

Schedule 3

Marsden Park Industrial Precinct

Amended 30 November 2011

2 Subdivision Planning and Design

2.1 The Marsden Park Industrial Precinct - Precinct Planning vision

The vision for the Marsden Park Industrial Precinct is to create an attractive employment precinct that provides for a diverse range of job opportunities to support the growing residential areas in Sydney's North West. The precinct will be characterised by a mix of employment generating uses such as general and light industrial, business parks, and commercial uses. It will also consist of some smaller medium and low density residential areas near the future Marsden Park Town Centre to the north.

Industrial land will form the majority of the precinct. It is intended to support a range of light and general industrial uses from large floor-plate warehousing and storage facilities which capitalise on the precinct's location near Richmond Road, to smaller factory unit style developments for more intensive trade based activities. Industrial uses are to operate to best practice industry standards and not impose any adverse impacts on the nearby residential lands. Buildings are to be appropriately designed to address the street and other public domain areas, and all street frontages will contain quality landscaping that establishes a high standard of character and design.

Business development lands will be focussed along Richmond Road and become an attractive place for a diverse range of businesses to provide services and sell goods to the local and broader community. Highly active businesses such as fast food restaurants, service stations and the like will take advantage of the passing traffic. A mix of bulky good retailers, vehicle showrooms and mixed use developments will line Richmond Road to form an attractive streetscape.

Business parks will be situated in the north of the precinct along the boundary with the Marsden Park Town Centre. The precinct will accommodate 6-7storey buildings set in a campus environment. This area is envisaged to be vibrant and pedestrian friendly, focused along a main street with key active frontages along South Street. The business parks are to complement Marsden Park Town Centre by providing a commercial focus of high value employment within short walking distance of the retail activity provided in the Town Centre.

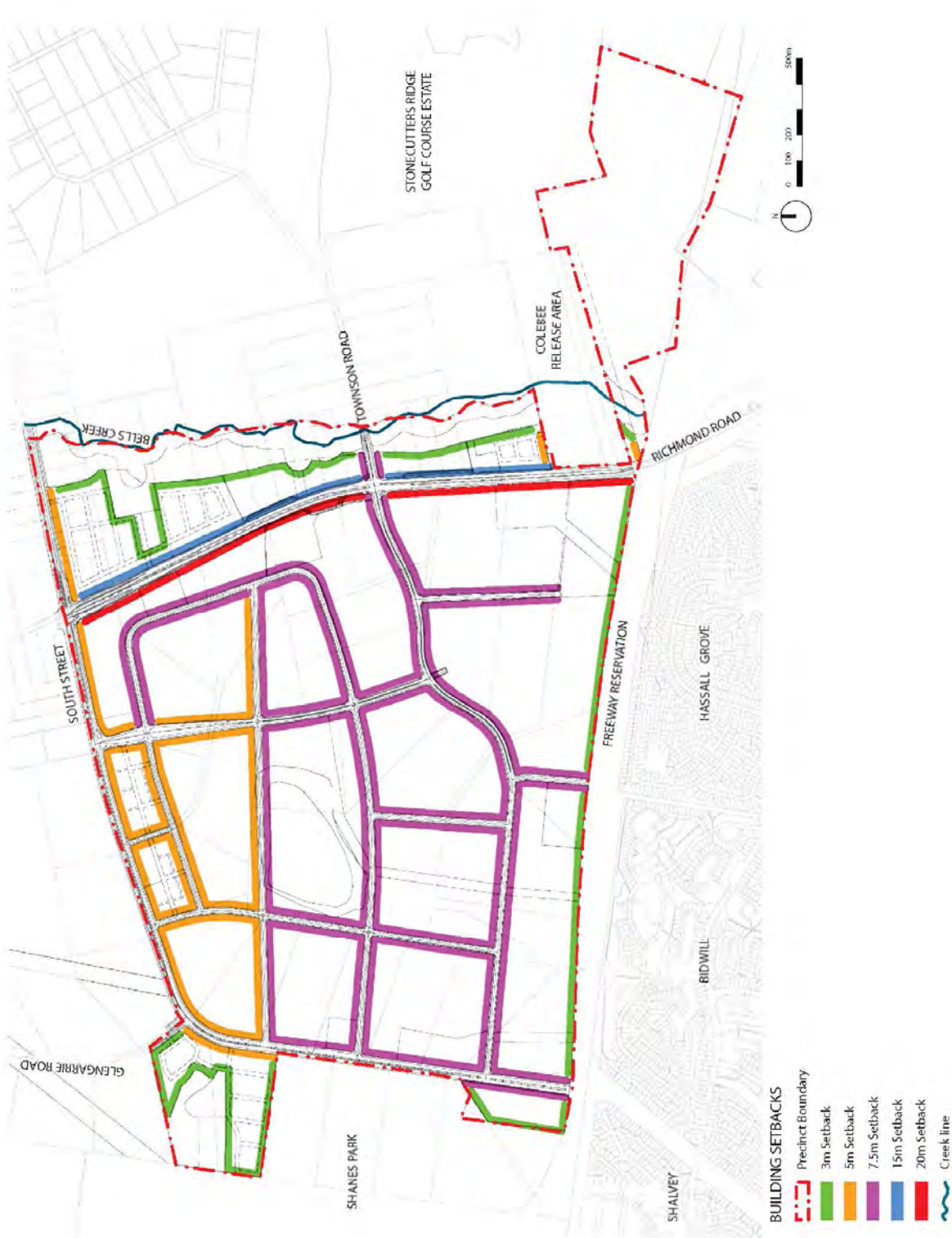
Two small areas of lower density residential land will be located on the eastern side of Richmond Road north of the Colebee Release Area and in the north western corner of the Precinct. The areas will provide a detached and semi detached dwelling types to meet the housing needs of the community.

The medium density residential lands will be located to the south of South Street in the middle of the Precinct and on the eastern side of Richmond Road. The areas will provide medium density housing near the key services located within the future Marsden Park Town Centre.

5 Employment Lands Subdivision & Development Controls

Note: This part provides figures and additional controls for the Marsden Park Industrial Precinct that support the subdivision and development controls for Employment Lands in **Part 6** in the main body of the DCP.

Figure 5.1: Building Setbacks



5.1 Additional Controls

5.1.1 Street Types

Objective

- To ensure sufficient carriageway and verge widths are provided to allow streets to perform their designated functions within the employment areas of the precinct.

Control

1. Street types are to be provided generally in accordance with **Figures 5-2 to 5-5**.

5.1.2 Connecting the E2 zone to a developable area

Objective

- To ensure areas zoned E2 Environmental Conservation are not subdivided into a lot with E2 zoning only and left unmaintained.

Control

1. Land with development potential must be attached to the E2 zone.
2. Refer to Figure 4.2 for guidance.

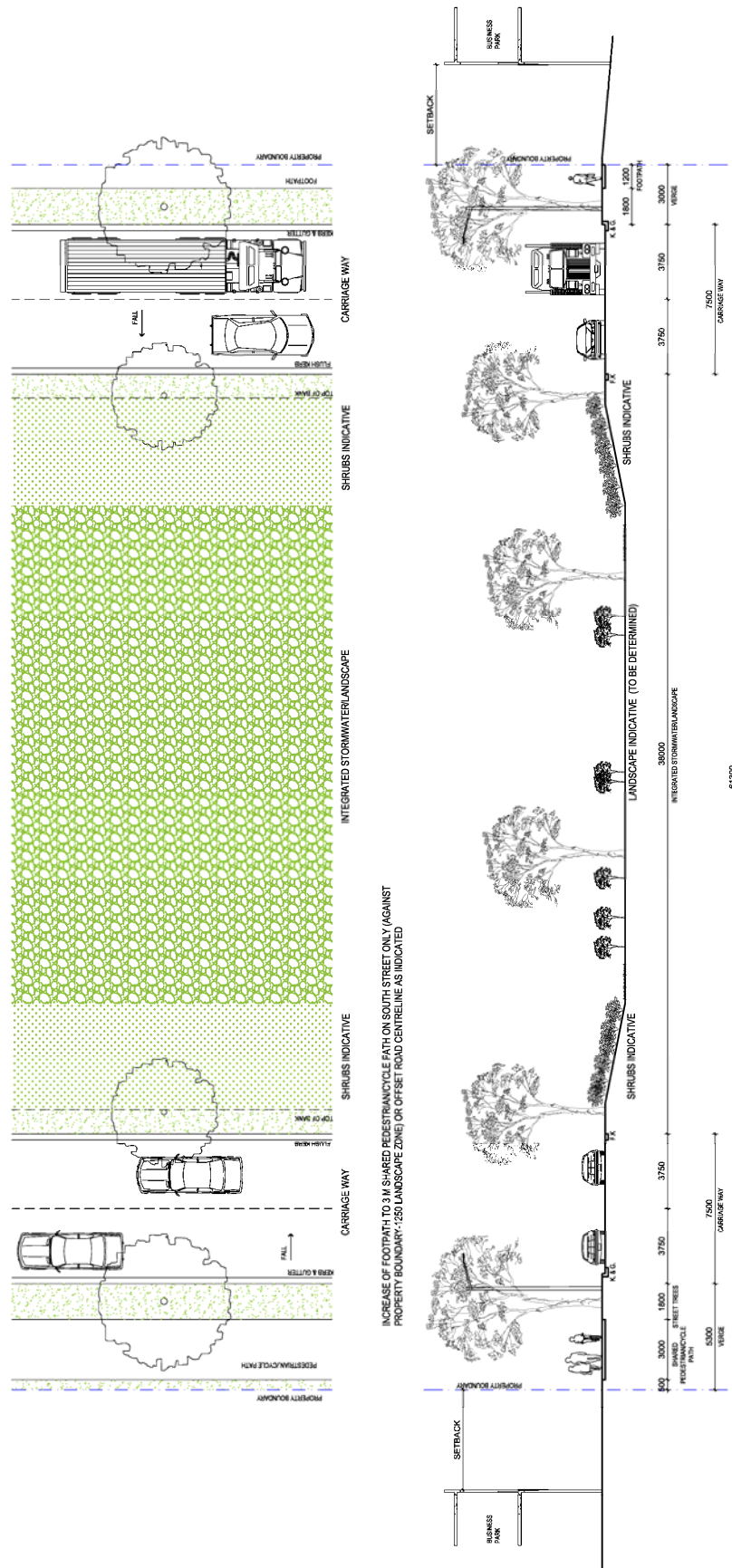


Figure 5.2: Typical sub-arterial road with drainage channel

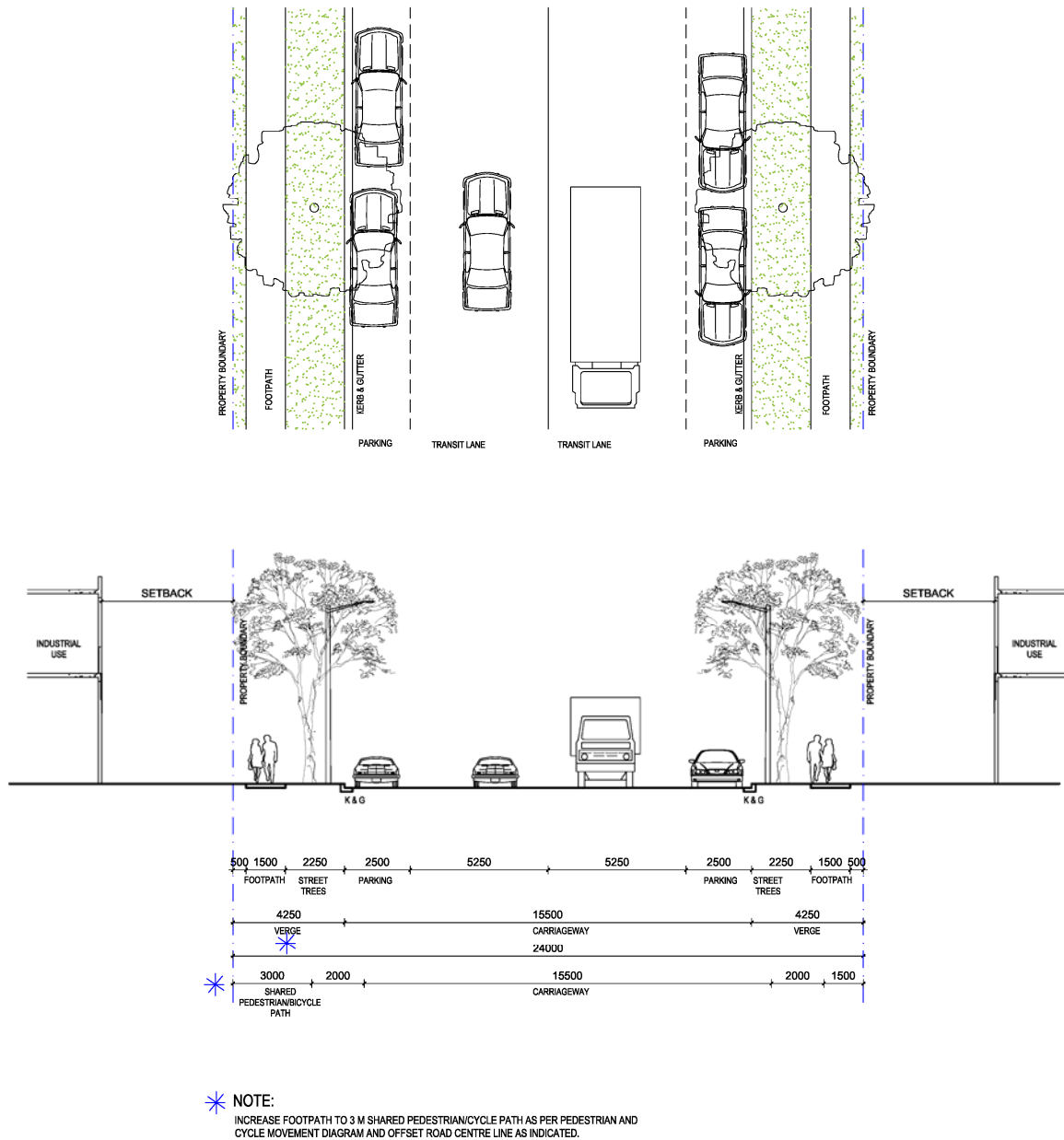


Figure 5.3: Typical industrial collector road cross section

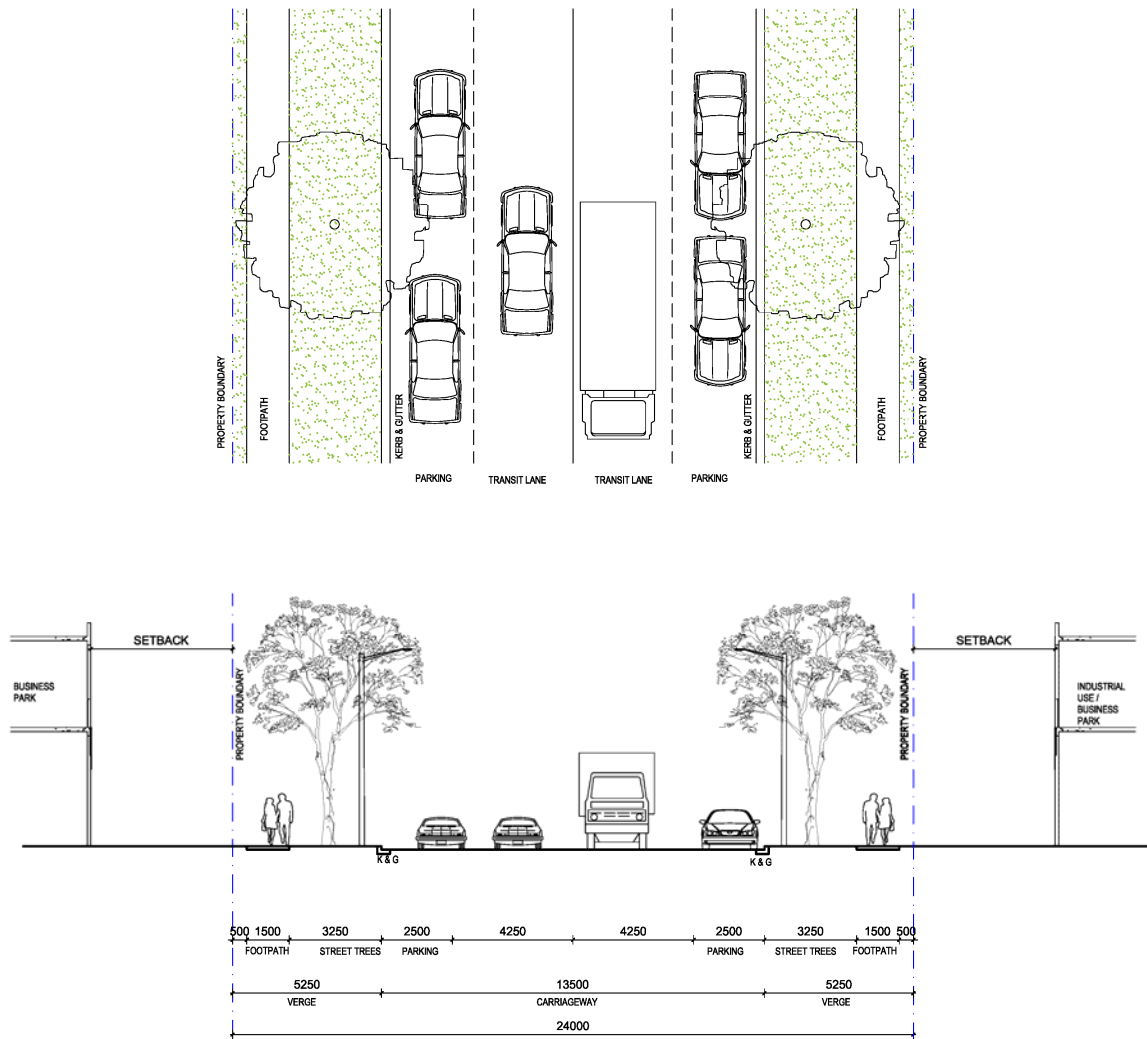


Figure 5.4: Typical local industrial street cross section

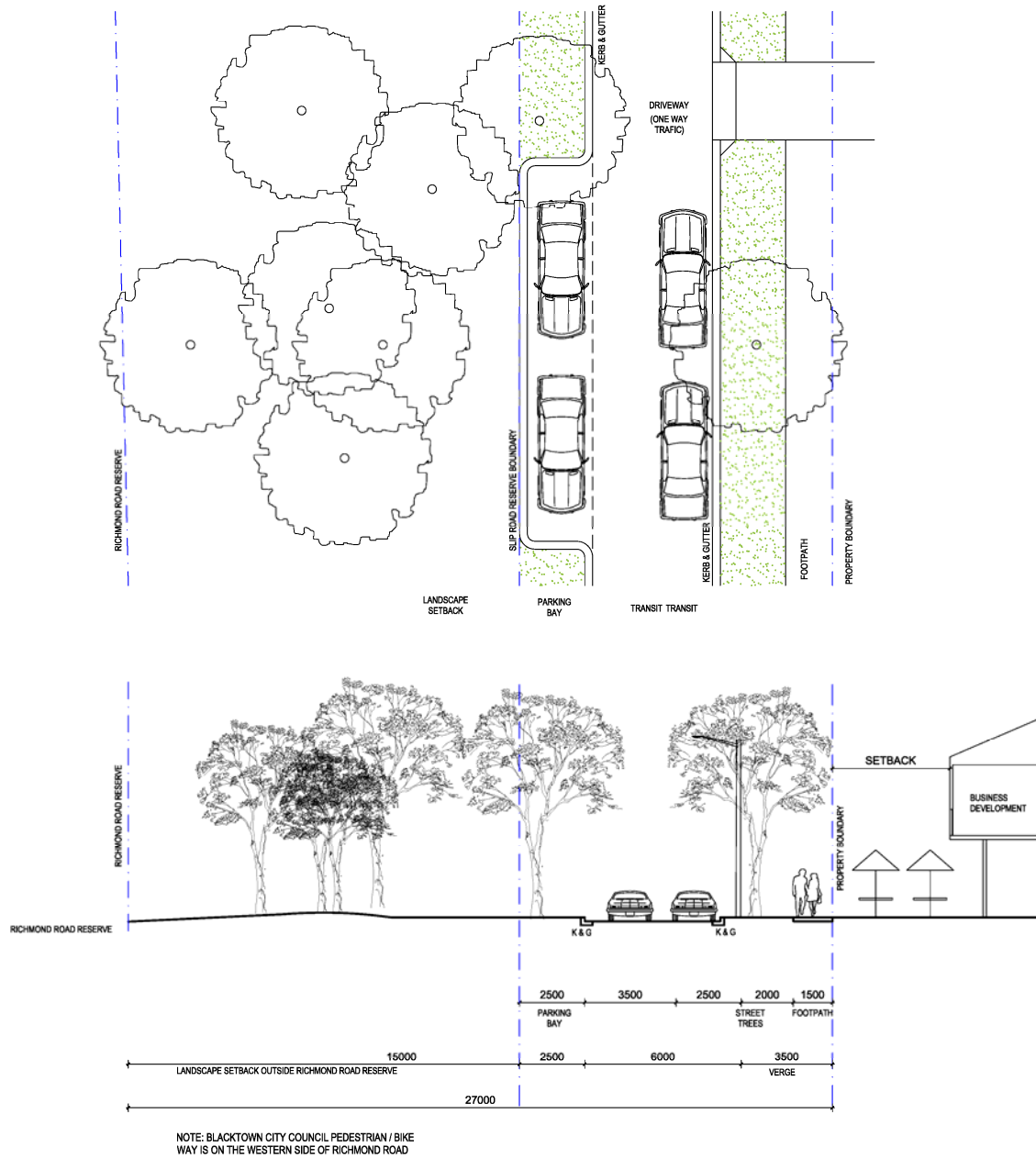


Figure 5.5: Typical slip/service road cross section

5.1.3 Development Adjoining Richmond Road and South Street

Objectives

- To enhance the quality of the Richmond Road streetscape.
- To provide for a predominantly landscaped buffer along Richmond Road.
- To ensure that the frontage of development sites are not dominated by parking areas.
- To allow for co-ordinated and appropriate signage along Richmond Road.
- To ensure certain land uses do not have a direct frontage to Richmond Road or South Street.

Control

1. In addition other provisions that may apply to development contained in this DCP, the following provisions apply to all development with a frontage to Richmond Road as set out in **Table 5-1** below.

Table 5-1: Specific provisions for development along Richmond Road

Location	Provisions
Development to the east of Richmond Road	<p>Development adjoining Richmond Road should:</p> <ul style="list-style-type: none">▪ Demonstrate consideration of the design principles in Clause (4) of Section 5.2.1▪ Have a consistent front building alignment with adjoining development.▪ Provide visual interest through active frontages and articulated building facades with recessing or projecting architectural elements.▪ Address both the slip road and Richmond Road.▪ Include high quality landscaping.▪ Locate car parking areas generally to the side and rear of buildings.▪ Emphasise entry points and corner elements.▪ Provide pedestrian amenity and shelter at the entrances to buildings.▪ Provide a co-ordinated signage theme, which minimises the number, size and extent of signage.
Development to the west of Richmond Road	<p>Development adjoining Richmond Road should:</p> <p>Provide a high quality co-ordinated landscaping theme in the 20m setback between the development and Richmond Road.</p> <ul style="list-style-type: none">▪ Be designed so that the rear of the building provides visual interest through articulated building facades when viewed from Richmond Road.▪ Avoid long expanses of blank walls. <p>Provide a co-ordinated signage theme, which minimises the</p>

	number, size and extent of signage. <ul style="list-style-type: none"> ▪ Address both the slip road and Richmond Road.
Development along Richmond Road and South Street	<ul style="list-style-type: none"> ▪ Development for the purposes of Child Care Centres, Public Places of Worship and Meeting Halls and Educational Establishment must not have direct access and/or frontage to Richmond Road and/or South Street.

5.1.4 Development Surrounding the Existing Caravan Park

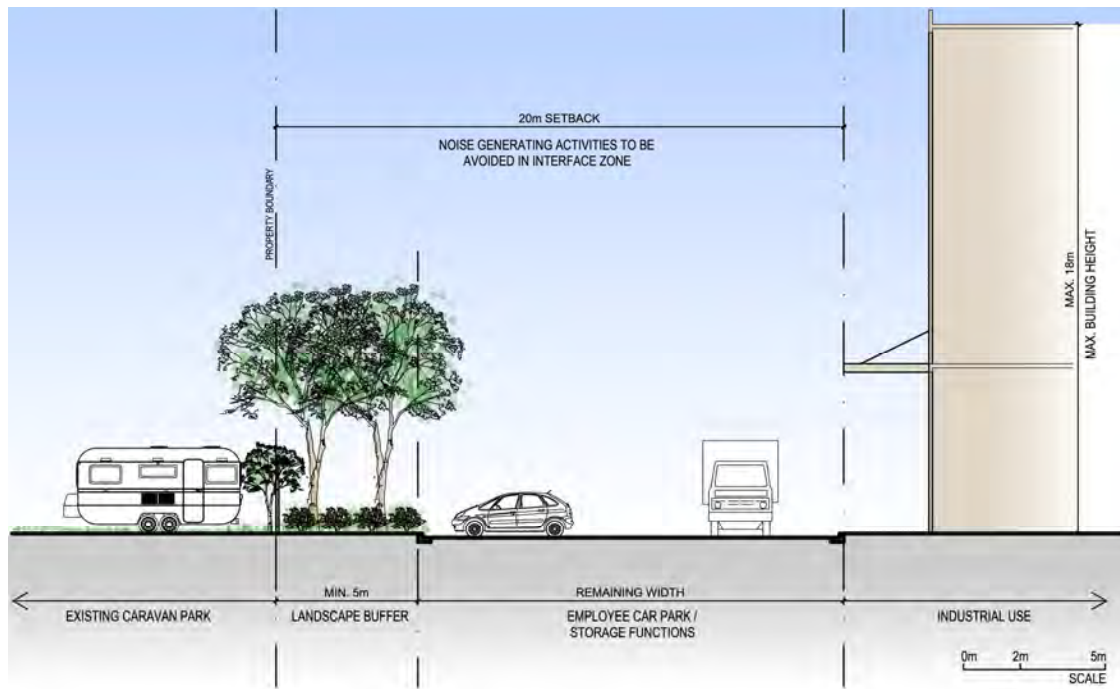
Objectives

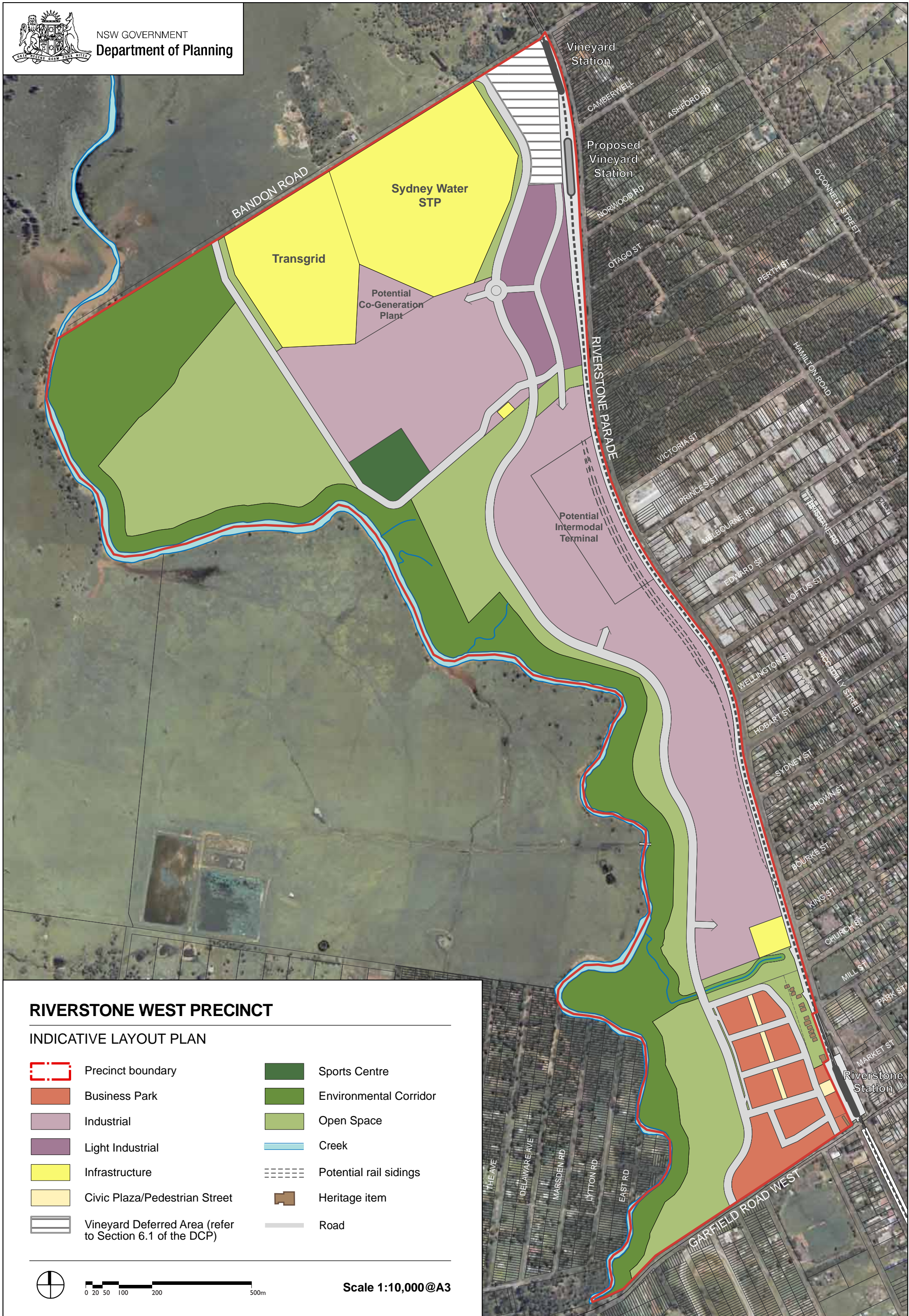
- To minimise impacts from industrial development on the existing Caravan Park.
- To provide for a landscaped buffer between industrial development and the existing Caravan Park.
- To ensure the boundary between industrial development and the Caravan Park is not dominated by over-shadowing or noise generating activities.

Control

1. In addition other provisions that may apply to development contained in this DCP, the following provisions apply to all development adjacent to the existing Caravan Park.
2. A minimum 20 metre buffer zone is to be provided between the Caravan Park boundary and any industrial development.
3. The buffer zone is to include high quality landscaping.
4. Employee car parking, storage and other non-intrusive uses are permitted within the buffer zone. Noise generating activities are not permitted within the buffer zone.
5. If the Caravan Park ceases to continuing operating as a business, Clause 5.1.4 will no longer apply.

Figure 5.6: Typical buffer zone cross section





RIVERSTONE WEST PRECINCT

INDICATIVE LAYOUT PLAN

- | | | | |
|--|--|--|------------------------|
| | Precinct boundary | | Sports Centre |
| | Business Park | | Environmental Corridor |
| | Industrial | | Open Space |
| | Light Industrial | | Creek |
| | Infrastructure | | Potential rail sidings |
| | Civic Plaza/Pedestrian Street | | Heritage item |
| | Vineyard Deferred Area (refer to Section 6.1 of the DCP) | | Road |



0 20 50 100 200 500m

Scale 1:10,000@A3

5.2 Built Form

5.2.1 Setbacks

OBJECTIVES

The setbacks objectives are to:

- 1) define building envelopes within each allotment by specifying minimum setbacks
- 2) achieve attractive streetscapes
- 3) ensure buildings present an acceptable scale and bulk when viewed from the street and public domain areas.

CONTROLS

- 1) In commercial areas, no building or hardstand area (concrete or bitumen pavement) other than a public utility undertaking shall be erected within any setback.
- 2) All setback areas should be landscaped and maintained in accordance with the landscape provisions in **Section 5.4**.
- 3) Pedestrian access should be provided to all landscaped setback areas for maintenance and security purposes, but is not to be included in the designated landscape setback area.
- 4) Storage, apart from water storage integrated with the landscape design, is not permitted within the landscaped setback areas.
- 5) The landscape setback areas should be designed to create attractive views from the street and public domain areas and reduce the bulk and scale of development.
- 6) Council may increase the minimum setback where the proposed development is of a bulk and scale out of character with existing development within the zone, or where the proposed landscape techniques are not sufficient to ameliorate the visual impact of the proposed development.
- 7) All development is to be consistent with the front setback controls and principles in **Table 15** and **Figures 34, 35** and **36**.

Table 15: Front setbacks

Sub-precinct	Building Facade Line
Riverstone West Business Park	Zero setback from centre main streets, slip roads, and local roads. 4m setback from the pedestrian street 5m setback from Spine Road south of the main street
Riverstone West Industrial and Intermodal Precinct	10m from Spine Road 5m from local roads
Vineyard Business Area	Zero setback from town centre main streets 7m from local roads; or 2m setback from local roads if the office, showroom or display room component (or any other use that provides for street address) of the building addresses the street. Refer to Figure 34 .

- 8) Front setback areas to public roads are to be landscaped and maintained as open areas only, so as to enhance the streetscape appearance of all industrial areas.

- 9) Front setbacks for buildings in the vicinity of heritage items must be in accordance with **Figures 35 and 36.**

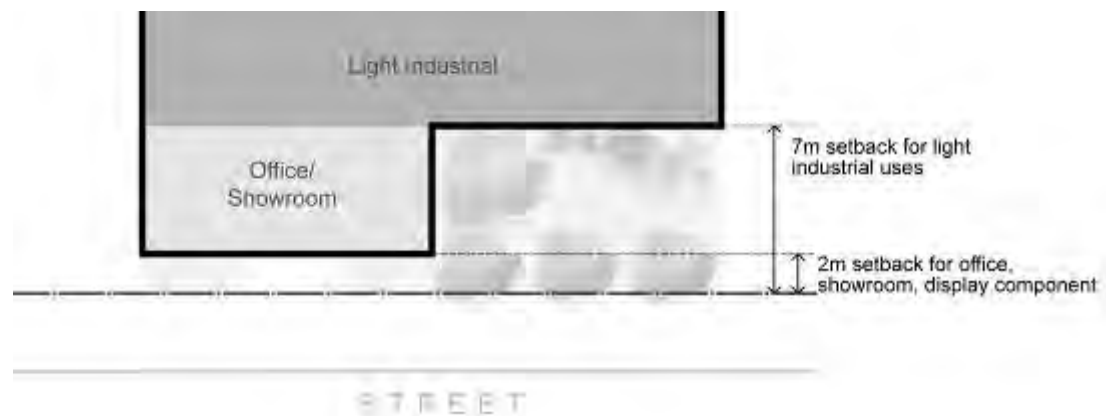


Figure 34: Front setbacks in Vineyard Business Area



Figure 35: Front setbacks in the vicinity of heritage items



Figure 36: Front setbacks in the vicinity of heritage items

- 10) All development is to be consistent with the side and rear setback controls in **Table 16**.

Table 16: Side and rear setbacks

Sub-precinct			Side setback	Rear Setback
Riverstone Park	West	Business	6m	6m
Riverstone and Intermodal Precinct	West	Industrial	3m	3m
Vineyard Business Area			6m	6m

- 11) A minimum two metres width of paved area will be permitted within side and rear setbacks for the purposes of providing for pedestrian links through properties.

5.2.2 Building Layout and Orientation

OBJECTIVES

The building layout and orientation objectives are to:

- 1) provide a variety of building orientation
- 2) ensure buildings maximise aspect and take advantages of views within and beyond the Precinct
- 3) optimise building orientation and siting to natural elements such as topography, wind and sunlight
- 4) create defined streetscapes
- 5) activate streets with building frontages.

CONTROLS

Riverstone West Business Park

- 1) At least 40 per cent of the block frontage must be addressed by continuous building frontage. Refer to **Figure 37**.
- 2) West facing elevations must provide for effective sunshading.

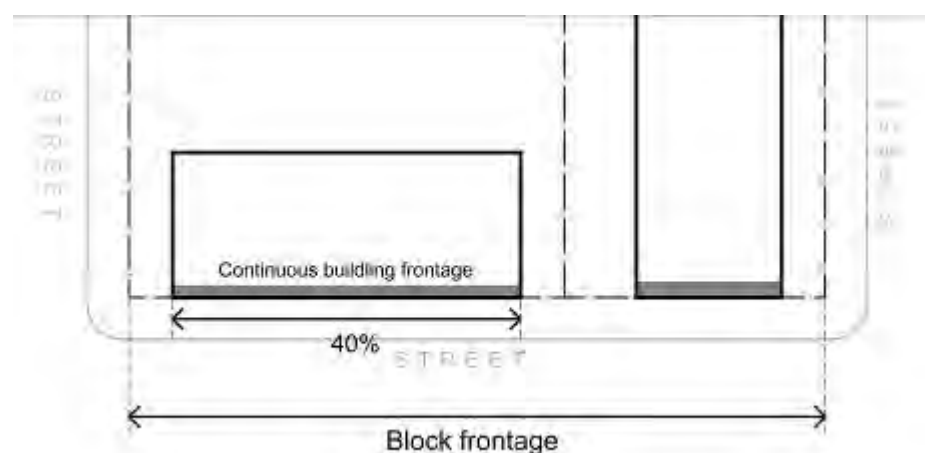


Figure 37: Buildings addressing the street in Riverstone West Business Park

Vineyard Business Area

- 3) The layout and orientation of buildings should minimise lengthy or deep areas of car parking along the street front, as well as lengthy loading areas facing residential areas over the railway line. Refer to **Figure 38**.
- 4) The orientation of buildings should consider odour impacts from the Sydney Water STP in the manner described under **Section 4.10** of this DCP.

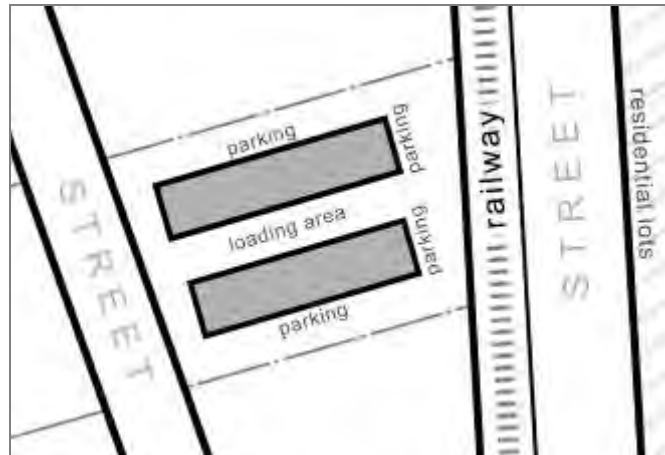
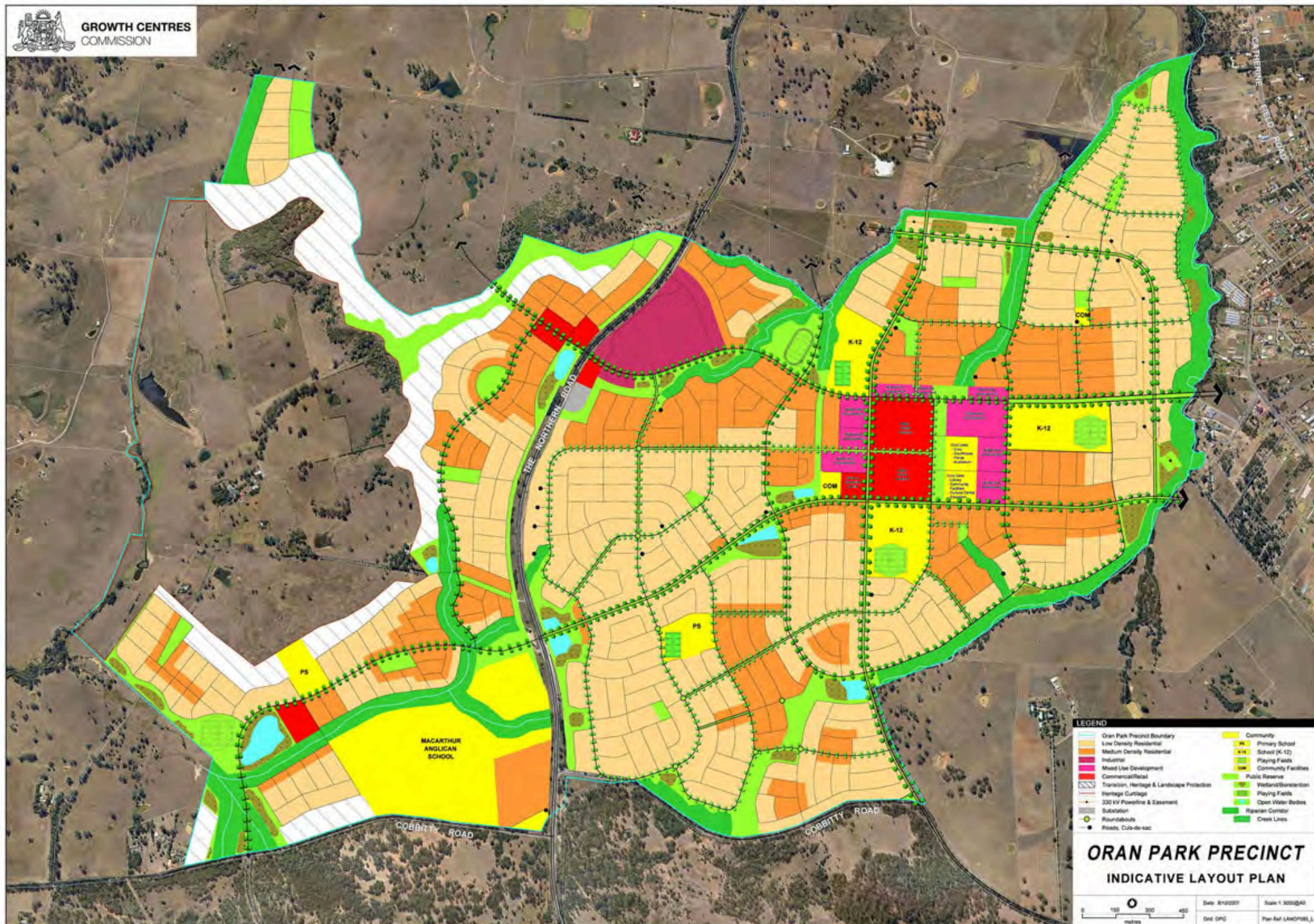


Figure 38: Typical building layout in Vineyard Business Area



- LEGEND**
- Oran Park Precinct Boundary
 - Low Density Residential
 - Medium Density Residential
 - Industrial
 - Mixed Use Development
 - Commercial/Retail
 - Transition, Heritage & Landscape Protection
 - Heritage Curtilage
 - 330 KV Powerline & Easement
 - Substation
 - Roundabouts
 - Roads, Cul-de-sac
 - Community
 - Primary School (K-12)
 - Playing Fields
 - Community Facilities
 - Public Reserve
 - Wetland/Overwater
 - Open Water Bodies
 - Riparian Corridor
 - Creek Lines

ORAN PARK PRECINCT INDICATIVE LAYOUT PLAN

5.0 Special Area Design Principles

This section outlines the objectives and design principles relating to areas that require further detailed planning including the Oran Park Town Centre, the Neighbourhood Centres, the Oran Park Employment Area, Denbigh Transition Area, The Northern Road and Cobbitty Road Interface Area, and Riparian Protection Areas.

This DCP requires the preparation of more detailed planning and design controls in the form of a Part B amendment to this DCP, prior to the approval of development within certain areas within the precinct. A Part B DCP amendment may be prepared by an applicant, in consultation with the Council and the Department of Planning and Infrastructure and will be incorporated into this DCP as an amendment, subject to adoption by the Director-General. Where an inconsistency exists, provisions within a Part B DCP prevail over Part A.

Development only for the purposes of remediation, environmental landscape works and other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the Part B amendment, is permitted to be undertaken within these areas, with consent, prior to the adoption of a Part B DCP amendment. A DA for other development may be submitted subsequent to the lodgement of a Part B DCP amendment and assessed concurrently by Council.

The Part B DCPs will focus on the design of the built form, in particular, issues such as building siting, architectural design and articulation, active frontages, materials and finishes, and internal amenity (for residential uses) etc. They will also address the detailed design of the public domain, particularly within the town and neighbourhood centres. **Appendix B** of this DCP shows the areas the subject of a Part B DCP and sets out the relevant matters that need to be addressed within a Part B DCP amendment.

5.3 Oran Park Employment Area

Objectives

- (1) To maximise opportunities for local employment within the Oran Park Precinct.
- (2) To ensure that the detailed design of the Oran Park Employment Area is undertaken in a co-ordinated manner in order to achieve a high quality urban design outcome.

Controls

- (1) The Oran Park Employment Area is to be approximately 15ha in area and be located in accordance with the figure at **Appendix B**. Council shall not grant consent for any development within the Oran Park Employment Area (as defined by the IN1 General Industrial zone boundary in the SEPP), unless the development is for the purposes of remediation, environmental landscape works or other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the Part B amendment. Council may grant consent if it is satisfied that appropriate development controls are in force in the form of a Part B DCP.

- (2) The Oran Park Employment Area is to be consistent with the following principles:

Function and uses:

- Provide a diverse range of employment generating development. Uses that provide higher employment levels are preferred over low intensity uses.
- Front the East-West Road with active uses to activate the streetscape.
- Provide local convenience retail and business premises that serve the needs of the local workforce.
- Provide a range of block sizes to accommodate uses consistent with the objective of maximising employment generating opportunities.

Built form and design:

- A maximum building height of 15m is permitted for development fronting the East-West Road. A maximum of 12m is permitted in other locations.
- Provide setbacks appropriate to the proposed use of the land and characteristics of the location. Setback areas should allow for adequate landscaping to reduce the bulk and scale of buildings and enhance streetscape amenity.
- Buildings are to be designed to incorporate articulation, as well as variety in colours, materials and finishes in order to provide a high level of visual amenity when viewed from the public domain and roadways. Particular design attention is to be included within the Part B DCP to address buildings and fencing visible from The Northern Road and the East-West Road.

Residential interface:

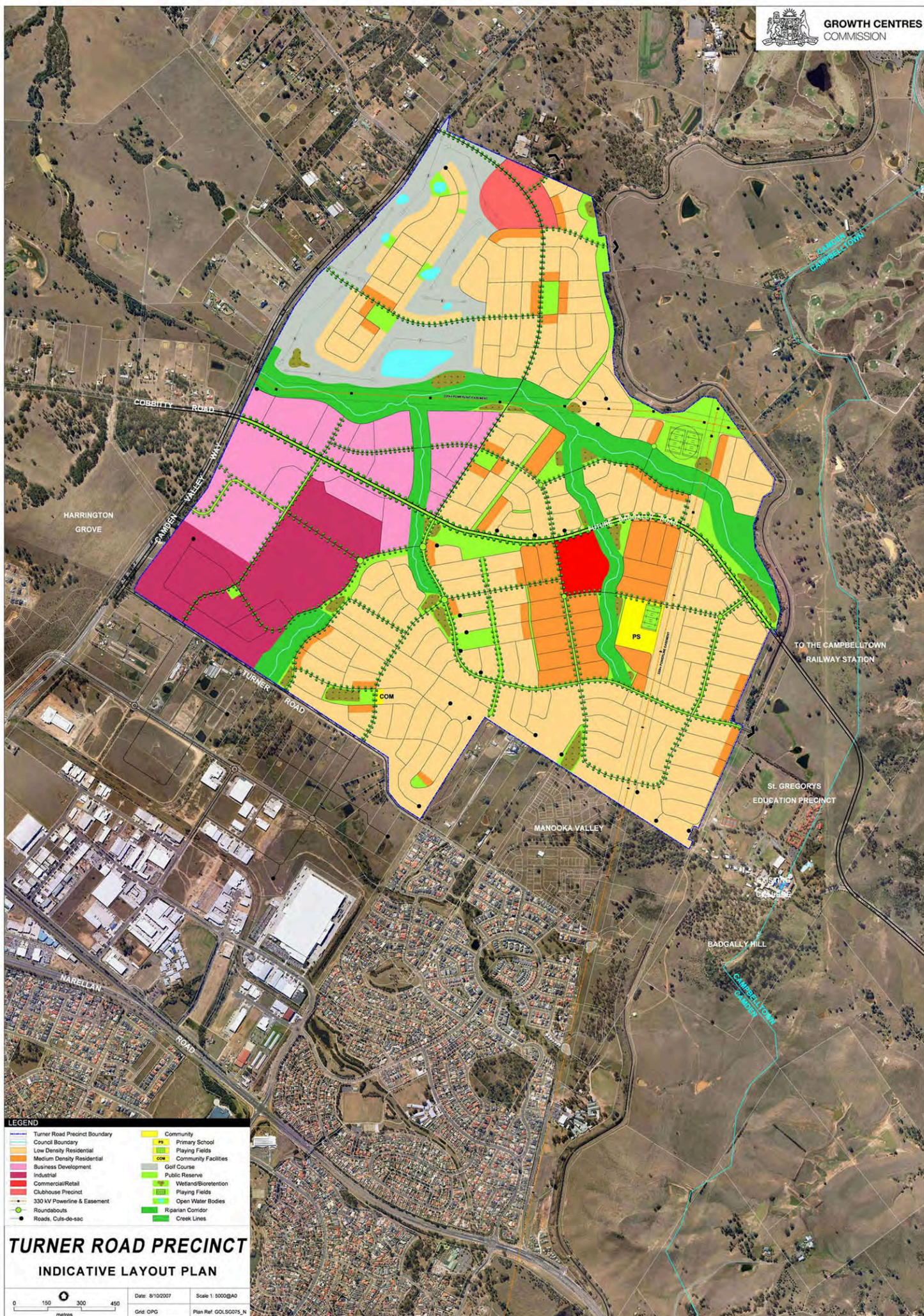
- All development is to be designed and operated to minimise impacts on adjacent residential areas in terms of noise, traffic and circulation, emissions, and bulk and scale.
- Site servicing and loading facilities, waste storage and other infrastructure are to be designed to minimise visual impact on the public domain and impacts on neighbours.

Pedestrian amenity and public domain:

- Walking and cycling leading is to be catered for, in particular along the East-West Road.
- Incorporate the principles of Crime Prevention Through Environmental Design (CPTED) and *Safer by Design* (NSW Police) into all development within the employment area.
- Provide small areas of high quality public domain or 'break out spaces' for the amenity of workers.
- Provide street tree and open space planting that establishes generous shade for pedestrians.
- Design all signage and advertising in a co-ordinated manner.

Parking and access:

- Off-street parking is to be provided in accordance with *Part D, Chapter 1 of Camden DCP 2006*. At grade parking areas are to be located so as to minimise visual impacts. Large parking areas are to be located generally behind front building lines.
- Direct vehicular access from The Northern Road is not permitted. A single, common slip lane may be permitted so that buildings can face onto the Northern Road.
- Roadways within and accessing the employment area are to be designed to accommodate heavy vehicles.



- LEGEND**
- | | |
|-------------------------------|----------------------|
| Turner Road Precinct Boundary | Community |
| Council Boundary | PS Primary School |
| Low Density Residential | Playing Fields |
| Medium Density Residential | Community Facilities |
| Business Development | Golf Course |
| Industrial | Public Reserve |
| Commercial/Retail | Wetland/Bioretenion |
| Clubhouse Precinct | Playing Fields |
| 330 kV Powerline & Easement | Open Water Bodies |
| Roundabouts | Riparian Corridor |
| Roads, Cuts-de-sac | Creek Lines |

TURNER ROAD PRECINCT INDICATIVE LAYOUT PLAN

0 150 300 450 metres
Date: 8/10/2007 Scale 1: 5000@A4
Gis: DPG Plan Ref: GQLS0075_N

Part B:

Site Specific DCPs

Part B of the DCP is proposed to incorporate the site specific DCP amendments. As each DCP amendment is adopted **Table 1** below is to be updated. **Appendix B** sets out the matters to be addressed within the Part B DCP for each special area.

Table 1: Adoption Dates of Part B DCP Amendments

Special area	Date adopted
B1 The Entertainment Precinct	20 May 2009
B2 Riparian Protection Area	20 May 2009
B3 Turner Road Employment Area	26 August 2009
The Neighbourhood Centre	

B3 Controls for the Turner Road Employment Area

1.0 Introduction

1.1 Land to which this Part Applies

This Part applies to the land zoned B5 Business Development and IN1 General Industrial, as shown in **Figure 1**.

1.2 Purpose of this Part

The purpose of this Part is to set the outcomes and requirements for permissible development in the Employment Area in the Turner Road Precinct.

1.3 Structure of this Part

This Part is structured as follows:

Section 1: sets out the administrative provisions of the Part.

Section 2: outlines the vision and development objectives

Section 3: outlines the key controls and principles for the Turner Road Employment Area.



Figure 1: The Turner Road Employment Area

2.0 Vision and Development Objectives

2.1 Vision for the Employment Area

A vibrant employment area that is well designed, and serves a wide range of high employment generating business and industrial activities. The area is a major provider of employment and business services for the local community, in particular the future residents of the Turner Road Precinct and the initial release Precincts of the South West Growth Centre. Traffic enters the employment area with ease and moves safely throughout the area via an interconnected network of roads and pathways. Streets and visually prominent areas contain quality landscaping of trees and shrubs that resemble a welcoming streetscape. A series of local service hubs provide focal points throughout the employment area in key areas and are characterised by local support retail and business service activities (i.e. cafes, childcare centres, banks, local open space, community facilities etc).

Business Development Lands

An attractive place for a diverse range of businesses to provide services and sell goods to the local and broader community. Highly active businesses such as fast food restaurants, service stations and the like present to Camden Valley Way to take advantage of the passing traffic. A mix of uses such as bulky good retailers, function facilities, vehicle showrooms, mixed use developments and the like line Badgally Road to form an attractive streetscape, and in particular a quality entry to the residential lands of the Turner Road Precinct.

Industrial Lands

The industrial lands form the southern portion of the Precinct. To be accessed from both Badgally Road in the north and Turner Road in the south, the lands will support a range of generally industrial uses from large floor-plate warehousing and storage facilities to smaller factory unit style developments for more trade based activities. Industrial uses operate to best practice industry standards and do not impose any adverse impacts on the nearby residential lands. Buildings are appropriately designed to address the street and other public domain areas, and all street frontages contain quality landscaping that establishes a high standard of character and design.

2.2 Key Development Objectives

The objectives of this Part are to:

- (1) facilitate the growth of quality development within the employment area and provide a strong employment base for the local community.
- (2) provide for an active and vibrant employment area by requiring development to address Camden Valley Way, Badgally Road and prominent streets.
- (3) ensure that the detailed design of the employment area is undertaken in a coordinated manner in order to achieve a high quality urban design outcome.
- (4) ensure Badgally Road and Turner Road provide attractive, landscaped entry points to the employment area.
- (5) ensure traffic can enter and move throughout the employment area easily and safely from Camden Valley Way and Badgally Road.
- (6) facilitate the flexible delivery of industrial activities in response to varying demands and requirements for land.
- (7) ensure the operation of employment activities has a minimal impact on surrounding lands.
- (8) ensure development promotes the principles of ecologically sustainable development.

3.0 Development Controls

3.1 Land Uses

Objectives

- (1) To provide for a range of employment generating development with high employment levels preferred.
- (2) To maximise opportunities for local employment.
- (3) To provide active and attractive frontages in the Business Development Lands along Badgally Road and Camden Valley Way.
- (4) To ensure industrial development provides an attractive frontage or is appropriately screened from Camden Valley Way.
- (5) To locate bulky goods along Badgally Road to take advantage of its high exposure from passing traffic.
- (6) To provide local convenience retail and business uses that serve the needs of the local workforce.

Controls

- (1) Development is to be undertaken generally in accordance with the preferred land use plan (**Figure 2**) subject to consistency with the objectives and development controls set out in this DCP.
- (2) Active uses, such as showrooms and the like, that provide visual interest, should front Badgally Road and Camden Valley Way in the Business Development Lands. Bulky goods premises and roadside services are to be located generally along Badgally Road and Camden Valley Way as shown at **Figure 2**.
- (3) Development adjacent to Camden Valley Way, in the Industrial Lands, should provide an active frontage to Camden Valley Way. Where an active frontage is not proposed, the development should be appropriately screened from Camden Valley Way.
- (4) A Local Service Hub is to be provided, in the form of a 'main street type' configuration, in the hub site that crosses Badgally Road as shown at **Figure 2**. This and the other hub sites are the preferred locations for local service retail such as banks, cafes, etc, as well as local businesses that serve the employment area and local open space. Alternative uses of land in the hubs may be approved where it is demonstrated that the preferred uses will not be precluded from developing in these locations.
- (5) A total maximum of 40,000m² of GFA of bulky goods premises is to be provided in the Business Development Lands fronting Badgally Road. Of this maximum, no more than 20,000m² is to be provided along either the northern or southern frontages of Badgally Road.
- (6) A total maximum of 2,500m² of GFA of retail premises is to be provided in the Business Development Lands. Of this maximum, no more than 1,250m² is to be provided either to the north or south of Badgally Road.

Note: References to Business Development Lands and Industrial Lands are references to the land in the Turner Road Precinct zoned B5 Business Development and IN1 General Industrial pursuant to State Environmental Planning Policy (Sydney Region Growth Centres) 2006.



Figure 2: Preferred Land Use Plan

3.2 Subdivision

Objectives

- (1) Allow for a range of flexible allotment sizes to facilitate a variety of uses.
- (2) To establish a subdivision layout that utilises the employment area efficiently, maximises the natural attributes of the land and clearly defines and reinforces the public domain.

Controls

- (1) Lots sizes should be diverse to meet a range of different land uses. Irregular shaped allotments with narrow street frontages should be avoided, particularly where several of these are proposed in an adjoining manner.
- (2) Subdivision applications for lots less than 2000m² (excluding any access thereto) must include supporting plans and information that demonstrate that the site is capable of meeting all other relevant development controls.
- (3) Lots should be orientated and aligned:
 - (a) so that future buildings can face the street to increase visual surveillance and to avoid streetscapes with loading docks and long blank walls;
 - (b) to facilitate solar efficiency; and
 - (c) to encourage building design that has frontage to landscaped areas.
- (4) Development applications for subdivision of land fronting a road that adjoins a riparian corridor or open space area (a perimeter road) shall facilitate development of a kind that:
 - (a) will have an attractive frontage to the adjoining riparian corridor or open space land;
 - (b) will have minimal adverse impacts on the environment or the amenity of surrounding land; and
 - (c) will provide opportunities for passive surveillance of the riparian corridor or open space land.

Note: In sensitive locations, such as where industrial land is in close proximity to residential land, development consents for subdivision of land may include advice to future land owners that consideration must be given to the impact of development on the environment and amenity of surrounding land.

- (5) Where a perimeter road is not shown on **Figure 3**, or where an alternative road layout is proposed that provides for lots directly adjacent to riparian corridors or open space land, development applications for subdivision of land shall facilitate development of a kind that:
 - (a) will have an articulated and landscaped appearance when viewed from the adjoining riparian corridor or open space land;
 - (b) will have minimal adverse impacts on the environment or the amenity of surrounding land;
 - (c) will provide opportunities for pedestrian and cyclist connections between the open space and industrial land, where appropriate; and
 - (d) will provide opportunities for passive surveillance of the open space land, where possible.

*Note: Refer to **Table 1** for detailed controls relating to development of lots directly adjacent to riparian corridors or open space land.*

- (6) Battle-axe shaped allotments should be avoided, and where they are proposed they must be designed in accordance with AS 2890.2.
- (7) Where a Strata or Community Title subdivision is proposed, parking, landscaping, access areas and directory board signs shall be included as common property.

3.3 Movement Network

Objectives

- (1) To provide a permeable road network that facilitates movement in and through the employment area.
- (2) To ensure a clear hierarchy of streets that encourages pedestrian and vehicular movement by providing service lanes for trucks accessing loading and service areas, where appropriate.
- (3) To minimise impacts on Camden Valley Way.
- (4) To minimise impacts on surrounding residential uses.
- (5) To maximise the use of roads adjacent to open space and riparian corridors.

Controls

- (1) The road network should be generally consistent with the Movement Network Plan located at **Figure 3**. Council may consider alternatives to this Plan where appropriate urban design outcomes can be demonstrated and the overall traffic function objectives of the network are maintained or improved.
- (2) Roads in the employment area are to be provided in accordance with Section 3.1 of Part A (for Badgally Road) and **Figure 4** of this part. **Figure 4** provides the minimum dimensions for roads in the employment area (except for Badgally Road). Roads may need to be wider where traffic management facilities (eg. median strips, roundabouts, etc) are determined to be required. This may particularly be determined to be required for the Employment Collector Roads shown in **Figure 3**. A traffic report shall be submitted with a development application for subdivision of the employment area demonstrating that the minimum road cross-section or an alternative road cross-section is appropriate for each road. Where a traffic management facility in the form of a median strip is determined to be required, it shall be a minimum of 2.0m wide and may be raised or flush to the ground, or a combination of the two, to Council's satisfaction. The other components of the road cross-section are not to be reduced to accommodate the median. The traffic report shall also recommend appropriate traffic management facilities at all intersections in the employment area. As a general rule, 4-way intersections shall be controlled by traffic signals or a roundabout, however other treatments may be considered by Council where it is demonstrated that the intersection will operate safely and efficiently.

Note: The Badgally Road corridor provides for a 4-lane sub-arterial road in accordance with Part A of this DCP, on the basis of traffic reports which demonstrate a width of 26.9m is appropriate. Intersections along Badgally Road must be designed to balance traffic, pedestrian and urban design outcomes. On the basis of the traffic reports undertaken and the desired urban design outcomes, the road corridors for Badgally Road and all intersecting roads are considered sufficient to cater for through and turning traffic.

- (3) A pedestrian and cycleway network (either on-street or in riparian corridors) is to be provided in accordance with **Figure 3**.
- (4) All industrial roads are designed to accommodate buses, however, it is expected that future bus routes will be planned to use Badgally Road and the Industrial Collector Roads only.
- (5) The road connection to Turner Road shall not be constructed until access is provided to the employment area from Camden Valley Way (via the proposed new connections shown in **Figure 3**) or Anderson Road (via additional potential connections to the south) and until the intersection of Camden Valley Way and Turner Road is upgraded or closed.
- (6) Detention and treatment of stormwater runoff from industrial roads shall be addressed with development applications to subdivide the land.



Figure 3: Movement Network Plan

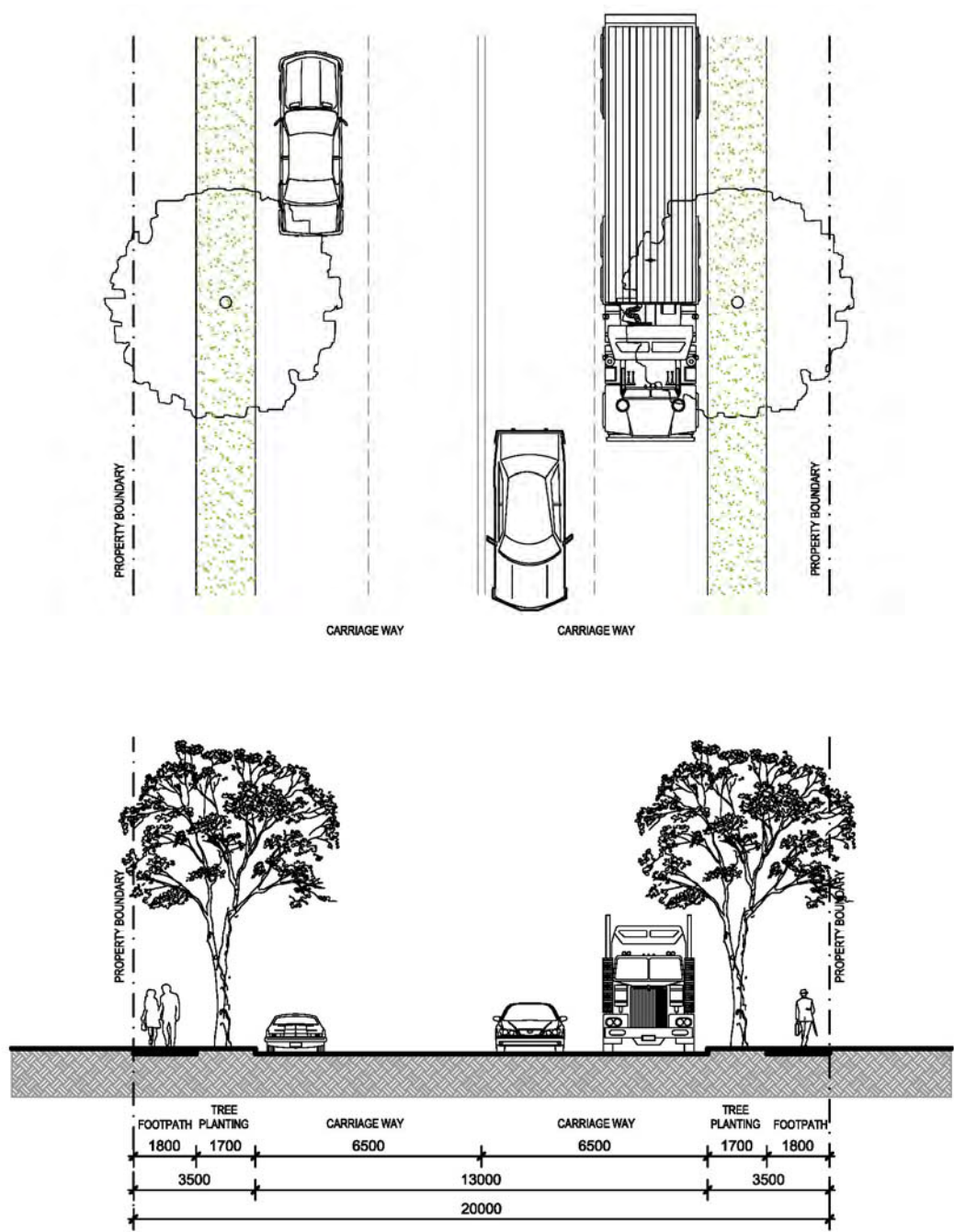


Figure 4: Industrial Road Cross Section

3.4 Public Domain and Interface Areas

Objectives

- (1) To create quality streetscapes with high pedestrian amenity.
- (2) To recognise special areas and key sites and apply specific controls to enhance amenity and manage potential impacts.
- (3) To manage interface areas to reduce the impact of the employment area on surrounding residential uses and on riparian corridors and open space links.
- (4) To provide pocket parks and recreation spaces for people working in the Industrial Lands.
- (5) To create safe and permeable pedestrian pathways which encourage passive recreation.

Controls

- (1) The streets in the employment area are to be designed and constructed to provide pedestrian safety, amenity and visual interest. A landscape theme of predominantly native species is preferred. However, Council may consider a theme that contains exotic elements for accent planting where appropriate. Footpaths are to be provided on both sides of streets and safe pedestrian crossings are to be provided at appropriate locations.
- (2) Local open space within the employment area is to be designed and constructed to provide amenity to workers and visitors. Facilities such as seats, benches, bins and the like shall be provided along with public art where desired.

Note: A public domain and landscape palette is to be developed in conjunction with Camden Council prior to the commencement of any works in the public domain of the employment area. The palette may be an element of a broader urban design strategy for the employment area that addresses matters such as building materials, finishes and roof forms.

- (3) The principles of Crime Prevention through Environmental Design (CPTED) and the Safer by Design (NSW Police) must be incorporated into the design of all development within the employment area.
- (4) The following provisions apply to development fronting the locations set out in **Table 1** below.

Table 1: Design Considerations for Special Interface Areas

Location	Provisions
Camden Valley Way	<p>Development along the Camden Valley Way interface should:</p> <ol style="list-style-type: none"> (a) Provide visual interest through active frontages and articulated building facades with recessing or projecting architectural elements. (b) Utilise a mixture of building materials and finishes. (c) Minimise long expanses of blank walls. (d) Provide a coordinated landscape theme – open garden style landscaping where development fronts Camden Valley Way or screen planting in other cases. (e) Minimise the number, size and extent of signage. (f) Be consistent with the setback controls at Section 3.5.
Badgally Road	<p>Development along the Badgally Road interface should:</p> <ol style="list-style-type: none"> (1) Provide visual interest through active frontages and articulated building facades with recessing or projecting architectural elements. (2) Be characterised by high quality landscaping and not be dominated by parking areas. (3) Provide pedestrian amenity and shelter at the entrances to buildings. (4) Emphasise entry points and corner elements. (5) Avoid long expanses of blank walls. (6) Provide a co-ordinated signage theme. (7) Be consistent with the setback controls at Section 3.5.
Riparian Corridors and Open Space Links	<p>The preferred development of land along the interface with a riparian corridor or open space link is as identified on Figures 2, 3 and 5 of this Part. Development shall be consistent with all relevant controls of this Part relating to subdivision, movement network, site planning, building design, employment operations, fencing, on-site landscaping and outdoor storage.</p>

Location	Provisions
Riparian Corridors and Open Space Links	<p>Where lots directly adjoin riparian corridors or open space areas, the following controls will apply:</p> <ol style="list-style-type: none"> (1) Development of land adjoining riparian corridors or open space land shall have a minimum setback to the boundary of the riparian corridor or open space land of 2.0m. (2) Building facades directly facing the riparian corridor or open space land shall be both structurally and visually articulated to avoid the appearance of unduly long unbroken walls. Structural articulation may consist of additional setbacks in the wall, side boundary setbacks or architectural building elements such as awnings or fin walls, or the like. Visual articulation may be achieved through the appropriate use of colours or building materials. A range of neutral colours are preferred with darker tones at the base of buildings and lighter tones above. Simple patterns that provide visual interest are preferred. (3) Landscaping of the setback area is required for further articulation of the façade. Landscape plans shall be submitted with development applications for the erection of buildings on individual lots demonstrating how the proposed landscaping complements and softens the building bulk. Landscaping should be native and low maintenance. Access to the setback area is to be provided for maintenance purposes. No external storage is allowed in the setback area. (4) A 2m maintenance easement will be required to be provided in the adjoining riparian corridor or open space land to ensure maintenance access is provided. (5) The rear boundary must be fenced with dark-coloured, open-style fencing to a maximum height of 2.1 metres from ground level. Consistent fencing along the riparian corridor or open space land is required. (6) Where side setbacks are proposed, an acoustic wall shall be provided within the setback area. (7) Where possible, openings shall be provided in facades fronting riparian corridors or open space areas to provide passive surveillance of the open space land. (8) Where appropriate, pedestrian and cyclist connections between the open space land and the industrial land shall be facilitated. Such connections shall be designed having regard to principles of accessibility and safety and minimising environmental and amenity impacts.
Residential Properties	<p>Development along the interface with residential properties should:</p> <ol style="list-style-type: none"> (1) Be designed and operated to minimise impacts on adjacent residential areas in terms of noise, traffic and circulation, light spill emissions, and bulk and scale. (2) Heavy vehicle access to lots is not permitted from the road shown at Figure 3.
Turner Road	<p>Development along the Turner Road interface should:</p> <ol style="list-style-type: none"> (1) Include a landscaped setback of at least 5m. (2) Retain and incorporate existing vegetation where possible. (3) Minimise the number, size and extent of signage. (4) Be consistent with the setback controls at Section 3.5.

3.5 Site Planning

Note: Refer to Section 3.4 - Public Domain and Interface Areas for further site planning controls.

Objectives

- (1) To ensure that the opportunities and constraints of the site and surrounding area are fully considered and incorporated into the final design.
- (2) To provide appropriate setbacks to the proposed use of and characteristics of the location of the land.
- (3) To achieve attractive streetscapes and quality landscaped settings for buildings.

Controls

- (1) Development is to be consistent with the front setbacks shown at **Figure 5**. Lesser setbacks than those shown on **Figure 5** may be considered on merit having regard to the overall site layout, building form and design, landscaping, streetscape elements, signage proposals, etc. Proposals for lesser setbacks must address these and other relevant matters to the Council's satisfaction.
- (2) Front setback areas are to be landscaped and not dominated by parking areas or loading facilities. Where parking is proposed forward of the building line the parking area is to be broken up with landscaping and designed to provide convenient, safe and comfortable pedestrian access to the building entrance.
- (3) Where a zero setback is identified within a hub on **Figure 5**, such setback is only permitted for development proposing an active frontage. Blank walls will not be permitted on a zero lot line in a hub. Where a blank wall is proposed to address the street, it shall have a landscaped setback of no less than 3m.
- (4) Each development site in the employment area is to be designed to provide on-site stormwater detention designed to minimise the impacts of stormwater run-off on adjoining riparian corridors and to demonstrate compliance with **Table 10** of **Part A** of this DCP.



Figure 5: Building Setbacks and Key Sites Plan

3.6 Building Design

Objectives

- (1) To ensure that building design enhances the existing and future desired built form character by encouraging innovation and quality architectural design.
- (2) To encourage the use of quality materials and finishes that accentuates building proportions and the articulation of facades.
- (3) To avoid large blank walls which are visible from prominent streets and open space/activity areas.

Controls

- (1) The scale and massing of buildings should reinforce the desired urban design character of the precinct. Building scale and massing should be generally consistent within a streetscape. Larger scale buildings and or building elements should be used to signify prominent corners, activity nodes and the like.
- (2) The office component of any development is to be incorporated into the overall design of the building, and located generally along the primary street frontage.
- (3) Key sites (**Figure 5**) are to include 'gateway buildings' which signify the entrances to the employment area. The built form and architecture of development is to enhance its location and positively respond to and emphasise the street corner.
- (4) Facades (visible from the public domain) are to include high proportions of glazing and be articulated using architectural elements such as the use of projecting upper storeys over building entries, upper storey display windows and the like.
- (5) Blank building facades facing the primary street frontage are not permitted.
- (6) Glazing shall not exceed 20% reflectivity.
- (7) The use of metal cladding is discouraged on front elevations, unless it can be satisfactorily demonstrated that it forms part of an architectural design solution in association with masonry, glass and other high quality materials.
- (8) Materials that are likely to contribute to poor internal air quality, such as those generating formaldehyde or those that may create a breathing hazard in the case of fire (eg polyurethane), should be avoided.
- (9) Within the Business Development Lands, building design (visible from the public domain) is to include:
 - (a) effective sun-shading for west facing windows,
 - (b) articulated roof forms,
 - (c) emphasis of customer entries, and
 - (d) the use of high quality materials and finishes.
- (10) Where concrete roofs are proposed for the purpose of additional parking, parapeted edge conditions are preferred, with appropriate screening provided to conceal roof top car parking.
- (11) Rooftop structures (including plant rooms, air conditioning and ventilation systems), where visible from the public domain, are to be incorporated into the design of the building to create an integrated appearance.

3.7 Employment Operations

Objectives

- (1) To ensure appropriate levels and design of access, parking and loading facilities are provided.
- (2) To ensure that the operation of employment activities occurs in a manner that has minimal impacts on surrounding land.

Controls

- (1) Access, parking & loading is to be in accordance with Part D, Chapter 1 of Camden DCP 2006.
- (2) Development applications for employment developments, particularly where fronting a perimeter road, must provide the following details:
 - (a) proposed hours of operation;
 - (b) number and timing of deliveries expected per day;

- (c) nature and frequency of heavy vehicles expected to access the premises;
- (d) nature of machinery proposed to be operated at the premises, including noise levels generated and noise attenuation measures proposed to be implemented; and
- (e) proposed locations of external light sources and the extent of light spillage outside of the subject property.

3.8 Fencing

Objective

- (1) To ensure boundary fencing is of a high quality and does not detract from the streetscape.

Controls

- (1) Where fencing is required for safety or security reasons to be forward of the building line, it should be of a standard and style that does not detract from the landscaping and main building facades. Details of fencing are to be provided at the development application/complying development certificate stage.
- (2) Fencing must be sited so it does not impede sight lines for drivers.
- (3) Fencing must be either open-style or consistent with the building style. Open-style fencing shall be designed to ensure its materials and colours blend into the landscape and allow visual access.
- (4) Pre-painted solid, metal fencing is to be avoided where visible from the public domain.
- (5) Fencing along street boundaries must not exceed a height greater than 2.1m, measured from ground level (finished).
- (6) Fencing is to be setback at least 1m from the street with low landscaping provided in front.
- (7) Decorative and solid masonry fences are permitted along the primary street frontage to a maximum height of 1 metre. Open style fencing is permitted atop the masonry fence.
- (8) Gates are to be consistent with the adjacent style of fencing and must be designed to open inwards.

3.9 On Site Landscaping

Objectives

- (1) To promote consistent and quality landscaped streetscapes.
- (2) To ensure an overall high standard of visual amenity and character is integrated into development.
- (3) To improve workplace amenity for employees.
- (4) To encourage low maintenance and water use native plant species.

Controls

- (1) Front setbacks areas are to be landscaped. Where parking is forward of the building line, a minimum 2m wide landscape strip shall be provided along the frontage.
- (2) Native plant species are to be utilised in all landscaped areas where possible. Low water usage plants are preferred.
- (3) A concept landscape plan is to be submitted with a Development Application, where required.

3.10 Outdoor Storage

Objectives

- (1) To ensure that goods, materials and equipment which are stored outside buildings do not impose any adverse environmental impacts.
- (2) To ensure that storage areas are adequately screened from public roads and places.
- (3) To ensure that any storage areas are considered part of the overall design, and do not detract from the amenity and appearance of development.

Controls

- (1) No external storage of goods, including garbage bins, shall be permitted where such areas will be visible from the public domain.
- (2) The ground surfaces of outdoor storage areas, including waste collection areas, are to be sealed and are to be located behind the building line and screened with landscaping and solid fences.
- (3) The following information is to be provided with a Development Application, where required:
 - (a) Size of outdoor storage area;
 - (b) Maximum storage height;
 - (c) Types of goods, materials and equipment being stored outdoors; and
 - (d) Details on landscaping and screening structures.