



Schedule 1 Alex Avenue Precinct

Blacktown City Council Growth Centre Precincts
Development Control Plan 2010

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1. Introduction

1.1 Name and application of this Schedule

This Schedule forms part of the Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (also referred to as BCC Growth Centre DCP 2018).

This Schedule applies to all development on the land shown in Figure 1-1: Land Application Map.

This schedule and related amendments to the BCC Growth Centres DCP give effect to the provisions of the BCC Growth Centres DCP for land within the Alex Avenue Precinct as shown on the Land Application Map.

1.2 Structure of this Schedule

This Schedule should be read in conjunction with the main body of the DCP and is in addition to the main body of the DCP. In the event of an inconsistency between this Schedule and the main body of this DCP, this Schedule takes precedence. **Table 1-1** summarises the structure of Schedule 1 – Alex Avenue Precinct.

Table 1-1: Structure of this Schedule.

Part	Summary
1 – Introduction	Identifies the land to which the Schedule applies.
2 – Subdivision Planning and Design	Establishes an overall vision and Indicative Layout Plan for the Alex Avenue Precinct. Provides Precinct specific figures that support the controls in Part 3 of the main body of the DCP in relation to the Alex Avenue Precinct.
3 – Centres Development Controls	Provides additional controls that apply to specific sites in the Alex Avenue Precinct. Establishes additional objectives, controls and design principles for the Alex Avenue local centre.
4 – Development in Burdekin Road, Schofields – Landcom Demonstration Precinct	Provides additional controls that relate to Lot 1, DP 1243995 Burdekin Road, Schofields. These controls are intended to deliver a range of low and medium density housing types within a cool green streetscape that is delivered by Landcom.

Additional notes to readers are provided throughout this document. These notes are not part of the formal provisions of the DCP, but are intended to provide additional guidance and explanation of the provisions. If further guidance is required on the interpretation of provisions in the DCP, readers should refer to the definitions or contact Council for advice.



Figure 1-1: Land Application Map

2. Subdivision planning and design

Note: Apart from the Precinct Planning vision, this part provides Figures only. These figures are for the Alex Avenue Precinct and support the objectives, controls and design principles for the subdivision planning and design in **Part 2** of the main body of the DCP.

2.1 The Alex Avenue Precinct - Precinct Planning vision

The vision for the Alex Avenue Precinct is that a range of housing types will develop to meet the needs of a diverse community, supported by local services, infrastructure, facilities and employment, in an environmentally sustainable manner.

The local centre will be the main focus of activity and daily life for the Precinct, providing for community interaction and delivering services and facilities to meet the needs of all residents.

The Precinct will be an integral part of the Blacktown local government area and the North West Growth Centre. It will be linked to surrounding suburbs and to major regional destinations such as Rouse Hill Regional Centre and Blacktown City Centre.

2.2 Referenced Figures

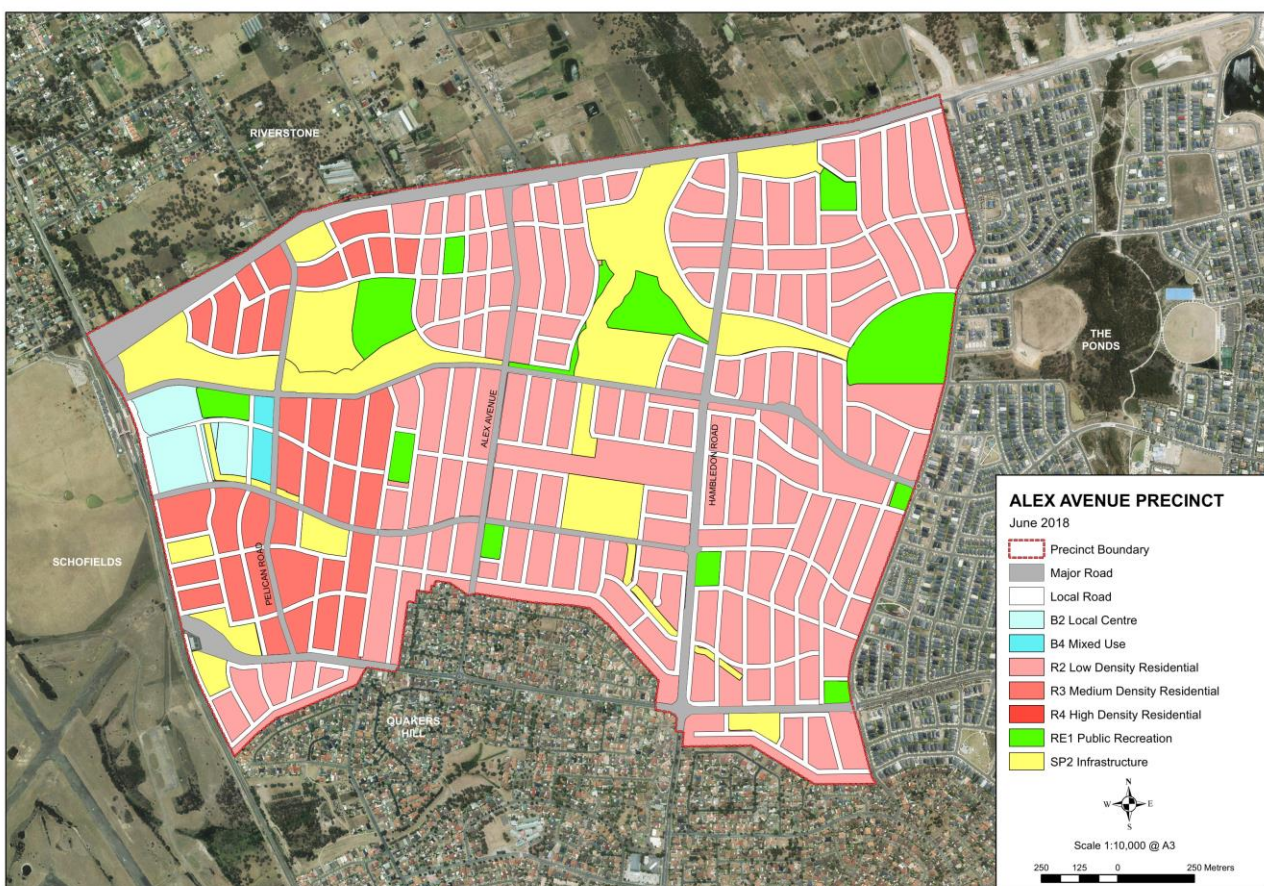


Figure 2-1: Indicative Layout Plan

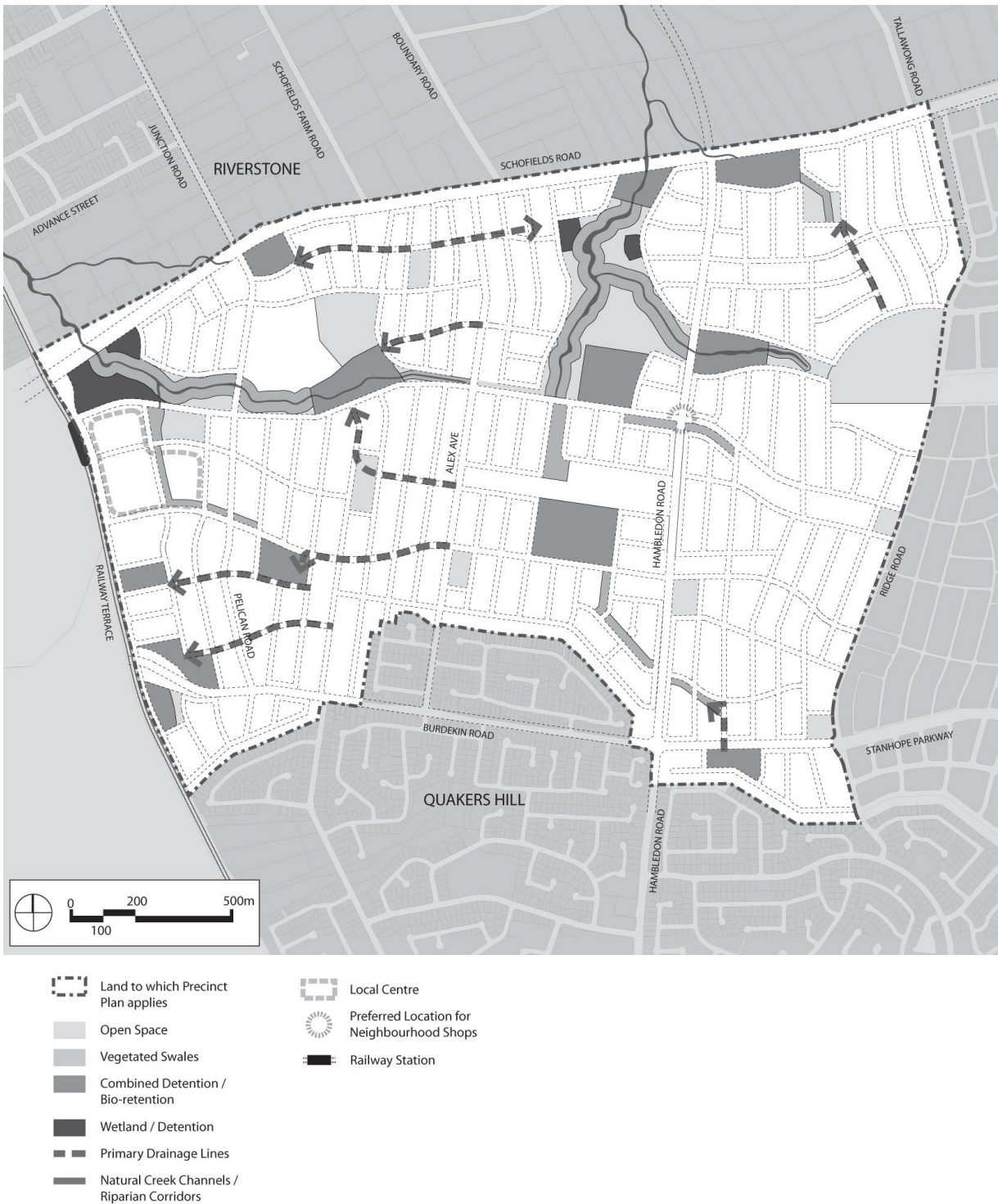
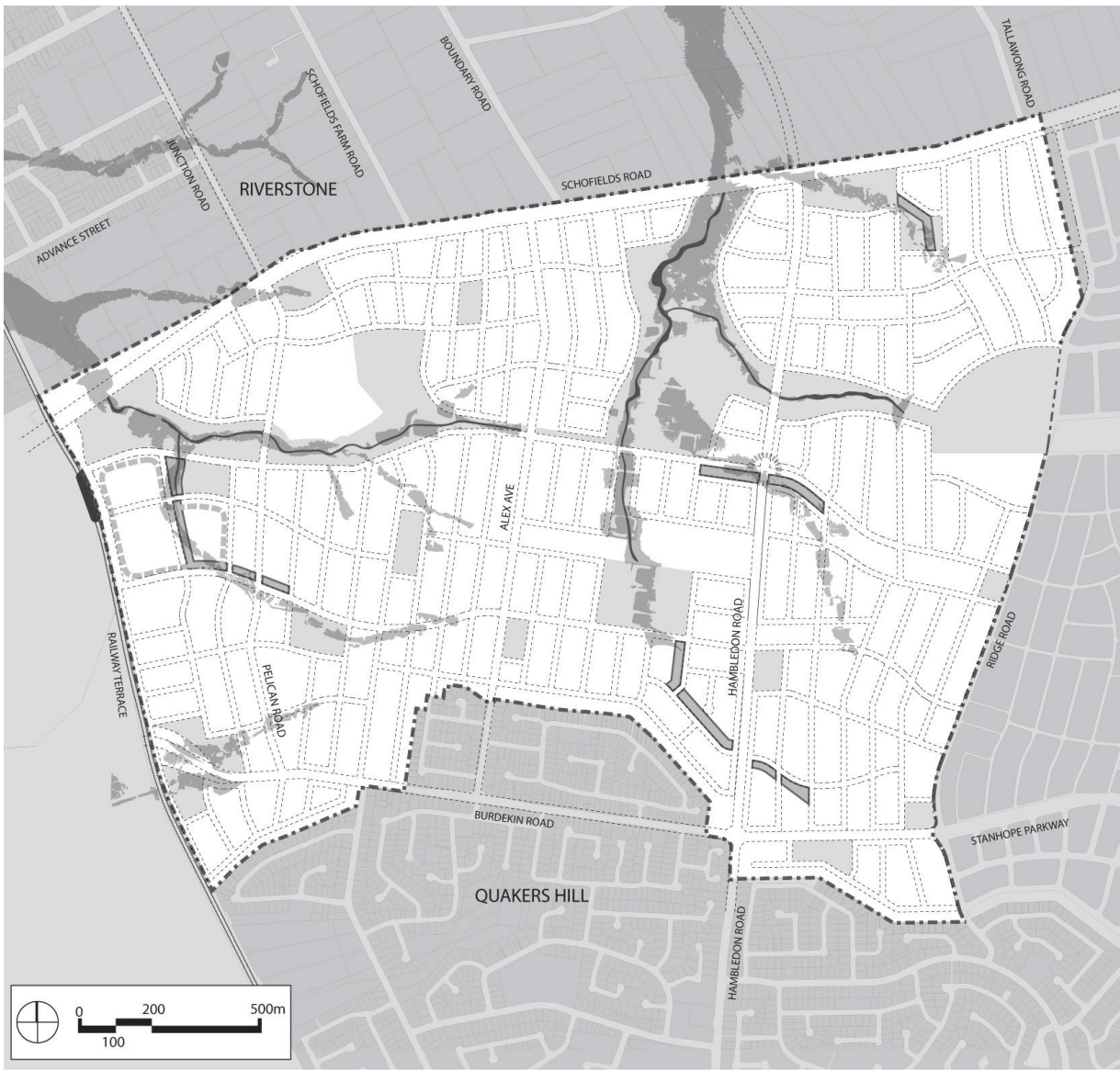


Figure 2-2: Key elements of the water cycle management and ecology strategy



-  Land to which Precinct Plan applies
-  Flood Prone Land
-  Water Course / Creek Line
-  Open Space / Drainage Basins
-  Vegetated Swales
-  Local Centre
-  Preferred Location for Neighbourhood Shops
-  Railway Station

Figure 2-3: Flood prone land

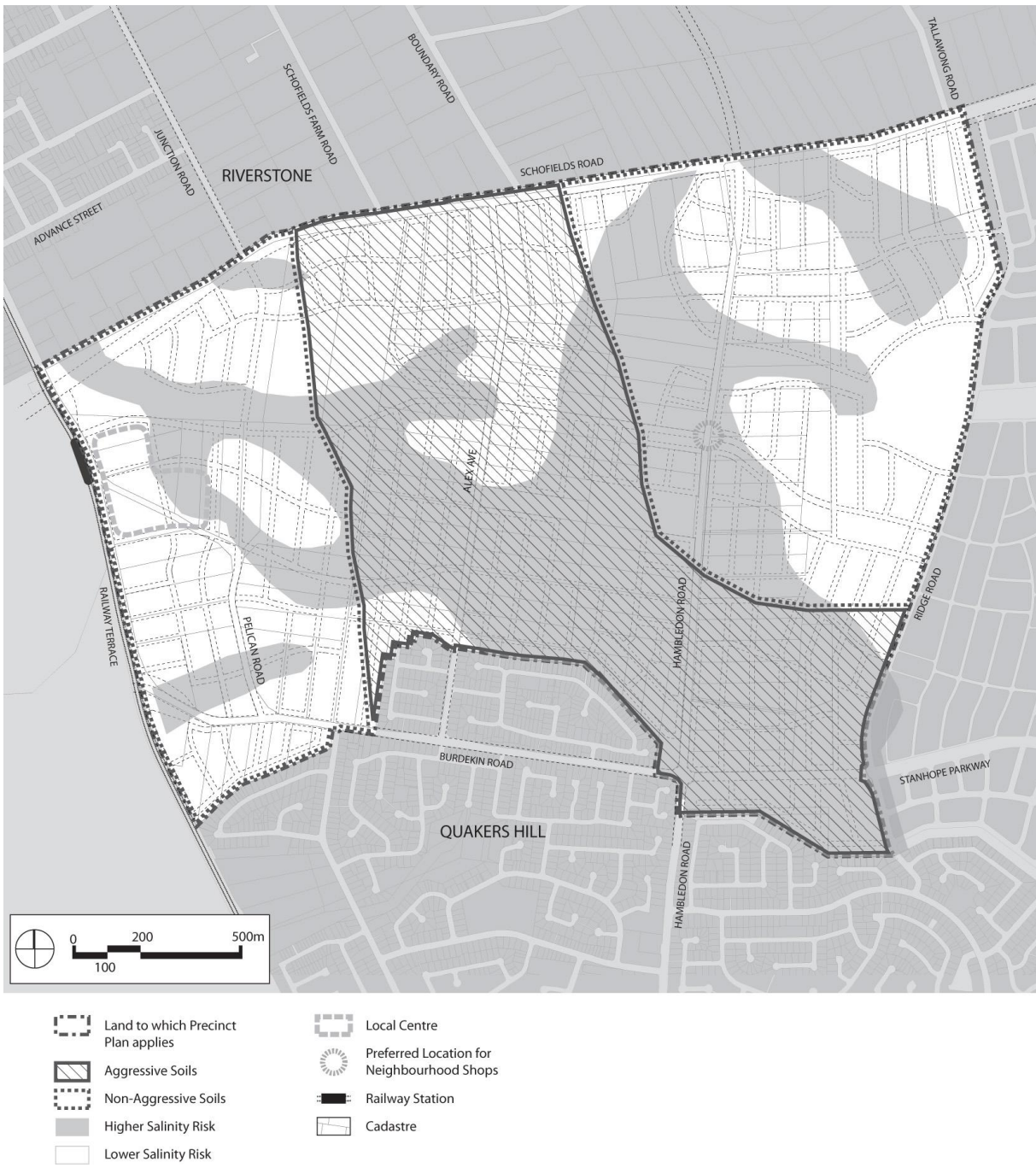


Figure 2-4: Areas of potential salinity and soil aggressivity risk



-  Land to which Precinct Plan applies
-  Properties with Potential Aboriginal Heritage Constraints
-  Local Centre
-  Railway Station
-  Cadastre

Figure 2-5: Aboriginal cultural heritage sites

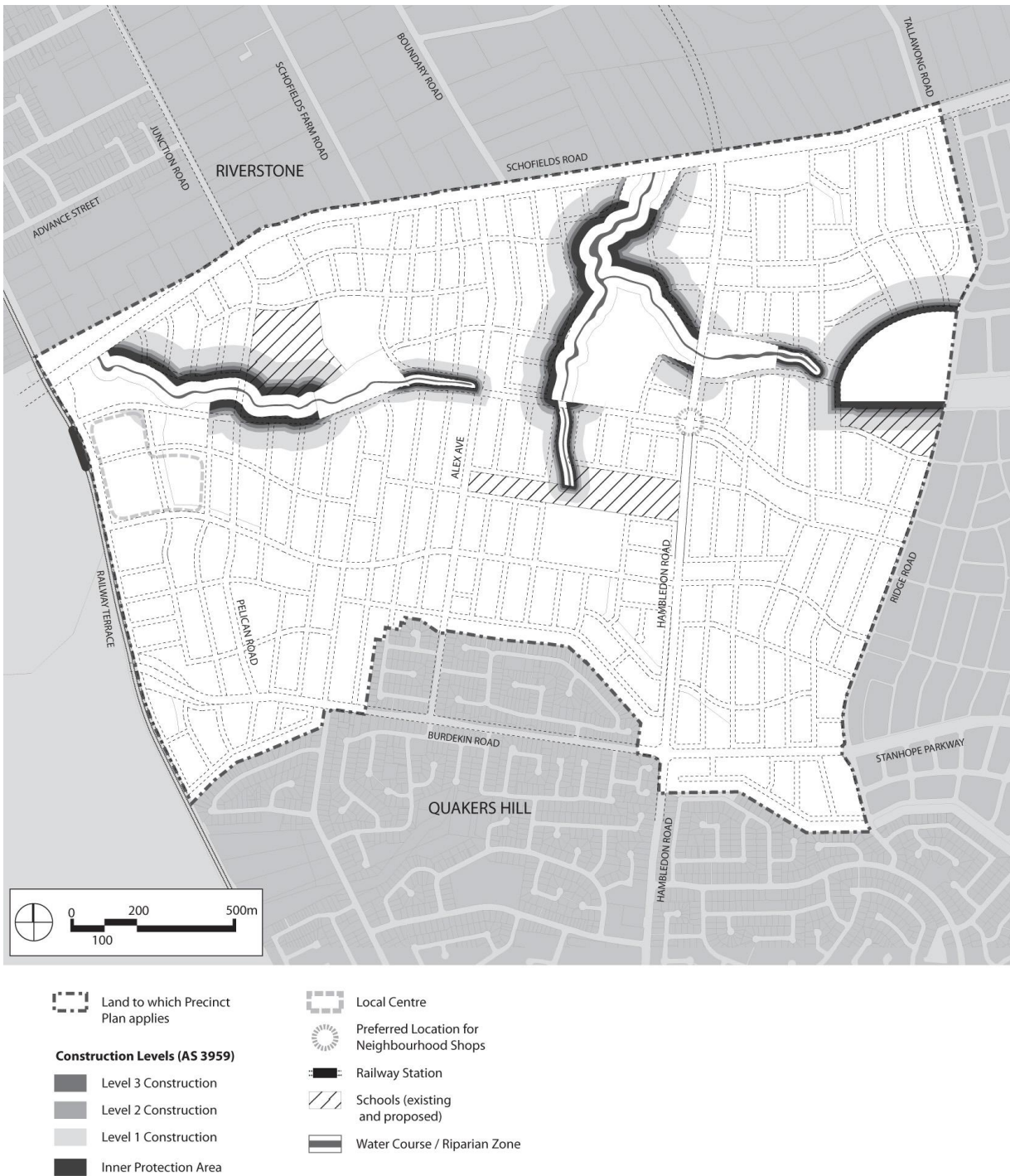


Figure 2-6: Bushfire risk and Asset Protection Zone requirements

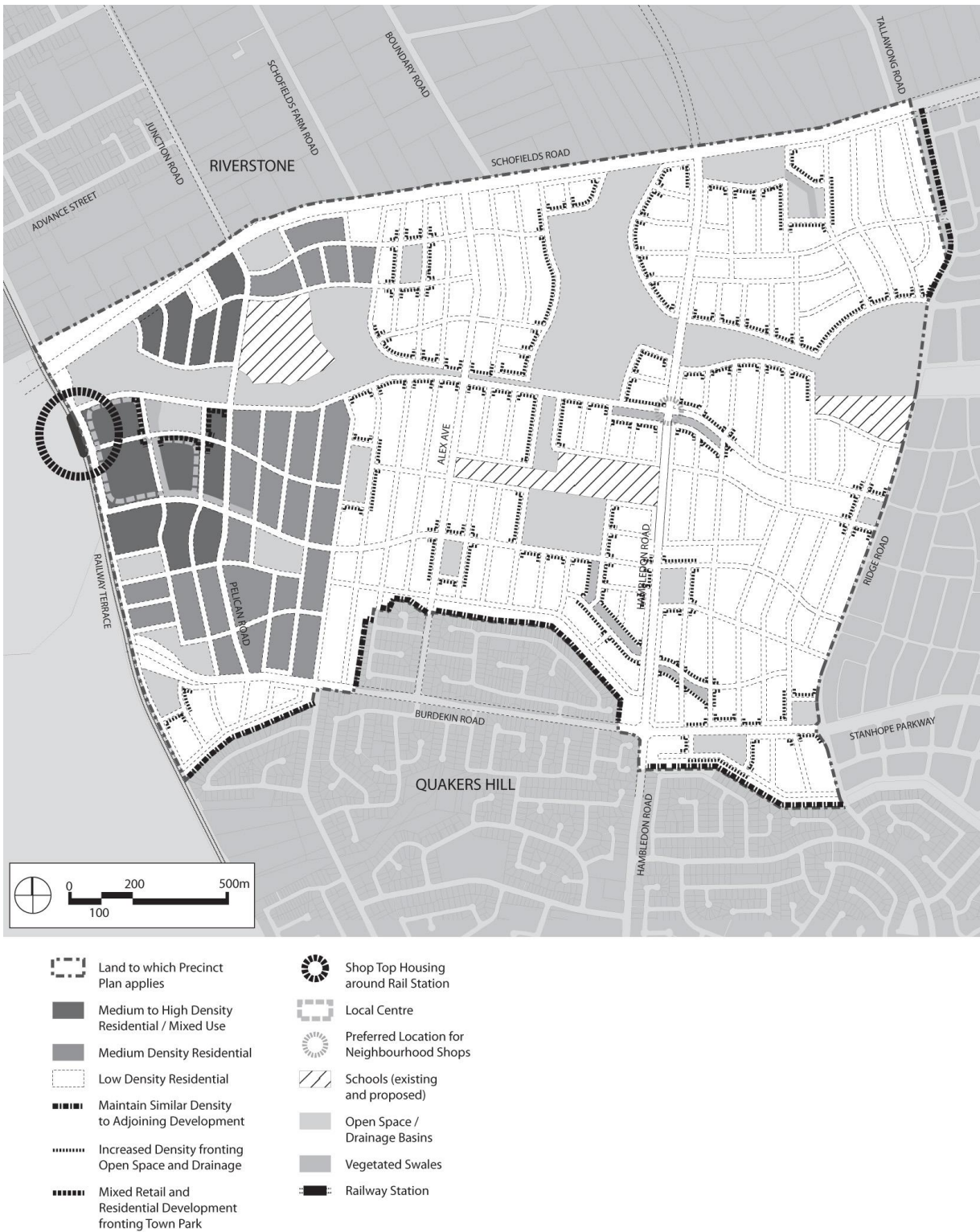
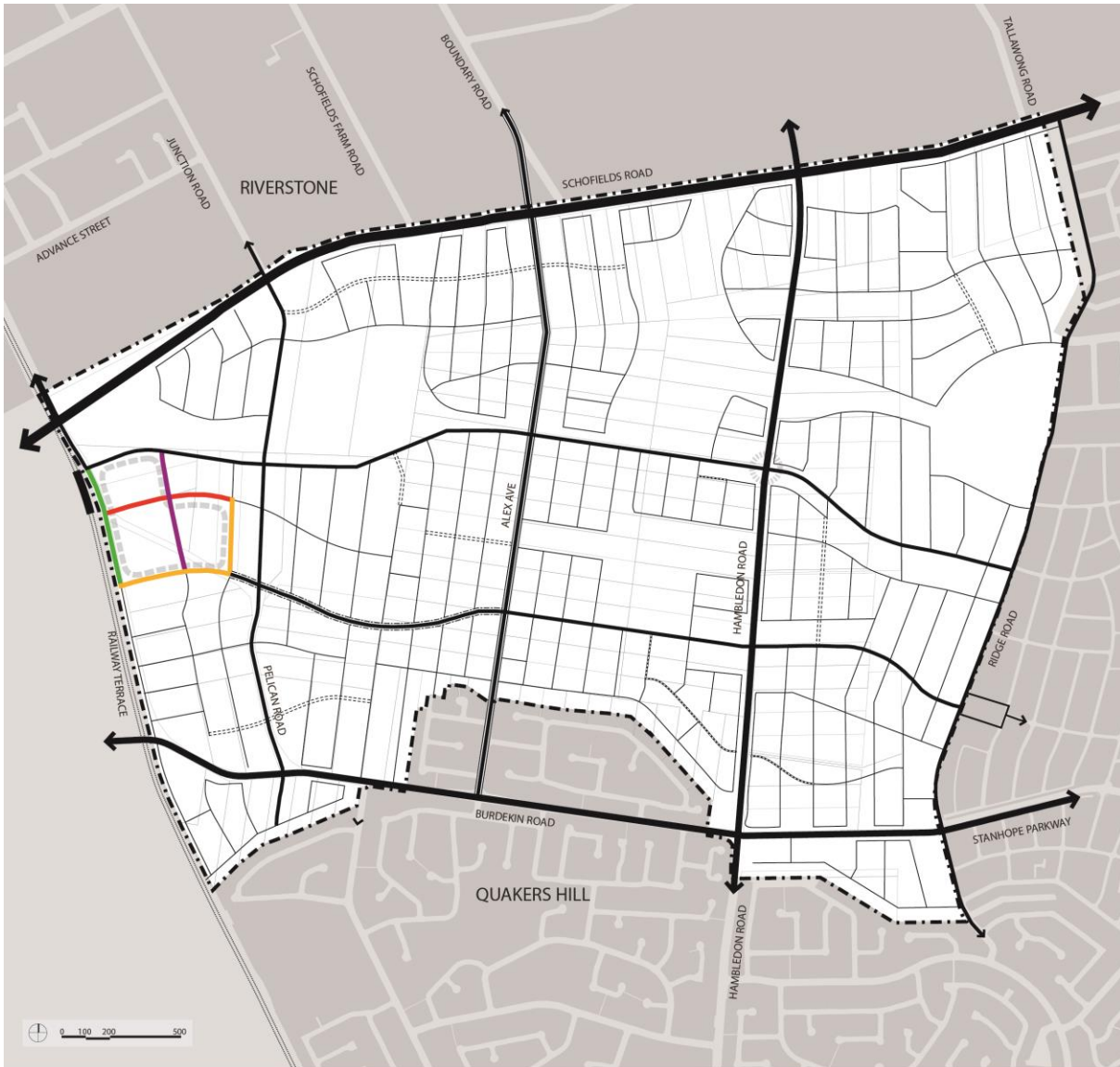


Figure 2-7: Residential structure




















- | | |
|---|---|
|  Land to which Precinct Plan applied |  Town Centre road (east-west) - See Figure 3-6 in this schedule. |
|  Arterial Road |  Typical town centre road - see Figure 3-15 of main body DCP. |
|  Sub-Arterial Road |  Local Street WSUD |
|  Collector Road |  Primary Drainage Links |
|  Collector Road Widened Verge |  Local Street |
|  Collector Road WSUD |  Local Centre |
|  Medium-high density local road - See Figure 3-14 of main body DCP. |  Proposed location for Neighbourhood Shops |
|  Town Centre road (north-south Railway Terrace) - See Figure 3-7 in this schedule. |  Railway / Rail Station (proposed) |
| |  Cadastre |

Figure 2-8: Precinct road hierarchy

3. Centre Development Controls

Note: This part provides figures for the Alex Avenue Precinct that support the development controls for Centres in **Part 4** in the main body of the DCP. This part also contains Precinct Specific Controls for the Alex Avenue Town Centre which are additional controls to the Centre controls provided in **Part 4** in the main body of the DCP.

3.1 Referenced Figures



-  Land to which Precinct Plan applies
-  Local Centre
-  Railway Station
-  Preferred location for Neighbourhood Shops

Figure 3-1: Precinct's Centre

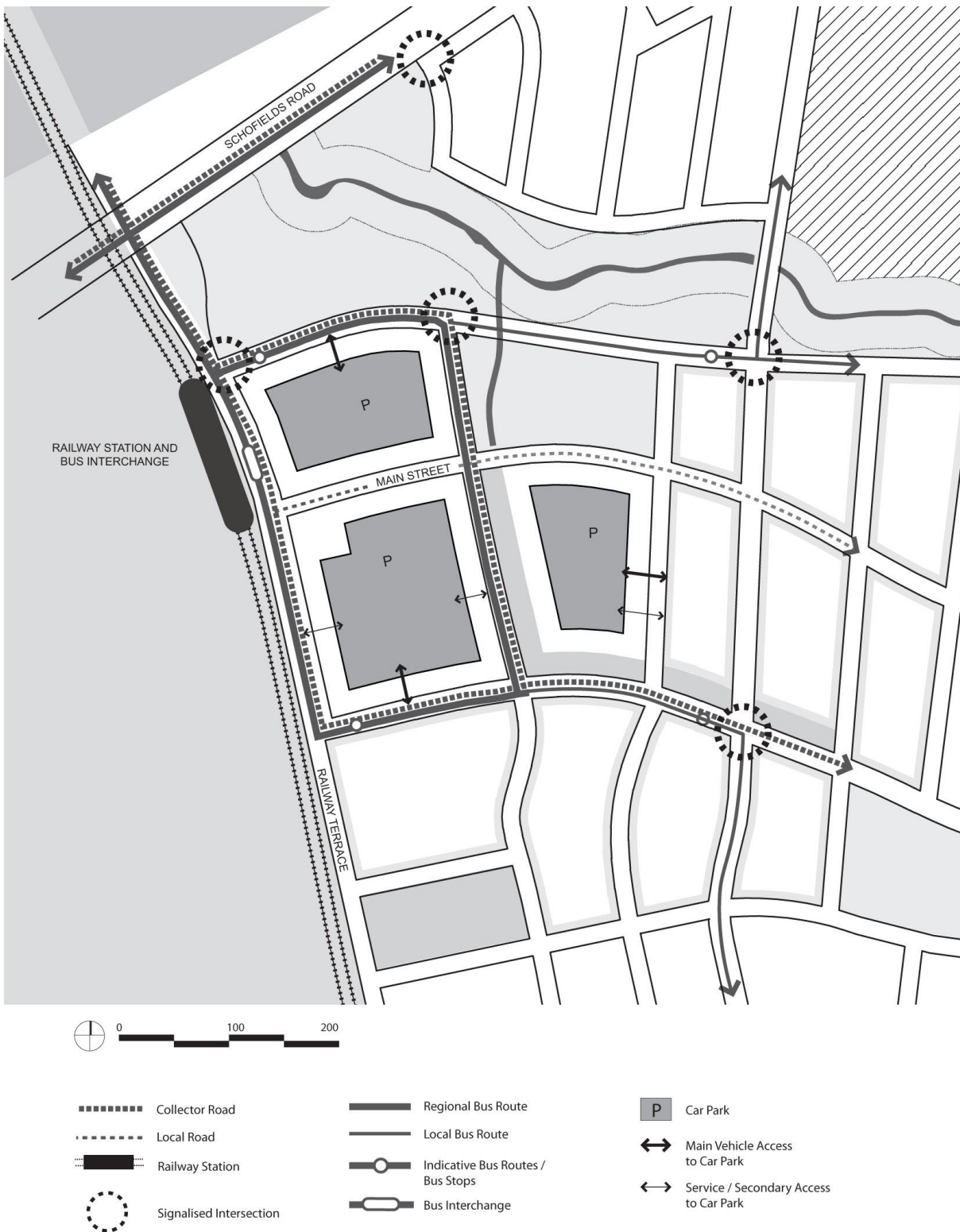


Figure 3-2: Traffic circulation and parking within the centre

3.2 Development principles

The following principles establish the desired character of the local centre. **Figure 3-3** illustrates the desired future layout of the Local Centre.

3.2.1 Function and land use mix

1. The maximum retail floor area within the local centre is to be in the order of 25-30,000m² to ensure that the centre functions in accordance with its position in the regional centres hierarchy.
2. A range of retail, commercial, entertainment, recreation and community uses is encouraged to serve the needs of the wider community and promote an active and vibrant Local Centre.
3. Mixed use developments containing residential uses on upper floors are located in the centre to take advantage of access to transport and services, and to increase levels of activity within the centre.
4. Employment opportunities are maximised within the Local Centre.
5. The ground floor of all buildings is occupied by retail, commercial, community, entertainment or other active uses, particularly fronting the Main Street and all open space.
6. Fine grained and intensive retail and commercial uses that present an active street frontage are located along the main street.
7. Retail and commercial building frontages functionally and visually integrate internal spaces (i.e. the interior of shops and other businesses) and the public domain (i.e. the street and parks), including active use of footpaths by cafes and the like.
8. Uses and facilities are co-located as much as possible to maximise the efficient use of space.
9. The needs of health and aged care providers, facilities for young people, civic and emergency services are met within the Local Centre.

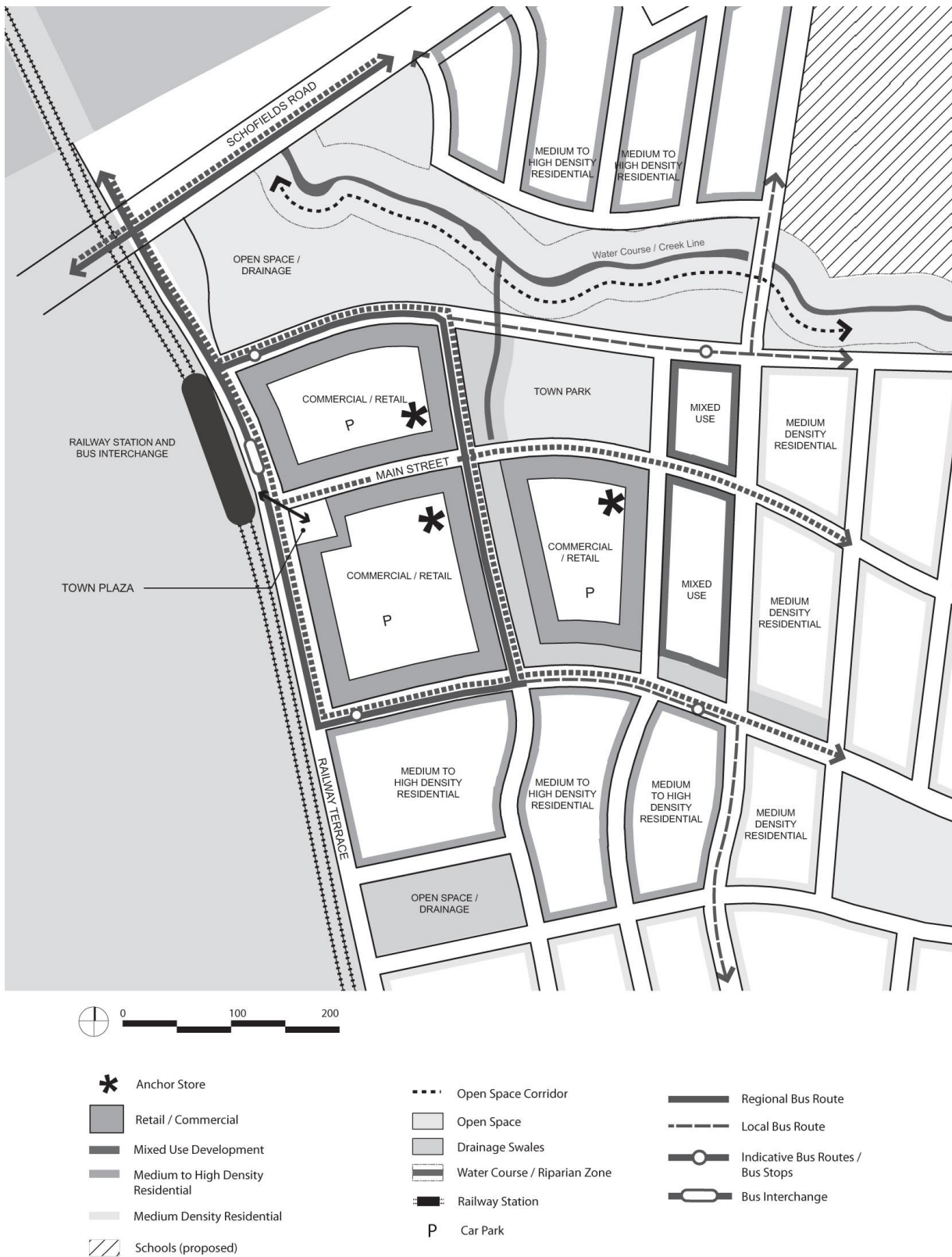


Figure 3-3: Desired future layout of the Local Centre

3.2.2 Design layout

1. A pedestrian focused Main Street acts as the focal point for the centre.
2. Large format retail premises (supermarkets and discount department stores) have pedestrian access to the Main Street, but are not to present blank walls or inactive facades to the main street.
3. The core retail area of the Local Centre and the mixed use fringe are clearly defined by the mix of land uses and intensity of development.
4. An interconnected street block network with small block sizes and mid-block connections maximises pedestrian movement and connections to key destinations including parks, plazas and transport nodes.
5. Noise and amenity considerations inform the layout and location of various uses, particularly residential uses.
6. The street network emphasises sight lines to local landscape features, places of key cultural significance, civic buildings and public open space.
7. Opportunities for crime are minimised through appropriate design and maintenance.

3.2.3 Public domain

1. The streetscape will create a high amenity pedestrian environment through solar access, shade and shelter, good natural light, landscaping and footpath design, and management of vehicular traffic.
2. Parks and plazas are a focal point for the Local Centre and community activities and are designed to ensure adaptability and flexibility in use and function over time.
3. A town park adjacent to the main street provides an urban landscape setting that encourages community interaction in an outdoor environment.
4. A plaza is located adjacent to the Railway Station on the main street, and forms an entry and meeting point for visitors to the centre.
5. High standards of design and landscaping promote the character and attractiveness of the Local Centre and create a sense of ownership and pride for businesses and residents.
6. Activities that activate the streets, the park and plaza draw people to the centre not only to shop, but for entertainment and recreation, such as markets, concerts and outdoor community events.

3.2.4 Built form

1. A range of building heights are permitted, up to a maximum of 6 storeys, to create a varied skyline.
2. Building heights transition around the fringes of the centre to integrate the built form with adjacent residential areas.
3. Building heights and setbacks are related to street widths and functions to promote a comfortable urban scale of development.
4. Building heights take into account view lines and solar access to the public domain.
5. Main and secondary streets are 20-25 metres wide to enable a clear relationship between retail uses.
6. Streets and open spaces are defined by buildings that are generally built to the street edge, have a consistent street wall height and provide a continuous street frontage, particularly along the main street and fronting the town square.

7. A high quality built form and energy efficient architectural design promotes a 'sense of place' and contemporary character for the Local Centre.

3.2.5 Transport

1. The Centre is pedestrian and public transport orientated with walking and cycling taking priority over vehicles.
2. Rail transport is integrated with other transport modes through an efficient interchange.
3. The rail-bus interchange has direct pedestrian access to the main street and retail core.
4. The railway station is an "anchor" attracting people to the centre and encouraging pedestrian movement and circulation within the centre.
5. The safety and security of the station is enhanced by integrating the station Precinct with the Local Centre and encouraging land uses that promote activity and surveillance around the station.
6. The street layout allows easy access to and within the Local Centre while allowing for regional traffic to by-pass the centre.

3.3 Additional Controls

3.3.1 Alex Avenue Town Park

The town park will provide a focus for activity within the local centre, surrounded by a built form and land uses that define the space and create a high level of activity during the day and night. The park should incorporate elements that improve the attractiveness and character of the area, contribute to public safety, provide for both passive and active recreational activity and complement nearby residential and retail land uses. The park should be a pleasant environment that encourages social activity, with features such as good solar access (in winter) and shaded areas (in summer), comfortable seating, gardens, and convenient access to transport and services in the local centre.

Figure 3-4 establishes the desired future layout of the town park and its relationship to surrounding parts of the local centre.

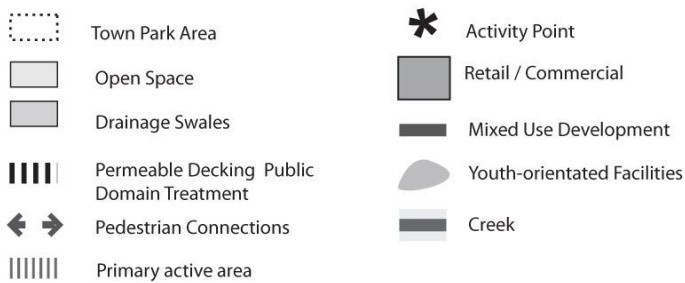
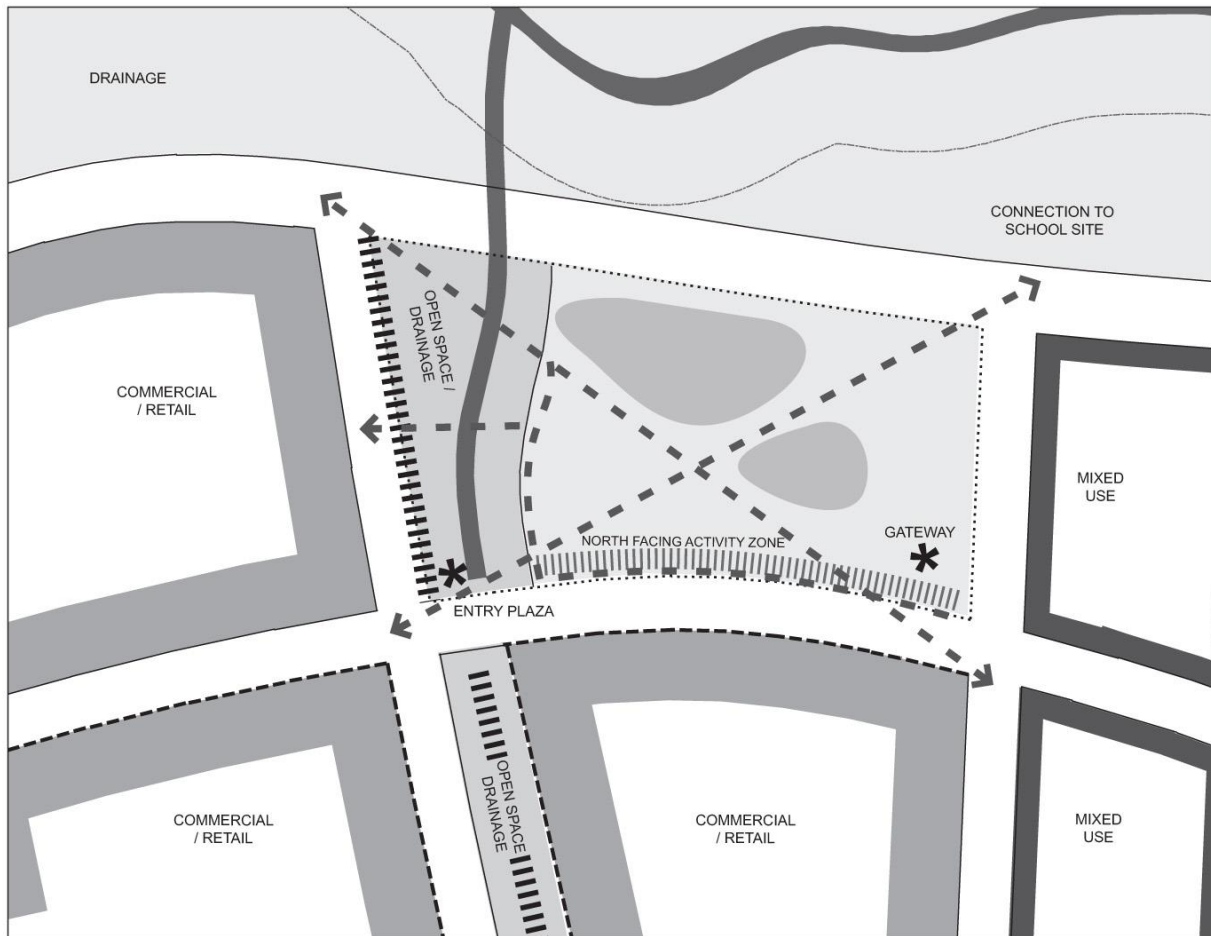


Figure 3-4: Town park structure plan

Objectives

- To create specific controls and guidelines for the design of a town park within the Alex Avenue Precinct.
- To provide a range of services and amenities that will attract people and promote community activity and interaction within the centre.
- To coordinate the development of the town park with the other elements of the local centre.
- To allow for temporary uses and activities to occur in the town park that contributes to the character of the Precinct.

- To ensure that development and uses within the town park do not impact on the open space and recreational uses of the land, environmental values or the amenity of nearby residents.

Controls

1. A detailed design for the Town Park is to be prepared as part of a Plan of Management, to coordinate the development of the park with adjacent sites or the construction of any roadworks, site-works or landscaping in the local centre. The design should establish the location of adjacent uses, through routes, bicycle and pedestrian networks, street furniture, seating, lights, trees, signage, traffic management devices and any other elements relevant to the centre.
2. Landscaping and species selection in the town park is to be consistent with a landscape strategy that forms part of a Plan of Management for the town park, to be prepared by or on behalf of Council.
3. Amenities and furniture should be provided to meet the needs of both the local community and visitors to the Precinct. These will include the basic structures such as sheltered picnic tables, play areas and rubbish bins and additional amenities to support other activities such as public entertainment, public art, formal and informal sport, youth facilities (including a skate plaza), informal dining and community events.
4. Lighting for evening use should be located to complement eating areas and pedestrian pathways along with adequate security lighting.
5. A vertical structure or design element is to be located in the south-east or south-west corner of the square to provide a visual focus and reference point.
6. Off-street parking is prohibited within the town park to create a car free civic space. Vehicle access for servicing and maintenance is to be from the northern side of the town park.
7. Appropriate traffic calming devices and crossings are to be provided to promote safety and integrate the park with the local centre and the Precinct's pedestrian network.
8. The town park will have adequate bicycle and pedestrian facilities including weather protection. The location of these facilities should consider casual surveillance and proximity to through-routes and movement circulation patterns

Additional controls for kiosks

9. A maximum of one kiosk is permitted within the town park. Preferably the kiosk is to contain uses such as a café or takeaway food outlet that encourages people to congregate in the park.
10. The kiosk is to be located to avoid obstruction of the main pedestrian routes through the town park. If located on a street corner, the kiosk is to be set back a minimum of 3 metres from the street boundary.
11. The design of the kiosk is to complement the character of the town park, with:
 - Integrated landscape elements,
 - A defined space for outdoor seating, with a maximum of 30 seats,
 - Materials and finishes that are consistent with the overall landscape theme of the park,
 - A high proportion of glazing on external walls,
 - Servicing and storage areas well screened by landscaping and fencing and located away from the main pedestrian routes and gathering places within the park.

Additional controls for temporary uses

12. In addition to the matters for consideration under Section 79C of the *Environmental Planning and Assessment Act 1979*, Council will also take into account the following when determining a development application for the purpose of temporary uses (such as weekend markets, fetes, festivals, or concerts/performances) in the town park:
 - The size, scale and economic viability of the proposal.
 - Any undesirable effects such as the generation of waste, noise and antisocial activity.
 - The impact of such an activity on the integrity of site (soil compaction, vegetation, turf) and damage to nearby public facilities as a result of the increase in patronage to the site.
 - The disruption to the everyday use of the site including the potential impacts of traffic generation and demand for parking in the Local Centre and surrounding residential streets.
 - Impacts on the community and amenity of nearby residential areas from noise, visual effect and privacy.
13. Temporary uses are preferably to be situated in locations that do not impede the flow of pedestrian traffic through the town park.
14. The maximum site area to be occupied by temporary uses is 30% of the total area of the town park.
15. Temporary uses will typically be limited to operation between the hours of 8am and 10pm.
16. At the end of each period of use, the use and any associated structures will be removed and the site appropriately restored to its original state.

3.3.2 Interface with trunk drainage infrastructure

A trunk stormwater channel passes along the south-eastern corner of the town centre and then south to north through the centre. This channel collects stormwater from a significant catchment both within the town centre and from residential areas to the south and east. Council is responsible for the construction and maintenance of the channel, and will design the channel to be sympathetic to the urban environment that it passes through. As much as possible, the channel will replicate natural flow paths and volumes and will incorporate a mix of soft and hard elements to provide an appropriate urban design outcome as well as contributing to the treatment of stormwater.

Rather than dividing the centre, the stormwater channel presents opportunities to create a landscape feature that contributes to the character of the centre and the integration of the natural and built environments. It is therefore important that development fronting the channel is designed to address the street and the channel and to integrate with it both functionally and visually. Council encourages applicants proposing development on land that adjoins the channel to discuss how the design of the channel, footpaths, buildings and landscaping might be integrated.

This clause provides guidance to applicants on how development should interface with the stormwater channel.

Objectives

- To integrate the management of stormwater volumes and water quality with the development of adjoining land uses within the Local Centre.
- To encourage land uses to develop adjacent to trunk drainage land that enhance the landscape and urban character of the local centre, and encourage active use of outdoor spaces.

Controls

1. The orientation of buildings, location of footpaths and landscaping is to be in accordance with **Figure 3-5**.
2. Buildings are to have active street frontages facing towards the trunk drainage land. Service entries, storage areas, loading/unloading facilities and the like are not appropriate fronting the trunk drainage land.
3. Ground floor uses on land that has direct frontage to trunk drainage land are to include active uses of public spaces such as footpaths.
4. Residential uses on floors above the ground floor are encouraged, to take advantage of the increased setback from the street and the landscape setting that the trunk drainage land will provide, and to provide surveillance of the street and drainage land.
5. Street trees and other landscape planting adjacent to the trunk drainage land are to be native species that are compatible with the re-creation of a stream environment that is as natural as possible.
6. Footpaths are to be located between buildings and the trunk drainage land to encourage pedestrian traffic to pass close to retail and commercial uses.
7. Decking may extend into the trunk drainage land a maximum of 5m from the edge of the drainage swale providing:
 - It is located 500mm above the 1% AEP level as defined for the channel by Council;
 - It is constructed of material that allows water to penetrate (e.g. timber decking);
 - It does not prevent the flow of water into the channel or reduce the capacity of the channel to convey water;
 - The design is integrated with the landscape character of the channel;
 - Safety fencing is incorporated in the design to the satisfaction of Council;
 - The decking area is used for purposes such as outdoor seating and no permanent furniture is proposed on the deck;
 - The structure of the deck is designed and constructed to withstand flood flows.
8. Any structures proposed within the drainage swale (e.g. pedestrian bridges) are to be designed and constructed to comply with standards to be set by Council.

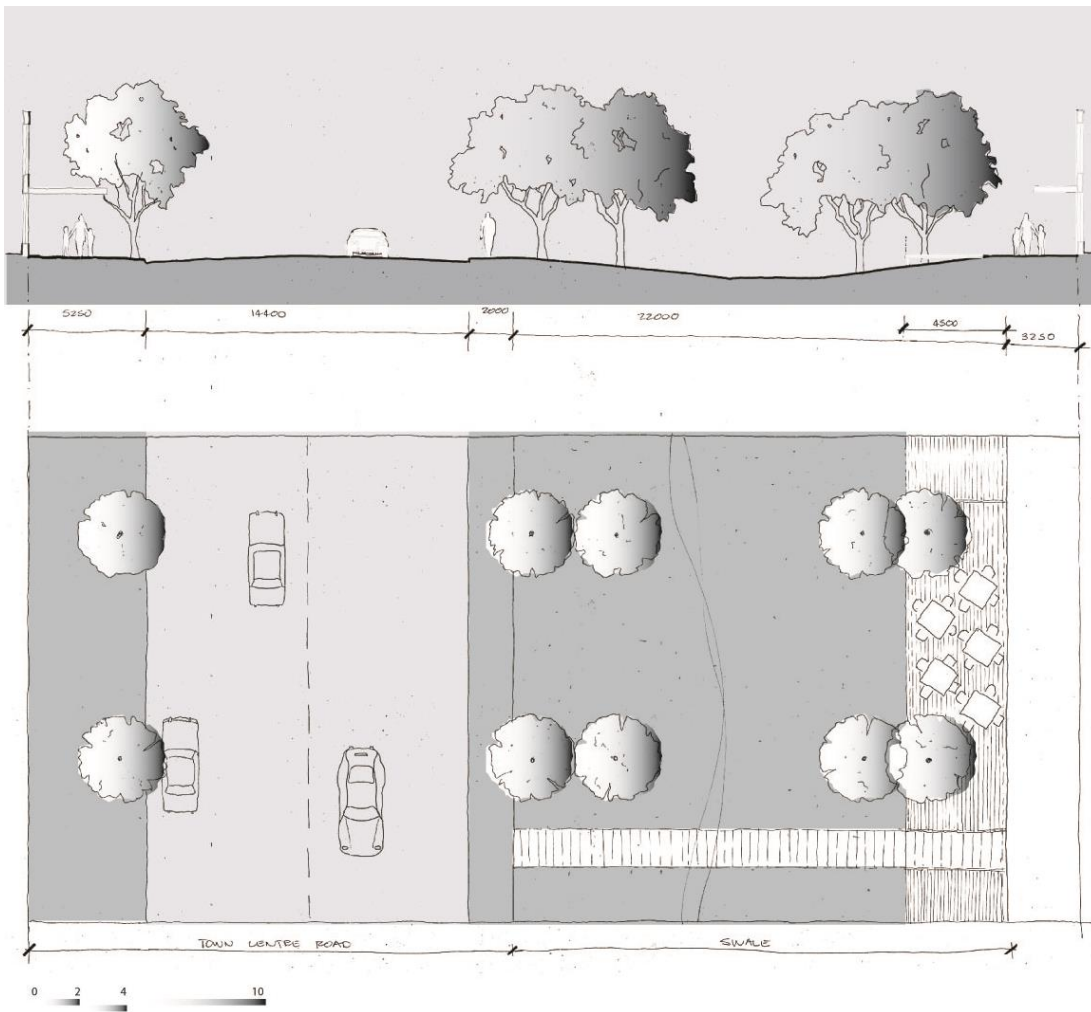


Figure 3-5: Development with frontage to trunk drainage land

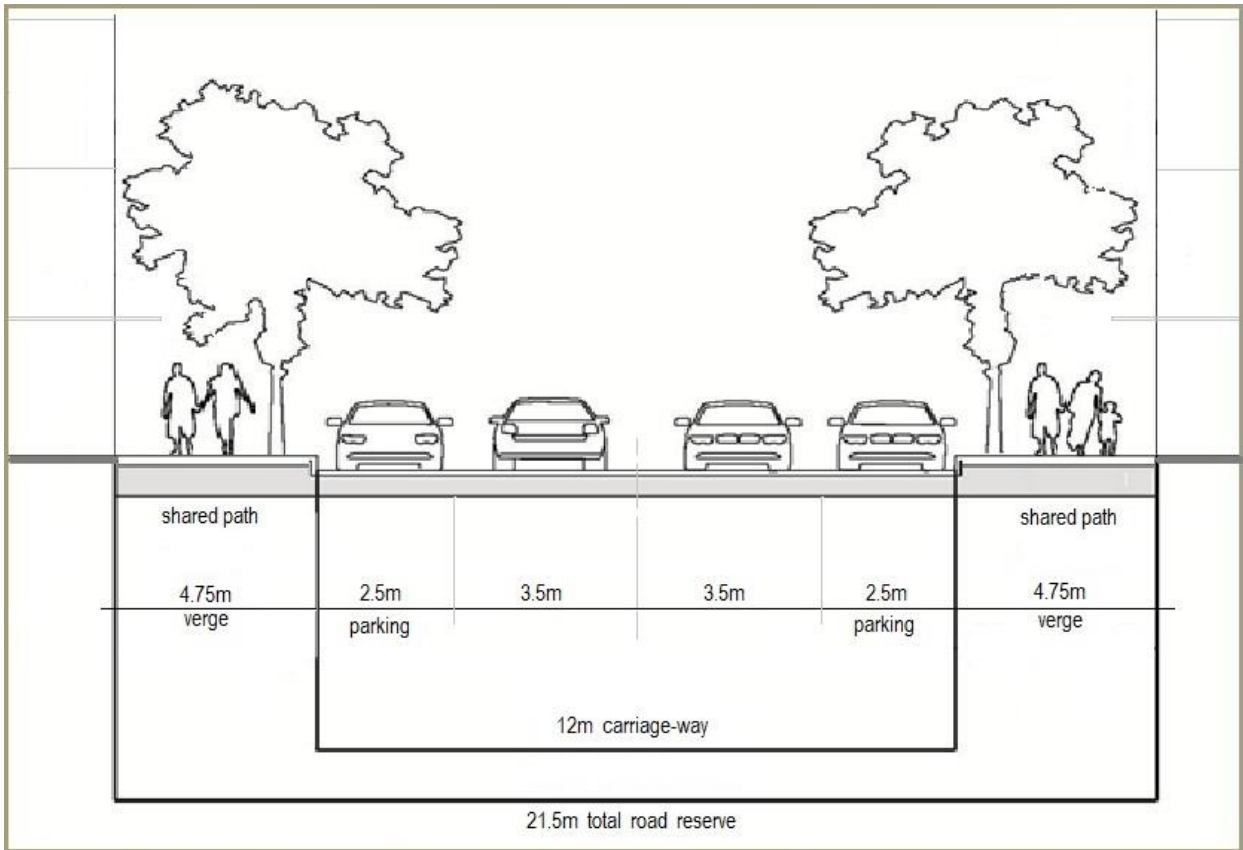


Figure 3-6: Town centre road (east-west Main Street)

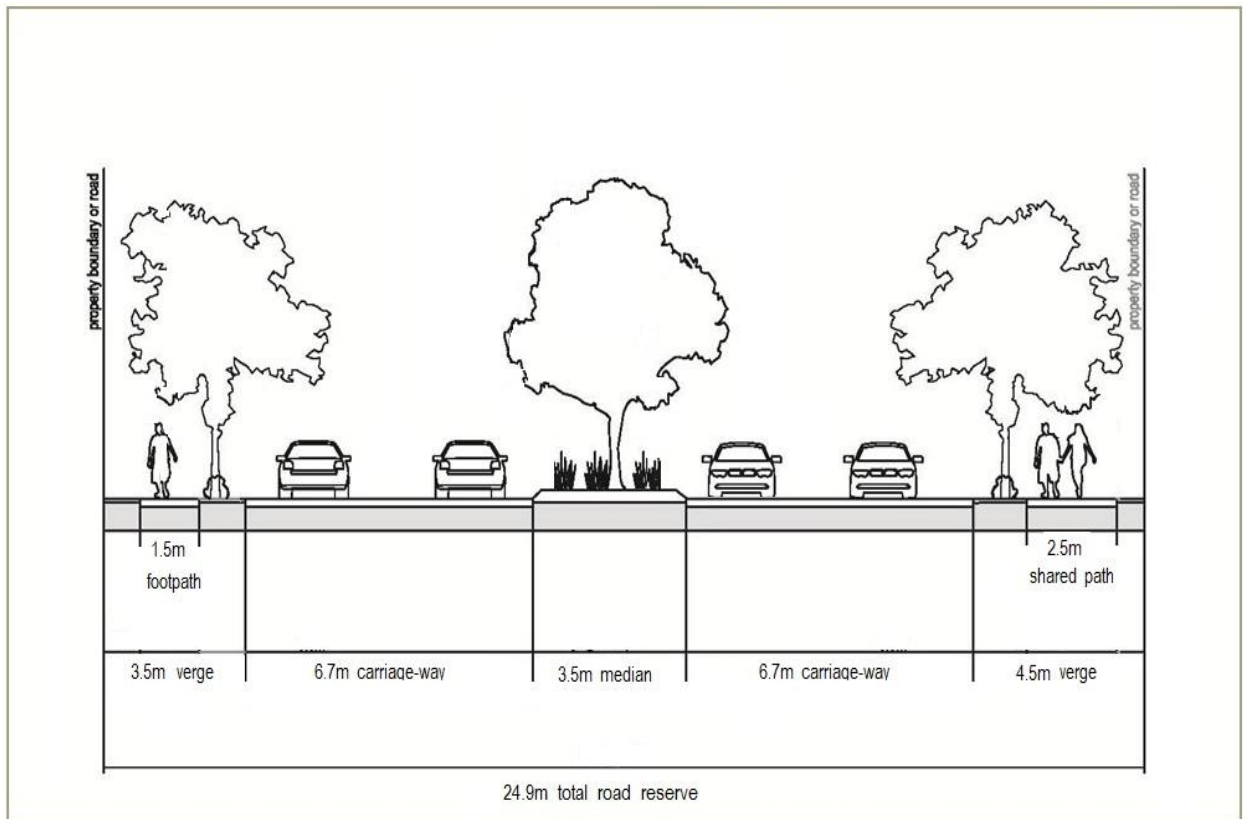
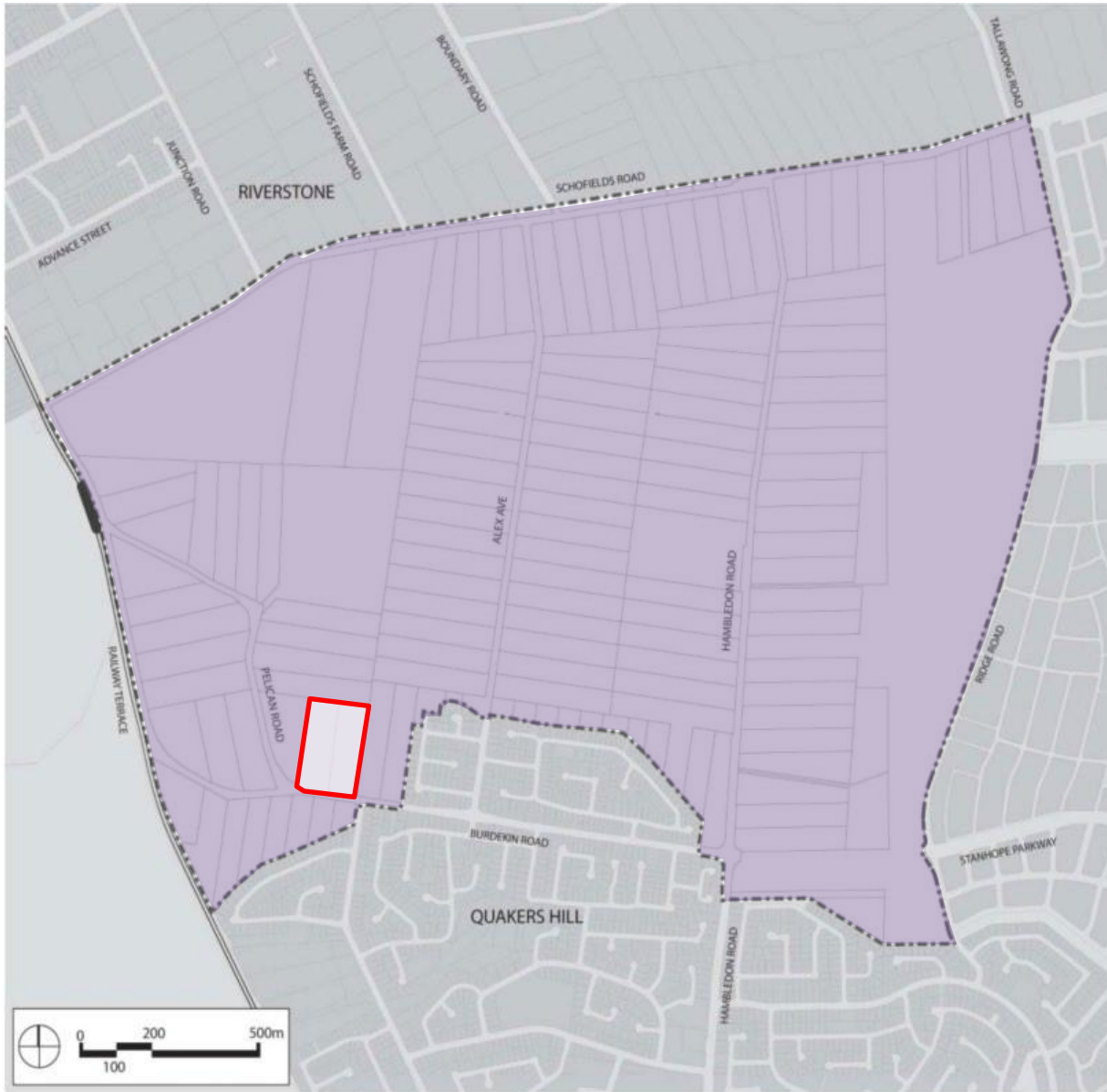


Figure 3-7: Town centre road (north-south Railway Terrace)

4. Site Specific Controls - Development in Burdekin Road, Schofields – Landcom Demonstration Precinct

4.1 Land to which this Part applies

This Part applies to all development on the land shown in **Figure 4-1**.



- Land to which Precinct Plan applies
- Railway Station
- Cadastre

Figure 4-1: Subject Site

4.2 Interpretation

This Part should be read in conjunction with the main body of the DCP and is in addition to the main body of the DCP. In the event of an inconsistency between this Part and the main body of the DCP, this Part takes precedence.

4.3 Precinct planning outcomes

4.3.1 Vision - Landcom Demonstration Precinct

1. The vision for the Landcom Demonstration Precinct is to deliver a high quality residential and landscaped precinct that supports a range of housing diversity products. It aims to provide an alternative approach to more traditional Greenfield Development outcomes by accommodating a range of low and medium density housing types within a cool and green streetscape to produce a more liveable community.
2. The focus of the Precinct is on increased landscaping in the street verges to provide generous vegetated areas that create informal spaces for the community to interact. Importantly, this green liveable environment will assist in reducing surface temperatures and creating 'cool' streets by providing shade below large street tree canopies. These are small steps to tackling the issues of urban heat island effect in Western Sydney and more broadly how we can begin to address some impacts of climate change.



Source: Place Design Group

Figure 4-2: Indicative illustration of liveable street

3. The Precinct is proposed as an alternative option to the narrow lots and attached dwelling configurations prevalent in most medium density housing developments throughout the North and South West Growth Centres. The range of housing types proposed within the Precinct reflect the changing needs and choices of households and will demonstrate options for more 'compact' dwelling types amidst streetscapes that encourage higher levels of landscaping.
4. The Precinct aims to demonstrate excellence and innovation by supporting housing diversity through a range of lot shapes and sizes that will also showcase 'missing middle' housing typologies. The Precinct masterplan provides a lot mix that will meet the needs of a

diverse yet connected community, reducing reliance on private vehicles and combating the urban heat island effect.

5. The Precinct provides for a site-specific masterplan that will guide high quality design and built form to achieve a liveable, innovative, sustainable and resilient environment in order to create a place that people want to live in. The landscaping strategy throughout the street network promotes an innovative and sustainable approach to greener streetscapes which is also encouraged by the Government Architect NSW.
6. When completed, the Demonstration Precinct is intended to be an example of delivering public domain spaces with a focus on cool streets, targeted at reducing the urban heat island effect, and which could be adopted in other areas.

4.4 Development principles

4.4.1 Housing diversity

1. As Sydney continues to grow and the population experiences demographic changes including an increase in single households and ageing population, housing must meet these needs. Housing diversity deals with housing typologies, affordability and tenure. The Growth Centre areas are visibly missing low-rise medium density housing options. This Precinct will target 'Missing Middle' typologies, more compact housing forms and innovative low scale apartments.

4.4.2 Liveable and green

1. The road reserve land allocation has been redistributed to accommodate both car use, parking, utilities and landscaping. Importantly, this land allocation has allowed for informal and green spaces to enhance the streetscape, to encourage liveability and walkability within the Demonstration Precinct. The green streets will allow for increased street tree planting which will offer shade to support an improved local climate and reduce the use of heat absorbing materials.
2. The opportunity for additional landscaping in the widened verges will in turn allow for increased canopy cover that is proposed, when mature, to offer shade, increase the softscape within the community and combat the urban heat island effect through the delivery of 'cooler' streets.



Source: Place Design Group

Figure 4-3: Widened street verges



Source: Place Design Group

Figure 4-4: Indicative street landscaping

4.4.3 Social connection

1. The masterplan and block layout results in an atypical subdivision layout that will create a unique character and sense of place. The street network and shared driveways continue to allow for a permeable and safe movement network that allows for more public vegetated areas and informal spaces that invite greater interaction between the community.
2. The site masterplan illustrates indicative locations for certain dwelling forms by virtue of the lot size and configuration, delivering a cohesive streetscape with high levels of amenity, ensuring the provision of attractive and usable informal public spaces. The informal gathering areas and play spaces will include resilient and water efficient landscaping, high quality and durable elements such as seating, lighting and fencing (where necessary) to enhance safety and amenity. Dedicated street tree planting will ensure a mature canopy will contribute to combating the urban heat island effect and provide sufficient shade to public spaces and pedestrian pathways.



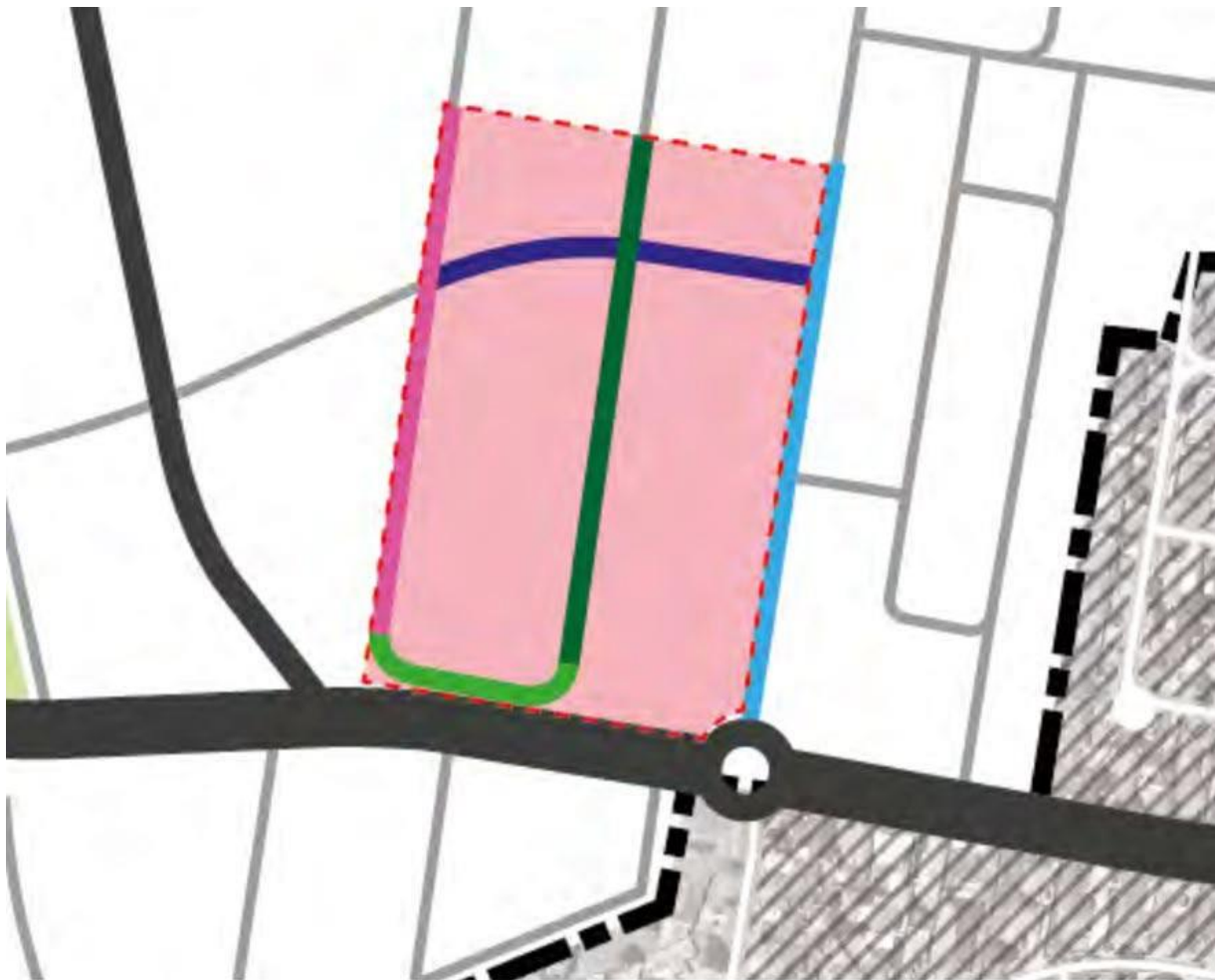
Figure 4-5: Informal public space



Figure 4-6: Vegetated verge and pathway

4.5 Neighbourhood and subdivision design

The following sections and principles establish the desired neighbourhood character and guide the layout of development within the Demonstration Precinct.



Source: Place Design Group

Figure 4-7: Precinct road hierarchy

4.5.1 Residential subdivision

1. Objectives

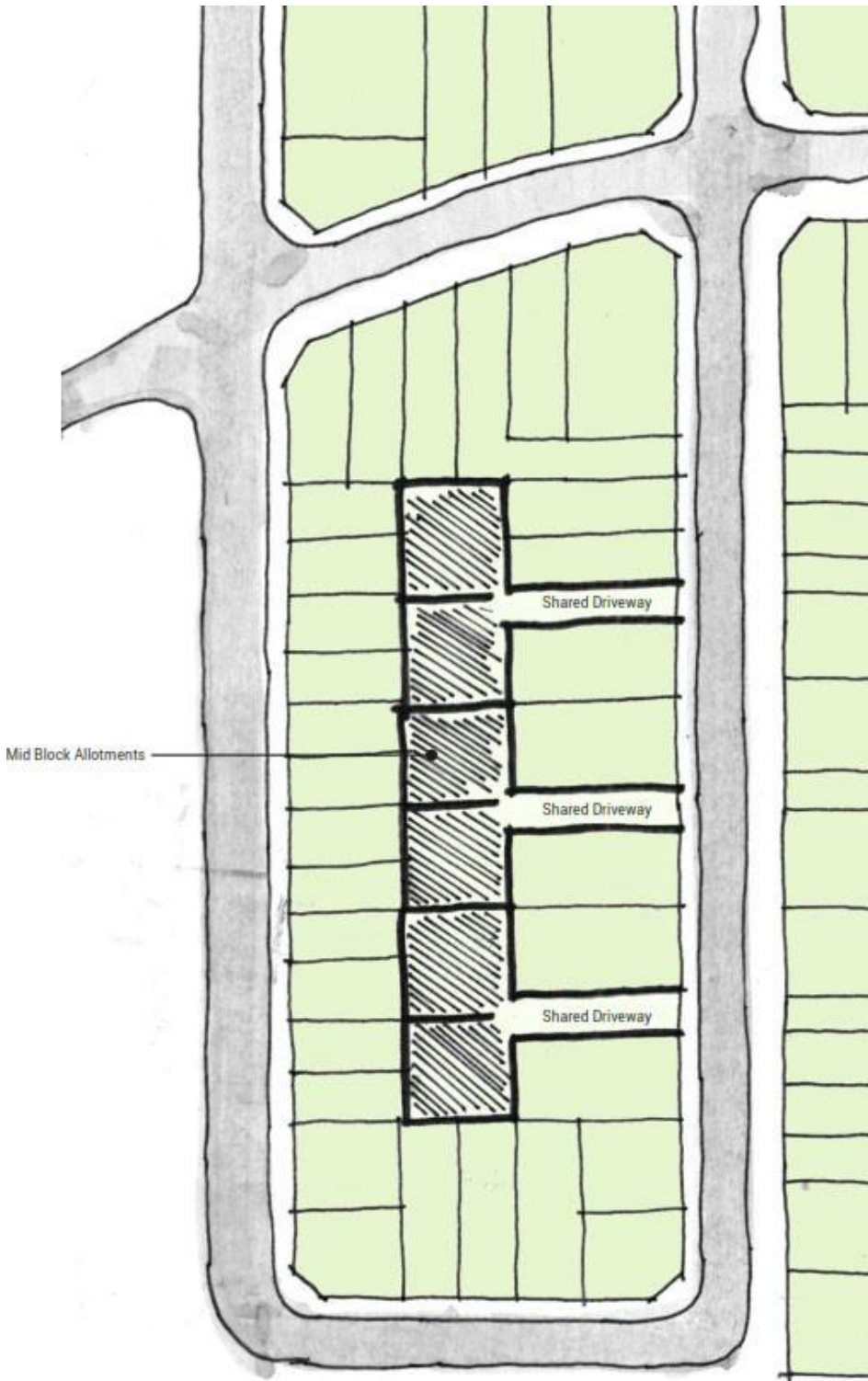
- a. To establish a framework for the subdivision layout and block configuration.
- b. To provide a mix of lots that will encourage diversity in dwelling types, specifically including the 'missing middle' typologies.
- c. To provide an innovative and sustainable alternative to typical subdivisions of a similar density which provides for mid-block allotments.
- d. To coordinate the design of lots and location of driveways to support larger lengths of uninterrupted planting opportunities and on-street parking.

2. Controls

- a. Development is to be undertaken generally in accordance with the Precinct Masterplan (**Figure 4-8**).
- b. A range of lot sizes and configurations, including mid-block allotments. shall be delivered within the Precinct to support a mix of dwelling types.
- c. The location and number of driveways shall be coordinated to support the delivery of high- quality public domain areas which may include the delivery of shared driveways. These public domain areas shall be focused on achieving wider landscaped verges with significant shade canopies, along with ensuring there are sufficient on-street parking opportunities.



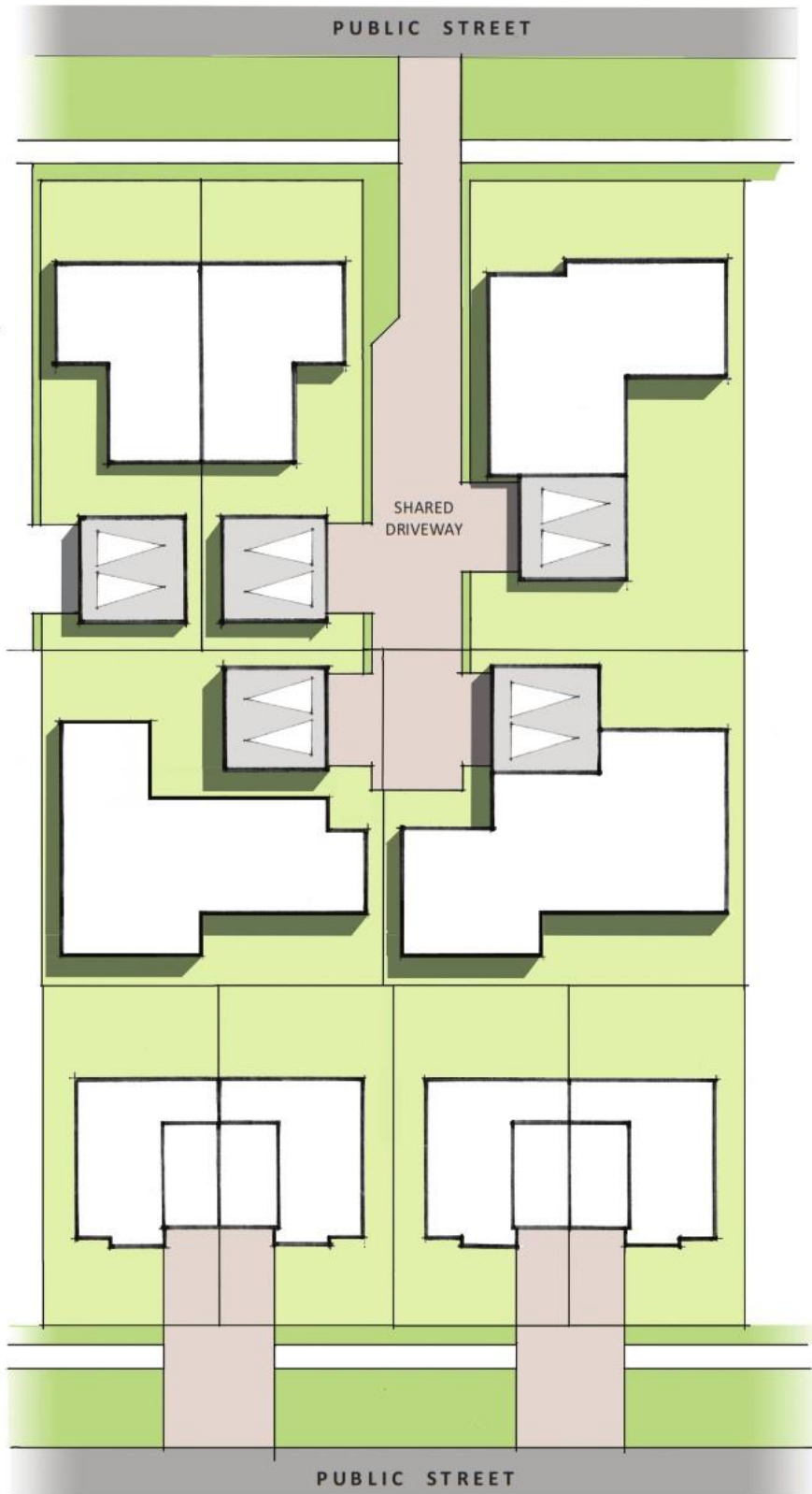
Figure 4-8: Precinct Masterplan



-Mid Block Allotments used to resolve residual land issues.
-Shared driveways consolidate private vehicle access locations.

Source: Place Design Group

Figure 4-9: Mid-block allotments within a subdivision



Source: Place Design Group

Figure 4-10: Example of four-pack housing design off shared driveway

4.5.2 Public domain

1. Objectives

- a. To develop a coherent and attractive streetscape incorporating spreading canopy trees which optimise outlook and amenity for residents and provide significant opportunities for shade within the public domain.
- b. To provide opportunities for more vegetated spaces in the public domain consisting of trees and understorey plantings that are generally low maintenance and low-water use plant species.
- c. To deliver the 'Liveable Street', being a focal point through the Precinct consisting of widened street verges with a reduced number of driveway crossovers to promote larger lengths of uninterrupted planting opportunities.
- d. To encourage ownership and maintenance of the public domain spaces by residents within the area.

2. Controls

- a. A Street Tree Planting Strategy shall be provided with any subdivision application that involves the construction of new roads.
- b. Attractive, high quality informal spaces for community interaction and incidental play spaces shall be integrated into the public domain and verges, where appropriate. Such spaces should be defined, and interaction encouraged and may include seating.
- c. Spreading canopy trees are to be planted within street verges so that, once mature, they will provide shade and reduce pavement surface temperatures particularly within the public domain.
- d. Landscaping within the Precinct shall be selected from a list of species which provides for low maintenance and low-water use plant species.
- e. The design and location of street lighting shall take into consideration future tree canopies, to provide suitable visibility at night for pedestrians.

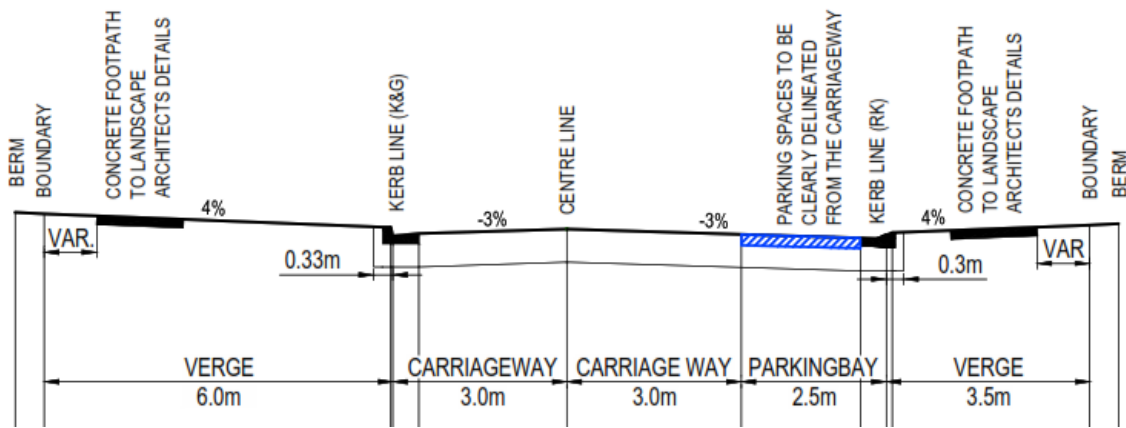
4.5.3 Street layout and design

1. Objectives

- a. To encourage residents to use active transport modes by providing safe and direct pedestrian and cycle connections to the surrounding Alex Avenue Precinct.
- b. Provide a functional and attractive street network that facilitates access, safety and convenience for all street and road users and minimises the negative impact of traffic.
- c. The street layout and design shall be integrated with the surrounding movement network.
- d. Designated on-street parking is encouraged, in select locations. These areas shall be designed using different treatments (i.e. coloured concrete, different materials, etc.) to differentiate the carriageway from on-street parking and contribute to the visual amenity of the streetscape.
- e. To combine driveways, where possible, and ensure suitable space is provided within the street network for on-street parking.

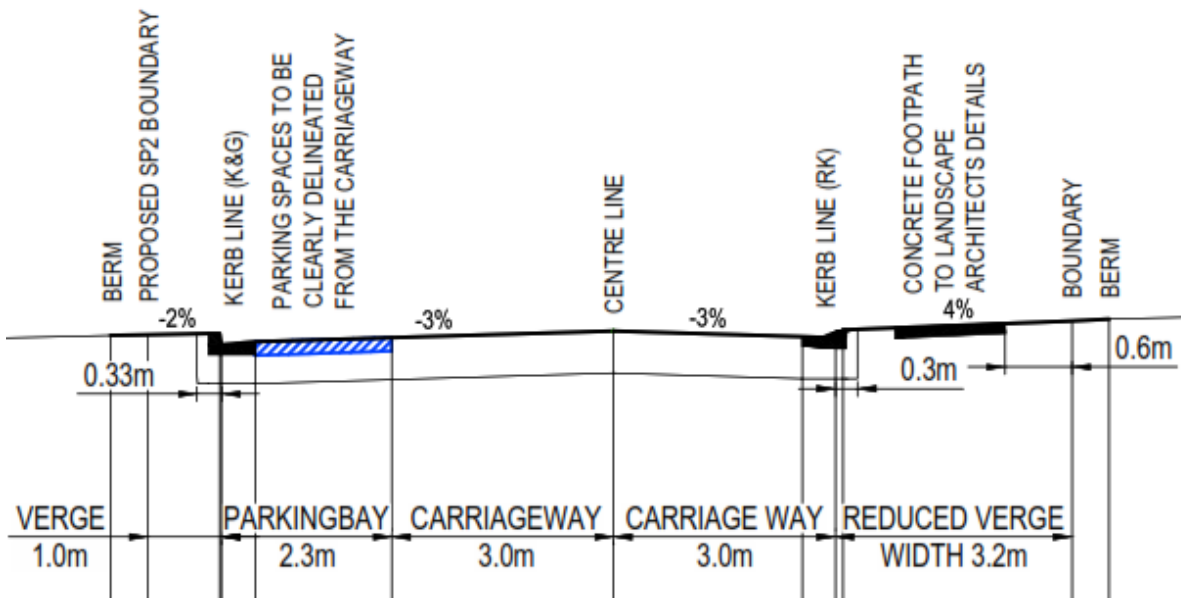
2. Controls

- a. The street network is to be consistent with the indicative street network and hierarchy illustrated at **Figure 4-7**. The design and construction of road infrastructure shall be consistent with the road designs illustrated in this Part.
- b. Roads shall be designed and delivered to transition into the existing surrounding road network.
- c. An on-street parking strategy shall be provided to show how on-street parking opportunities have been suitably catered for and that the number and location of driveways have not adversely reduced the ability for vehicles to park along the street.
- d. In certain locations, on-street parking shall be designed to differentiate this area from the carriageway through the use of materials, colours and/or plantings.



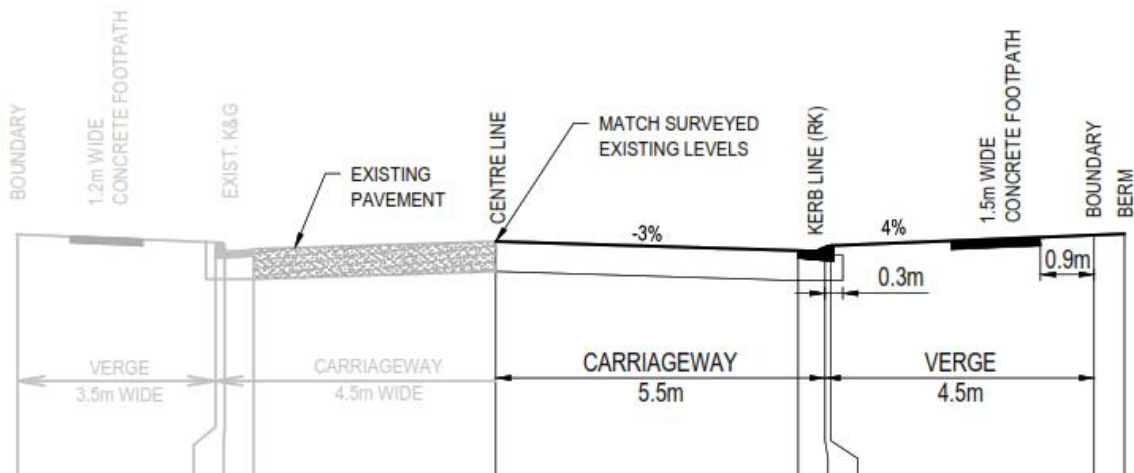
Source: Calibre

Figure 4-11: Liveable street (Road No. 2 East)



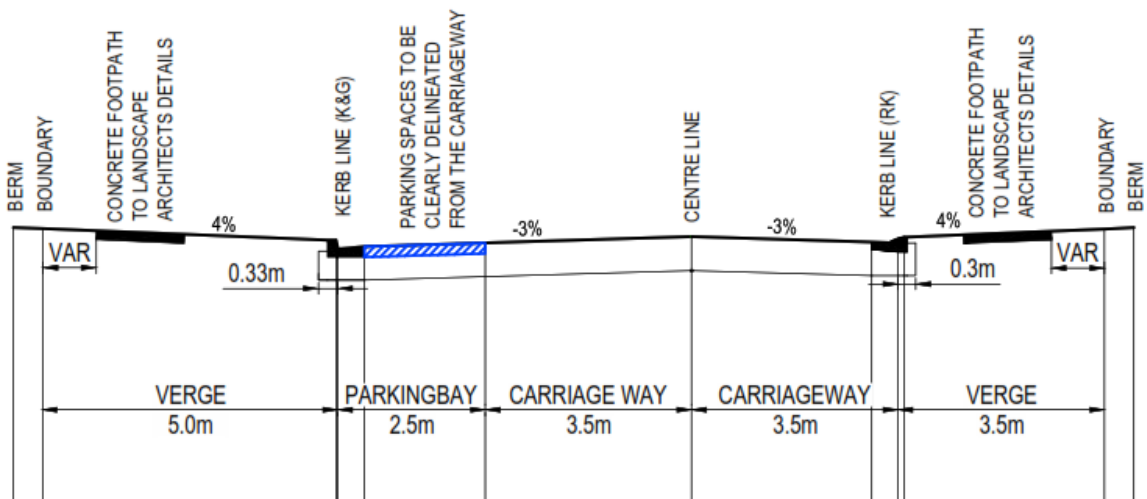
Source: Calibre

Figure 4-12: Interface of Road No. 2 (South) with Burdekin Road



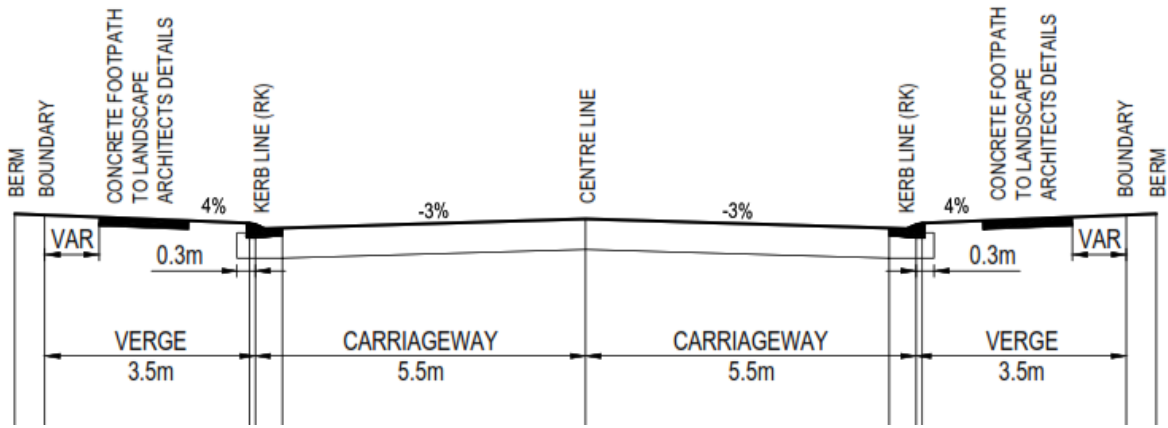
Source: Place Design Group

Figure 4-13: Grima Street - half road



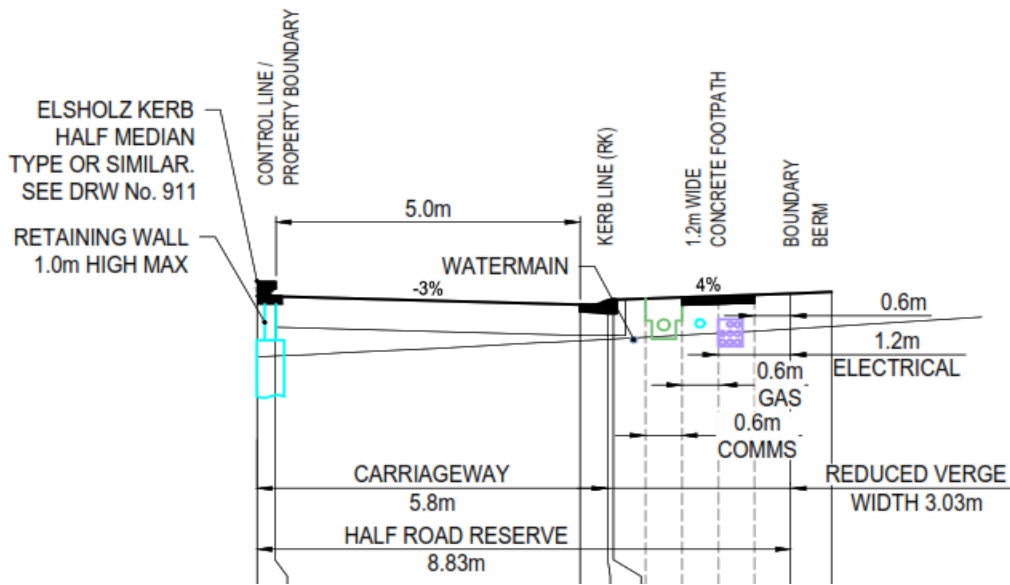
Source: Calibre

Figure 4-14: Gundry Street



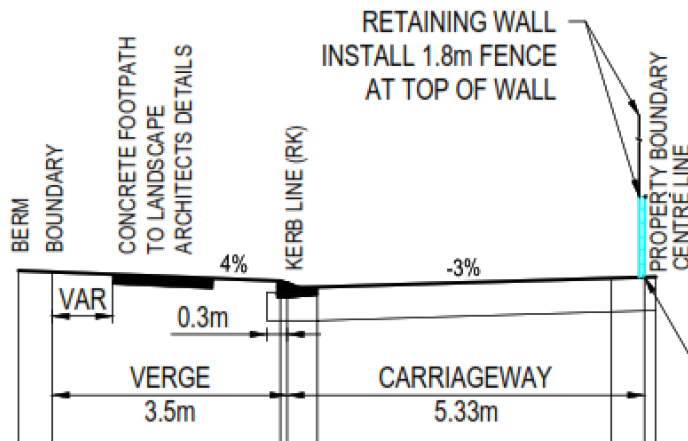
Source: Calibre

Figure 4-15: Rugby Street



Source: Calibre

Figure 4-16: Road No. 2 West



Source: Calibre

Figure 4-17: Lerida Street

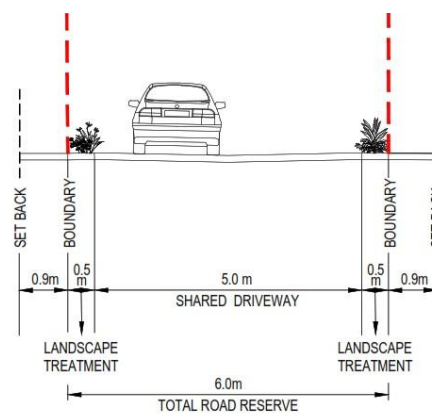
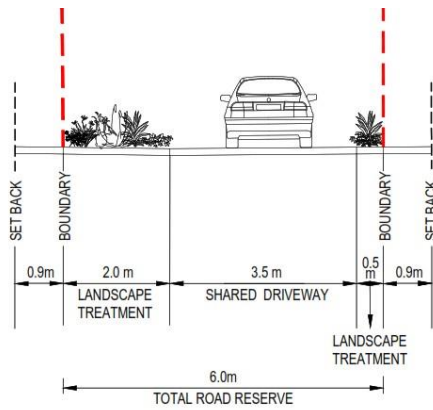
4.5.4 Shared driveways

1. Objectives

- a. To encourage the use of shared driveways where they provide opportunities to minimise the number of driveway crossovers within a subdivision and reduce garage dominance along the street.
- b. To provide for landscaping opportunities along the driveway that can support a mix of plantings, including trees, shrubs and ground covers.
- c. To consider the location of servicing, drainage and landscaping holistically as part of the shared driveway design.
- d. To provide for two-way movement along the driveways which may incorporate areas for overtaking to maximise opportunities for landscaping.
- e. To encourage the use of permeable materials, where appropriate, to minimise surface runoff.

2. Controls

- a. Shared driveways shall be designed in accordance with **Figure 4-18** to **Figure 4-21**.
- b. Shared driveways must provide for two-way movement, which may consist of overtaking bays where it provides for increased landscaping opportunities.
- c. Landscaping shall be provided along the shared driveway. This shall be coordinated with the location of servicing and drainage (as needed) which must be planned to ensure the design of the shared driveway has been considered holistically.
- d. Landscaping along the shared driveway shall provide for a mix of planting, including trees, shrubs and ground covers, with adequate space provided for tree root growth.
- e. To incorporate, where appropriate, the use of permeable materials within the shared driveway design to reduce surface runoff.

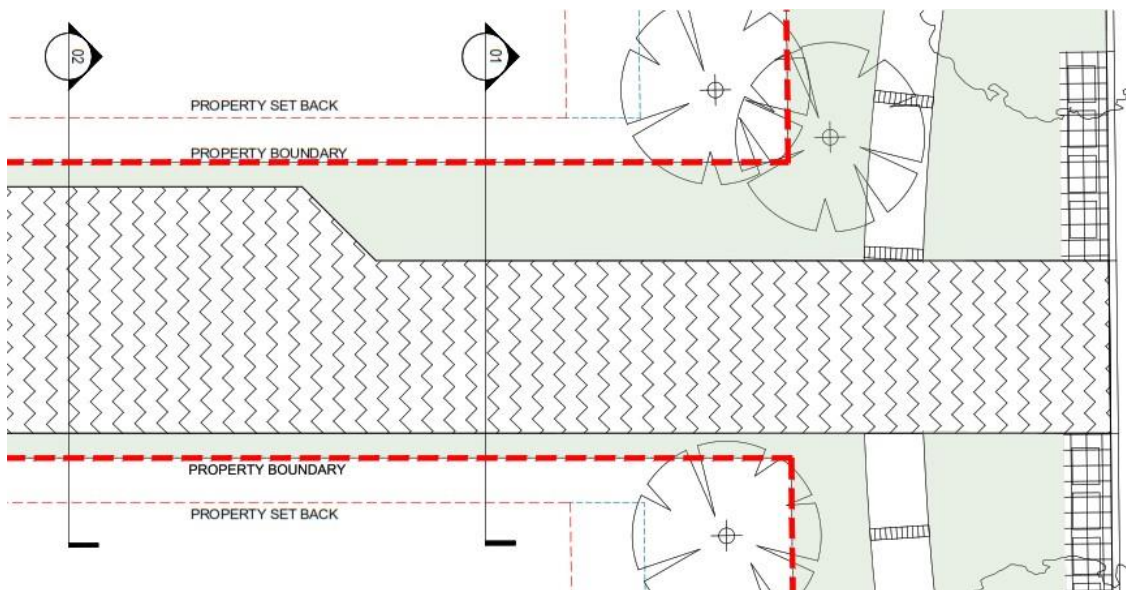


TYPICAL CROSS SECTION - SHARED DRIVEWAY DESIGN 01
TOTAL ROAD RESERVE: 6M

TYPICAL CROSS SECTION - SHARED DRIVEWAY DESIGN 02
TOTAL ROAD RESERVE: 6M

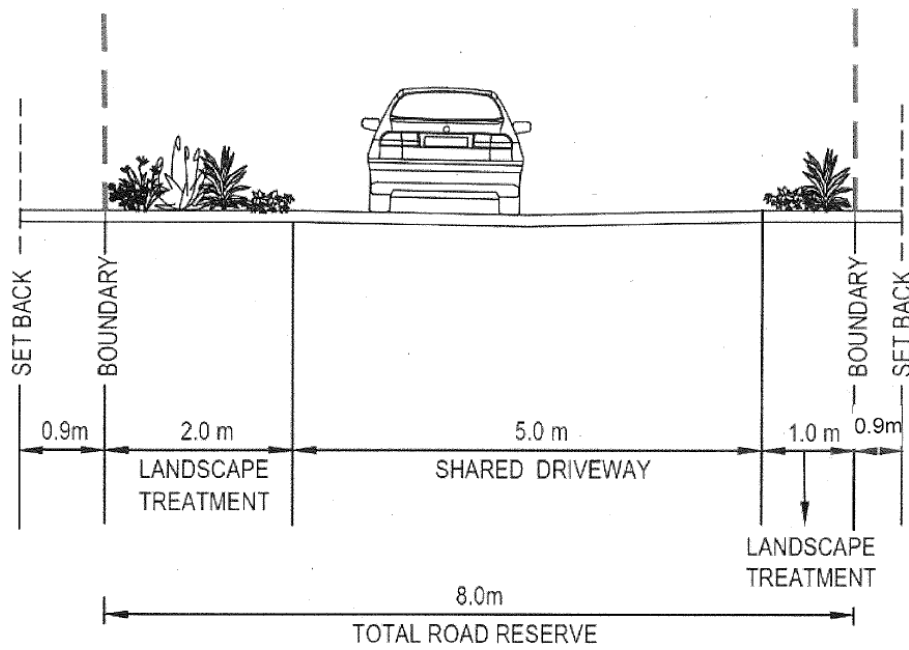
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Figure 4-18: Shared driveway design - access for up to 4 lots



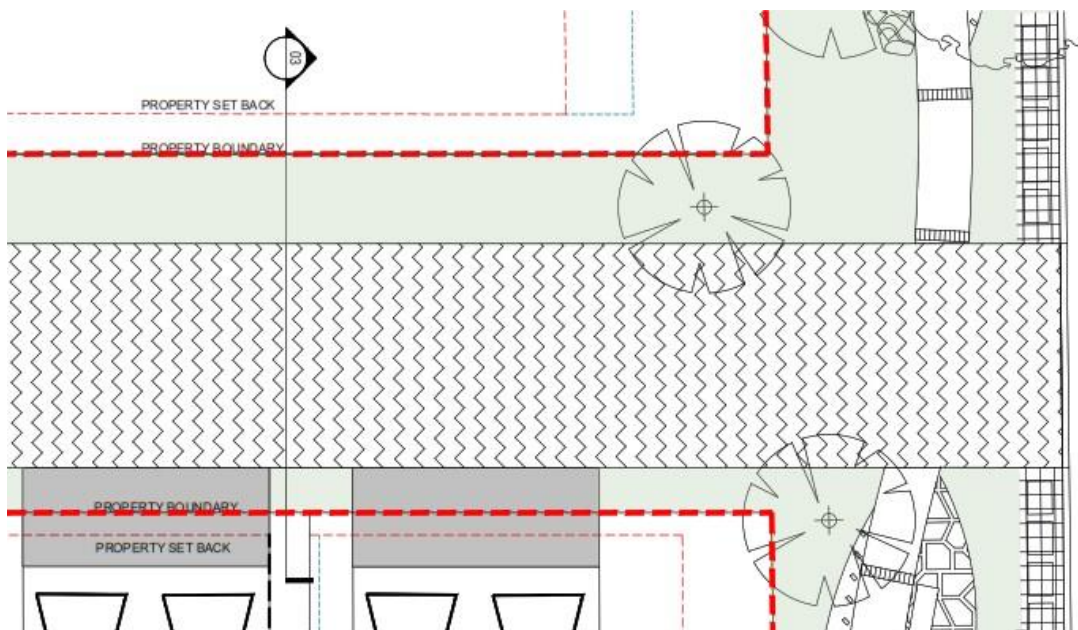
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Figure 4-19: Design of shared driveway with overtaking areas (access for up to 4 lots)



Source: PDG

Figure 4-20: Shared driveway design - access to 5 or more lots



Source: PDG

Figure 4-21: Design of shared driveway - access to 5 or more lots

4.6 Development in the residential zones

4.6.1 Context

1. This section sets out specific controls for certain dwelling types and/or on particular lots.
2. In the event of an inconsistency between the controls listed in this Part and the main body of the DCP, this Schedule takes precedence. Where this Schedule does not provide controls, the main body of the DCP should be relied upon (**Tables 4-1 to Table 4-6**).
3. The Landcom Demonstration Precinct will ultimately support a range of housing typologies including (but not limited to):
 - Abutting / attached dwellings
 - Detached housing
 - Compact housing
 - Manor Homes
 - Apartments

4.6.2 Dwelling houses on battle-axe lots / mid-block allotments

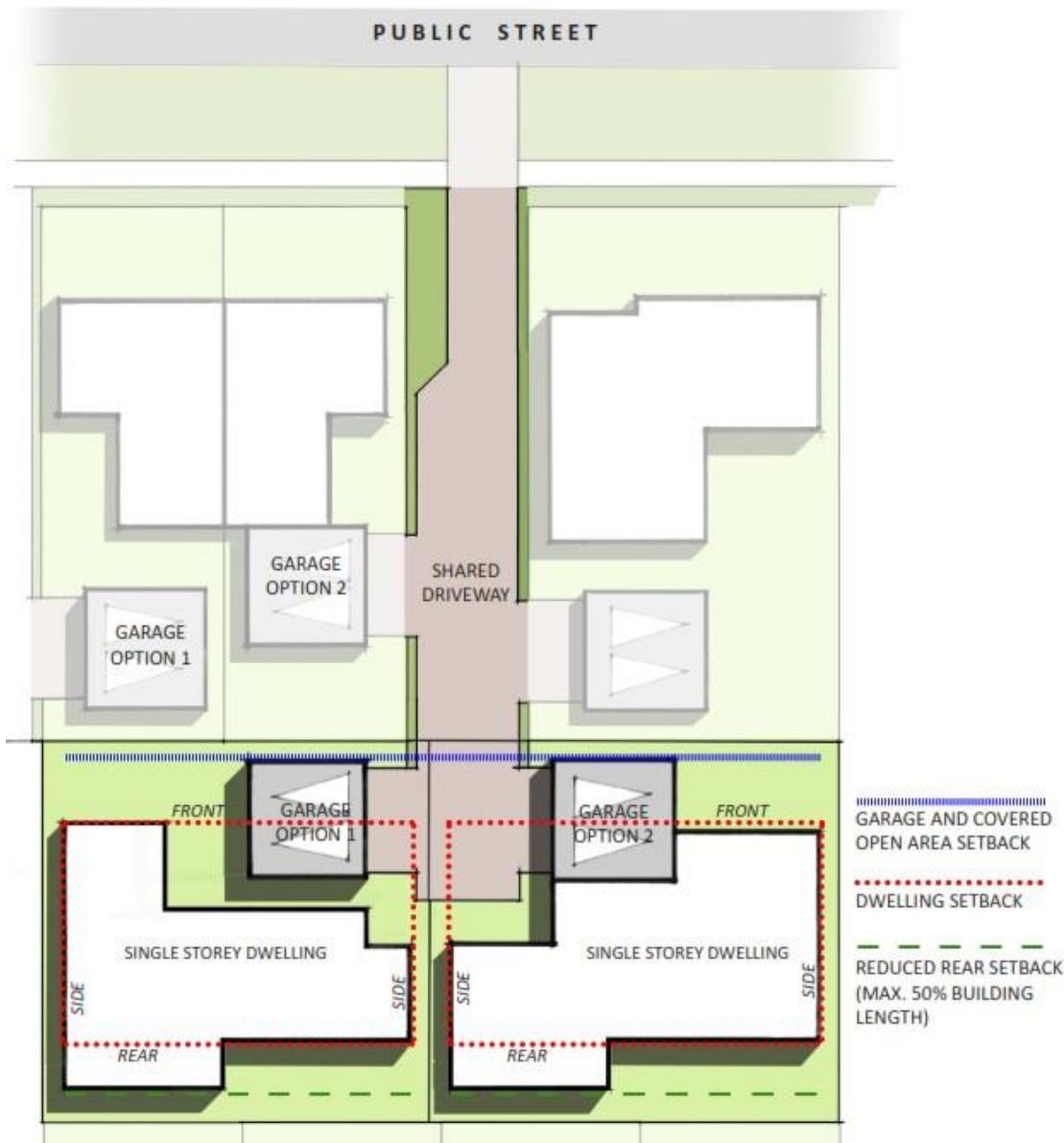
1. A battle-axe lot is a lot that is connected to a road by an access handle. It does not have a street frontage and directly adjoins other properties around its boundaries.
2. Due to the nature of battle-axe lots, specific controls are proposed to consider the amenity of both the occupants and the adjoining properties, while also achieving the residential density for the Precinct. These controls are particularly designed around achieving adequate solar access, natural ventilation, landscaping and privacy.
3. A summary of the key controls for dwellings located on battle-axe lots are provided within **Table 4-1**.

Table 4-1: Summary of key controls for dwelling houses on battle-axe blocks

Element	Control
Front setback	Min. 4.5 m to building façade line Min. 3 m to articulation zone Garage setback: Min. 0.9 m setback with the garage to be located so that it is not visible at the end of the battle-axe handle (refer to Figure 4-22). Note: The garage may be attached or detached to the dwelling house
Side setback	Min. 0.9 m
Rear setback	Min. 4 m A reduced rear setback, up to a maximum 50% of the building length, may be permitted provided the building is single storey in height and provides a minimum 2 m setback (refer to Figure 4-22).
Building entry	Front door / building entry should be identifiable on approach which may be achieved with a porch/entry structure

Site coverage	Single storey dwellings: Max. 60%
Soft landscaped area	Min. 25% of the allotment area
Principal Private Open Space (PPOS)	<p>Min. 20 m² with a minimum dimension of 4 m</p> <p>50% of the area of the required principal private open space (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9 am and 3 pm at the winter solstice (21 June)</p> <p>The location of the PPOS should be positioned based on the orientation of the lot to maximise solar access and proximity to internal living spaces</p>
Garages and car parking	<p>Front loaded double and tandem garages permitted</p> <p>Maximum garage door width 3 m (single) and 6 m (double)</p> <p>Triple garages are not permitted</p> <p>1-2 bedroom dwellings shall provide at least 1 car space</p> <p>3 bedroom or more dwellings shall provide at least 2 car spaces</p> <p>Garages are to be positioned as such that they are not visible from the access handle</p>

4. Unless specifically outlined below, the objectives and controls for specific design elements are contained within the main body of the DCP.
5. Battle-axe handles shall be consistent with the objectives and controls for 'shared driveways'.
6. Due to the nature of battle-axe blocks having no street frontage, the key consideration for setbacks relates to the separation between dwellings, to consider amenity impacts of both occupants and neighbouring properties.
7. Setbacks for garages (either attached or detached to the dwelling house) on battle-axe lots shall provide a min. 0.9 m setback to an adjoining lot with the garage to be located so that it is not visible along the battle-axe handle (refer to **Figure 4-22**).
8. A reduced rear setback, up to a maximum 50% of the building length, may be permitted provided the building is single storey in height and achieves a minimum 2 m rear setback (refer to **Figure 4-22**).
9. Setbacks should provide opportunities for landscaping and permeable surfaces between properties.
10. For dwellings with a minimum 900 mm side setback, projections permitted into side and rear setback areas include eaves (up to 450 millimetres wide), fascias, sun hoods, gutters, down pipes, flues, light fittings, electricity or gas meters, air conditioning units, rainwater tanks and hot water units.
11. No overhanging eaves, gutters or services (including rainwater tanks, hot water units, air-conditioning units or the like) of the dwelling on the benefited lot will be permitted within the easement. Any services and projections permitted under and within the easement to the burdened lot/dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.

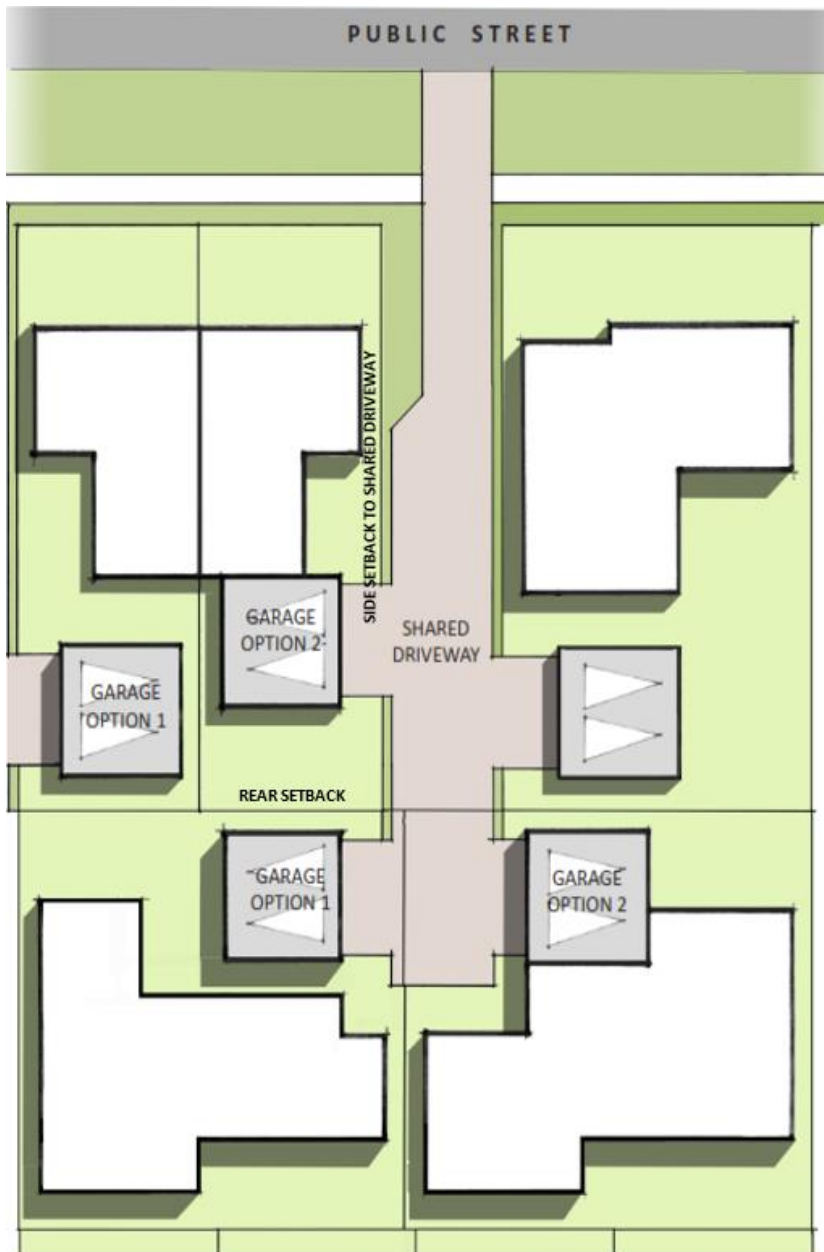


Source: JKDesigner

Figure 4-22: Setbacks for dwelling houses on battle-axe lots

4.6.3 Lots with side loaded garages

1. This section provides more detailed controls on how to consider the design and setback requirements for built form on lots with side loaded garages (i.e. off a shared driveway). The configuration for these types of lots is shown at **Figure 4-23**. The lot design has street frontage to a public road with vehicular access provided via a 'shared driveway' to a side loaded garage that can either be attached or detached to the dwelling as illustrated within **Figure 4-23**.
2. With the exception of setback controls, the development controls for these types of lots are summarised within Blacktown City Council Growth Centres Precinct Development Control Plan, **Table 4-2** 'Summary of key controls for lots with frontage width ≥ 4.5 m for rear accessed dwellings' and within Section 4.3 'Additional controls for certain dwelling types', where relevant.



Source: JKDesigner

Figure 4-23: Lots with side loaded garages

3. Specific setback controls for lots with side loaded garages have been provided to respond to the unique layout of these lots and access arrangements to facilitate better built form outcomes.
4. Setbacks for lots with side loaded garages in density bands ≥ 25 dw/ha:
 - a. front setback – minimum 3 m to building façade line
 - b. articulation zone – minimum 1.5 m
 - c. side setback:
 - to the boundary of the shared driveway (both dwelling and garage) – minimum 0.9m
 - opposite side setback – as per BCC GCP DCP.
 - d. rear setback - zero lot line or minimum 0.9 m.

- e. The minimum side setback from the boundary of the shared driveway to the garage entry is to be a minimum 0.9m. However, turning paths must be provided to ensure that adequate manoeuvrability can be achieved for vehicles to access the garage in two manoeuvres or less. Where this cannot be achieved, the minimum side setback will need to be increased to ensure compliance.
- f. The location of the garage can either be attached or detached to the dwelling, which enables better consideration of solar access and POS based on the lot orientation and design
- g. Setbacks should provide opportunities for landscaping and permeable surfaces between properties.
- h. For dwellings with a minimum 900 mm side setback, projections permitted into side and rear setback areas include eaves (up to 450 millimetres wide), fascias, sun hoods, gutters, down pipes, flues, light fittings, electricity or gas meters, air conditioning units, rainwater tanks and hot water units.
- i. No overhanging eaves, gutters or services (including rainwater tanks, hot water units, air- conditioning units or the like) of the dwelling on the benefited lot will be permitted within the easement. Any services and projections permitted under within the easement to the burdened lot dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.