improve pedestrian amenity on the street.
11. Buildings are orientated to take advantage of solar access and provide protection from prevailing winds both for building occupants and those in the public domain.
12. The design and construction of buildings maximises energy efficiency, minimises water use and considers the embodied energy of materials used in construction.
13. Development in the vicinity of listed heritage items respects and responds to the heritage significance of those items.

### Controls

1. The applicant must demonstrate compliance with the above Built Form principles.

## 3. PUBLIC DOMAIN CONTROLS

### 3.1. ABORIGINAL CULTURAL HERITAGE AND CONNECTION WITH COUNTRY

#### Objectives

1. Embed Aboriginal cultural and heritage values and connections to country in place making, buildings, landscape and environmental features in land development;
2. Acknowledge and activate Aboriginal culture and heritage through art, architecture, landscaping and other creative expression;
3. Generate a sense of belonging and identity for Aboriginal peoples and culture;
4. Achieve a realisation of stories in the landscape, and opportunities for learning from the landscape and for cultural storey telling;

#### Controls

##### Consultation with Register Aboriginal Parties

1. Development applications to which this section apply are to include a written report or statement describing the following:
  - consultation carried out with one or more registered Aboriginal parties on the development of the site or the development of the precinct or locality in which the site is located; and
  - the outcomes of the consultation including the story of country and identification of any Aboriginal cultural and heritage values on the site, and suggested practical measures to connect with country and to celebrate Aboriginal culture and heritage;
  - the practical measures by which the outcomes of the consultation have been addressed in the planning and design of development and place making including in site analysis, site planning, and design of landscape and building structures.

##### Aboriginal Cultural Heritage Assessment

2. An Aboriginal Cultural Heritage Assessment (ACHA) must be undertaken for the development of land identified in this DCP as having a potential archaeological deposit to identify any place or deposit of cultural or heritage significance. The ACHA is to be prepared in accordance with the ACHA prepared by Urbis for the Residential Core Master Plan.

##### Landscape and Public Domain

3. Landscape design in areas of the public domain, open spaces and curtilage spaces around buildings is to include measures for connecting with country and celebrating Aboriginal culture and heritage where practical and consistent. Consideration is to be given to the following measures:
  - retention of significant elements in the landscape including any monumental land formations and curvilinear landforms reflecting the geological landscape, hill tops & ridge lines, rock outcrops, natural water bodies, indigenous vegetation, scarred trees, significant view / sight lines;
  - spaces of movement and spaces of pause through the landscape;
  - accessible, safe and sensory spaces in public open space designed for telling and sharing stories of country and teachings of Aboriginal culture and history;
  - integration of distraction methods for spaces that need to be avoided or kept private or hidden;
  - landscape planting using species that are endemic and need relatively low water;
  - surfaces that allow water to permeate the ground;
  - water bodies in the environment, and reuse / recycling of water for irrigation of vegetation;
  - visual expressions of culture and heritage through public art, graphic design, interpretive measures, and materiality in buildings in prominent spaces in the public domain.

### Building Design

4. Consideration in relation to building design is to be given to:

- Visual expressions of culture through public art, graphic design, materiality and the like in prominent spaces;
- Resilient materials that adapt to climate extremes, uses and occupation.

### Interpretive Elements, Public Art and Place Naming

5. Consideration in relation to interpretive elements, public art and place naming is to be given to the following measures:

- Identifiably local Aboriginal visual expressions of culture through public art, graphic design, materiality, and place naming and the like provided in prominent spaces;
- Interpretive education about Aboriginal culture and heritage into signage, wayfinding material, historic plaques and markers;
- Aboriginal names and language are to be used in naming of streets, parks, promenades, plazas, signage and wayfinding elements.

## **3.2. GENERAL PUBLIC DOMAIN CONTROLS**

### **Objectives**

1. To establish a structure for the public domain that connects and integrates development within the Civic Centre Master Plan area.
2. To ensure that elements of the public domain are designed and constructed to appropriate standards, and that satisfactory arrangements are in place for the ongoing management and maintenance of the public domain either by Council or land owners.

### **Controls**

1. Public domain elements must be located as shown in Figure 2 Indicative Layout Plan.
2. Elements of the public domain that are zoned RE1 Public Recreation or SP2 Infrastructure can be delivered by Council, or by another party in accordance with this DCP schedule and must be dedicated to Council, subject to the agreement of Council.
3. Streets within the Residential Core site that are not zoned SP2 are to be delivered by the applicant and dedicated to Council subject to Council's design standards.
4. Elements of the public domain that are zoned for purposes other than those listed in Control 3 above are the responsibility of the applicant, and details of the proposed design, construction and operational management of public domain elements must be included in development applications.
5. Access to the public domain must be available to the public regardless of Controls 3 and 4 above.

### 3.3. INDICATIVE LAYOUT PLAN

The Master Plan forms the basis for urban development within the site by setting out:

- (a) the road network;
- (b) public transport routes;
- (c) the open space and drainage networks;
- (d) the locations of land uses including residential and retail development;
- (e) the density and types of housing that are preferred in various parts of the Precinct.

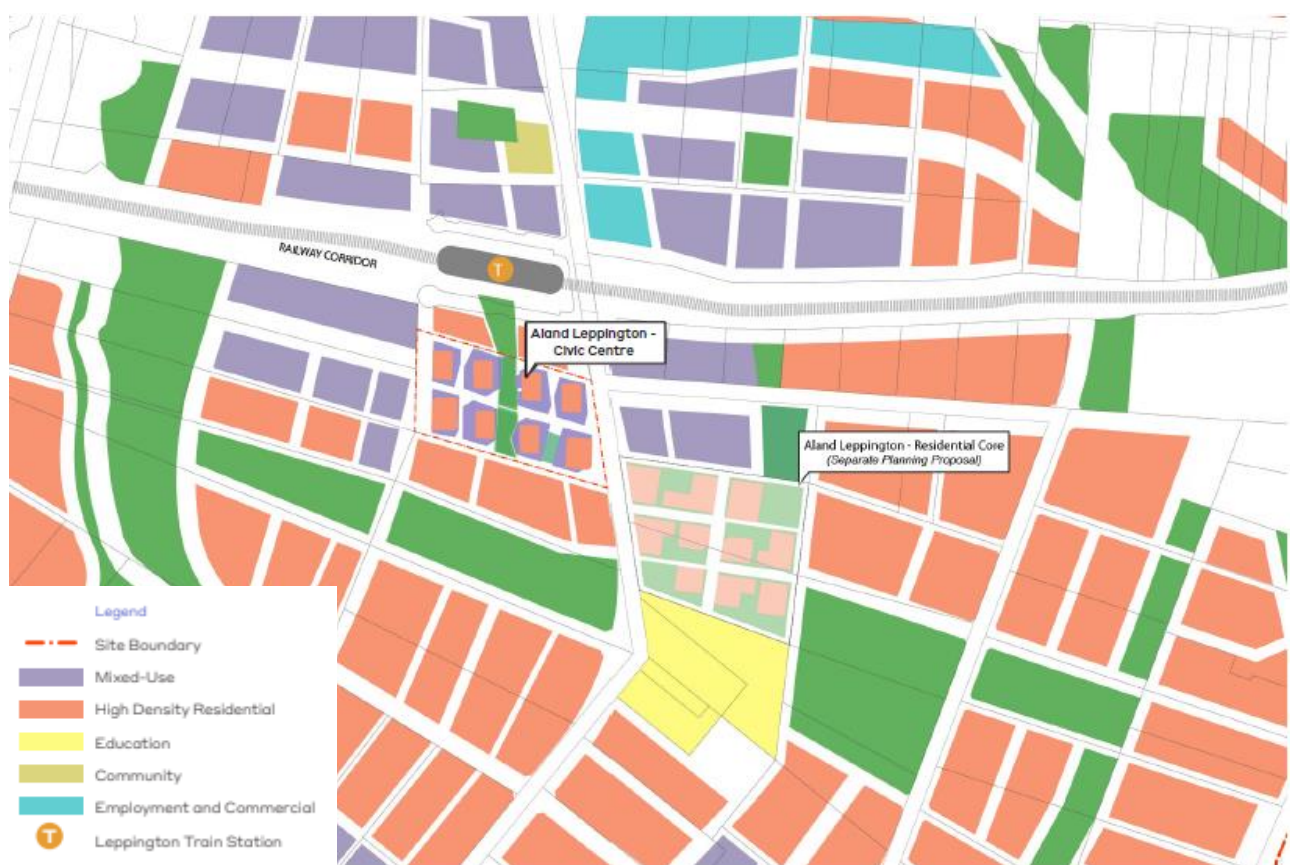
#### Objectives

1. To enable development to occur within the Civic Centre Master Plan Area in a coordinated manner complementing the Indicative Layout Plan.
2. To manage fragmented land.

#### Controls

1. Development within Civic Centre Master Plan Area must generally be consistent with the layout of Figure 2 Indicative Layout Plan.

Figure 2 Indicative Layout Plan



Source: DKO

### 3.4. ROAD HIERARCHY AND CIRCULATION

#### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Road Hierarchy and Circulation objectives and controls within the Camden Council Leppington Town Centre DCP.

#### Controls

1. Development within Civic Centre Master Plan Area must generally be consistent with the layout of Figure 3 Road Hierarchy Plan.

Figure 3 Road Hierarchy and Circulation



Source: DKO



## 3.5. STREET MATERIAL TREATMENTS

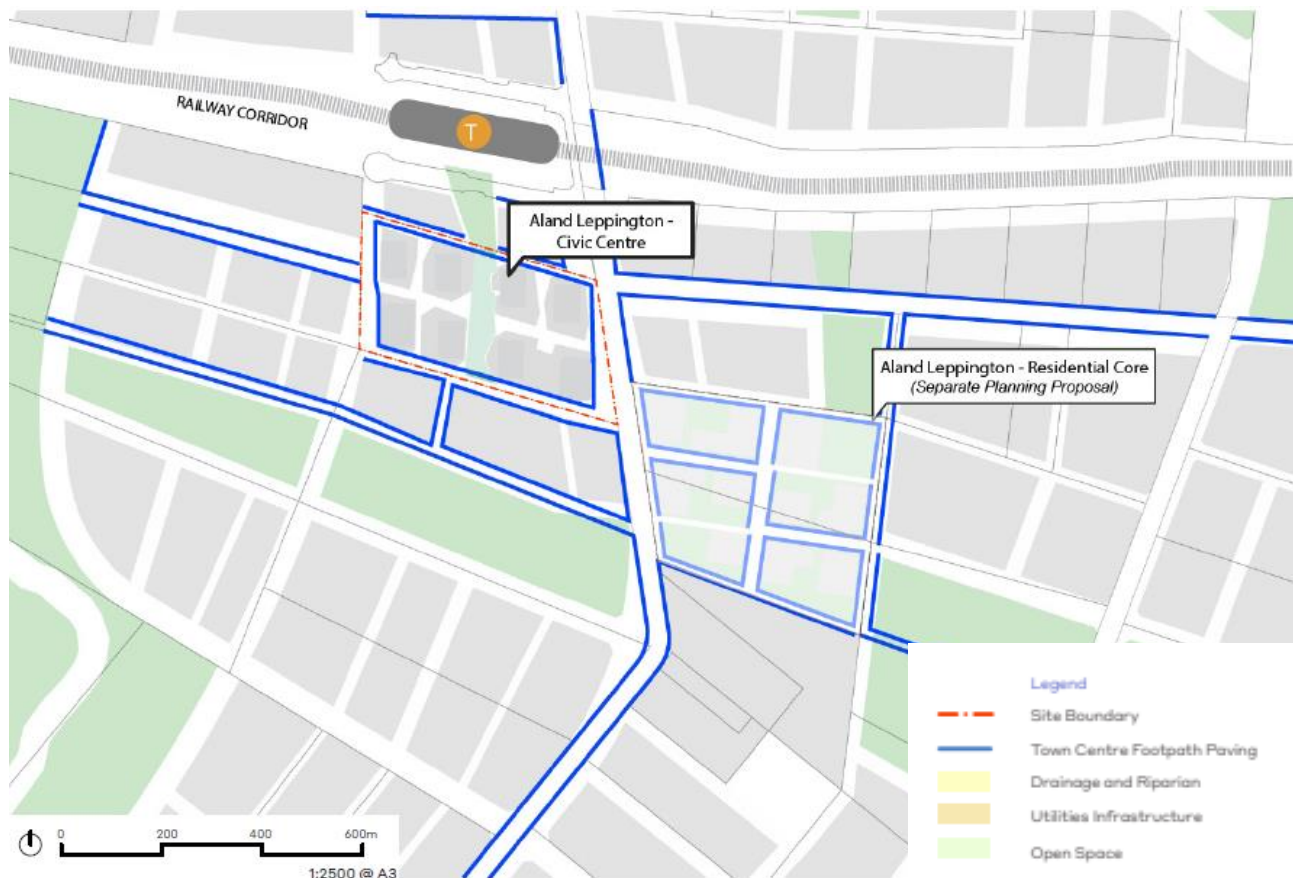
### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Street Material Treatments objectives and controls within the Camden Council Leppington Town Centre DCP.

### Controls

1. Development within Civic Centre Master Plan Area must generally be consistent with Figure 4 Street Material Treatments Map.

Figure 4 Street Material Treatments



Source: DKO

## 3.6. INTERSECTION DESIGNS

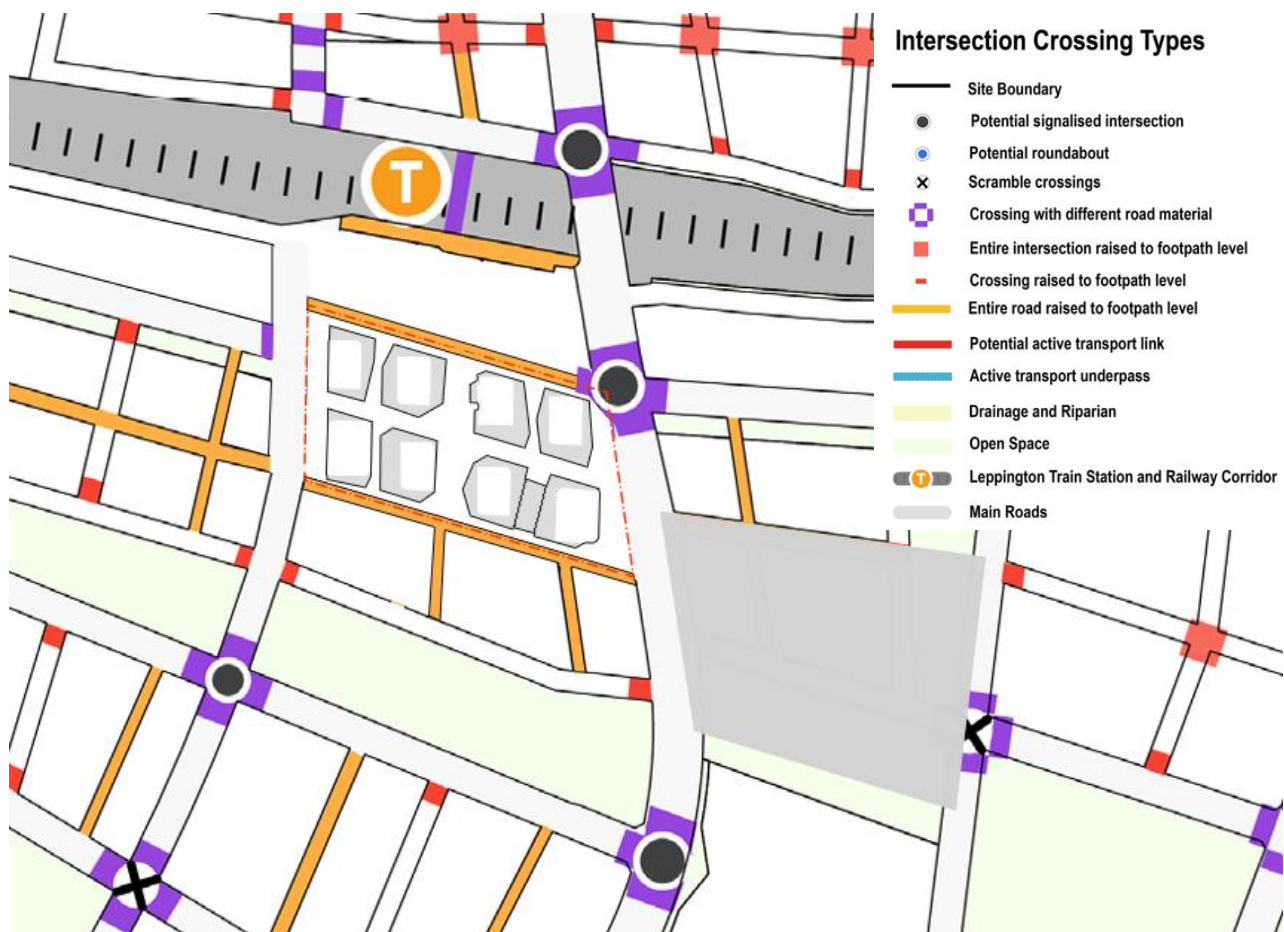
### Objectives

1. Establish design standards that correspond with the intended function and character of the different intersection types and design requirements in Leppington Town Centre.
2. Provide a fine grained and legible pedestrian street network that maximises access to and within the Leppington Town Centre.
3. Provide a street network that promotes public transport, walking and cycling as the preferred modes of movement.
4. Ensure that the intersections provide a high level of amenity and safety for all users.

### Controls

1. Development within Civic Centre Master Plan Area must generally be consistent with Figure 5 Intersection Crossing Types

Figure 5 Intersection Crossing Types



Source: DKO

## 3.7. STREET TREE MASTER PLAN

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Street Tree Master Plan objectives and controls within the Camden Council Leppington Town Centre DCP.

## 3.8. PARKS, PLAZAS AND PUBLIC OPEN SPACE

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Parks, Plazas and Public Open Space objectives and controls within the Camden Council Leppington Town Centre DCP.

### Controls

1. Development within Civic Centre Master Plan Area must generally be consistent with Figure 6 Parks, Plazas and Open Space Map.

Figure 6 Parks, Plazas and Open Space



Source: DKO

### 3.9. STREET INTERFACE CONTROLS

Street interface controls define the types of activity and building frontages expected from the ground floor(s) of commercial and residential development in the Leppington Town Centre.

The following street interface controls define the location and type of street frontages, to promote an active visual engagement between those in the street and those on the ground floor(s) of buildings.

The front facade of buildings, including the main entrance, must face and open (this could include windows) towards the street. Ground floors may accommodate uses such as cafes, shops, businesses or restaurants, however, for a street interface to be active it does not necessarily need to be a retail use.

Commercial Street Frontages must provide informal surveillance opportunities and improve the vitality and safety of an area. Commercial interfaces serve to define concentrations of commercial activity and support economies of agglomeration. The measures of commercial interface are graded from Grade A to Grade C activity and are defined below.

An Active Residential Frontage is a residential street frontage where buildings are designed to facilitate activity and passive surveillance between the building and the street. All ground floor apartments must face and open towards the street with their own gate and or door directly to the street. Ground floor apartments should function, look and feel as though they are a separate terrace house to apartments above.

To support the above changes and ensure Leppington Centre can evolve over time, Council officers have introduced a Flexible Residential Frontage in the DCP. Where a Flexible Residential Frontage is required the front rooms of ground floor apartments must be designed in such a way that they can be used as a home business or easily be converted to a commercial use. The requirement to have a Flexible Residential Frontage is mapped and apply to streets where, from an urban design perspective, there is a transition from ground floor commercial uses to ground floor residential uses.

#### Objectives

1. Provide differing levels of active street interface along nominated streets in the Leppington Civic Centre in line with the prevailing definitions of this DCP schedule.
2. Ensure the design of ground level active street interfaces are appropriate to the location and use, and do not detract from the visual appeal and amenity of the streetscape.
3. Provide informal surveillance opportunities and improve the vitality and safety of an area.
4. To sleeve large format retail with smaller shopfronts to avoid long stretches of single ownership shopfront.
5. Encourage cafes, small bars, restaurants, boutique shopping and the like, particularly in mixed-use areas close to civic spaces and Leppington Station.
6. Allow for active frontages in other non-identified locations to contribute to the amenity of the streetscape.
7. Ensure Leppington Town Centre has a vibrant, active and engaging street life.

#### Controls

1. Street Interfaces are to be provided in the locations nominated in Figure 7 Active Frontage Map.
2. Building and street interfaces are to contribute to the liveliness and vitality of streets by maximising entries or display windows. This includes shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction.
3. Nominated street interfaces shall minimise the percentage of façade dedicated to fire doors, garage doors, blank walls, switchboards, and the like, where possible and appropriate.
4. Glazing on Commercial Frontages must not be covered by signs or stickers (e.g. advertisements and promotions) for more than 25% of the glazing. This is to ensure passive surveillance via visual engagement between those in the street and those on the ground floor(s) of buildings.
5. Where buildings adjoin open space, the building must face and open (this could include windows) towards the open space. Ground floors may accommodate uses such as cafes, shops, businesses, restaurants or ground floor residential apartments with individual access that function, look and feel as

though they are separate terrace houses compared to the apartments above. The type of ground floor use and level of activation must be consistent with Figure 6 Active Frontage Map. These frontages must provide passive surveillance and allow workers, customers and residents to enjoy and utilise the immediately adjoining open space.

6. Driveways and service entries are not permitted on streets that require Active Commercial Frontage Type A (as shown in Figure 7 Active Frontage Map), Town Centre Streets, Entryway Streets, Boulevards (for example, Rickard Road and Byron Road) and Arterial Roads (for example, Bringelly Road).
7. Street frontages must conform to street levels as much as is practicable.
8. As shown in Figure 7 Street Interface Controls, street interface Active Commercial Frontage Type A:
  - (a) must have an Active Commercial Frontage for 85% of the street frontage with an average shopfront width of 6m to 10m.
  - (a) must have as many individual active commercial/retail frontages as practicable.
  - (b) must not have any blank walls, service entries and driveways.
  - (c) each individual commercial/retail frontage width must be as narrow as practicable to facilitate a variety of different frontages. A frontage width as close to 6m as practicable, is preferred.
  - (d) must maximise transparent glazing. Dark glazed facades are not supported.
  - (e) must site large format stores behind other commercial frontages that are consistent with a-e above to ensure continuity of streetscape.
  - (f) are to provide a high standard of finish and high level of architectural detail by using different materials and design elements to encourage variation in facade treatments.
  - (g) may provide uses such as boutique shops, cafes, bars and other commercial spaces to contribute to a vibrant, exciting, engaging and varied pedestrian experience on the street.
9. As shown in Figure 7 Street Interface Controls, street interface Active Commercial Frontage Type B:
  - (a) must have an Active Commercial Frontage for at least 75% of the street frontage with an average shopfront width of 6m to 15m.
  - (b) where a frontage longer than 15m is considered appropriate:
    - (i) they are to be limited to three per 100m of building frontage.
    - (ii) the façade should present as multiple frontages, using architectural elements such as columns and windows to divide the appearance and provide architectural diversity.
  - (c) must provide a high standard of finish and appropriate level of architectural detail by using different materials and design elements to encourage variation in facade treatments.
  - (d) must distribute services, access and blank walls along the façade, preferably interspersed with active street interface, to avoid long stretches of inactivity for the passing pedestrian.
  - (e) must not provide a continuous length of services, such as fire doors and garage doors, and blank walls, which is unacceptable.
  - (f) Fire doors, garage doors or facades should have interesting or interactive materiality that ensures provision of blank walls is strictly limited.
10. As shown in Figure 7 Active Frontage Map, street interface Active Commercial Frontage Type C:
  - (a) must have an Active Commercial Frontage for at least 50% of the street frontage with average shopfront width of 6m to 15m.
  - (b) Where longer frontages are considered appropriate:
    - (i) they are to be limited to two per 100m of building frontage.
    - (ii) the façade should present as multiple frontages, using architectural elements such as columns and windows to divide the appearance and provide architectural diversity.

- (c) must provide an appropriate standard of finish and appropriate level of architectural detail.
- (d) must distribute services, access and blank walls along the façade, preferably interspersed with active street interface, to avoid long stretches of inactivity for the passing pedestrian.
- (e) must not provide a continuous length of services, such as fire doors and garage doors, and blank walls, which is unacceptable.

11. As shown in Figure 7 Street Interface Controls, street interface Flexible Residential Frontage

- (a) must have a room at the front of the dwelling that presents to the street that could be used as a home business/office, bedroom or separate living space to ensure maximum flexibility to work from home and/or so that ground floor residential uses can be potentially converted into commercial uses in the future.
- (b) must have a ground floor ceiling height between 3.3 to 4 metres so that ground floor residential uses can be potentially converted into commercial uses in the future.

Note: A ground floor ceiling height between 3.3 to 4 metres is only required for the room at the front of the dwelling.

12. A Residential Frontage is required in all areas where Active Commercial Frontages and Flexible Residential Frontage/Non-Compulsory Commercial Frontages do not apply (as shown in Figure 7 Active Frontage Map). A Residential Frontage:

- (a) is a residential street frontage where buildings are designed to facilitate activity and passive surveillance between the building and the street.
- (b) must have individual dwelling presentation at street level and first floor level with an average width of 4m to 10m.
- (c) must face and open towards the street.
- (d) must have active ground floor residential apartments with individual access that function, look and feel as though they are separate terrace houses compared to the apartments above.
- (e) must minimise blank walls and provide privacy through front patio setbacks and plantings.
- (f) must a high standard of finish and appropriate level of architectural detail.
- (g) must limit the use of opaque fencing and screening in favour of landscaped frontages with low rise fences.

13. Service and utility bays, loading docks and car park entries are to be orientated towards Shared Service Lanes, or where this is not possible, to the lowest category of Street Frontage in Figure 7 Active Frontage Map.

14. Service and utility bays, loading docks and car parks must be visually screened from the public domain by either sleeving parking with buildings, creating underground parking or creating above ground parking that sits above active ground floor uses, such as Active Commercial Frontages, and is sleeved by apartments and façade treatments.

15. Driveways must take up as little space as possible and service and utility bays, loading docks and car parks are to be designed to minimise visual impact to the streetscape in order to improve pedestrian amenity on the street. Large blank walls presented to the street as a result of service and utility bays, loading docks and car parks should be avoided.



Figure 7 Active Frontage Map



Source: DKO

## 3.10. ACTIVE TRANSPORT STRATEGY

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Active Transport Strategy objectives and controls within the Camden Council Leppington Town Centre DCP.

### Controls

1. Development within Civic Centre Master Plan Area must generally be consistent with Figure 8 Active Transport Strategy.

Figure 8 Active Transport Strategy



Source: DKO



## 3.11. PEDESTRIAN DESIRE LINES

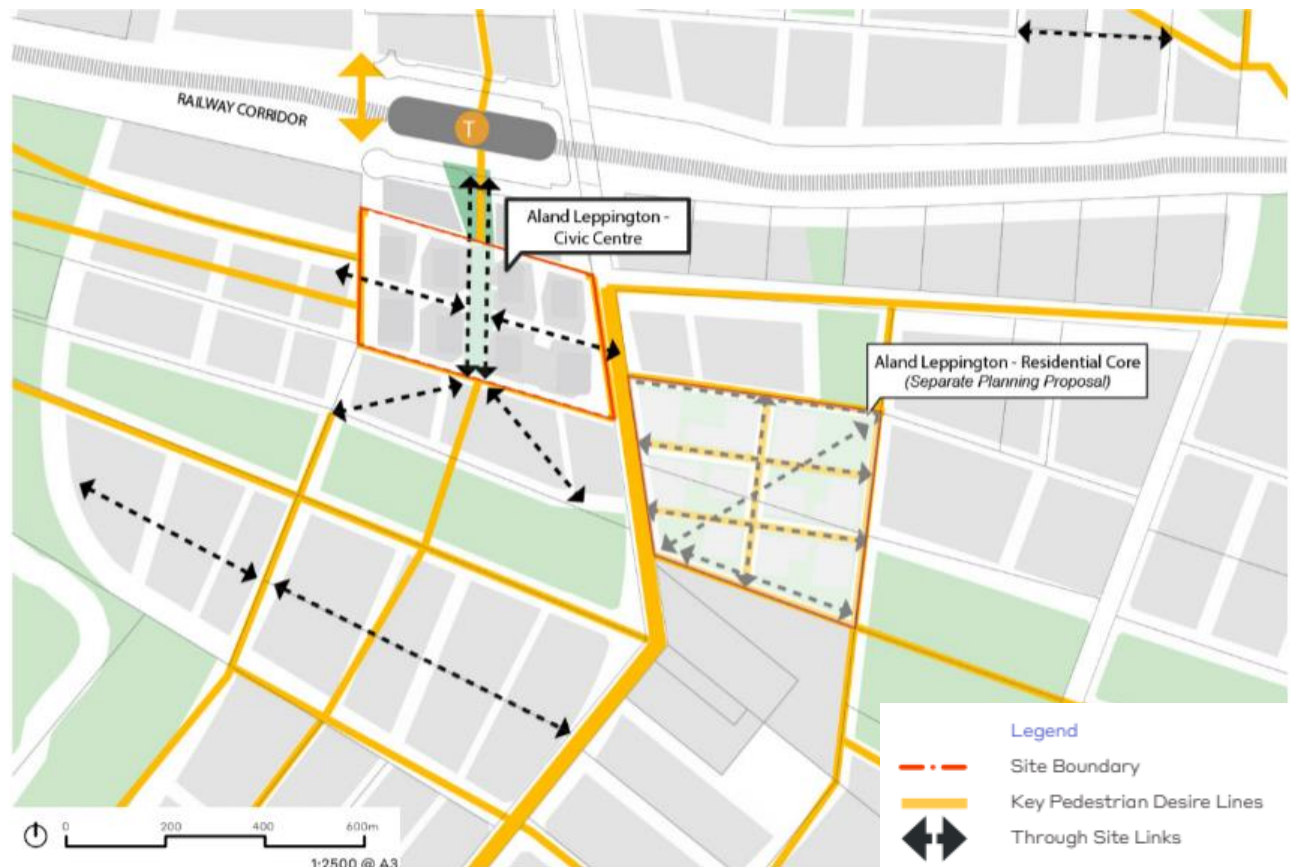
### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Pedestrian Desire Lines objectives and controls within the Camden Council Leppington Town Centre DCP.

### Controls

1. Development within Civic Centre Master Plan Area must generally be consistent Figure 9 Pedestrian Desire Line Map.

Figure 9 Pedestrian Desire Line



Source: DKO

## 3.12. PUBLIC TRANSPORT STRATEGY

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Public Transport Strategy objectives and controls within the Camden Council Leppington Town Centre DCP.

### Controls

1. Development within Civic Centre Master Plan Area must generally be consistent Figure 10 Public Transport Strategy.

Figure 10 Public Transport Strategy



Source: DKO

### 3.13. VISTAS AND SIGHTLINES

Leppington Town Centre sits to the west of a ridgeline that is approximately 100 metres above sea level. The town centre itself has an elevation of approximately 80 to 90 metres above sea level. This means that buildings above approximately 15 to 35 metres, depending on their location within the town centre and site specifics, afford distant views to the Sydney skyline and Blue Mountains. This section of the DCP schedule is to help guide development to share these distant views as well as local views to creeks and parklands.

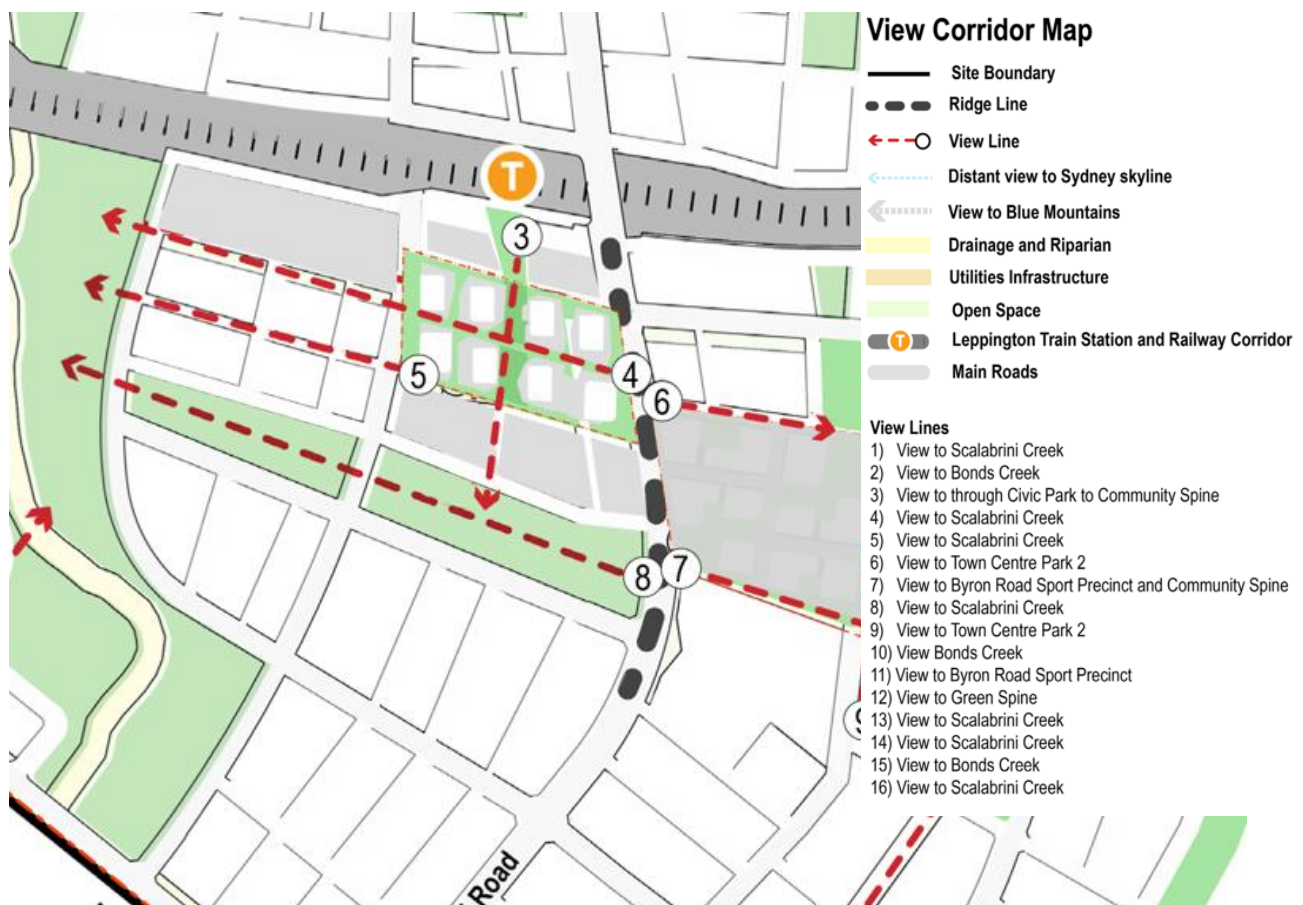
#### Objectives

1. Enhance key views, vistas and sightlines in Leppington Civic Centre.
2. Provide opportunities views and vistas at ground level, from balconies, rooftops and podiums.
3. Promote building forms and articulation that permit view sharing.

#### Controls

1. Development should enhance the vistas and sightlines defined in the Figure 11 View Corridor Map as well as distant views through appropriate built form that frames and responds to distant views.
2. Signage within private development sites must not obstruct key vistas and sightlines. Signage must also be consistent with the objectives and controls in 4.15 Signage.
3. Development must not obstruct or detract from a view corridor, as identified in the Figure 11 View Corridor Map.
4. Where a view, vista or sightline follows a road corridor, street walls must be developed in accordance with the provisions of this DCP schedule to define view corridors as shown in Figure 11 View Corridor Map.

Figure 11 View Corridor Map



Source: DKO

## **3.14. THROUGH SITE LINKS**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Through Site Links objectives and controls within the Camden Council Leppington Town Centre DCP.

## **3.15. PUBLIC ART**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Public Art objectives and controls within the Camden Council Leppington Town Centre DCP.

### **Controls**

2. All new developments having a capital value of more than \$5,000,000 in Leppington Town Centre are required to provide and implement a Public Art Strategy. The plan is to include the provision of high-quality artworks within the development in publicly accessible and viewable locations, near main entrances and street frontages and in lobbies.
3. In addition to the requirement of control 2 above, development on sites over 5,000m<sup>2</sup> in area are required to provide and implement a Public Art Strategy. The plan is to include the provision of high-quality artworks within the development in a publicly accessible and viewable location.
4. The cost of any public art must equate to at least 0.05% of the capital investment value of the development.

## **3.16. BLANK WALLS**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Blank Walls objectives and controls within the Camden Council Leppington Town Centre DCP.

## **4. BUILDING CONTROLS**

### **4.1. BUILDING SITE REQUIREMENTS**

#### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Building Site Requirements objectives and controls within the Camden Council Leppington Town Centre DCP.

### **4.2. BUILDING ORIENTATION**

#### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Building Orientation objectives and controls within the Camden Council Leppington Town Centre DCP.

### **4.3. BUILDING FORM**

#### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Built Form objectives and controls within the Camden Council Leppington Town Centre DCP.



### 4.3.1. Height Strategy

#### Objectives

1. Establish a logical, legible and coordinated approach to building height controls in Leppington Town Centre provide for tower variation in the core area and scale down towards the edges of the precinct.
2. Establish building envelopes consisting of height and setbacks which generally provide for a continuous and consistent building presentation and street character.
3. Provide flexibility in the way that buildings can mass floor area, allowing for tall, slender buildings.

#### Controls

1. Buildings must be developed in accordance with the controls in Figure 12 Height Strategy Map.
2. Building height must not exceed the airport Obstacle Limitation Surface (OLS) of 230.5 metres Australian Height Datum (AHD) as defined in State Environmental Planning Policy (Precincts—Western Parkland City) 2021.

Note: Australian Height Datum is the height of a point above mean sea level in metres. Mean sea level is the average height of the ocean's surface.

Figure 12 Height Strategy



Source: DKO

### 4.3.2. Street Setbacks and Building Address

#### Objectives

1. Establish consistent building lines fronting streets and other public spaces to create a quality public domain and streetscape character.
2. Establish the desired vertical and horizontal spatial proportions of streets and other public spaces.

3. Provide defined edges which reinforce and support the hierarchy and character of specific streets, lanes and spaces.
4. Provide street setbacks appropriate to the building location, function and desired character, engaging with the level of street activity and providing for passive surveillance.
5. Provide for street landscape character and space for significant canopy tree planting in all relevant zones.
6. Minimise overshadowing and maintain reasonable solar access to identified key public spaces.

### **Controls**

1. Buildings are to be aligned and setback in relation to planned and existing streets in accordance with Figure 12 Building Setback Map.
2. The definitions of street setbacks are as follows:
  - (a) Civic Park setbacks within the Civic Centre Master Plan must be developed in accordance with the following provisions:
    - (i) 0m ground floor setback
    - (ii) 0m setback for upper floors
    - (iii) first storey height of at least 4.3m
3. Mixed use zone setbacks along north-south town centre streets must be developed in accordance with Figure 13 Building Setback Map, with a 4m upper setback above the 3-4 storeys street wall.
4. East-west facing buildings have 6m-7m street wall setbacks.
5. North-south facing buildings have 3m street wall setbacks.
6. Articulation and recesses on building facades must be a maximum 0.6m on active street frontages and a maximum 2.5m on other street frontages in B4 zones.  
  
Where a front setback other than a zero setback applies, façade articulation elements may extend into the front setback to a maximum of 1.5m and for a maximum of 30% of the entire length of the building facade.
7. Street setbacks for shop top housing, residential flat buildings, multi dwelling housing and mixed used development in the R3 Medium Density and R4 High Density Residential zones must be in accordance with Figure 13 Building Setback Map.

## **4.3.3. Street Wall Height and Upper-level Setbacks**

### **Objectives**

1. Achieve comfortable street and public domain environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for canopy street trees.
2. Reinforce the desired future character of the Town Centre and strengthen the urban form with reasonably consistent street wall heights, while enabling suitable flexibility in building design.
3. Clearly define Town Centre streets with zero setback street walls and upper-level setbacks above the podium level to ensure an urban, human scale and minimise overshadowing impacts
4. Allow for sunlight access between tower elements and over building podiums to planned public open spaces and landscaped plazas in the Town Centre.
5. Provide for an appropriate transition in building heights and visual relief through variation of form, as viewed from streets and key public spaces.
6. Provide opportunities in medium density residential areas for deep soil planting to maximise tree canopy cover to residential streets.

### **Controls**

1. Street wall heights for buildings within the Civic Centre Master Plan with frontage to roads to have a 3-4 storey street wall with zero setback to create a human scale which complements the streetscape.
2. Corner sites B4, and R4 zoned land may be built with no upper-level setback for a length of:
  - (a) a. 20m to east-west streets in the core area of the centre.
  - (b) b. 30m otherwise in the B3 and B4 zones.

#### 4.3.4. Building Separation and Boundary Setbacks

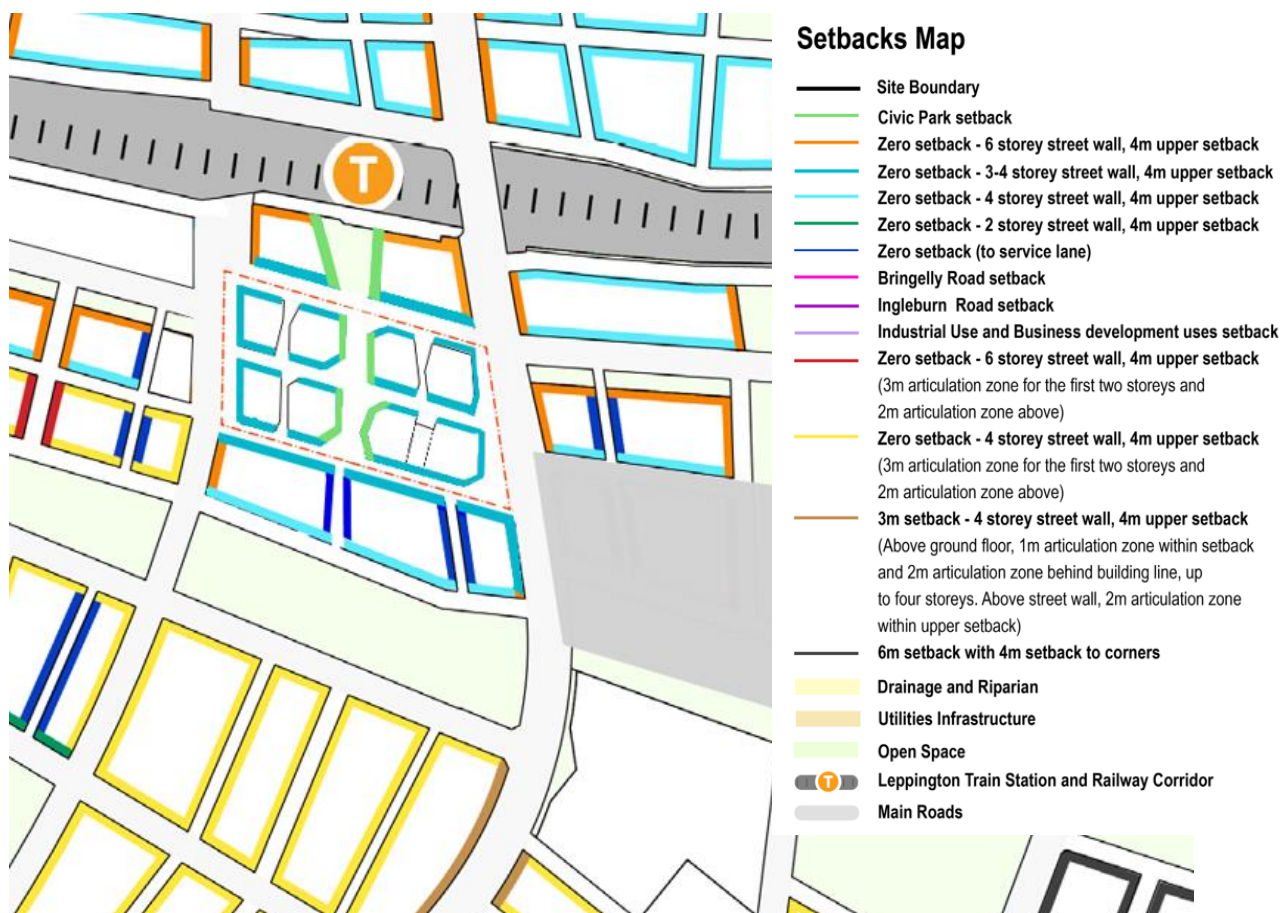
##### Objectives

1. Ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy to residential and tourist accommodation buildings.
2. Allow for reasonable sunlight access to a majority of residential dwellings within buildings on and surrounding the site.
3. Achieve usable and pleasant streets, public spaces and communal open spaces in terms of wind mitigation, daylight and solar access and landscaped areas including tree cover.
4. Ensure spaces between buildings are appropriate to the scale and character when viewed from streets, public areas and private open spaces.

##### Controls

1. Buildings are to be designed in accordance with the relevant controls specified in Figure 13 Building Setback Map.

Figure 13 Building Setback Map



Source: DKO



### **4.3.5. Building Bulk**

#### **Objectives**

1. Achieve living and working environments in sustainable buildings with good internal amenity and minimise need for artificial heating, cooling and lighting.
2. Encourage slender tower forms that maximise solar access to public spaces and adjacent development.
3. Reduce the apparent bulk and scale of buildings by limiting the length of high rise towers and breaking up expanses of building form.
4. Reduce adverse impacts on streets and the public domain at ground level by controlling the size of upper level of buildings.
5. Achieve a desirable skyline sympathetic to the location, topography and context.
6. Allow for view sharing and view corridors.
7. Provide for viable and useable commercial floor space and residential floor plates.

#### **Control**

1. For any building within the B4 Mixed Use or R4 High Density Residential zone:
  - (a) The length of the upper parts of buildings above podium, up to 30m / 8 storeys, must not exceed 65m.
  - (b) The length of building towers above 8 storeys on east-west streets in the core must not exceed 25m.
  - (c) The length of building towers above 8 storeys otherwise must not exceed 45m.
2. The maximum building floor plate area within the B4 Mixed Use or R4 High Density Residential zone is:
  - (a) 1,100m<sup>2</sup> above 30m or 8 storeys.
  - (b) 900m<sup>2</sup> above 86m or 25 storeys.

### **4.3.6. Sun Access to Public Spaces**

#### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Sun Access to Public Spaces objectives and controls within the Camden Council Leppington Town Centre DCP.

### **4.3.7. Building Articulation and Façade Design**

#### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Building Articulation and Façade Design objectives and controls within the Camden Council Leppington Town Centre DCP.

## **4.4. MIXED USE BUILDING FUNCTIONAL DESIGN**

#### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Mixed Use Building Functional Design objectives and controls within the Camden Council Leppington Town Centre DCP.

## 4.5. AWNINGS

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Awnings objectives and controls within the Camden Council Leppington Town Centre DCP.

### Controls

1. Awnings must be located in accordance with Figure 14 Awning Map.

Figure 14 Awning Map



Source: DKO

## 4.6. LANDSCAPING AND TREE CANOPY COVERAGE IN RESIDENTIAL AND COMMERCIAL DEVELOPMENTS

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Landscaping and Tree Canopy Coverage in Residential and Commercial Developments objectives and controls within the Camden Council Leppington Town Centre DCP.

## 4.7. ROOFTOP COMMUNAL OPEN SPACE

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Rooftop Communal Open Space objectives and controls within the Camden Council Leppington Town Centre DCP.

## **4.8. WATER SENSITIVE URBAN DESIGN**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Water Sensitive Urban Design objectives and controls within the Camden Council Leppington Town Centre DCP.

## **4.9. DRAINAGE AND FLOOD PRONE LAND**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Drainage and Flood Prone Land objectives and controls within the Camden Council Leppington Town Centre DCP.

### **Controls**

1. Development must manage stormwater flows and quality by:
  - (b) preventing damage by stormwater to the built and natural environment.
  - (c) reducing nuisance flows to a level which is acceptable to the community.
  - (d) providing a stormwater system which can be economically maintained and which uses open space in a compatible manner.
  - (e) controlling flooding.
  - (f) e. Limiting urban water run-off pollutants entering watercourses as required by Camden City Council Engineering Design Guidelines

Note: Pedestrian and cycle pathways and open space may extend within the 1% AEP flood level, provided the safe access criteria contained in the NSW Floodplain Manual are met.

## **4.10. HERITAGE**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Heritage objectives and controls within the Camden Council Leppington Town Centre DCP.

## **4.11. URBAN HEAT**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Urban Heat objectives and controls within the Camden Council Leppington Town Centre DCP.

## **4.12. SUSTAINABILITY AND ROOFTOP SOLAR REQUIREMENTS**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Sustainability and Rooftop Solar Requirements objectives and controls within the Camden Council Leppington Town Centre DCP.

## **4.13. BEDROOM MIX**

### **Objectives**

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Bedroom Mix objectives and controls within the Camden Council Leppington Town Centre DCP.

## 4.14. WASTE MANAGEMENT

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Waste Management objectives and controls within the Camden Council Leppington Town Centre DCP.

## 4.15. SIGNAGE

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Signage objectives and controls within the Camden Council Leppington Town Centre DCP.

## 4.16. PARKING, LOADING AND ACCESS

### Objectives

2. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Parking, Loading and Access objectives and controls within the Camden Council Leppington Town Centre DCP.

## 4.17. BICYCLE PARKING AND END OF TRIP FACILITIES

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Bicycle Parking and End of Trip Facilities objectives and controls within the Camden Council Leppington Town Centre DCP.

### 4.17.1. Bicycle Parking Rates

#### Controls

1. Bicycle parking spaces for new developments are to be provided in accordance with the rates outlined in **Table 2**. Where an apartment in a residential building has a basement storage area on title that is large enough to accommodate a bicycle and is no smaller than a Class 1 bicycle locker, additional bicycle parking for that apartment is not required.
2. Bicycle parking facilities are additional to other parking requirements.

Table 2 Bicycle Parking Rates

| Proposed Use                | Residents/Employees   | Customers/Visitors                           |
|-----------------------------|---|--|
| <b>Residential</b>          |   |  |
| Residential accommodation   | Minimum of 1 space / dwelling for apartments or studios with 1 bed.<br><br>Minimum of 2 spaces / dwelling for apartments with 2 beds or more. | 1 space / 10 dwelling                        |
| <b>Commercial</b>           |   |  |
| Office or business premises | 1 space / 150m2 GFA   | 1 space / 400m2 GFA                          |
| Shop, restaurant or café    | 1 space / 25m2 GFA  | 2 spaces plus 1 space / 100m2 over 100m2 GFA |
| Pub                         | 1 space / 100m2 GFA   | 1 space / 100m2 GFA                          |
| <b>Community</b>            |   |  |

| Proposed Use                              | Residents/Employees       | Customers/Visitors                  |
|---|---------------------------|-------------------------------------|
| Community centre                          | 1 space / 10 staff        | 2 spaces plus 1 space / 1,000m2 GFA |
| Childcare centre                          | 1 space / 10 staff        | 2 spaces / centre                   |
| Secondary school                          | 1 space / 20 staff        | 1 space / 5 students                |
| Tertiary educational institution          | 1 space / 10 staff        | 1 space / 10 students               |
| Medical centre or health consulting rooms | 1 space / 5 practitioners | 1 space / 200m2 GFA                 |
| Library                                   | 1 space / 10 staff        | 2 spaces plus 1 space / 200m2 GFA   |

## 4.18. CAR PARKING DESIGN AND ACCESS

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Car Parking Design and Access objectives and controls within the Camden Council Leppington Town Centre DCP.

### 4.18.1. Car Parking Rates

#### Controls

1. On-site car parking for residential and non-residential developments, including visitor parking, is to be provided between the minimum and maximum rates stated in **Table 2**.

Table 3 Car Parking Rates

| Proposed Use                                   | Land Use Zone                      | Within 800m walking distance of Leppington Station (maximum parking rate)                                       |
|--|------------------------------------|---|
| <b>Residential</b>                             |                                    |   |
| Residential flat buildings<br>Shop top housing | Mixed Use/High Density Residential | Studio or 1 bedroom – 1 space / dwelling  |
|  |                                    | 2 bedrooms – 1.5 space / dwelling   |
|  |                                    | 3 or more bedrooms – 2 spaces / dwelling  |
|  |                                    | Motorcycle parking – 1 space / 10 car spaces  |
|  |                                    | Provision of a car washing space for developments with more than 4 dwellings. This may also be a visitor space. |

| Proposed Use                              | Land Use Zone | Within 800m walking distance of Leppington Station (maximum parking rate)  |
|---|---------------|--|
| <b>Commercial</b>                         |               |  |
| Office or business premises               | All           | 1 space / 100m2 GFA  |
| Shop restaurant or café                   |               | 1 space / 100m2 GFA  |
| Supermarkets                              |               | 1 space / 90m2 GFA   |
| Shopping centre                           |               | 1 space / 400m2 GFA (minimum rate)   |
| <b>Community</b>                          |               |  |
| Community centre                          | All           | 1 space / 2 employees with a maximum of 3 spaces plus:<br><br>2 spaces if less than 24 enrolment places; or:<br><br>3 spaces if 24 enrolment places and above.     |
| Educational                               |               | 1 space / 6 staff  |
| Medical centre or health consulting rooms |               | 1 space / 200m2<br><br>Proposal for medical centres must include a traffic report accurately predicting traffic generation based on similar sized medical centres. |
| Recreational facilities                   |               | 5 spaces / 100m2   |

## 4.19. SERVICING AND LOADING

### Objectives

1. Development within the Civic Centre Master Plan Area is to be designed in accordance with the Servicing and Loading objectives and controls within the Camden Council Leppington Town Centre DCP.

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