

# Development Control Plan 2016

Volume 2 – Urban Release Areas



**Wollondilly**  
Shire Council

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## **PART 1 – PRELIMINARY**

### **1.1 Introduction**

Clause 6.3 of Wollondilly Local Environmental Plan requires a development control plan to address certain matters prior to the grant of development consent for the development of land within an Urban Release Area. This volume details how this Development Control Plan satisfies the requirements of this clause across its volumes.

### **1.2 Objectives**

1. To satisfy the requirements of Clause 6.3 of Wollondilly Local Environmental Plan.
2. To achieve the objectives of Clause 6.3 of Wollondilly Local Environmental Plan.

### **1.3 Parts of this Volume**

This volume has two parts. The first being this introductory part and the second being the provisions relating to each Urban Release Area.

## **PART 2 – Urban Release Areas**

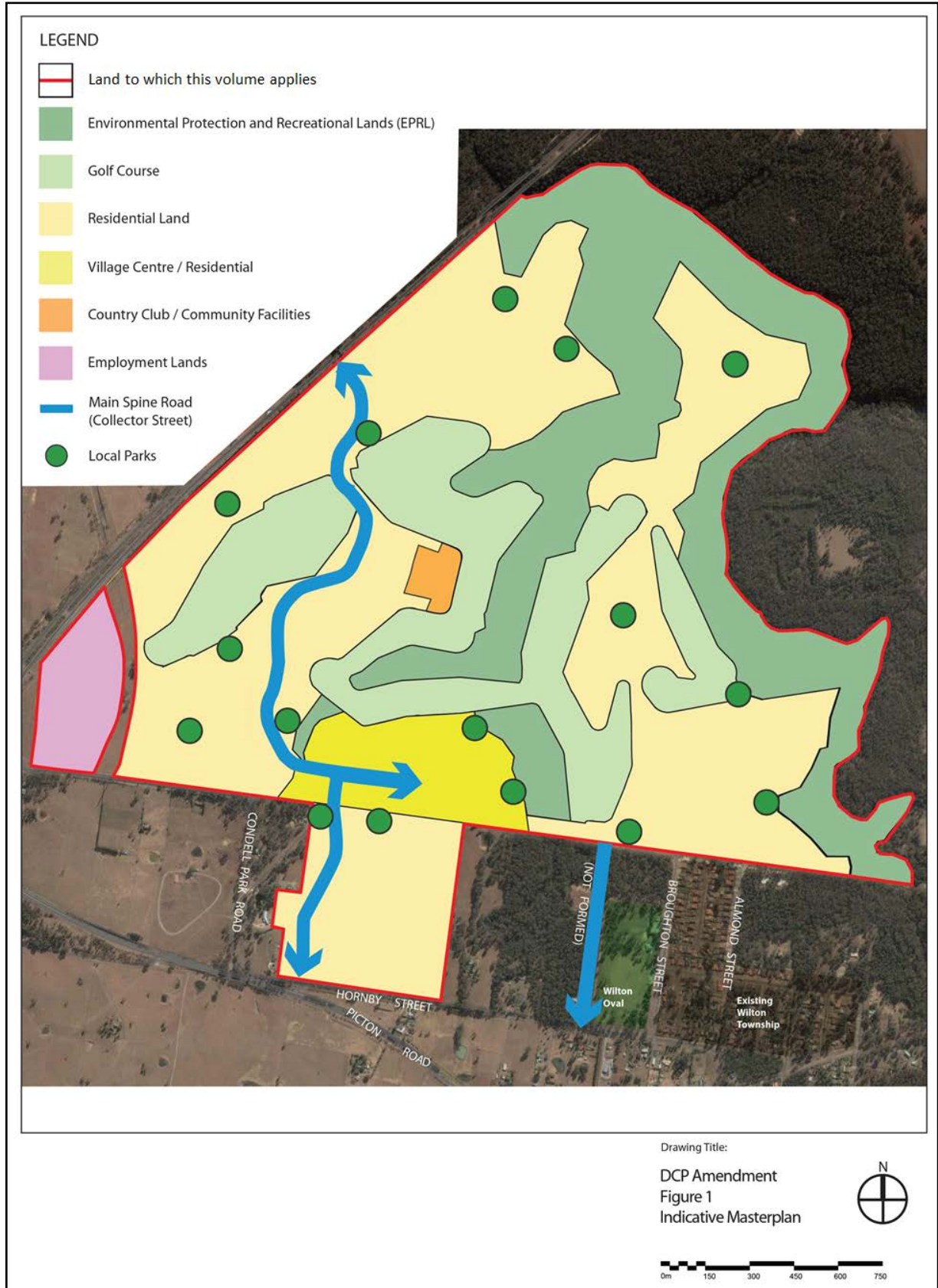
### **2.1 Wilton Park, Wilton (Bingara Gorge)**

#### **Objectives**

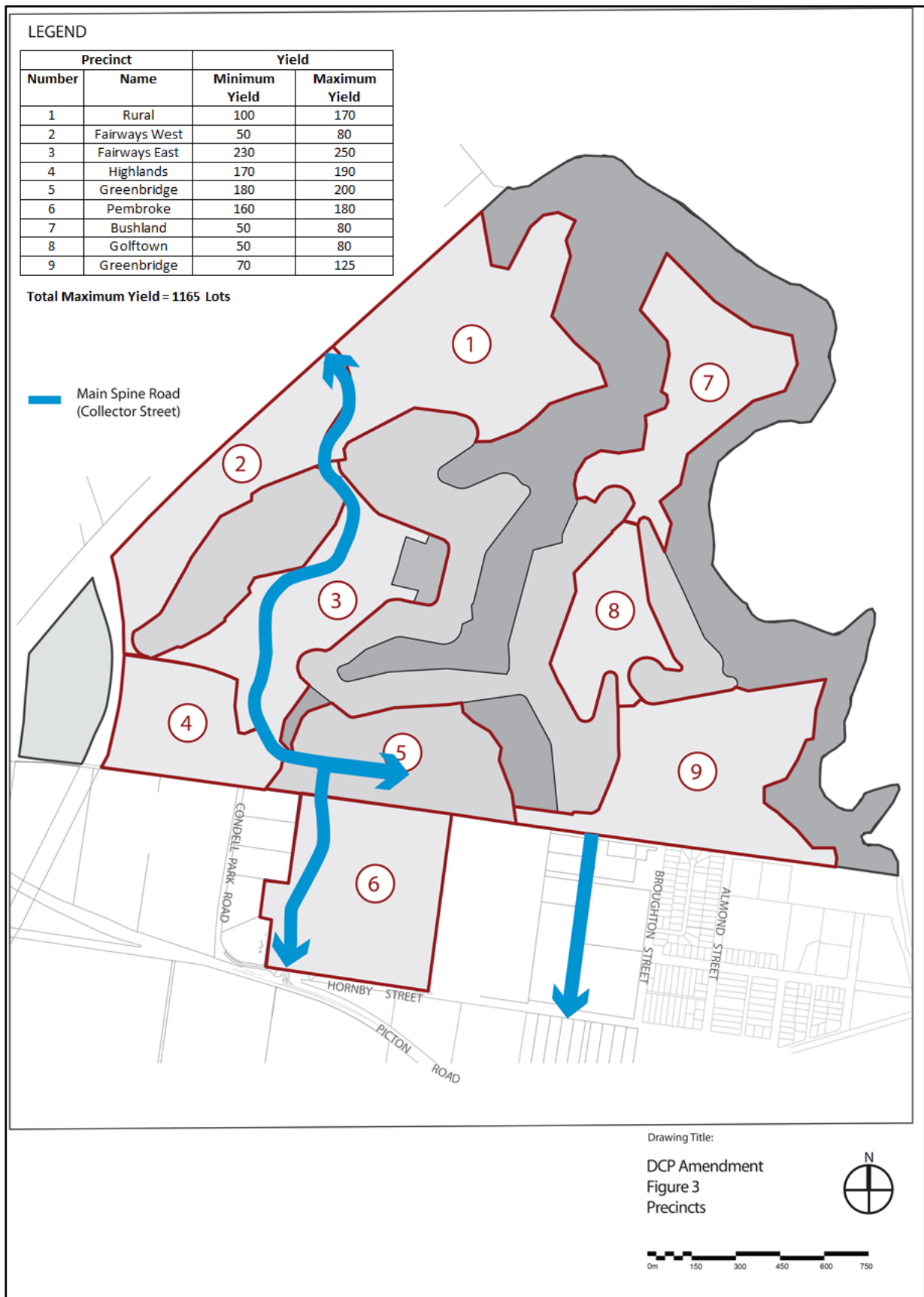
1. To minimise the risk to life, property and amenity as the result of underground mining activities (including aboveground supporting infrastructure).
2. To minimise the risk to life, property and amenity as the result of the underground gas pipeline that runs through the site.
3. To ensure development of this precinct has regard for the landscape features of the site and its surrounds.
4. To ensure the density of development is controlled so that suitable infrastructure can be provided in earlier stages of the development.
5. To limit the overall density of development to ensure that:
  - a) The precinct is developed in line with community expectations
  - b) The development does not compromise or overwhelm regional infrastructure
  - c) The development does not prematurely change the nature of the broader locality prior to master planning for the Wilton Junction Investigation Area being finalised and approved by the NSW Government.
6. To ensure a consistent road network through the urban release area.
7. To promote connectivity with the existing Wilton Village.
8. To improve pedestrian access and connectivity between housing, open space networks, community facilities, public transport, local activity centres and schools.

**Maps**

Map 1: Master Plan

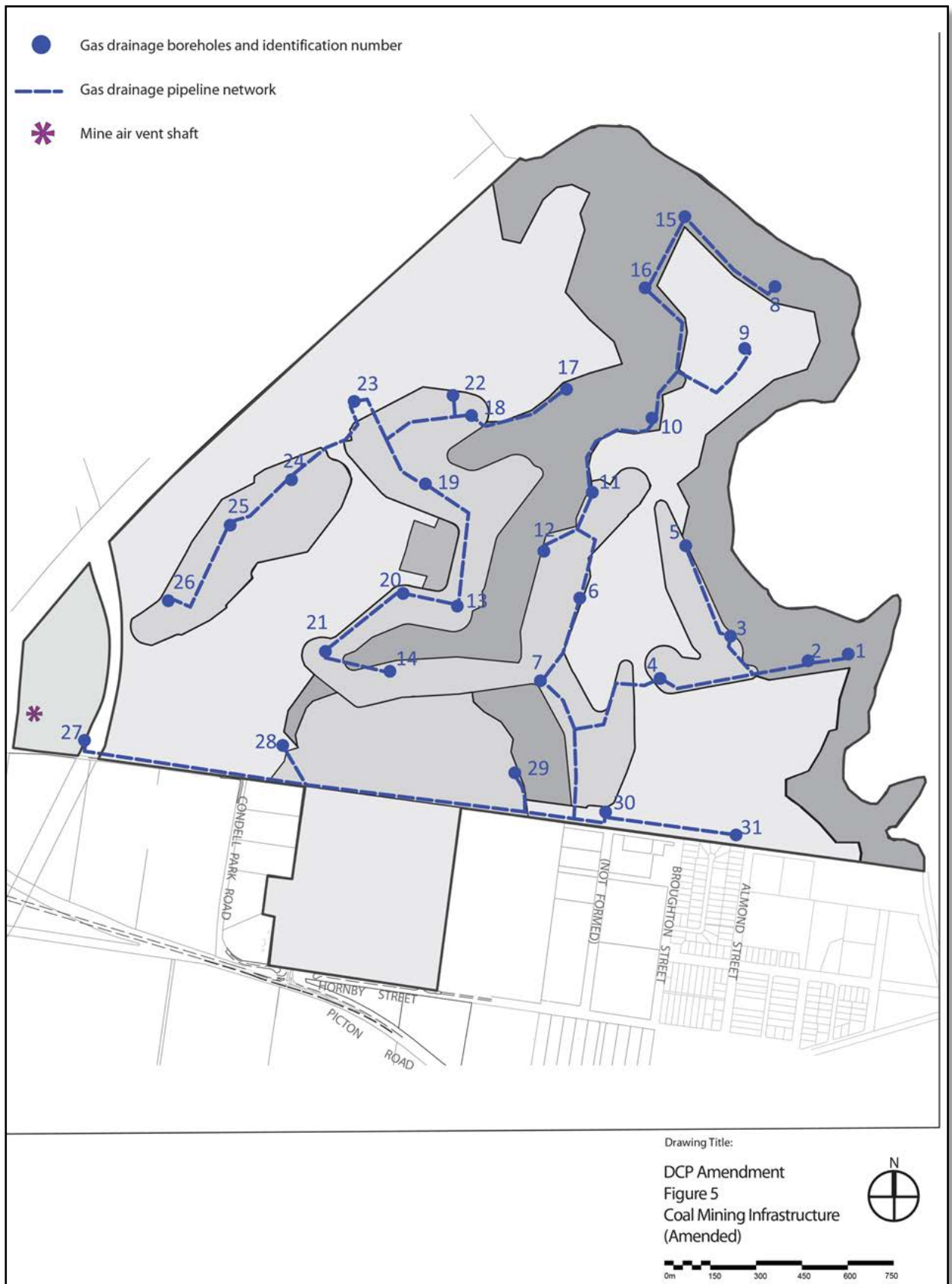


Map 2: Precinct Allotment Allocation

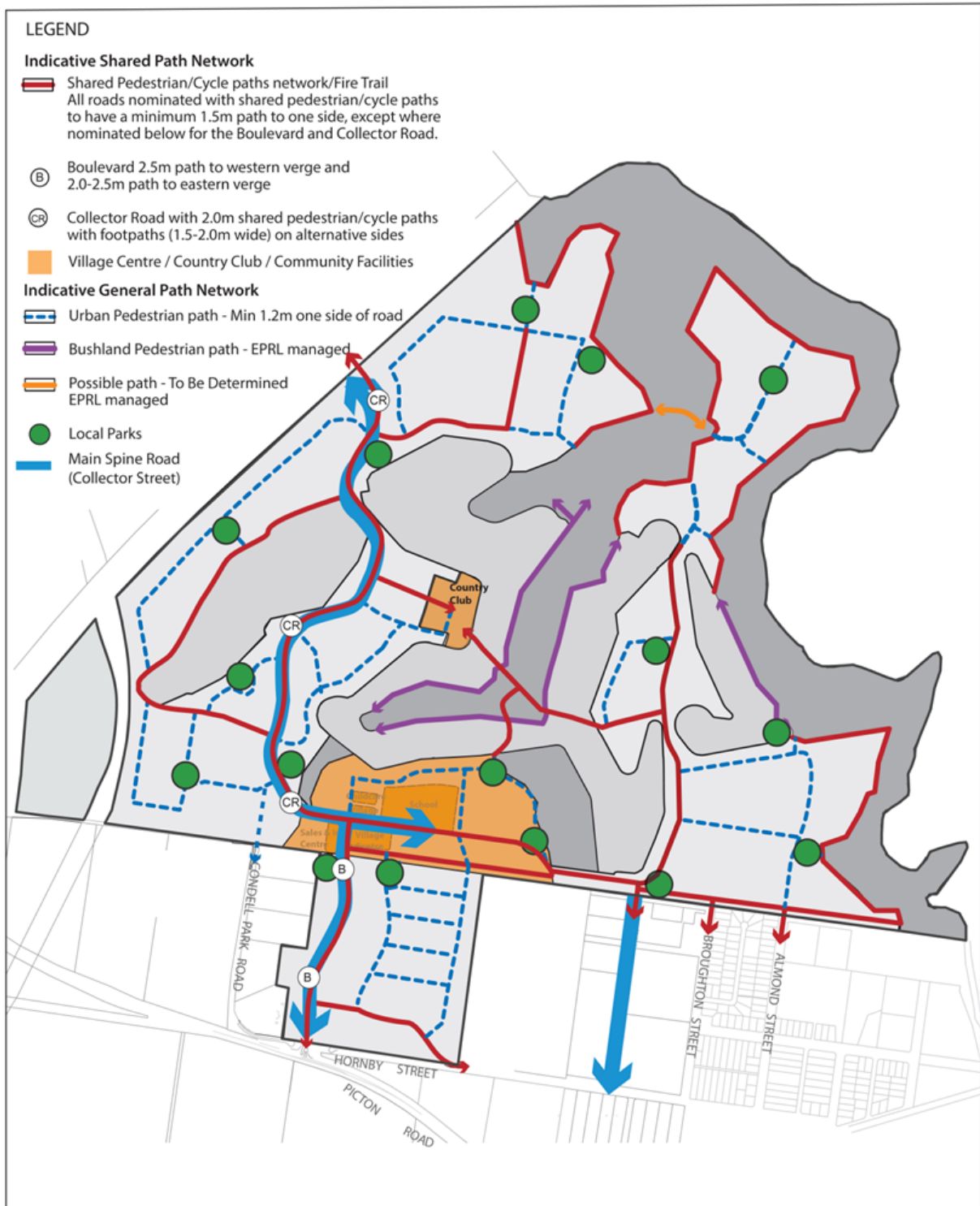




Map 3: Mining Infrastructure



Map 4: Cycleways and Pedestrian Linkages



Drawing Title:

DCP Amendment  
Figure 4  
Indicative Paths Network





**Controls**

1. The development is to be generally undertaken in accordance with Map 1: Master Plan.
2. Prior to determining any application for subdivision the consent authority must be satisfied that the ultimate development of each precinct is carried out in accordance with the lot yields identified in Map 2: Precinct Allotment Allocation will ultimately result in a number of residential lots that is between the maximum and minimum yields (inclusive) tabulated on that map.
3. Prior to determining any application for subdivision the consent authority must be satisfied that the ultimate development of this Urban Release Area will not result in more than 1165 residential lots.
4. In controls 2 and 3 a **residential lot** means any lot that is intended to contain one or more dwellings.
5. The consent authority must have regard to the impact of a development on the potential future mining of the site prior to granting consent for that development. It must not grant such a consent unless it is satisfied that the surface development will not unreasonably impact on potential future or current underground mining.
6. Cycleways and footpaths shall be provided generally in accordance with map 4 contained in this volume.
7. Transport infrastructure shall be provided in accordance with the following table:

Road Category	Road Type	Design Speed (km/hr)	Max Daily Flow (veh/day)	Reservation Width (m)	Carriageway Width	Road Profile	Concrete Footpath	Other Criteria/Guidelines
A1	Main Entry Road	50	>6000	32	2 x 6 (with a 7m median)	6.5-6-7-6-6.5	Yes	<ul style="list-style-type: none"> <li>• Road provides a main access to Wilton Parklands</li> <li>• Footpaths on both sides of street</li> <li>• Cyclists to be provided off carriageway</li> </ul>
A1(b)	Main Entry Road - Extension	50	>6000	27.5	2 x 6 (with a 2.5m median)	6.5-6-2.5-6-6.5	Yes	<ul style="list-style-type: none"> <li>• Provide main access to Wilton Parklands – with narrower median</li> <li>• Footpaths on both sides of the street</li> <li>• Cyclists to be provided off carriageway</li> </ul>
A2	Main Spine Road – Road from Spine Road to	50	6000	22	11	5.5-11-5.5	Yes	<ul style="list-style-type: none"> <li>• Principle circulation road – geometry as per state deed</li> </ul>

Road Category	Road Type	Design Speed (km/hr)	Max Daily Flow (veh/day)	Reservation Width (m)	Carriageway Width	Road Profile	Concrete Footpath	Other Criteria/Guidelines
	Broughton Street (collector road)							<ul style="list-style-type: none"> <li>• Footpaths on both sides of the street</li> <li>• Cyclists to be provided off carriageway</li> <li>• Road geometry in excess of that minor collector road as defined by AMCORD</li> </ul>
A3	Hornby Street Deviation (minor collector road)	50	3000	19	11	3.5-11-4.5	Yes	<ul style="list-style-type: none"> <li>• On street parking provided on both sides of the road</li> <li>• Footpath on one side of street</li> <li>• Cyclists to be provided off carriageway</li> <li>• Road geometry in excess of that minor collector road as defined by AMCORD</li> </ul>
B1	Minor Collector Road	50	3000	16	8	4.0-8-4.0	See criteria	<ul style="list-style-type: none"> <li>• Apply to standard residential streets serving more than 50 lots</li> <li>• Footpath on one side of street</li> <li>• Cyclists to be provided on street, or off carriageway as per network to be approved by Council</li> <li>• Road geometry in excess of that of minor collector road as defined by AMCORD</li> </ul>
B2	Local Street	40	1500	15	7	4.0-7-4.0	See Criteria	<ul style="list-style-type: none"> <li>• Apply to standard residential streets serving 50 lots or less</li> <li>• Footpath on one side of street when catchment to bus route or main pathway/cycleway exceeds 50 lots</li> <li>• Cyclists to be provided for on-street, or off carriageway where shown on plan no. PML7697 by Delfin Lend Lease, as per</li> </ul>

Road Category	Road Type	Design Speed (km/hr)	Max Daily Flow (veh/day)	Reservation Width (m)	Carriageway Width	Road Profile	Concrete Footpath	Other Criteria/Guidelines
								network to be approved by Council. • Road geometry in excess of that of minor collector road as defined by AMCORD.
C1	Cul-de-sac	25	300	14	7	3.5-7-3.5	No	• Apply to Standard Cul-de-sacs • Cyclists to be provided for on-street as per network to be approved by Council
D1	Residential Accessway	15	300	11.5	5.5	3.5-5.5-2.5	No	• Restrict to servicing a maximum of 10 lots • Cyclists to be provided for on-street as per network to be approved by Council

8. Prior to granting development consent for any subdivision of land within the urban release area the consent authority must be satisfied that All reasonable efforts have been made to ensure that:
- The views of the parkland setting are maximised. This includes the open spaces, golf course, environmental lands and the Razorback Range.
  - The visual impact of the development on Picton Road and the Hume Highway have been minimised.
  - The visual impact of the development on the surrounding landscape (including the village of Wilton) have been minimised.
  - Existing high amenity features of the site will be protected, retained and incorporated into the development to maximise the amenity benefit of those features. These features include dams, watercourses, stands of significant vegetation, geological features, vantage points for viewing distant views and vistas and environmental lands.
9. Development consent must not be granted for the development of any school, childcare centre, seniors living, health care facility or similar sensitive land use within 750 metres of the gas pipeline within the urban release area unless the consent authority is satisfied that the risks of that pipeline to human safety have been adequately mitigated.
10. The ecologically sensitive land contained in precinct 1 (identified in map 2 of this volume) must be retained and any development within this precinct must ensure that any stormwater that drains to Stringybark creek must be suitably treated to match pre-development flows.

**2.2 Marsh Road, Silverdale (Former Lion Safari Park)**

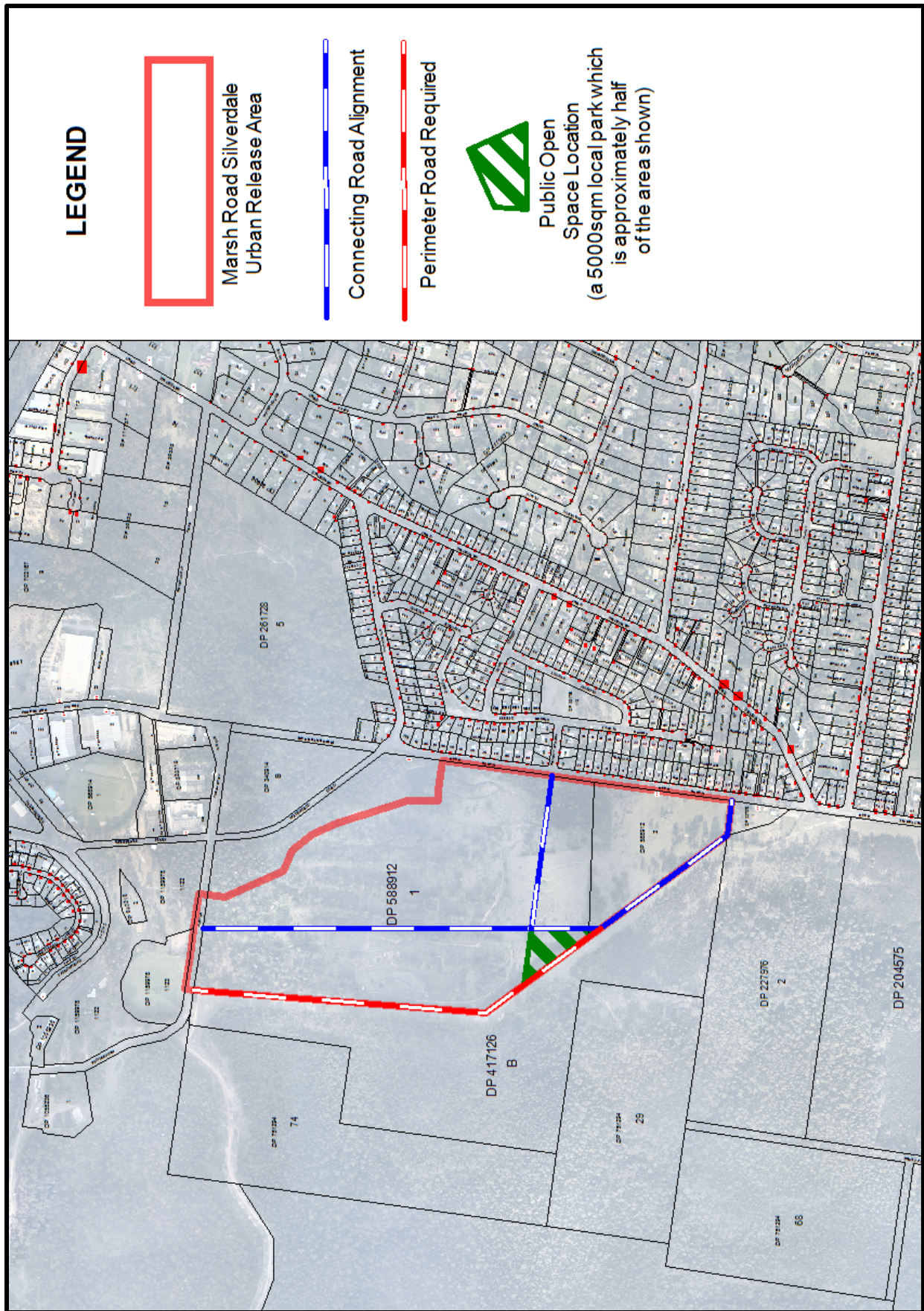
Requirement of LEP	Control(s)
<p><i>(a) a staging plan for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing,</i></p>	<p>1. The development of the land is to be staged to ensure that intersections are provided to allow for a connecting road through the development generally in accordance with the map provided as Figure 1 of this section.</p> <p>2. The development staging shall ensure that housing is delivered to front Marsh Road in the first stage of the development.</p> <p>3. The development may be undertaken in any number of stages.</p>
<p><i>(b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,</i></p>	<p>1. The road hierarchy shall ensure that roads step down from the connecting roads provided generally in accordance with the map provided as Figure 1 of this section to progressively lower volume roads.</p> <p>2. Transport and pedestrian access along the perimeter road shall only be provided in accordance with the structure plan in figure 1 of this volume on privately owned land where an easement or other form of landowners consent has been provided.</p>
<p><i>(c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,</i></p>	<p>The site does not contain any features warranting special controls under this volume. The objective of this provision is achieved by satisfying Parts 9 and 10 of Volume 1 and Section 2.9 of Volume 3 of this plan. The most significant native vegetation on the site is zoned E2 Environmental Conservation and is excluded from the urban release area.</p>

<b>Requirement of LEP</b>	<b>Control(s)</b>
<i>(d) a network of passive and active recreational areas,</i>	<p>1. This development is to utilise the existing facilities at Warragamba and is to provide a local park of approximately 5000m<sup>2</sup> generally in the location identified in Figure 1. It should be noted that a park of this size will occupy approximately half of the area identified.</p> <p>2. Council may consider an alternate location for the park running east-west across the central portion of the site provided that it can be demonstrated that any stormwater flows through this park would achieve a neutral or beneficial effect on water quality before leaving the site.</p> <p>3. An off-carriageway pedestrian shared pathway is to be provided for the perimeter of the urban release area and is to be connected to the existing footpath in Warradale road along both Marsh Road and Production Avenue.</p>
<i>(e) stormwater and water quality management controls,</i>	Are to be provided in accordance with Section 2.3 of Volume 3 of this plan.
<i>(f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,</i>	<p><u>Bushfire</u> Development is to comply with the most recent version of the NSW Rural Fire Service's Planning for Bushfire Protection. Perimeter roads are to be provided in the locations identified in Figure 1.</p> <p><u>Flooding</u> Development is to comply with Part 8 of Volume 1 of this plan.</p> <p><u>Contamination</u> Development is to comply with State Environmental Planning Policy No. 55 – Remediation of Land.</p>
<i>(g) detailed urban design controls for significant development sites,</i>	The precinct contains no significant development sites.
<i>(h) measures to encourage higher density living around transport, open space and service nodes,</i>	The site contains no areas which are particularly desirable for higher density living.
<i>(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,</i>	Neighbourhood shops shall only be located at intersections of Marsh Road with new roads servicing the precinct.
<i>(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.</i>	The precinct will rely on existing facilities at Warragamba.



Requirement of LEP	Control(s)
<i>(a) measures to protect the water quality in, and the ecological integrity of, any special area in the vicinity of that land,</i>	The development shall be provided with an integrated stormwater reticulation and treatment system to achieve a neutral or beneficial effect on the quality of stormwater leaving the site.
<i>(b) security measures of any special area in the vicinity of that land,</i>	The boundary of the urban release area with Lot B DP 417126 shall be provided with security fencing to the satisfaction of Water NSW. This fencing shall be provided outside the perimeter road indicated on the plan in figure 1 of this volume. The maintenance and retention of this fencing shall be subject to an appropriate maintenance agreement between Water NSW and the developer of the site which shall be completed prior to the issue of any development consent for the subdivision site.
<i>(c) measures to ameliorate any adverse effect on the operation of the Sydney Catchment Authority helipad that is adjacent to that land.</i>	Prior to determining a development application for development to which Clause 6.3 of Wollondilly Local Environmental Plan 2011 applies, the consent authority shall be satisfied that: <ul style="list-style-type: none"> <li>a) Any dwelling to be constructed on a lot created by subdivision of the land shall be acoustically treated to ameliorate any adverse noise impacts from the nearby Water NSW helipad; and</li> <li>b) Any structure erected on a lot created by subdivision of the land shall be of a height that does not result in any adverse effect on the operation of the nearby Water NSW helipad.</li> </ul>

**Figure 1: Conceptual Layout**





**2.3 Picton, Tahmoor, Thirlmere New Urban Lands (PTT) and Star Street Former Road Reserve**

<b>Requirement of LEP</b>	<b>Control(s)</b>
(a) a staging plan for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing,	1. The development of the land shall be staged to ensure that access roads are provided in accordance with the controls contained in Part 3 of Volume 3 of this plan. 2. The development of each precinct and Lot 1 DP 1182837 may be undertaken in any number of stages.
(b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,	1. The road hierarchy shall be provided in accordance with the controls contained in Part 3 of Volume 3 of this plan.
(c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,	1. The objective of this provision is otherwise achieved by satisfying Parts 9 and 10 of Volume 1 and Section 2.8 of Volume 3 of this plan.
(d) a network of passive and active recreational areas,	The development of these sites shall utilise the existing facilities at Tahmoor, Thirlmere and Picton.
(e) stormwater and water quality management controls,	These measures shall be provided in accordance with Section 2.3 of Volume 3 of this plan.
(f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,	<u>Bushfire</u> Development is to comply with the most recent version of the NSW Rural Fire Service's Planning for Bushfire Protection.  <u>Flooding</u> Development is to comply with Part 8 of Volume 1 of this plan.  <u>Contamination</u> Development is to comply with State Environmental Planning Policy No. 55 – Remediation of Land.
(g) detailed urban design controls for significant development sites,	These lands contain no significant development sites.
(h) measures to encourage higher density living around transport, open space and service nodes,	The site contains no areas which are particularly desirable for higher density living.
(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,	Neighbourhood shops should only be situated in locations that maximise the distance between the neighbourhood shop and existing commercial centres.
(j) suitably located public facilities and	The precincts will rely on existing facilities

services, including provision for appropriate traffic management facilities and parking.

at Tahmoor, Thirlmere and Picton.

#### 2.4 Land Between Picton Tahmoor and Thirlmere (commonly known as PTTAG)

Requirement of LEP	Control(s)
(a) a staging plan for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing,	1. The development may be undertaken in any number of stages. 2. There is no particular requirement for any part of the precinct to be developed before or after any other.
(b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,	1. The road hierarchy shall be provided in accordance with the provisions contained in Part 2 of Volume 3 of this plan.
(c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,	The objective of this provision is otherwise achieved by satisfying Parts 7, 8, 9, 10 and 11 of Volume 1 and Part 2 of Volume 3 of this plan.
(d) a network of passive and active recreational areas,	Lots created by the future subdivision of the site would utilise the existing facilities at Tahmoor, Thirlmere and Picton.
(e) stormwater and water quality management controls,	These measures are to be provided in accordance with Sections 2.3 and 3.8 of Volume 3 of this plan.
(f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,	<u>Bushfire</u> Development is to comply with the most recent version of the NSW Rural Fire Service's Planning for Bushfire Protection.  <u>Flooding</u> Development is to comply with Part 8 of Volume 1 of this plan.  <u>Contamination</u> Development is to comply with State Environmental Planning Policy No. 55 – Remediation of Land.
(g) detailed urban design controls for significant development sites,	The land contains no significant development sites.
(h) measures to encourage higher density living around transport, open space and service nodes,	The site contains no areas which are particularly desirable for higher density living.
(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,	Neighbourhood shops are not to be provided with the precinct.
(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.	The precinct will rely on existing facilities at Tahmoor, Thirlmere and Picton.

**2.5 Clearview (664, 740 and 760 Thirlmere Way and 25 Star Street, Picton)**

**Indicative Concept Plan**



Urbis November 2013

Requirement of LEP	Control(s)
<p>(a) a staging plan for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing,</p>	<p>1. Ensure that the development is generally in accordance with the Indicative Concept Plan prepared by Urbis dated November 2013. Proposed roadworks include</p> <ul style="list-style-type: none"> <li>i) construction of Antill Street West</li> <li>ii) a roundabout at the intersection of Rumker Street and Thirlmere Way</li> <li>iii) the lowering of Thirlmere Way at the railway underpass.</li> </ul> <p>2. The development may be undertaken in any number of stages.</p>
<p>(b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and</p>	<p>1. The major circulation routes and connections are indicated in the Indicative Concept Plan.</p> <p>2. Primary road access is to be provided from Star Street.</p>



<p><i>cyclists,</i></p>	<p>3. Pedestrian and cyclist routes will be provided in accordance with Wollondilly DCP (2011 or 2015) and include the provision of a pedestrian path along Thirlmere Way underneath the railway bridge.</p>
<p><i>(c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,</i></p>	<p>1. Riparian areas shall be vegetated in accordance with the environmental protection provisions in Volume 1 of Wollondilly DCP (2011 or 2015) and the NSW Office of Water <i>Riparian Corridor Guidelines for Waterfront land (2012)</i></p> <p>2. Cumberland Plain Woodland will be protected through a Vegetation Management Plan. Further details are included under Controls for Specific Locations in the subdivision chapter of Wollondilly DCP (2011 or 2015).</p> <p>3. Protection of visually prominent areas with larger lots and location of building envelopes as detailed in Controls for Specific Locations in the subdivision chapter of Wollondilly DCP 2016.</p>
<p><i>(d) a network of passive and active recreational areas,</i></p>	<p>The location and area of any required recreational areas will be determined through more detailed planning as part of any future subdivision application.</p>
<p><i>(e) stormwater and water quality management controls,</i></p>	<p>The <i>Flood Study and Water Cycle Strategy Overview</i> (Hyder 2014) provided a basis for further detailed planning in accordance with the provisions for stormwater and water quality management in the Wollondilly DCP (2011 or 2015).</p>
<p><i>(f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,</i></p>	<p><u>Bushfire</u> Development is to comply with <i>Planning for Bushfire Protection (NSW RFS 2006)</i>.</p> <p><u>Flooding</u> Development is to comply with provisions for flood prone land in Volume 1 of Wollondilly DCP (2011 or 2015).</p> <p><u>Contamination</u> Development is to comply with <i>State Environmental Planning Policy No. 55 – Remediation of Land</i> and the “Land Contamination” provisions in the Site Specific Controls section in the subdivision chapter of Wollondilly DCP (2011 or 2015).</p>
<p><i>(g) detailed urban design controls for significant development sites,</i></p>	<p>The precinct contains no significant development sites.</p>
<p><i>(h) measures to encourage higher density living around transport, open space and service nodes,</i></p>	<p>The location of the land is not considered suitable for higher density living.</p>
<p><i>(i) measures to accommodate and control</i></p>	<p>The site does not contain commercial land.</p>

<p><i>appropriate neighbourhood commercial and retail uses,</i></p>	<p>Neighbourhood shops are permitted in the R2 Low Density Residential zone and would be subject to assessment under the relevant provisions in Wollondilly DCP (2011 or 2015) and Wollondilly LEP 2011.</p>
<p><i>(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.</i></p>	<p>1. This development is to utilise the existing facilities in Picton. 2. Parking will be accommodated on each individual residential allotment.</p>
<p><i>(a) measures to protect the water quality in, and the ecological integrity of, any special area in the vicinity of that land,</i></p>	<p>1. The development shall be provided with an integrated stormwater reticulation and treatment system to achieve a neutral or beneficial impact on the quality of stormwater leaving the site. 2. The site will be connected to the Sydney Water wastewater network.</p>