



Carter Street Precinct

Development Framework

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1. Introduction

This Development Framework (the Development Framework) sets out a guide to development in the Carter Street Precinct (the Precinct).

1.1. Name of this Development Framework

This Development Framework is called the Carter Street Precinct Development Framework 2020.

This Development Framework was adopted by the Secretary of the Department of Planning, Industry and Environment on 16 December 2020 and came into force on the commencement of the State Environmental Planning Policy Amendment (Carter Street Precinct) 2020.

1.2. Land to which this Development Framework applies

This Development Framework applies to land shown in red in **Figure 1**.

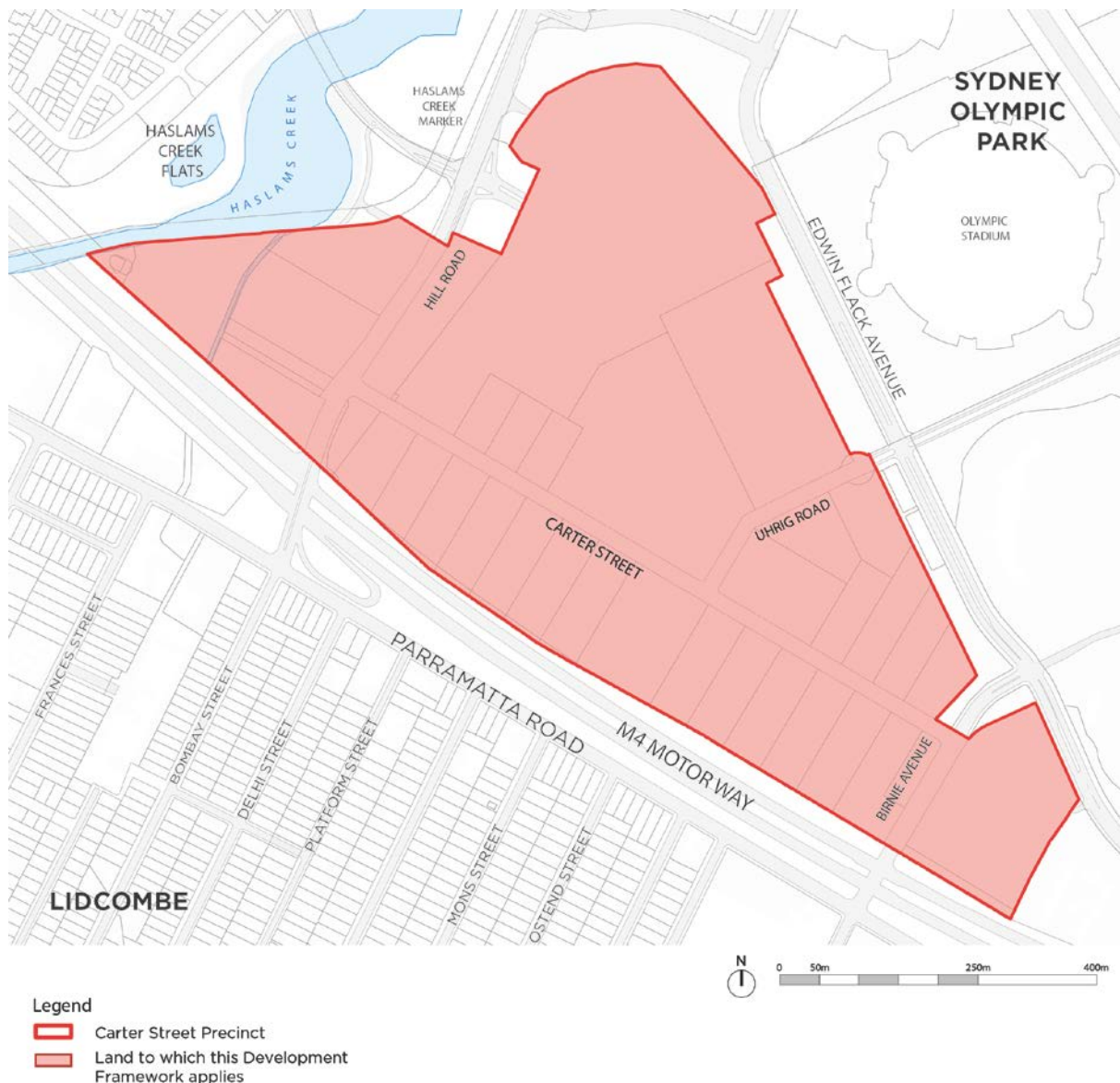


Figure 1: Land to which this Development Framework applies

1.3. Purpose of this Development Framework

The purpose of this Development Framework is to guide development in the Precinct by:

- Identifying the vision, development principles, key elements and Structure Plan for the Precinct;
- Communicating the planning, design and environmental objectives and controls against which the consent authority will assess Development Applications;
- Ensuring the orderly, efficient and environmentally sensitive development of the Precinct; and
- Promoting a high-quality urban design outcome.

The Development Framework set outs controls for the Carter Street Precinct including:

- Structure Plan;
- Street Network;
- Public Transport Network;
- Pedestrian and Cycle Network;
- Public Open Space Network;
- Building Setbacks;
- Residential Use and Mixed Use Development;
- Employment Use Development;
- Environmental Management; and
- Site Specific Controls.

1.4. Relationship to other plans

This Development Framework supersedes the Carter Street Precinct Development Control Plan 2016 for land to which this Development Framework applies.

The Development Framework is to be read in conjunction with the Auburn Local Environmental Plan 2010.

In addition to this Development Framework, applicants should refer to:

- The City of Parramatta Council (CoP) Public Domain Guidelines including development application submission requirements;
- Relevant State environmental planning policies, particularly State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development;
- The relevant CoP development contributions plan;
- Any relevant planning agreement, including the Carter Street Planning Agreement executed on the 18 November 2015, and any subsequent planning agreements for the Precinct; and

Development within the Precinct will need to have regard to this Development Framework as well as the relevant provisions of the Auburn Development Control Plan 2010 (Auburn DCP 2010).

In the event of any inconsistency between this Development Framework and the Auburn DCP 2010, this Development Framework will prevail to the extent of the inconsistency.

1.5. Consent Authority

Unless otherwise authorised by the *Environmental Planning Assessment Act 2017* (the Act) CoP is the consent authority for all development on land in the Precinct to which this Development Framework applies.

1.6. Application of this Development Framework

The consent authority is to apply the controls contained in this Development Framework and allow reasonable alternative solutions that achieve the overall vision, development principles and key elements for the Precinct as well as the specific objectives of the controls.

1.6.1. Role of the Structure Plan

The Carter Street Precinct Structure Plan represented in **Figure 3** shows how the Precinct may develop over time. It is intended as a guide to demonstrate how the vision, development principles and key elements for the Precinct may be achieved. It is recognised that there may be other options for the Precinct's layout which may be as effective in achieving the outcomes for the Precinct. As such, the consent authority may grant consent to a proposal that differs from the Structure Plan where the variation is considered to achieve the vision, development principles and key elements set out in this Development Framework.

1.6.2. Consistency with objectives and controls in this Development Framework

Clauses in this Development Framework contain objectives and controls relating to various aspects of development. The objectives enable CoP and applicants to consider whether a particular proposal will achieve the development outcomes established for the Precinct. The controls, if met, mean that development would be consistent with the objectives.

1.7. Notification of Development Applications

Notification of development applications will be undertaken in accordance with the City of Parramatta Community Engagement Plan and Auburn DCP 2010.

1.8. Submission requirements

Applicants should refer to the submission requirements in the CoP Application Guidelines.

1.9. List of Amendments to the Development Framework

This Development Framework has been amended as follows:

Amendment No.	Sections Affected	Description of Amendment	Date adopted	Date in force
N/A	N/A	N/A	N/A	N/A

2. Vision

2.1. Vision

Urban renewal of the Precinct will support Sydney Olympic Park and its role as a Strategic Centre, delivering a mix of housing, employment and retail services with easy access to public transport, the regional road network and high-quality public open spaces, entertainment and recreational facilities.

3. Carter Street Precinct Master Plan

The Master Plan, as shown in **Figure 2**, is an illustrative representation of the fully developed Precinct in accordance with the planning and urban design controls.

Key features of the Master Plan are:

- i. A village centre that supports the local needs of the new community;
- ii. A proposed light rail stop for the proposed Parramatta Light Rail (Stage 2) located in the village centre;
- iii. A central public open space at the heart of the Precinct, clearly defined by urban edges and enhances view corridors to Haslams Creek;
- iv. A centrally located primary school site, that is co-located with the central public open space (as part of Stage 2);
- v. Foreshore public open space along Haslams Creek, connecting the Precinct to the wider Sydney Green Grid;
- vi. New pocket parks across the Precinct providing a range of uses;
- vii. A major east-west pedestrian spine, linking the Precinct to Haslams Creek and Sydney Olympic Park;
- viii. A future green link along the southern side of Carter Street;
- ix. A new pedestrian and cycle bridge over Haslams Creek;
- x. Upgrades to Hill Road including landscape verges, cycle and pedestrian pathways;
- xi. A movement network that connects major destinations, including Haslams Creek, public open spaces, the primary school site, village centre and the proposed Parramatta Light Rail (Stage 2) stop;
- xii. A village centre with a finer grain street network and active laneways;
- xiii. A framework for new and future connections to Sydney Olympic Park and adjoining areas; and
- xiv. New entrances to the Precinct that complement the character of Sydney Olympic Park.



Legend

Carter Street Precinct

- | | |
|--|---|
| <p>1 A centrally located east west pedestrian spine that will link the Precinct to Newington and Sydney Olympic Park.</p> <p>2 A village centre with a fine-grain street network and active laneways.</p> <p>3 A proposed stop and terminus for the proposed Parramatta Light Rail (Stage 2) within the village centre</p> <p>4 A re-configured primary school site adjacent to the central public open space located on the east west spine in the core of the Precinct.</p> <p>5 Haslams Creek.</p> <p>6 Re-planning of the area west of Hill Road, with a clear visual link between the central public open space and the Haslams Creek Marker, and activation of Haslams Creek Foreshore</p> | <p>7 A future green link along the south side of Carter Street to facilitate active transport.</p> <p>8 An enlarged central public open space in the core of the Precinct, that includes potential multi-use sports fields.</p> <p>9 A new local pocket park in the south east of the Precinct with a focus on active recreation (subject to further land use safety investigations).</p> <p>10 A new local park adjoining Haslams Creek for passive recreation (subject to further land use safety investigations).</p> <p>11 A new pocket park in the north of the Precinct adjoining Sydney Olympic Park.</p> |
|--|---|

Figure 2: Carter Street Precinct Illustrative Master Plan

3.1. Development Principles

- P. 1. Development is to provide built form, height, and massing transitions that respond to surrounding areas;
- P. 2. Strengthen the role of the Precinct as an integral part of the Sydney Olympic Park Strategic Centre;
- P. 3. Create a vibrant and activated village centre;
- P. 4. Create a network of unique, memorable and high-quality places and maximise public connections to Sydney Olympic Park;
- P. 5. Create a compact, walkable urban Precinct, supported by a village 'main street' retail and public open spaces;
- P. 6. Provide a mix of housing sizes to increase choice;
- P. 7. Incorporate a primary school that services the local community;
- P. 8. Provide a connected street network, transport access and mobility infrastructure in a way that prioritises walking, cycling and the use of public transport;
- P. 9. Reinforce the employment area (light industrial/technology/business park/office/retail) with access to Parramatta Road and the M4 Motorway;
- P. 10. Incorporate a network of high-quality public open spaces and streets;
- P. 11. Provide for diverse built form that contribute to a high-quality living environment;
- P. 12. Incorporate sustainability measures that reduce impacts on the natural environment; and
- P. 13. Ensure development in the Precinct responds to environmental constraints, protects threatened species and endangered ecological communities along the riverfront and adjoining environmental conservation areas in Sydney Olympic Park.

3.2. Key Precinct Elements

Table 1: Key Precinct Elements

Element	Description
Open Space	<ul style="list-style-type: none"> A well-connected public street network that links to Sydney Olympic Park and the surrounding area A significant 3.08 hectare central public open space for recreation Four additional local public open spaces located within residential areas A 20m wide linear public foreshore reserve along Haslams Creek A public village plaza integrated with the main street retail at Uhrig Road
Community Facilities	<ul style="list-style-type: none"> A community centre within the Uhrig Road village centre A primary school on a 1.9 hectare site adjoining the central public open space

Element	Description
Retail / Commercial	<ul style="list-style-type: none"> • A village centre along Uhrig Road with up to 12,000m² of shops, services and commercial uses and up to 30,000m² of high-quality commercial space • An active frontage to Haslams Creek • Active street level uses along and adjoining the Uhrig Road village centre • Opportunities for small scale food and drink premises uses adjacent to open space
Residential	<ul style="list-style-type: none"> • High density housing with approximately some 6,200 dwellings • Private and communal open space for residents within urban blocks • A highly walkable neighbourhood with attractive pedestrian and cycle access to shops, parks and public transport
Employment	<ul style="list-style-type: none"> • 13.6ha of highly accessible land for employment land uses, including corporate offices, business and technology parks, retail and light industrial land uses between the M4 Motorway and Carter Street
Built Form	<ul style="list-style-type: none"> • Building heights ranging across the Precinct from 3 to a maximum of 45 storeys (subject to incentive clause) • Residential buildings with low scale and varied street walls and tall slender towers across the Precinct • Appropriate building setbacks and articulation controls • Building heights that scale down towards Haslams Creek to transition from the Sydney Olympic Park to Newington
Movement network	<ul style="list-style-type: none"> • An integrated and permeable movement network including, connected footpaths, shared user paths and streets • Clear pedestrian legibility and pedestrian crossings at key locations and intersections • An extensive active transport network, with dedicated cycle paths, footpaths, cycleways, shared user paths linking activities and locations, and public transport stops • Location for a cycling bridge over Hill Road and Haslams Creek • Public foreshore, providing connections to the existing pedestrian and cycle network • A light rail stop for the proposed Parramatta Light Rail (Stage 2), incorporated into the street network • Road upgrades to Hill Road

4. Structure Plan

The Structure Plan demonstrates how the vision, development principles and key elements for the Precinct may be achieved. Where variations are proposed, development is to demonstrate how the vision, development principles, key elements for the Precinct and relevant specific objectives are to be achieved.

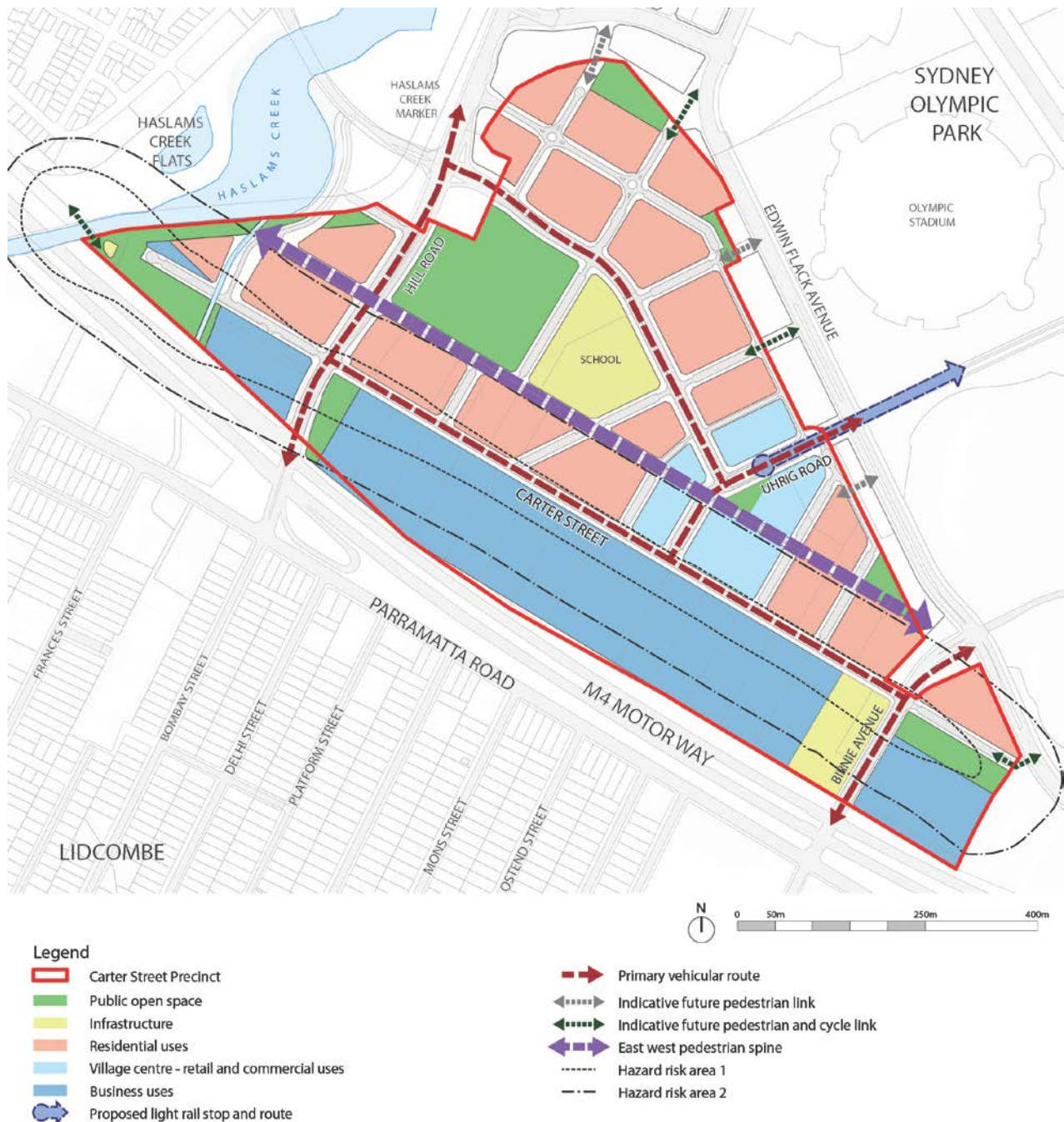


Figure 3: Carter Street Precinct Structure Plan

4.1. Objectives

- O. 1. To support Sydney Olympic Park as a Strategic Centre;
- O. 2. To ensure that development occurs in a coordinated manner consistent with the prescribed vision and development principles for the Precinct;
- O. 3. To ensure applicable key elements are delivered (refer to **Table 1**);
- O. 4. To locate residential uses close to Sydney Olympic Park;
- O. 5. To develop a village centre around Uhrig Road to support the future population, focused around 'main street' retail with laneways and a village plaza;
- O. 6. To develop a secondary active frontage along Haslams Creek, providing local small-scale services, retail and opportunities for outdoor dining;
- O. 7. To locate employment land uses at the south of the Precinct, providing good access to Parramatta Road and the M4 Motorway, whilst forming a buffer for the adjacent nearby residential uses;
- O. 8. To accommodate any future proposed Parramatta Light Rail (Stage 2) stop into the Precinct;
- O. 9. To contribute to the regional active transport infrastructure consisting of connected and dedicated footpaths, shared paths and access to public transport stops;
- O. 10. To ensure key regional infrastructure upgrades, such as the Hill Road upgrade, can be implemented and provide for high quality public domain outcomes; and
- O. 11. To enhance existing views and provide new view corridors and vistas along streets.

4.2. Controls

- C. 1. Development shall be delivered so that it is consistent with the relevant key elements in **Table 1** and the Structure Plan at **Figure 3**.
- C. 2. Development shall provide a connected public street network with the Precinct and to the surrounding area;
- C. 3. A subdivision plan is required for all development that confirms the street network, individual development lots, proposed setbacks and floor space allocations;
- C. 4. Subdivision applications should address the following matters:
 - i. Follow the identified street, pedestrian and cycleway network;
 - ii. The delivery of key elements as relevant (refer to **Table 1**);
 - iii. Identify individual development lots, and lots for public open space or other public purposes;
 - iv. Confirm how development will be distributed across the Precinct and is consistent with the floor space ratio controls identified in the Auburn Local Environmental Plan 2010 (Auburn LEP 2010), by allocating a maximum

allowable gross floor area to each development lot distributed into individual building envelopes where proposed;

- v. Indicate setbacks and active street frontages; and
- vi. Include a stormwater management strategy.

5. Street Network

The movement network of the Precinct has been developed to balance the needs of pedestrian, cycle and vehicular traffic. The street network establishes a clear hierarchy that builds on and improves the existing road network. The network incorporates any future proposed Parramatta Light Rail (Stage 2) stop, creates new streets, provides for a pedestrian-focused streetscape and a finer grain of public laneways in the village centre. The street network compliments the character of Sydney Olympic Park, while connecting the Precinct to the surrounding areas.



Note: The proposed connection of the Creek Edge Street, beyond the Carter Street Precinct boundary, will be subject to further consultation with Sydney Olympic Park Authority (SOPA).

Figure 4: Street Hierarchy and Network

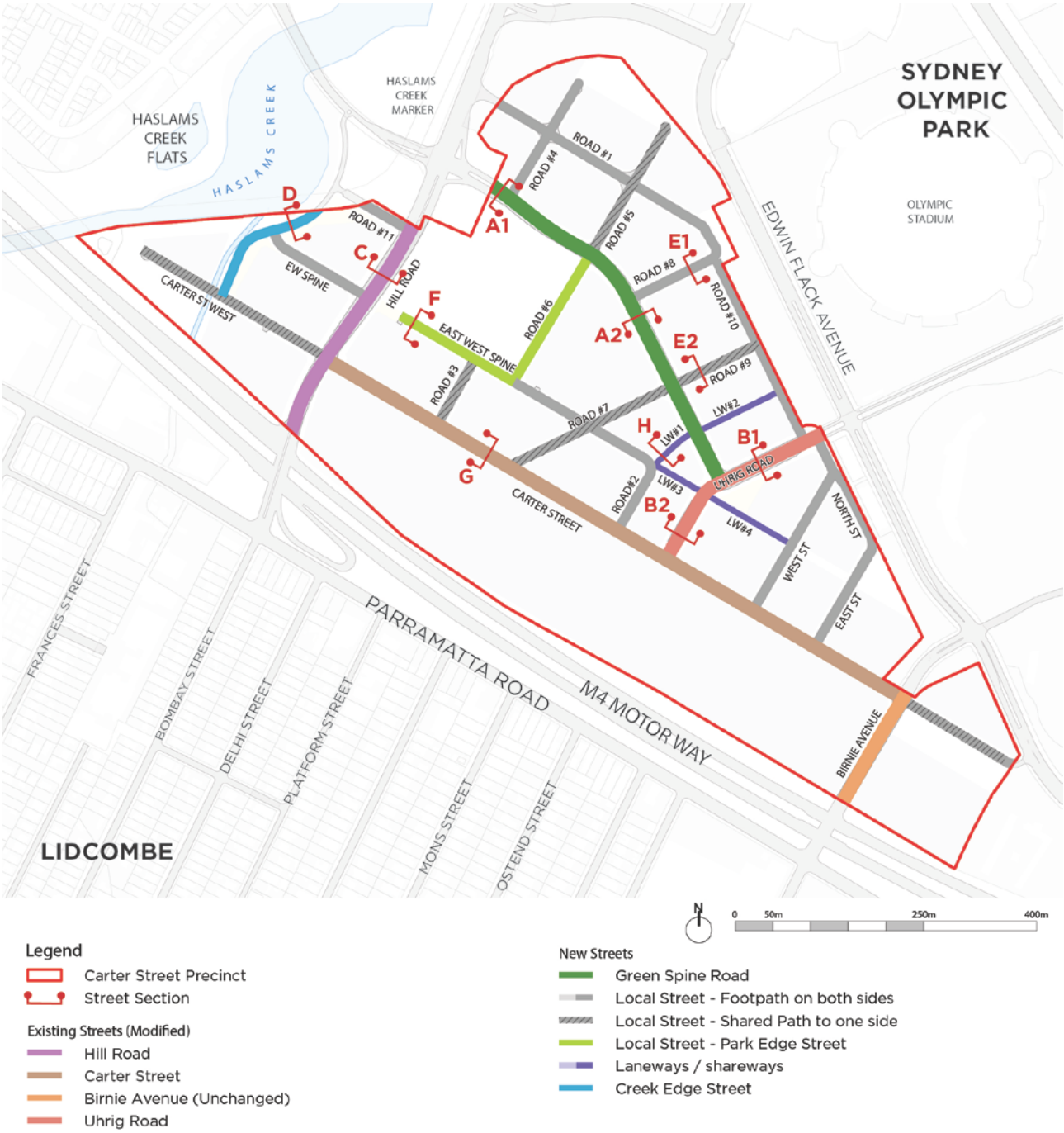


Figure 5: Street Typologies

5.1. Objectives

- O. 1. To establish a new public street network which responds to the natural landscape features of the Precinct, existing development, the Structure Plan, and aligns with the road network in the Sydney Olympic Park Master Plan 2030 (SOP Master Plan 2030);
- O. 2. To provide convenient and direct connections to adjacent areas, particularly Sydney Olympic Park, Lidcombe and more broadly to Newington;
- O. 3. To reinforce the main axis of Dawn Fraser Avenue by upgrading Uhrig Road and incorporating the proposed Parramatta Light Rail (stage 2) infrastructure;
- O. 4. To incorporate the Hill Road upgrade into the Precinct and allow for pedestrian crossings at key locations;
- O. 5. To provide a clear street hierarchy utilising existing public roads (upgraded as necessary), new collector roads and local streets;
- O. 6. To create a street network in the village centre consisting of smaller street blocks, pedestrian-dominated streets and trafficable public laneways;
- O. 7. To provide a compatible and integrated interface with Sydney Olympic Park along the retained bus/carpark zone (Edwin Flack Avenue);
- O. 8. To extend the landscape and public domain character and quality of Sydney Olympic Park into the Precinct, particularly for the main avenues of Hill Road, Uhrig Road and Birnie Avenue, whilst also providing compatibility with CoP Public Domain Guidelines;
- O. 9. To maximise development frontage to streets and public spaces, by providing rear laneways for vehicular access and permeability in the village centre;
- O. 10. To provide a road network that accommodates future public transport initiatives such as the proposed Parramatta Light Rail (Stage 2) and dedicated bus routes;
- O. 11. To provide generous public streets that allow an attractive, safe and comfortable streetscape for pedestrians and cyclists; and
- O. 12. Provide quality public domain that is comprised of consistent and high-quality surface treatments, street furniture and street tree plantings.

5.2. Controls

- C. 1. Development of the Precinct shall be consistent with the street network shown in **Figure 4**. **Note:** The proposed connection of the Creek Edge Street, beyond the Carter Street Precinct boundary, will be subject to further consultation with SOPA.
- C. 2. Streets are to be consistent with the typical street typologies shown in **Figure 5**, together with the relevant street plans and sections included in **Figure 6 to Figure 16**;
- C. 3. All new streets and laneways are to be public, dedicated to CoP at no cost and cannot be located over basements. Laneways may only be considered in

exceptional circumstances by CoP. Laneways in private ownership may only be considered in exceptional circumstances.

- C. 4. Laneways / shareways are to be designed as low-speed zones and incorporate quality landscaping and lighting;
- C. 5. Significant individual trees are to be retained and protected wherever possible and appropriate. Of particular importance are trees that provide potential habitat, shade and amenity;
- C. 6. Streets and public spaces are to be defined with trees of appropriate scale and species, with a preference for local endemic species, and developed in consultation with CoP officers;
- C. 7. Intersection and crossing design is to cater for the convenience, safety and prioritisation of pedestrians followed by cyclists;
- C. 8. Dedicated cycleways and/or shared cycleways are to be provided on key routes and links, with a preference for single-direction dedicated cycle paths, and the indicative street sections shown in **Figure 6** to **Figure 15**. Connections are to be provided to existing and proposed cycle routes in the broader area;
- C. 9. Bicycle parking facilities are to be provided in accordance with the requirement of CoP's Public Domain Guidelines and to meet Australia Standard AS 2890.3:2015 (Class B);
- C. 10. Footpaths are to be provided in accordance with **Figure 19**, together with the street plans and sections included in **Figure 6** to **Figure 16**;
- C. 11. Understorey landscaping in the footway should consist of low-level, low maintenance native shrubs, groundcovers and strappy-leaved grasses and turf;
- C. 12. Uhrig Road is to be designed to provide:
 - i. A vibrant streetscape with high-quality landscape finishes;
 - ii. Generous footpaths for outdoor café seating, particularly to the south-eastern side, adjacent to the village plaza; and
 - iii. Crossings that allow safe and convenient access to the proposed light rail stop and terminus on Uhrig Road and the remainder of the light rail corridor.
- C. 13. Public Domain Alignment Drawings are to be submitted with relevant Development Applications in accordance with the CoP's Public Domain Guidelines. Maintenance and management of new and existing streets, street furniture, lighting, pavement and vegetated surfaces is required until handover to CoP; and
- C. 14. Utilities design must be coordinated such that tree planting is possible in the verge. Additional kerb blisters can also be provided. Refer to street sections **Figure 6** to **Figure 16** for indicative tree planting locations.

Note: Further consultation with Sydney Olympic Park Authority and TfNSW is required to facilitate the continuation of the Creek Edge Street to connect with John Ian Wing Parade in the Sydney Olympic Park Millennium Parklands. Intersection design is to consider full entry/exit turning movements.

5.3. Green Spine Road

The Green Spine Road represents a key connecting feature of the Precinct. The Green Spine Road runs perpendicular to Uhrig Road North and connects the village square to Hill Road. The road is divided into an east and west section reflecting the different requirements along the length of the road.

The Green Spine Road is to be densely planted, providing a mix of large street trees, ground cover planting and generous shaded footpaths to activate pedestrian connectivity along the street.

Reservation	30m
Character	Gateway urban street with predominately residential character
Landscape	Mature trees in rows, with understorey planting in verge and central vegetated median
Plant Species	Eucalyptus tereticornis (Forest red gum) Melaleuca armillaris (Bracelet honey myrtle) Verge: Eucalyptus microcorys Median: Melaleuca quinquenervia (in group plantings) and Eucalyptus microcorys (between)
Parking	Nil
Finishes	In-situ concrete paths transitioning to granite paved footpath in the village centre and furniture zones Asphalt travel lanes with separated bicycle lanes Central landscaped median
Views & Vistas	Perpendicular views across the Green Spine Road at key intersections along cross streets 4,5,6,7,9 View corridor that terminates at the village plaza in the village centre approaching from the west

Refer to **Figure 6** for a typical plan and section of the Green Spine Road West and **Figure 7** for a typical plan and section for Green Spine Road East.

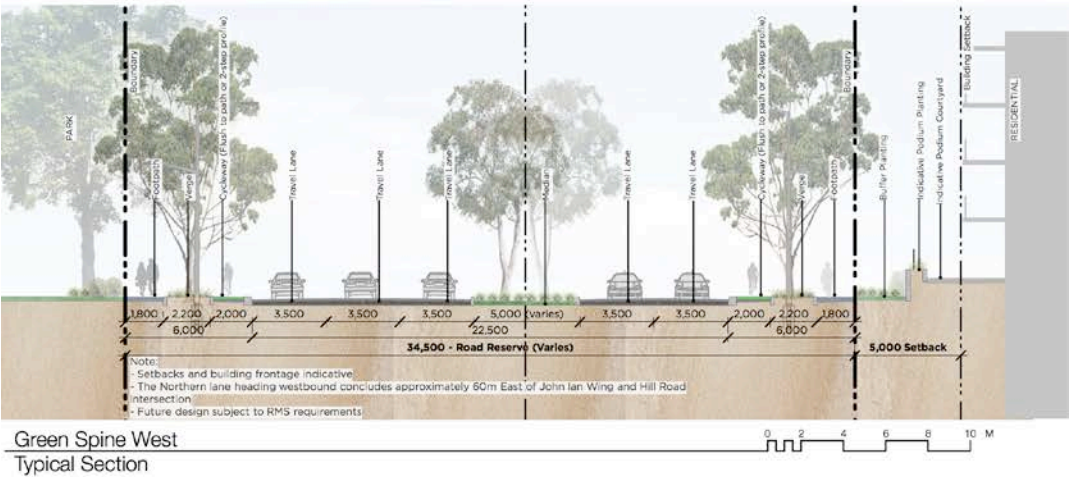
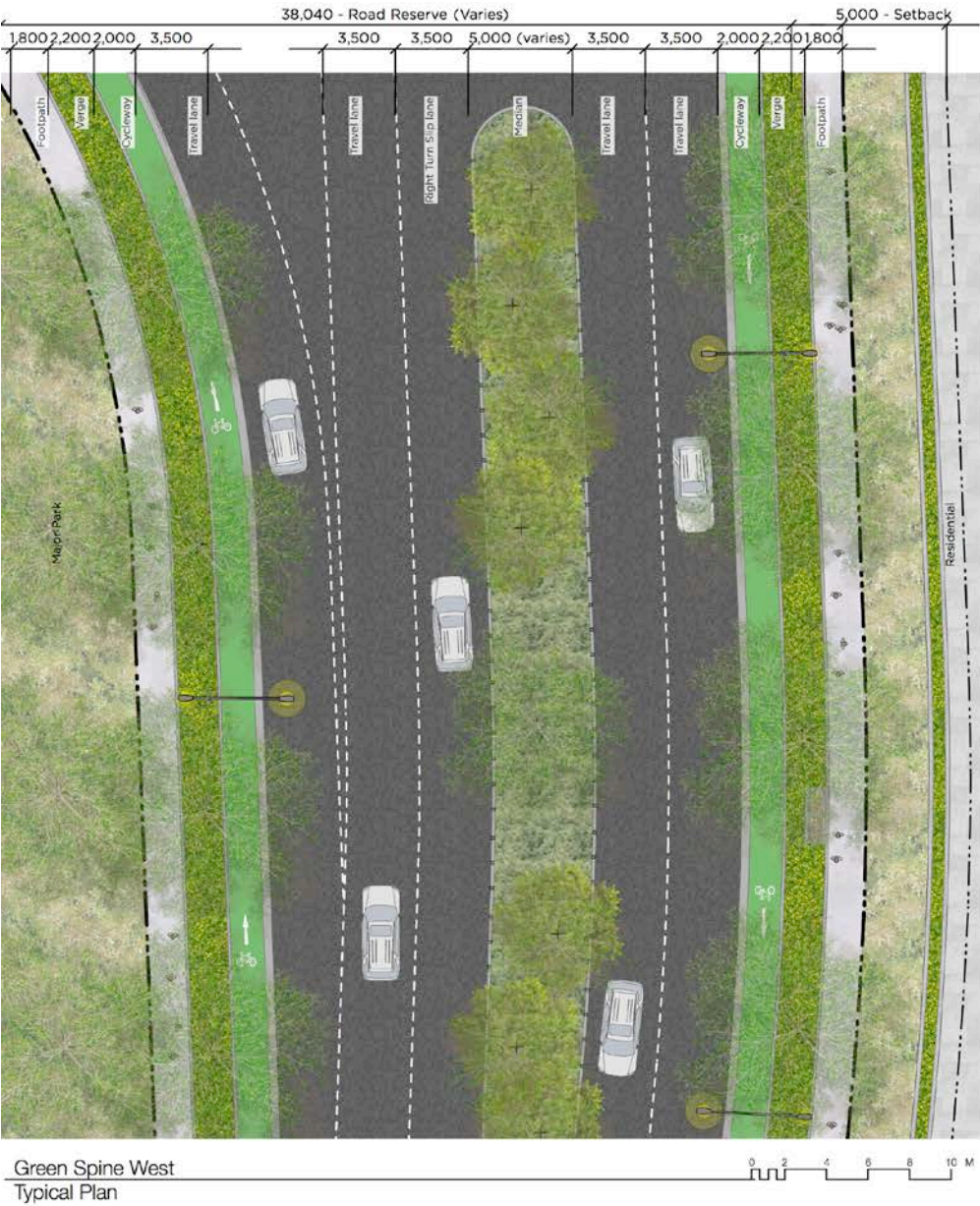


Figure 6: A1-A1 Green Spine Road West

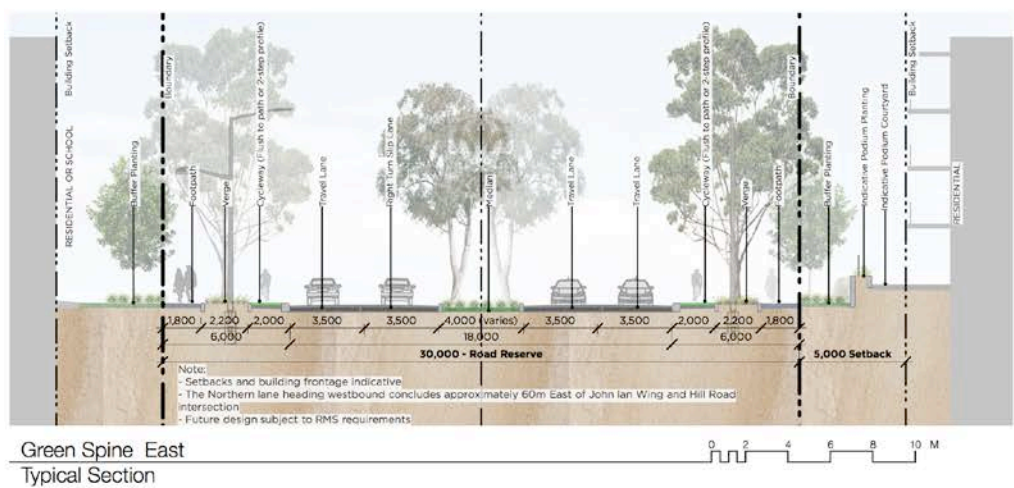
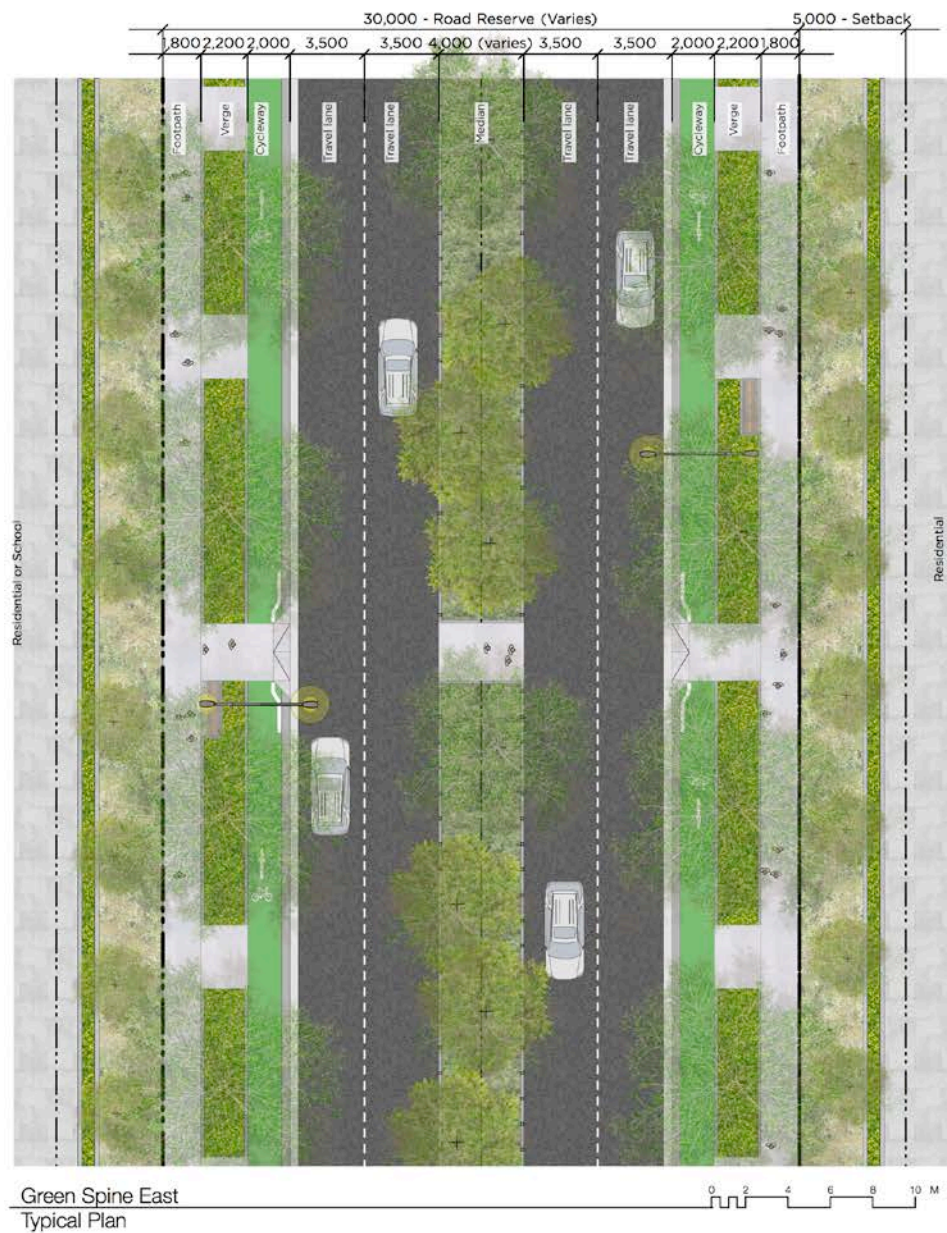


Figure 7: A2-A2 Green Spine Road East

5.4. Uhrig Road

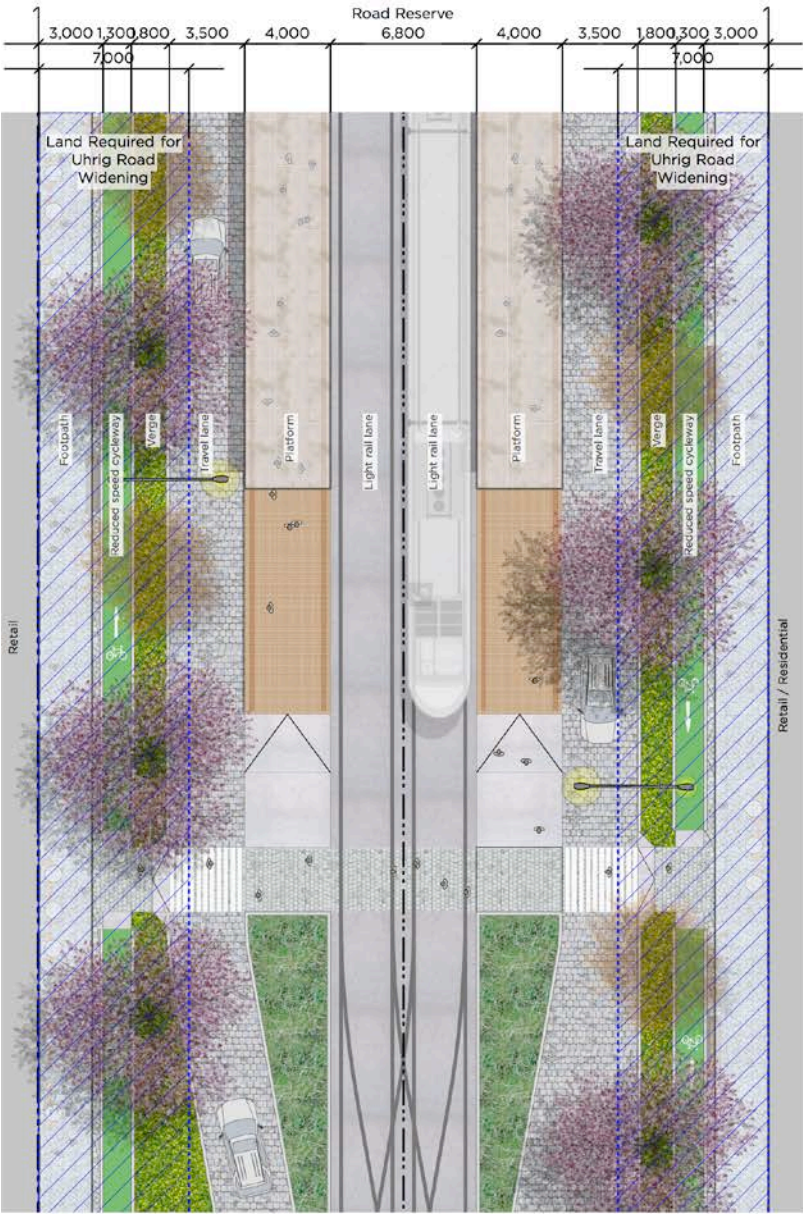
Located in the centre of the Precinct, Uhrig Road has a robust design to cater for the variety of everyday travel. Uhrig Road is divided into two sections (north and south), reflecting the different requirements of the road alignment.

5.4.1. Uhrig Road North

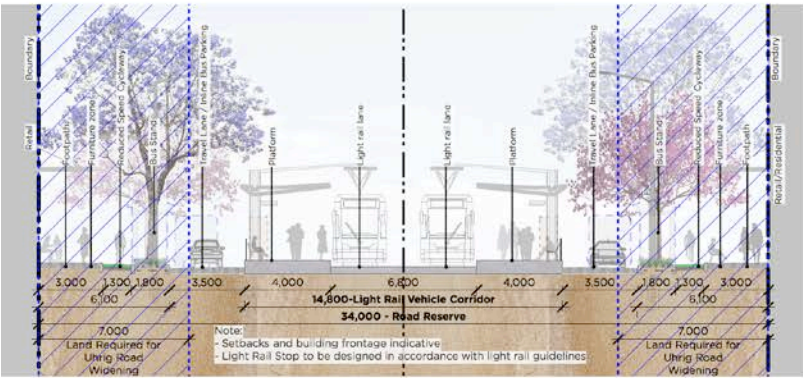
The centre of Uhrig Road North incorporates the proposed Parramatta Light Rail (Stage 2) corridor, including a designated light rail stop and terminus adjacent to the village plaza. The design of Uhrig Road North and the village plaza have been integrated to provide for inclusive community activities and encourage connectivity both across and along the road corridor.

Reservation	34m
Character	Urban retail and commercial street with public transport interchange
Landscape	Mature trees in rows with understorey planting in verge
Plant Species	Zelkova Serrata 'Green Vase' (Japanese Elm, preferred) Other potential species Backhousia Citridora (Lemon Myrtle)
Parking	Light rail and bus stop integrated into road reserve
Finishes	Granite paving / concrete paving /cobbled footpaths to include furniture zone Concrete and asphalt transport corridors
Views & Vistas	Vista approaching from Sydney Olympic Park along Uhrig Road

Refer to **Figure 8** for a typical plan and section of Uhrig Road North.



Uhrig Road North
Typical Plan



Uhrig Road North
Typical Section

Figure 8: B1-B1 Uhrig Road North Typical Plan and Section

5.4.2. Uhrig Road South

Uhrig Road South runs perpendicular to Carter Street, connecting the village plaza to the employment area on the southern side of Carter Street. The road section is defined by a central landscaped median, comprising of street trees and understory planting. The median provides continuity of the streetscape with the cross section of Uhrig Road North, while introducing street car parking to cater for retail and commercial uses.

Uhrig Road South also includes a reduced speed cycleway and generous footpaths with quality finishes that reflect and enforces the importance of pedestrian activity along the streets.

Reservation	30m
Character	Urban retail and commercial street
Landscape	Mature trees in rows with understorey planting in verge and median
Plant Species	Zelkova serrata 'Green Vase' (Japanese Elm preferred) Other potential species Backhousia Citridora (Lemon Myrtle)
Car Parking	In-line bus stop and dedicated car parking lanes
Finishes	Granite paving / concrete paving /cobbled footpaths to include furniture zone Asphalt travel corridors
Views & Vistas	North-south vistas to the village centre and Sydney Olympic Park Perpendicular vista at intersections along Carter Street and the east-west pedestrian spine.

Refer to **Figure 9** for a typical plan and section of Uhrig Road South.

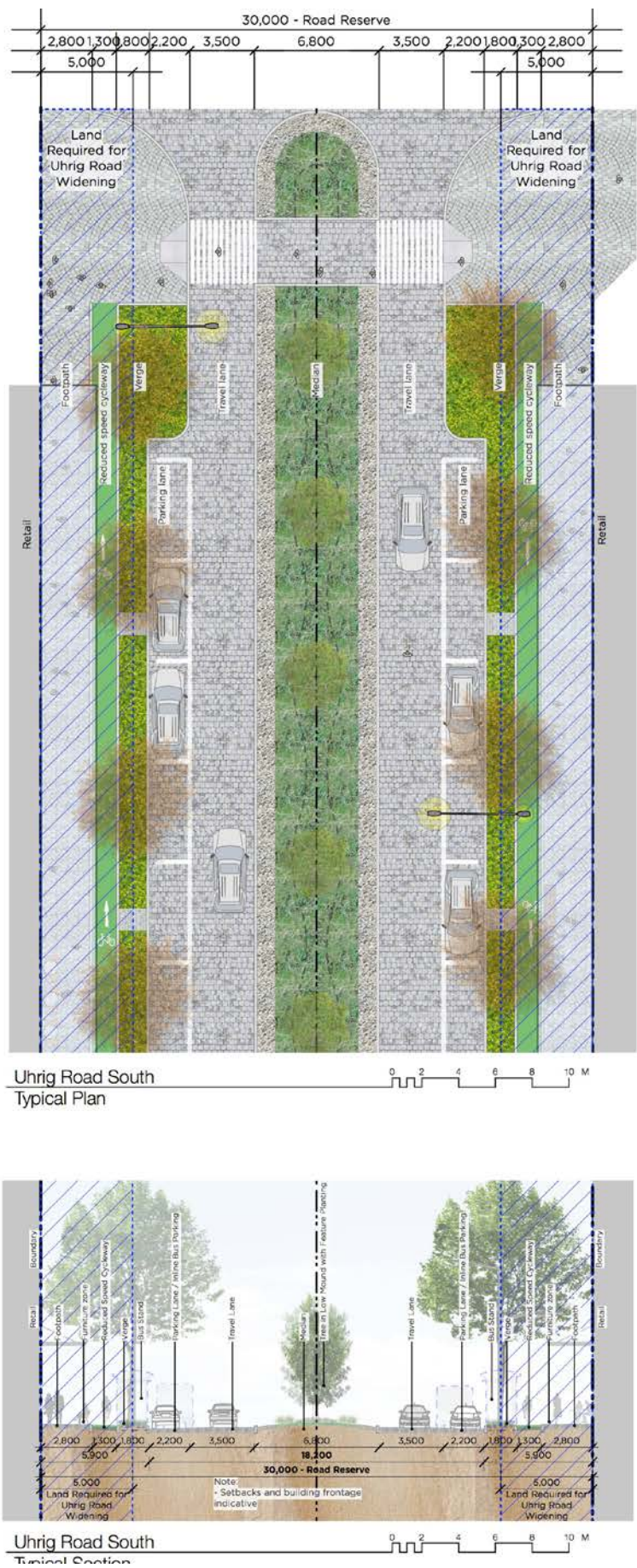


Figure 9: B2-B2 Uhrig Road South Typical Plan and Section

5.5. Hill Road

Hill Road provides for sub-regional vehicle movements, connecting the M4 Motorway to the Precinct and Sydney Olympic Park. Hill Road is to provide street trees with generous footpaths to encourage north-south pedestrian and cycle movements along the road to feed into the public open space of the Precinct and to the Haslams Creek corridor.

Reservation	Varies
Character	Sub-regional access road to Sydney Olympic Park Primarily transport and movement focused Gateway to Sydney Olympic Park with a boulevard character
Landscape	Mature trees in rows with understorey planting in verge
Plant Species	Eucalyptus Tereticornis (Forest Red Gum)
Car parking	In-line bus stop
Finishes	Concrete paved footpaths to include furniture zone Asphalt travel lanes
Views & Vistas	Vista toward the north when approaching from the south Hill Road should provide a landscaped arrival for pedestrians, cyclists and vehicular traffic as a key gateway to Sydney Olympic Park

Refer to **Figure 10** for a typical plan and section of Hill Road.



Figure 10: C-C Hill Road Typical Plan and Section

5.6. Creek Edge Street

The Creek Edge Street provides an interface with the Haslams Creek Foreshore and the water canal in the west of the Precinct. This street is designed to encourage connectivity and activity along the public open space corridor. Use of high-quality finishes is key in setting the local character for this mixed-use and public part of the Precinct. Opportunities for re-naturalisation of the canal and integration with the overall street design along this interface is encouraged in detailed design.

Note: the potential connection of Creek Edge Street, beyond the Carter Street Precinct boundary, will be subject to further consultation with SOPA. Refer to **Figure 4** for the street hierarchy and network.

Reservation	17m
Character	<p>Interface with Haslams Creek and potential mixed uses along the foreshore</p> <p>Generous foreshore pathway to allow active and passive enjoyment of the Haslams Creek public open space corridor</p> <p>Integration of the public street with the re-naturalised creek corridor / canal</p>
Landscape	Mature trees in rows with understorey planting in verge
Plant Species	<p>Melaleuca Linarifolia (Snow-in-summer)</p> <p>Fraxinus Pensylvanica (Green Ash)</p>
Car parking	Indented car parking lane to the eastern side of street
Finishes	<p>In-situ concrete paths</p> <p>Granite paving adjacent to non- residential active frontages in the Haslams Creek activity centre</p> <p>Asphalt travel lanes</p>
Views & Vistas	<p>View along Haslams Creek north of the east west pedestrian spine</p> <p>Views to the Haslams Creek marker</p> <p>Visual relationship to the re-naturalised creek corridor / canal</p>

Refer to **Figure 11** for a typical plan and section of the Creek Edge Street.

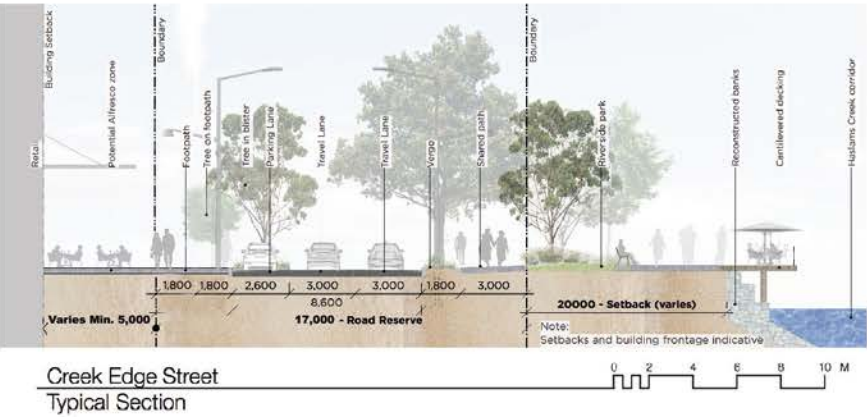


Figure 11: D-D Creek Edge Street Typical Plan and Section

5.7. Local Streets

Local Streets within the Precinct cater to everyday use and encourage connection by providing pedestrian amenity. Local Streets are to have dedicated car parking on both sides of the carriageway with paths provided to promote pedestrian activity. Street verges are to include mature trees in rows with complimentary understorey planting that act as a buffer for residential and commercial buildings.

Shared pathways are to be provided on key Local Streets in accordance with **Figure 5**.

Reservation	20m
Character	Provide local connections between streets and public open space within the Precinct
Landscape	Mature trees in rows with understorey planting in verge
Plant Species	Koelreuteria Paniculata (Golden Rain Tree) Fraxinus Pensylvanica (Urbdell) Lophostemon Confertus (Brush Box)
Car parking	Dedicated car parking lanes
Finishes	Concrete shared paths on both sides of the road Asphalt travel lanes
Views & Vistas	Key views along Local Streets include Road 5 (view north into Sydney Olympic Park) Road 7 and 9 (view to the Olympic Stadium) Along the east-west pedestrian spine long uninterrupted vista through the entire Precinct

Refer to **Figure 12** for a typical plan and section of Local Streets with footpaths to each side, and to **Figure 13** for a Local Streets with a shared path to one side.

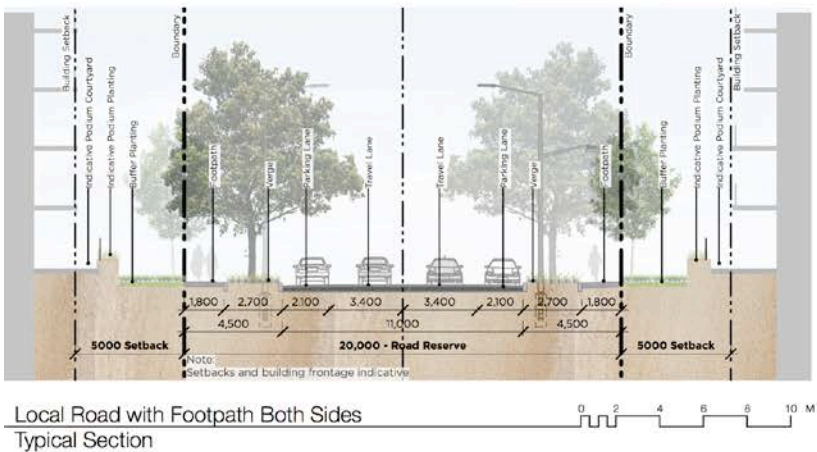
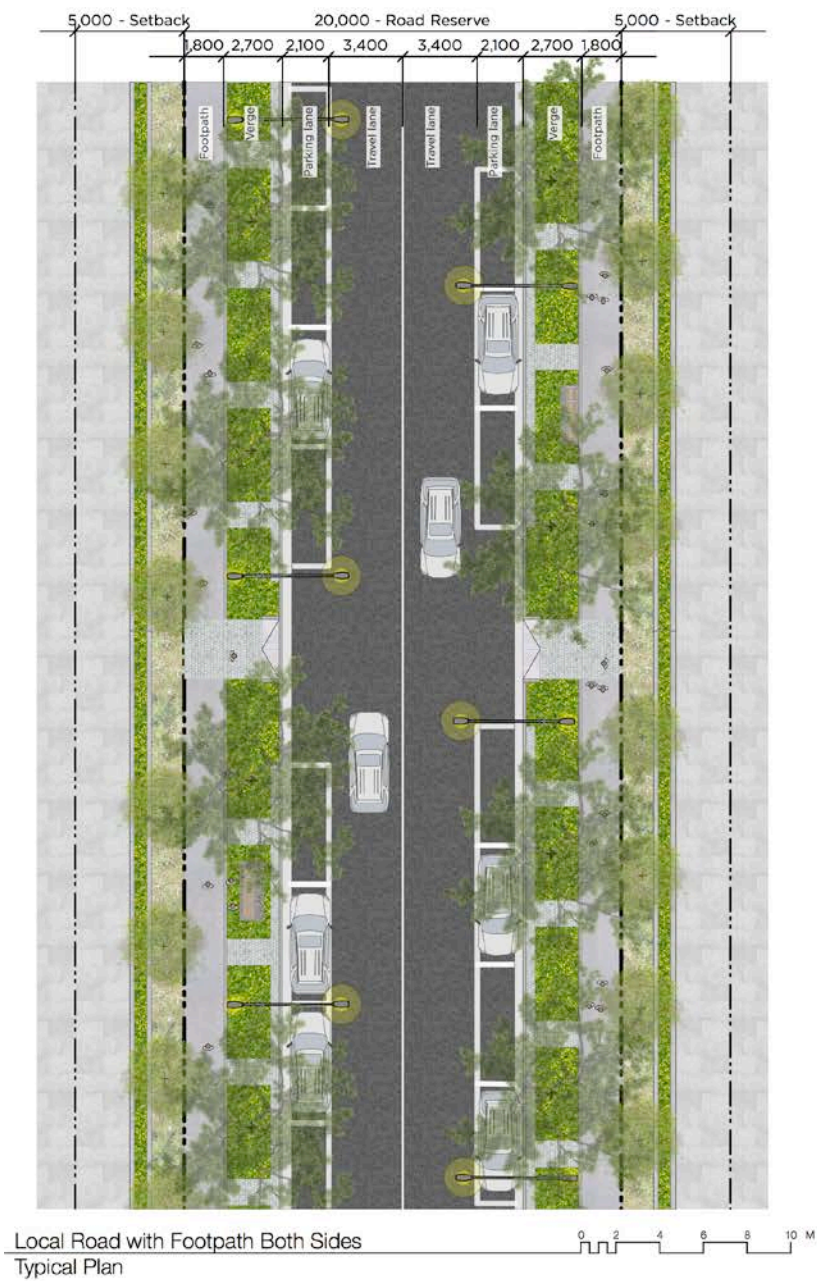


Figure 12: E1-E1 Local Street Typical Plan and Section– with footpaths to each side

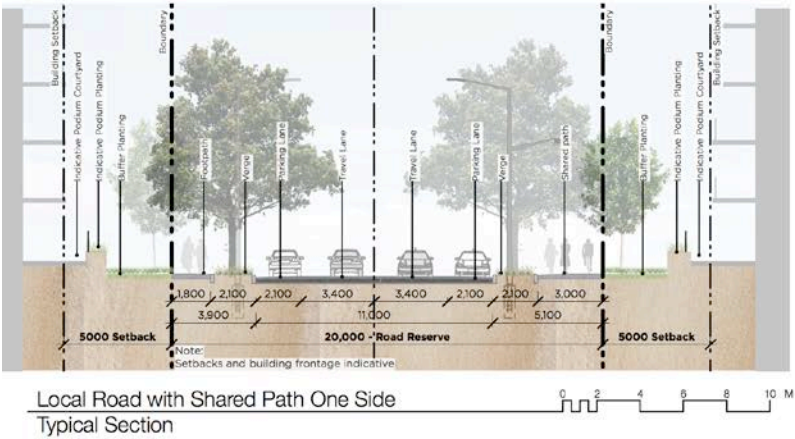


Figure 13: E2-E2 Local Street - with shared pathway to one side

5.8. Park Edge Street

Park Edge Streets address the edges of the Precinct's central public open space and must consider the design and layout of the adjoining open space. Park Edge Streets are to provide for unimpeded connections between the residential use, the proposed primary school and public open space.

Reservation	20m
Character	Provides interfaces to the central public open spaces within the Precinct
Landscape	Mature trees in rows with understorey planting in verge
Plant Species	Eucalyptus Moluccana (Grey Box) Lophostemon Confertus (Brush Box) Koelreuteria Paniculata (Golden Rain Tree)
Car parking	Dedicated car parking lanes
Finishes	Concrete shared paths on both sides of the road Asphalt travel lanes
Views & Vistas	Key views include: <ul style="list-style-type: none"> • Road 6 (view north into Sydney Olympic Park); and • Along the east-west pedestrian spine long uninterrupted vista through the entire Precinct.

Refer to **Figure 14** for a typical plan and section of Park Edge Streets.

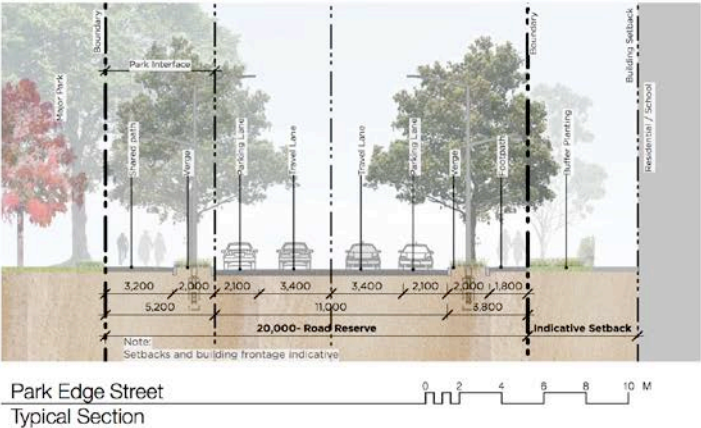


Figure 14: F-F Park Edge Street Typical Plan and Section

5.9. Carter Street

Carter Street provides a key active movement corridor across the Precinct, as well as a buffer between the Precinct's employment and residential lands. Carter Street is designed to provide for mixed vehicular uses with designated car parking lanes including bus stops. The southern side of the road features a dedicated off-road cycleway.

Reservation	20m
Character	Buffer between employment uses to the south and residential uses to the north Mix of local and heavy vehicle traffic Regrades cycling route
Landscape	Mature trees in rows with understorey planting in verge
Plant Species	Buckinghamia Celcissima (preferred north of the street under powerlines) Lophostemon Confertus (preferred south of the street) Other potential species: Eucalyptus Microcorys (Tallowwood) Lophostemon Confertus (Brush box) Melaleuca Nodosa (Prickly-leaved Paperbark) Buckinghamia Celcissima (Ivory curl)
Car parking	In-line bus stop and dedicated car parking lane
Finishes	In-situ concrete paths Bi-directional cycle path Asphalt travel lanes
Views & Vistas	Long uninterrupted view through the Precinct from Haslams Creek in the west through to Sarah Durack Avenue in the east

Refer to **Figure 15** for a typical plan and section of Carter Street.

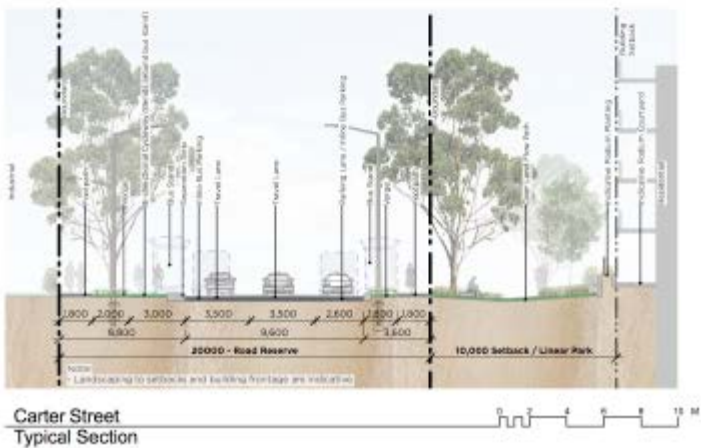
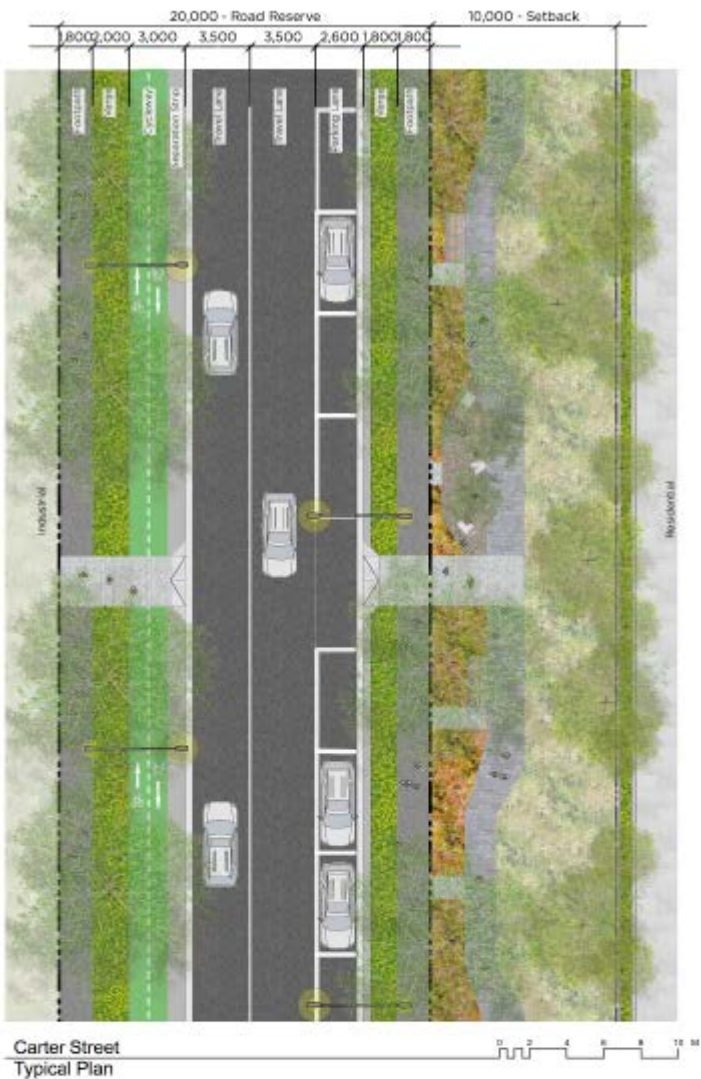


Figure 15: G-G Carter Street Typical Plan and Section

5.10. Laneways and Shareways

Laneways and shareways are to provide flush transitions between roadways and pedestrian paths to emphasise pedestrian priority. The provision of high-quality granite surface treatments across the entirety of the laneway network, accompanied with inset landscaping, is to clearly delineate laneways from the broader local street network. The provision of inset landscaping is to emphasise pedestrian priority by calming and slowing traffic, as well as, increasing the visual appearance of the laneways and shareways.

Reservation	10m
Character	Highly activated mixed-use lane with pedestrian priority
Landscape	Mature trees in rows with understorey planting in verge
Plant Species	Flindersia Australis (Australian Teak)
Car parking	Nil
Finishes	Granite paving/cobbled footpaths Shared travel lanes
Views & Vistas	N/A

Refer to **Figure 16** for a typical plan and section of Laneways and Shareways.

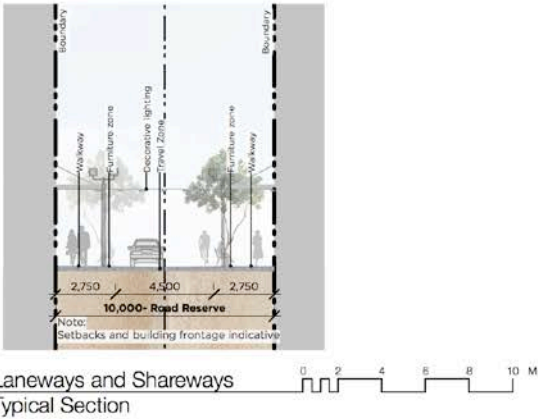
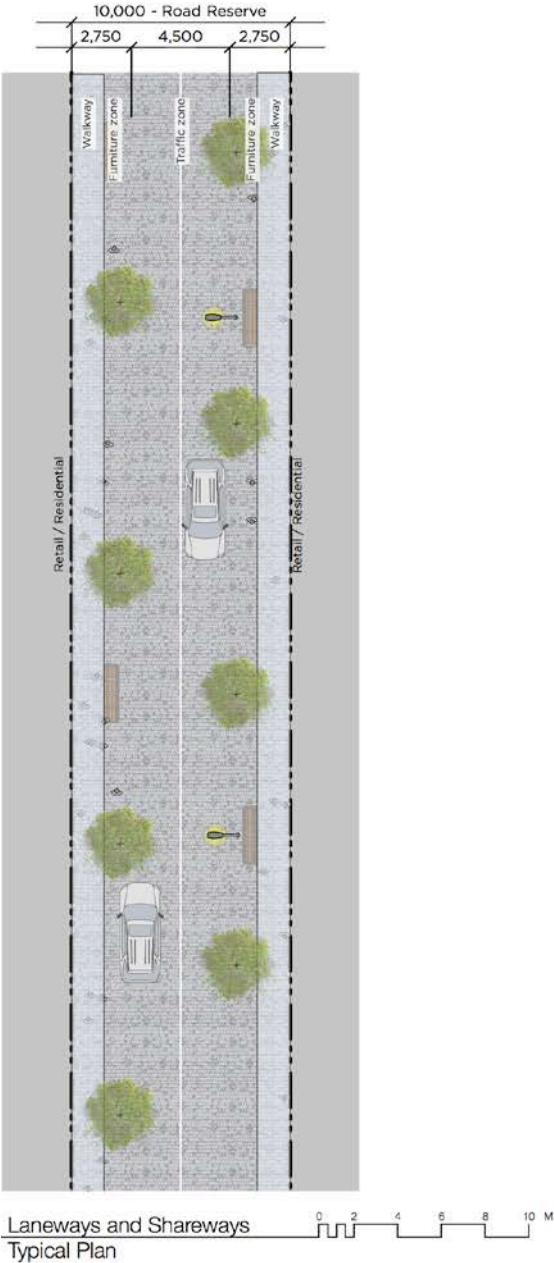
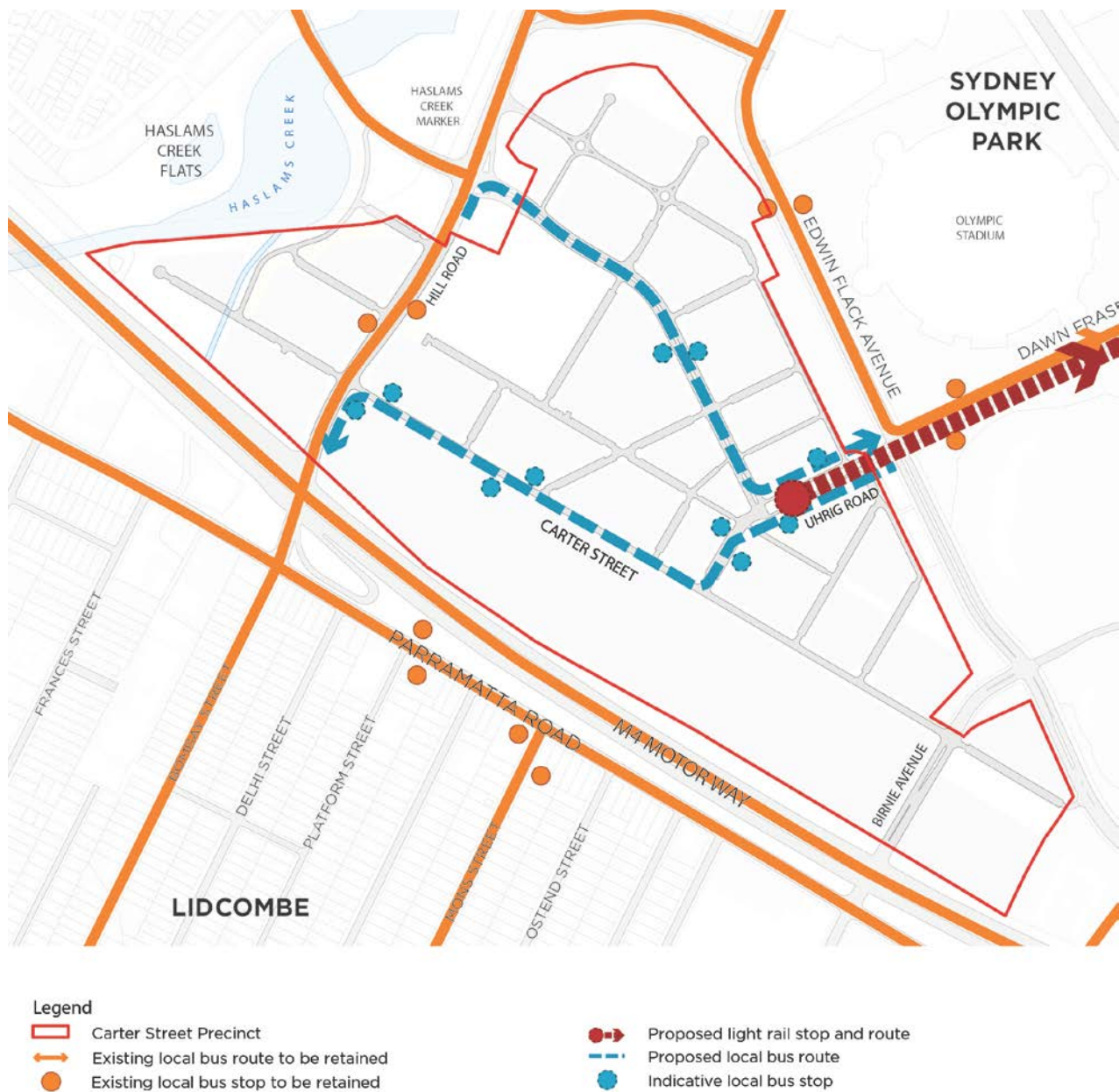


Figure 16: H-H Laneways and Shareways

6. Public Transport Network

The Precinct will benefit from the proposed Parramatta Light Rail (Stage 2) stop, together with the future Sydney Metro West station at Sydney Olympic Park. These services will provide frequent public transport links to service the Precinct and connections to the Parramatta and Sydney CBDs.

The Precinct's public domain and street network have been designed to ensure good access to the public transport network, including diverse pedestrian routes that encourage active and public transport use within the Precinct. An improved bus network will also provide increased access to the Precinct from surrounding areas. The extended bus network will connect the village centre, primary school, and transport node to the wider bus network.



Note: The routes and stop locations of the light rail and bus services are indicative only and subject to change by TfNSW

Figure 17: Public Transport Network

6.1. Objectives

- O. 1. To encourage and maximise the use of public transport.

6.2. Controls

- C. 1. Subdivision and development is to accommodate and support public transport services in the Precinct.

6.3. Parramatta Light Rail

The integration of the proposed Parramatta Light Rail (Stage 2) stop and terminus within Uhrig Road has been developed in collaboration with Transport for NSW (TfNSW). The proposed light rail stop and terminus will cater for the future residents and workers of the Precinct and represents a valuable transport route for visitors to Sydney Olympic Park.

To accommodate the proposed light rail stop and terminus, Uhrig Road has been widened, north of the Green Spine Road, with pedestrian access routes designed to efficiently disperse passengers throughout the village centre and broader Precinct.

6.3.1. Objectives

- O. 1. Provide for integration of the proposed Parramatta Light Rail (Stage 2);
- O. 2. Accommodate transport interchanges between the light rail stop and terminus and local bus services; and
- O. 3. Provide for a high level of pedestrian amenity and permeability around the proposed light rail stop.

6.3.2. Controls

- C. 1. Incorporate terminus side platform stop into the road reserve of Uhrig Road North, in accordance with **Figure 8** and **Figure 18** of this Development Framework, as applicable;
- C. 2. Uhrig Road South is to be in accordance with and **Figure 9** and **Figure 18**, as applicable; and
- C. 3. Provide for pedestrian permeability and access to the light rail stop and terminus.

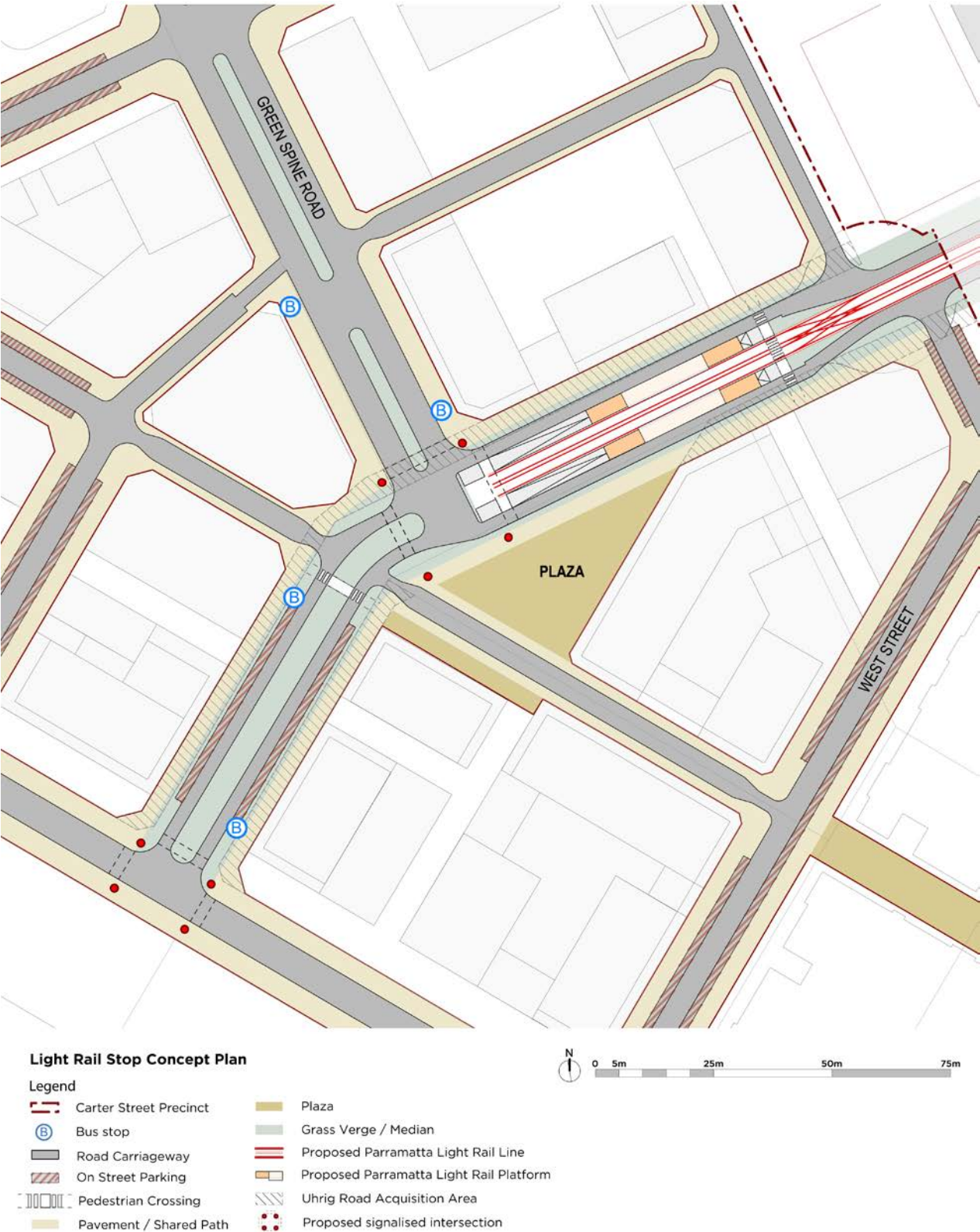


Figure 18: Indicative Parramatta light rail stop and terminus concept plan

7. Pedestrian and Cycle Network

Ease of pedestrian and cycle movement and accessibility are key drivers for the design of the Precinct's public domain. The Master Plan provides a network of pedestrian and cycle paths connecting to major destinations both within and outside the Precinct. Provisions for future connections to Sydney Olympic Park have been identified along the northern boundary of the Precinct as detailed in **Figure 19**.

Crossings are included in key locations and intersections to promote direct, safe and user-friendly access in and around the Precinct. Signalised crossings are identified at critical intersections on Hill Road, Birnie Avenue, Uhrig Road, and the Green Spine Road.



Figure 19: Pedestrian and Cycle Network

7.1. Objectives

- O. 1. To provide safe and direct pedestrian and bicycle connections between key locations including the village centre, proposed new primary school, proposed light rail stop and terminus on Uhrig Road, Haslams Creek, Sydney Olympic Park, foreshore public open space and wider regional bicycle paths and routes;
- O. 2. To enable the delivery of a shared path along the western side of Hill Road;
- O. 3. To encourage walking and cycling for trips within the Precinct; and
- O. 4. To encourage 'end of trip' facilities for non-residential uses.

7.2. Controls

- C. 1. The pedestrian and cycle network shall be developed in accordance with **Figure 19** of this Development Framework;
- C. 2. Pedestrian and cycle access throughout the Precinct, including connections from roads to public open space, shall be designed to:
 - i. Be direct and accessible to all;
 - ii. Be easily identified by all users;
 - iii. Have a public character;
 - iv. Include required regulatory signage;
 - v. Provide wayfinding signage advising of the publicly accessible status of the link and the places to which it connects;
 - vi. Be clearly distinguished from vehicle accessways, unless it is a laneway, purpose built 10km/hour shared zone with regulatory signage and speed controls;
 - vii. Allow visibility along the length of links to connect the public domain;
 - viii. Align with breaks between buildings so that views are extended, and sense of enclosure is minimised;
 - ix. Comprise materials and finishes (for example, paving materials, tree planting, furniture) that integrate with adjoining streets and public spaces and be graffiti and vandalism resistant;
 - x. Be well lit to safety standards; and
 - xi. Be publicly accessible 24 hours a day.
- C. 3. A shared pedestrian and cycle link is to be provided on the western side of Hill Road, in accordance with **Figure 19** and **Figure 10**. The shared path is to:
 - i. Be incorporated into the design of the development;
 - ii. Achieve the nominated setback from the new property boundary, in accordance with **Figure 25** and **Table 2**; and

iii. Be dedicated to CoP at no cost.

- C. 4. Lockable bicycle racks are to be provided in accordance with the CoP's Public Domain Guidelines at the village plaza, public open spaces, Haslams Creek public open space and dining strip, primary school, public transport stops and other key locations across the Precinct; and
- C. 5. Development applications are to demonstrate how 'end of trip' facilities have been addressed as part of development proposals.

7.3. Through Site Links

Increased pedestrian permeability and potential through site links are proposed in key development blocks including around the village centre, public transport stops, and Haslams Creek Foreshore.

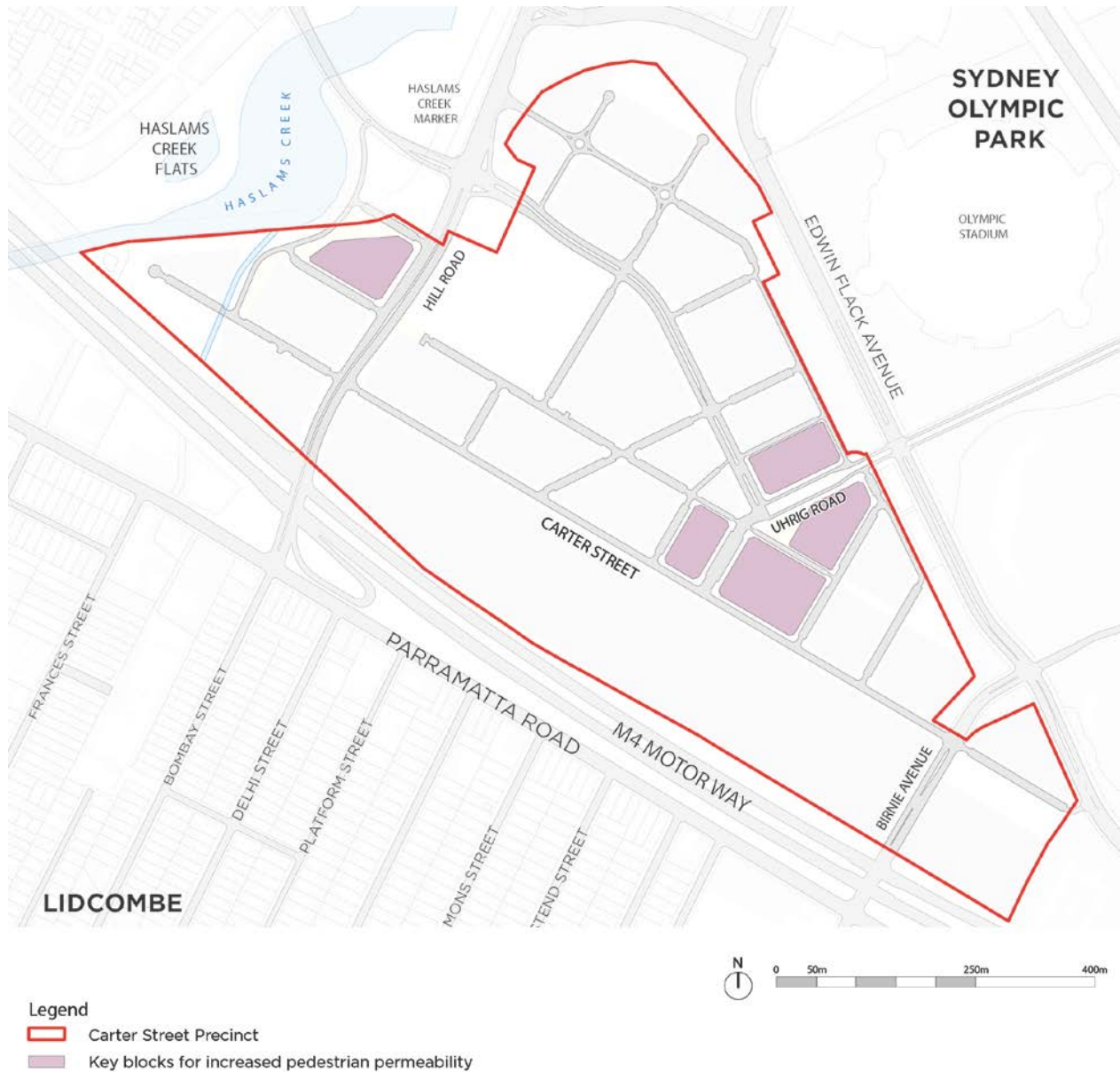


Figure 20: Preferred Through Site Links

7.3.1. Objectives

- O. 1. Provide for increased pedestrian permeability in the village centre and key location of Haslams Creek;
- O. 2. To provide for a high level of pedestrian amenity and permeability around the proposed Parramatta Light Rail (Stage 2) stop (refer **Section 6.3**); and
- O. 3. To provide a diverse, safe, and well-designed public domain in areas of high pedestrian accessibility.

7.3.2. Controls

- C. 1. Increased pedestrian permeability and the location of preferred through site links is to be considered as shown in **Figure 20**;
- C. 2. Where provided, through site links must meet the following requirements:
 - i. Have a minimum width of 8 metres;
 - ii. Be at ground level and lined with active uses;
 - iii. Connect streets or lanes and have a clear line of sight between entrances and the public domain;
 - iv. Be direct and accessible;
 - v. Where possible, be open to the sky to allow for natural sunlight;
 - vi. If the through site link is not open to the sky, links are to maximise access to natural light and consider centrally located skylights or to be at least two storey in height;
 - vii. Be easily identified by users and include signage advising of the publicly accessible status of the link and the places to which it connects; and
 - viii. Be clear of obstructions or structures and provide a clear sight line from one side to the other.

Figure 21: Through site link example - Queen Victoria Village, Melbourne



Figure 22: Through site link example - Central Park, Sydney



8. Public Open Space Network

The Precinct's public open space network ensures quality spaces for both active and passive recreation, integrating with the regional public open space network, connecting into Sydney's Green Grid, and enhancing the ecological value of the natural environment.

Key views and vistas are maintained to public open space and landmarks, anchoring the public domain within the existing landscape to assist with way-finding. Long range view corridors define key public domain elements, and short-range views are to link public open spaces with the Precinct. Views at entry and gateway points connect the Precinct with the urban character of Sydney Olympic Park and the wider landscape character of the Millennium Parklands.

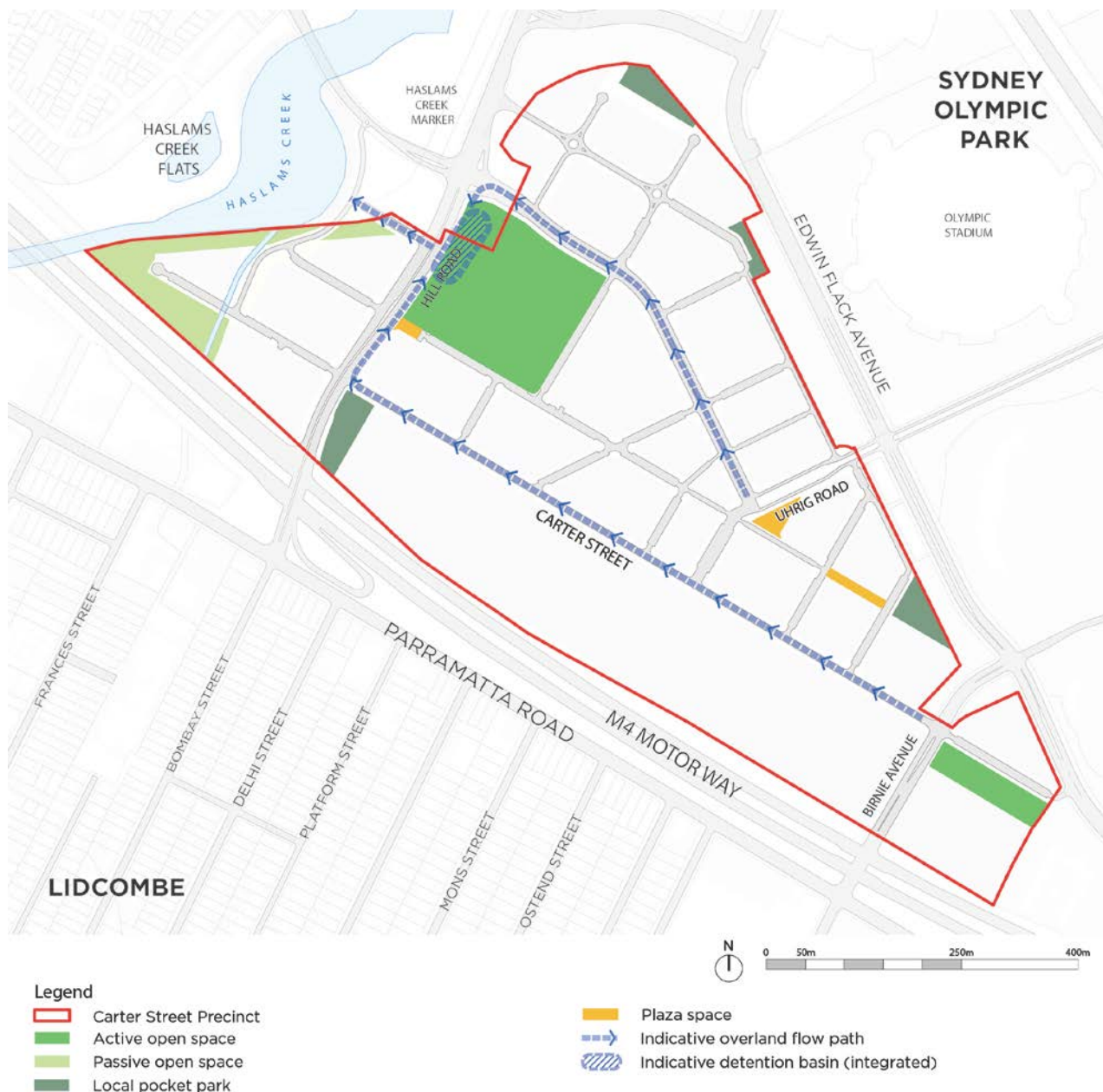


Figure 23: Public Open Space Network

8.1. Objectives

- O. 1. To ensure that public open space complements and integrates with the regional public open space network;
- O. 2. To provide a range of quality hard and soft public open spaces for community gatherings and events;
- O. 3. To locate and design the primary school site so that it visually integrates with the adjoining central public open space, including enabling informal community recreational use outside of school hours;
- O. 4. To create a continuous and active public foreshore park along Haslams Creek providing a range of experiences along the foreshore;
- O. 5. To ensure that public open space is well located within easy walking distance of residents;
- O. 6. To provide high-quality, landscaped public open space to cater for passive recreation, children's play and organised sport for new and surrounding residents and workers;
- O. 7. To contribute to the management of stormwater, visual amenity, urban heat reduction and enhancement of ecological values;
- O. 8. To appropriately respond to adjoining environmental conservation areas in Sydney Olympic Park;
- O. 9. To provide public access to waterways and green spaces, ecologically sensitive areas, recreational spaces and retail destinations;
- O. 10. To provide opportunities for collaboration between artists and designers in the development of creative, innovative, memorable, integrated and sustainable public art projects; and
- O. 11. To provide clear delineation between public and private domain.

8.2. Controls

- C. 1. Public open space shall be provided in accordance with **Figure 23**;
- C. 2. All public open spaces are to be framed on all sides by a public street, lane or pathway;
- C. 3. A 3.08 hectare central public open space is to be provided east of Hill Road, adjacent to the John Ian Wing Parade extension. The park is intended to provide for a variety of experiences, recreational activities, and stormwater detention functions and will establish a green link to the Haslams Creek corridor;
- C. 4. A village plaza, is to be provided within the Uhrig Road village centre as a central meeting place;
- C. 5. A minimum 20 metre wide landscaped public foreshore reserve shall be provided along Haslams Creek, as shown in **Figure 24**;
- C. 6. Public open spaces are to:

- i. Be defined with a consistent palette of furniture elements and materials and given uniqueness through function, facilities and planting character;
 - ii. Contribute to pedestrian linkages across the Precinct and assist in activating the street and immediate area;
 - iii. Maximise the linkages between destinations and be integrated with the circulation network;
 - iv. Be well-lit with clear sightlines, and accessed from multiple edges to be safe and accessible for all users;
 - v. Have a high level of amenity, including seating park furniture, shading (park structures and trees) and public art;
 - vi. Be useable and enjoyable at night with appropriate lighting effects that define uses and are welcoming.
- C. 7. Details of the public open spaces are to be set out in a Landscape Master Plan for the relevant Development Application;
- C. 8. A detailed Public Art Strategy is to be prepared and submitted with any Development Application which includes public domain areas;
- C. 9. Furniture and lighting is to be provided in accordance with CoP's requirements;
- C. 10. Signage is to be provided in accordance with CoP's requirements; and
- C. 11. Public open space is to consider and manage potential impacts on environmental conservation areas in Sydney Olympic Park, as identified in the State Environmental Planning Policy (State Significant Precincts) 2005.

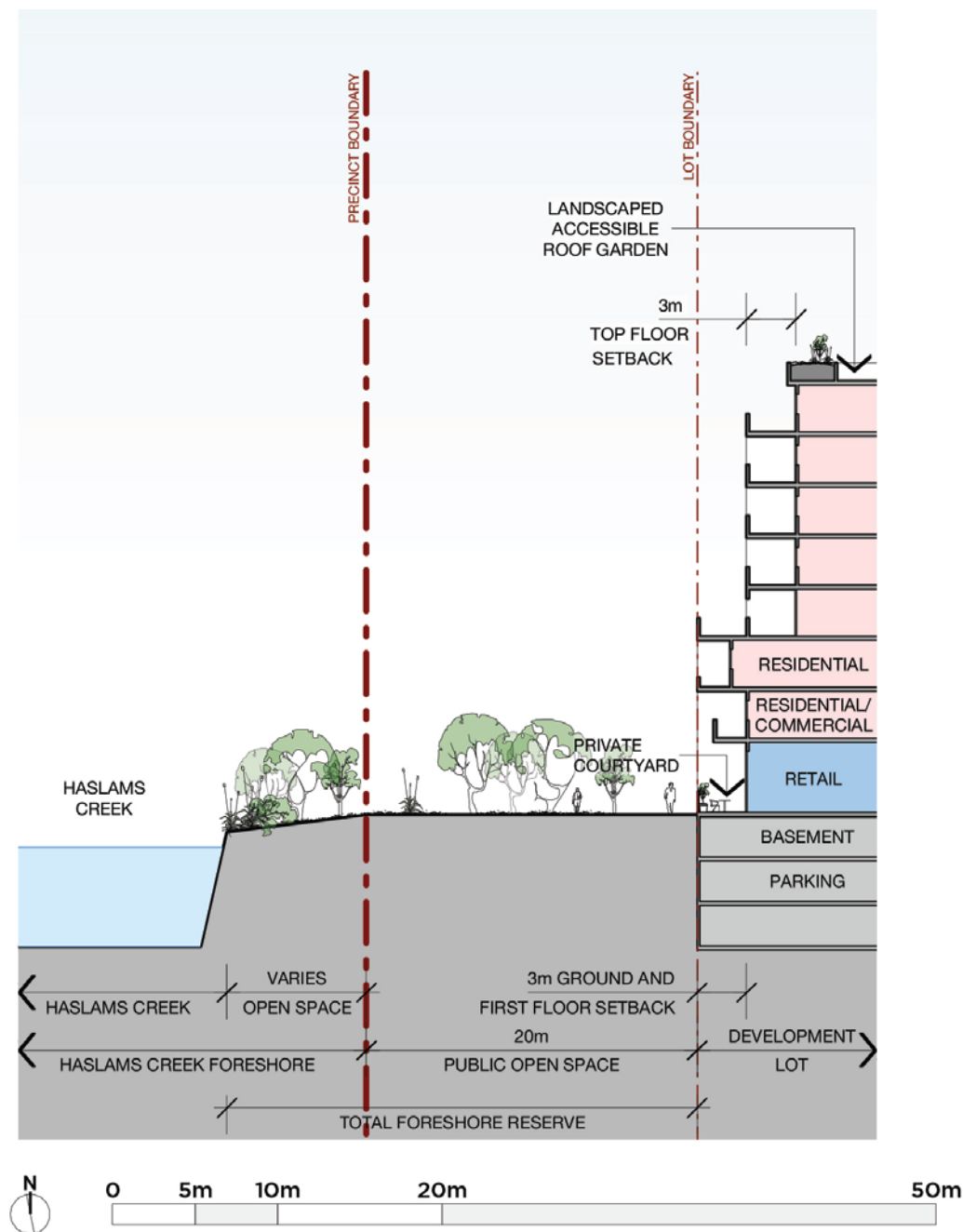


Figure 24: Indicative Haslams Creek Foreshore Open Public Space Section

9 Building Setbacks

The changing interface between the public domain and private development reflects different conditions, land use and built form. Setbacks largely range from zero to 10 metres, with larger varied setbacks associated with the employment area south of Carter Street.

Zero lot setbacks and active frontages around the village centre provide for additional through site pedestrian links, and increased permeability around the proposed light rail stop and terminus. Deep soil landscape setbacks in residential areas, along key approach roads, and along Carter Street, allow for increased landscaping to reinforce the green street network. Building setbacks are to be free from basement car parking or any overhanging built form to maximise landscaping opportunities.

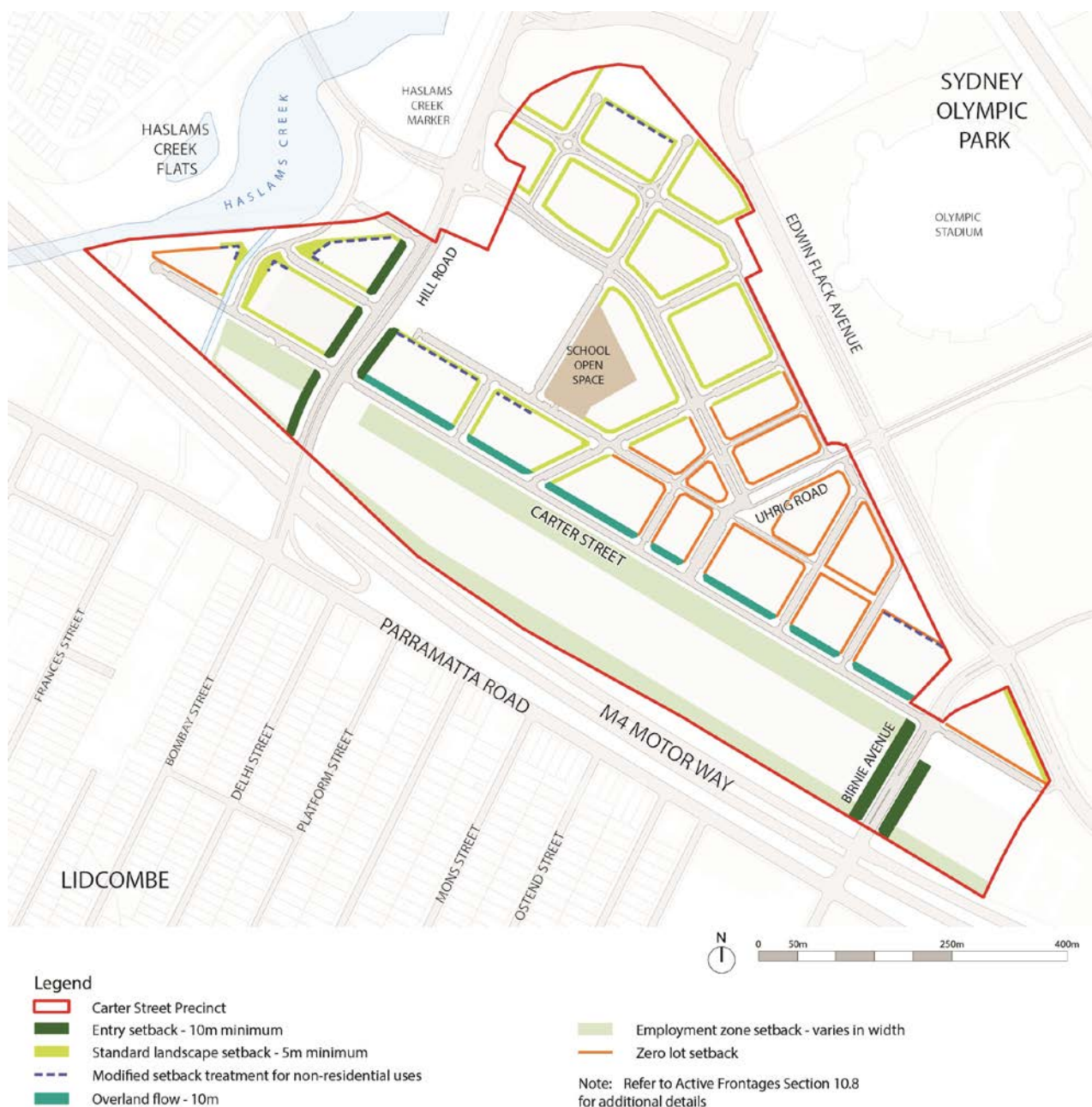


Figure 25: Minimum Building Setbacks

9.1. Residential and Mixed-Use Development

9.1.1. Objectives

- O. 1. To provide setbacks to the proposed built form and landscaping that enhances streetscapes;
- O. 2. To allow for large mature trees within the prescribed setbacks that will enhance the streetscape;
- O. 3. To allow for useable private space on the ground floor that addresses the street; and
- O. 4. To provide for landscape address points for residential lobbies.

9.1.2. Controls

- C. 1. All buildings are to comply with the minimum setbacks shown in **Figure 25** and **Table 2**;
- C. 2. Unless otherwise stated, a minimum 5 metres landscaped setback is required for residential uses.
- C. 3. The interface of residential uses within the zero setback area is to be in accordance with **Figure 26**, including:
 - i. A ground floor and first floor building setback or 'recess zone' of 3 metres to provide for private gardens and entrances from the street; and
 - ii. Potential first floor balconies and façade articulation within the 3 metres 'recess zone'.
- C. 4. Setbacks along all streets must include deep soil landscaping and the retention of existing site trees, where possible; and
- C. 5. All landscape setback zones are to exclude basement car parking or other built structures extending onto these zones.

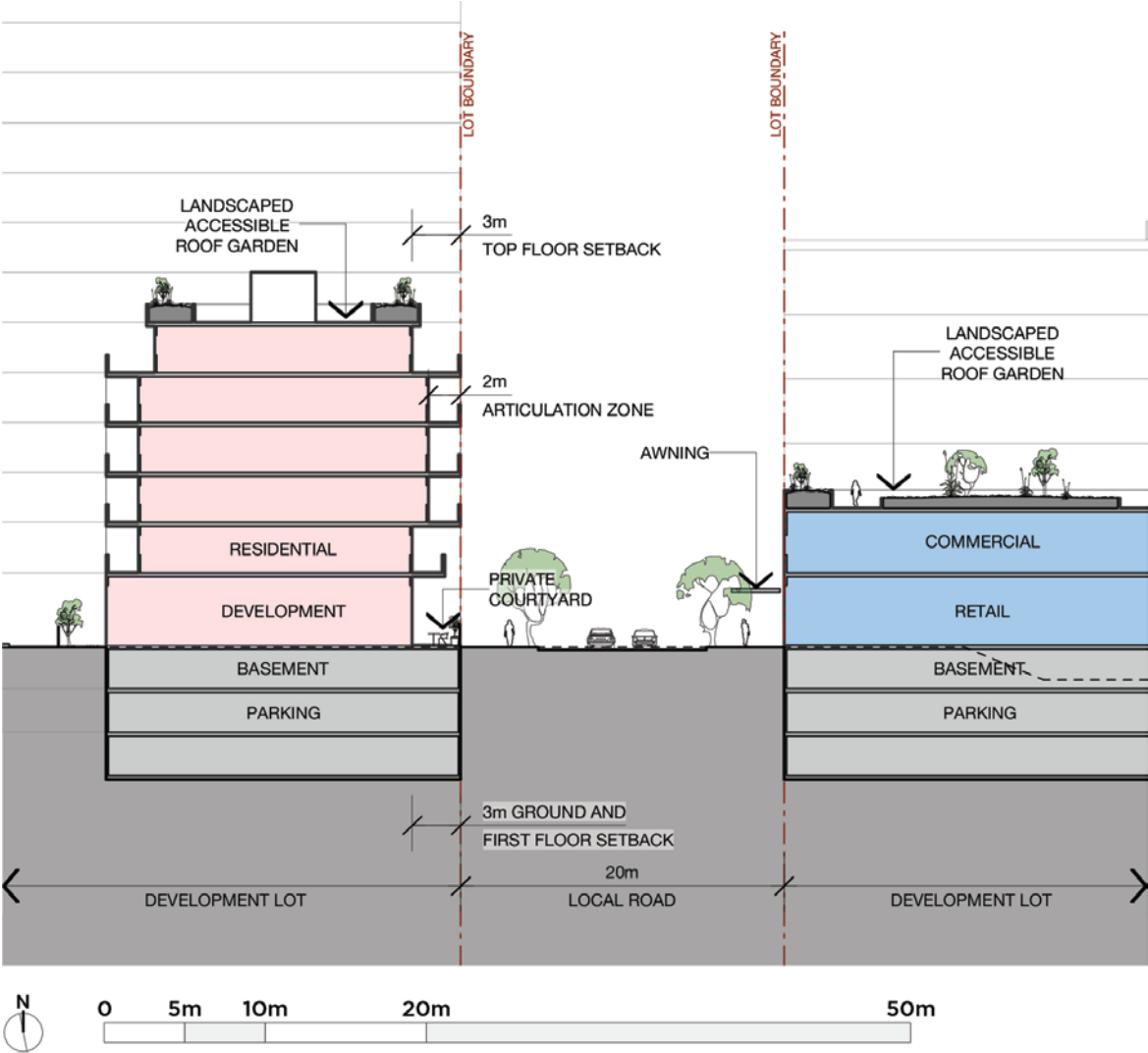


Figure 26: Indicative Zero Setback Condition Section

9.2. Employment Uses Development

9.2.1. Objectives

- O. 1. To ensure buildings in the B6 Enterprise Corridor zone are set back appropriately from underground service and infrastructure easements on the south side of Carter Street; and
- O. 2. To provide an adequate buffer between commercial development and the M4 Motorway.

9.2.2. Controls

- C. 1. All buildings are to comply with the minimum setbacks shown in **Figure 25** and **Table 2**;
- C. 2. The southern side of Carter Street, and the 10 metre setbacks along Hill Road and Birnie Avenue shall provide for deep soil planting and landscaping, including the retention of existing site trees, where possible;
- C. 3. Landscape planting to the south side of Carter Street within the services easement, where permitted by relevant authorities, is encouraged; and
- C. 4. Where possible, the existing structural planting of native trees to the M4 Motorway / Parramatta Road corridor is to be maintained and augmented as a visual green screen to development.

Table 2: Minimum Building Setbacks

Setback	Dimension / setback depth from property line	Land use	Deep soil	Car parking within setback area
Entry setback	As shown on the Master Plan	Employment and Residential	Yes	Not permitted
Standard setback	5 metres	Residential	Yes	Not permitted
Overland flow – Carter Street	10 metres	Residential and village centre	Yes	Not permitted
Zero lot - Residential address	Build to street edge line - recesses permitted	Residential	No	Not permitted
Zero lot – Non-Residential use interface	Build to street edge line - recesses permitted	Village centre non-residential	No	Not permitted
Employment zone setback	Varies according to pipeline easements	Employment	Yes	Yes, in landscaped setting
Indicative school open space	Subject to detailed design	Education and community	Yes	Not permitted
School parking	Subject to detailed design	Education and community	Yes	Yes, in landscaped setting

10. Residential and Mixed-Use Development

10.1. Where the Development Controls Apply

This section of the Development Framework applies to residential and mixed-use development in the Precinct zoned R4 High Density Residential and B2 Local Centre. The built form is to provide a diversity of building typologies related to the lot size, land use, location, and desired character, to ensure a uniform approach to streetscape and public open space interfaces throughout the Precinct.

The *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development* also applies to residential flat building development, shop-top housing and mixed-use development with residential accommodation. Such development shall also consider the Apartment Design Guide when designing future developments.

10.2. Building Height and Form

A key element of the built form approach is to provide consistent and low scale-built form along street interfaces, with tall slender tower forms. **Figure 27** below identifies the distribution of street wall heights across the Precinct.

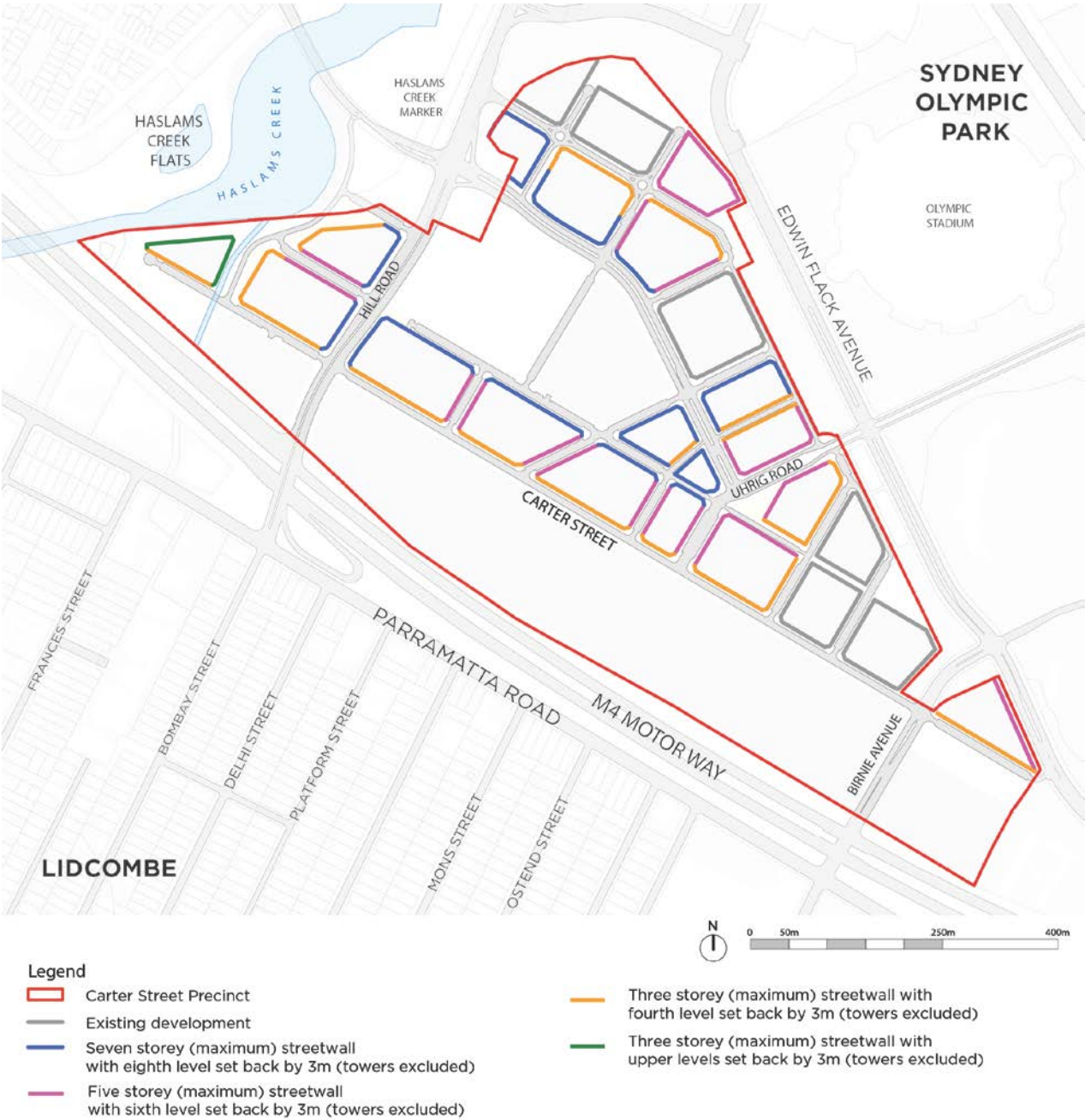


Figure 27: Maximum Street Wall Heights

10.2.1. Objectives

- O. 1. To reinforce Sydney Olympic Park as a strategic centre and ensure that buildings in Sydney Olympic Park remain the dominant built form;
- O. 2. To provide a transition in built form between Sydney Olympic Park and surrounding areas;
- O. 3. To provide built form primarily comprised of perimeter block development supported by taller slender tower buildings;
- O. 4. To minimise the perceived bulk and scale of buildings and provide a high level of residential amenity;
- O. 5. To achieve a balance between an urban scale and creating a comfortable, human-scale public domain;
- O. 6. To protect the amenity of public spaces, particularly along Haslams Creek Foreshore and the central public open space;
- O. 7. To improve solar access and minimize overshadowing;
- O. 8. To provide for street wall buildings or podiums lengths that relate to block length; and
- O. 9. Podiums that are designed to relate to the public domain in section (including levels, heights of the ground floor, depth of street wall) and in plan (including alignment, entry locations and definition of intersections).

10.2.2. Controls

- C. 1. Building heights are to be consistent with Auburn LEP 2010 and the following guidelines:
 - i. Building street wall heights are to be consistent with **Figure 27**;
 - ii. Lower-scale buildings are to be located on the Haslams Creek Foreshore; and
 - iii. Towers and landmark buildings are to be located on key sites, including the centre, along main streets and on the corners of street blocks.
- C. 2. Freestanding towers are not required to comply with the minimum street wall heights set out in **Figure 27**;
- C. 3. Where continuous built form is proposed around the corners of development blocks, it may be deemed appropriate to adopt the higher street wall condition, subject to detailed design that considers, appropriate corner treatment; visual interest and public domain impacts;
- C. 4. Buildings are to have a maximum length of 65 metres, but where a building has a length greater than 30 metres, it is to be separated into at least two parts by a significant recess or projection;
- C. 5. Buildings of 9 storeys or above are to meet the requirements set out in **Section 10.4**; and

- C. 6. The topmost level of any building of 12 storeys or less is to be setback at least 3 metres from the street wall.

10.3. Towers

Towers within the Precinct are to act as key gateways, arrival points and core activity areas and establish a dynamic skyline that decreases to the west as the Precinct interfaces with Haslams Creek Foreshore. Towers are generally located on corners, on wide streets, near public open spaces and along the north edge of Carter Street

10.3.1. Objectives

- O. 1. To facilitate tall, slim, well-proportioned and positioned towers;
- O. 2. To create an interesting and varied skyline;
- O. 3. To create tall landmarks at key site gateways within the Precinct;
- O. 4. To locate towers where they have minimal impact on amenity and the public domain; and
- O. 5. To maximise solar access to the public domain.

10.3.2. Controls

- C. 1. Buildings of 9 storeys and above are to have a maximum individual tower floorplate of 1,000m² GBA.
- C. 2. Building tower length shall not to exceed 45 metres;
- C. 3. Towers within the Village Centre are preferred to be standalone tower forms in accordance with **Figure 28.** and **Figure 29.** A more flexible approach to tower forms may be considered in in other areas of the Precinct. Where standalone tower forms are not pursued, towers are to be visually separated from adjacent low-rise development through the incorporation of vertical recesses or breaks.
- C. 4. In addition to the controls set out above, towers shall meet the following requirements:
 - i. Be located to minimise overshadowing on both public and communal open space;
 - ii. Have clear vertical definition from adjoining buildings;
 - iii. Have a clear horizontal articulation zone that corresponds to the upper setback levels of adjoining buildings; and
 - iv. Be oriented to take advantage and enable view corridors.

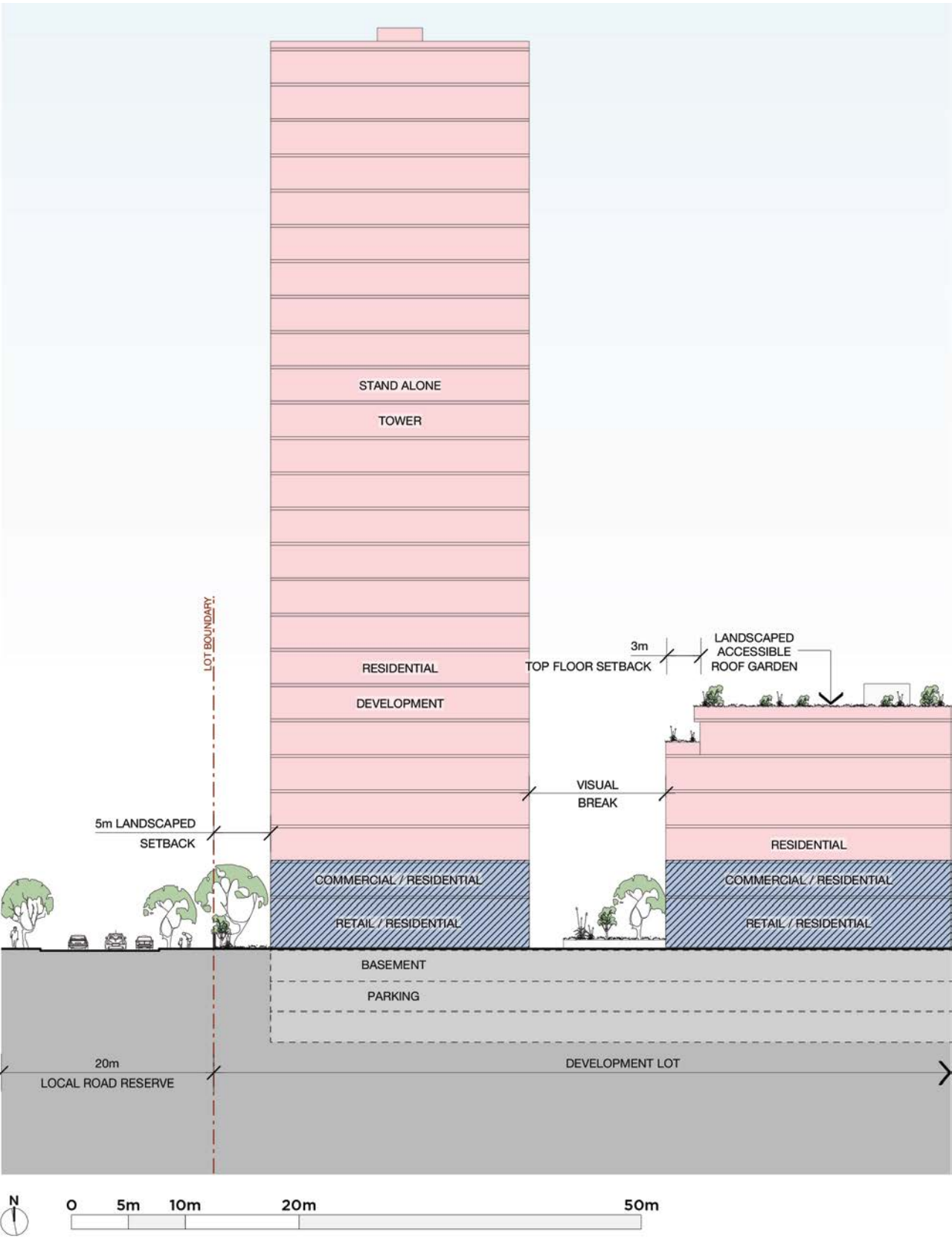


Figure 28: Preferred Tower Section – In the village centre

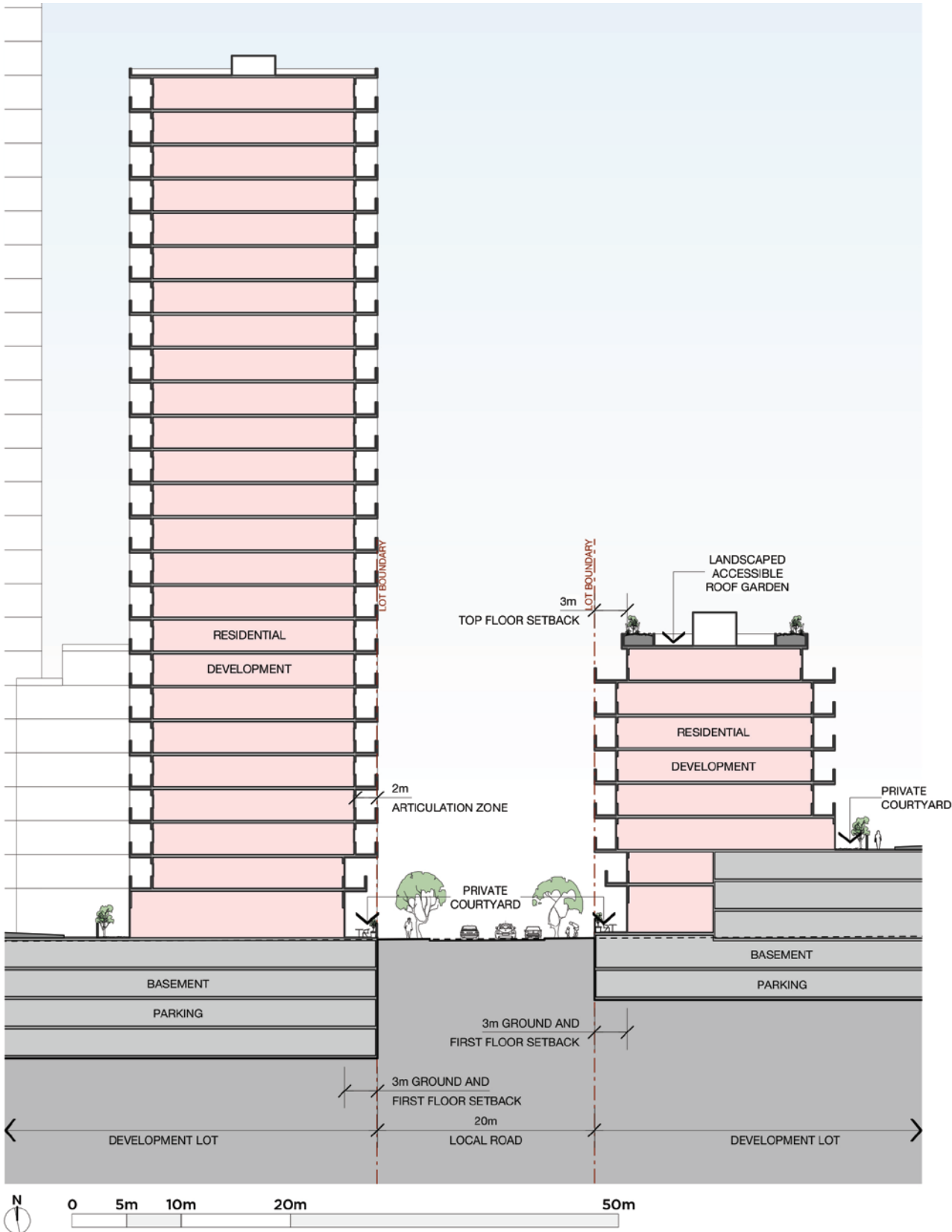


Figure 29: Tower Section - Residential

10.4. Public Domain Interface

The public domain interfaces have been developed to provide a diversity of streetscapes and to address site specific conditions. The interfaces vary according to the location and desired character, built form and land use. The public domain interfaces are to provide a safe, interesting and diverse environment.

10.4.1. Objectives

- O. 1. To provide for strong definition of the public domain and create a coherent, urban edge to streets;
- O. 2. To create transitional spaces for ground floor residential uses on local streets between the public and private domains, that is capable of being used for private outdoor recreation;
- O. 3. To maximise presence and activation of the street in specific locations of ground floor retail and commercial uses;
- O. 4. To establish and reinforce Uhrig Road as a high-quality pedestrian retail strip;
- O. 5. To establish a tree canopy and connections across Hill Road, between the eastern and western sides of the Precinct; and
- O. 6. To provide a built form transition of appropriate scale and relationship to the Haslams Creek Foreshore.

10.4.2. Controls

- C. 1. Buildings on street corners shall address both street frontages;
- C. 2. Buildings fronting the Haslams Creek Foreshore shall:
 - v. Be “U” or “C” shaped and step down in scale to the creek edge;
 - vi. Avoid long building forms fronting the foreshore and public open space;
 - vii. Incorporate generous landscaping within setbacks; and
 - viii. Maximise new view corridors to Haslams Creek.
- C. 3. All dwellings on the ground floor facing the street or public domain are to have individual entries from the street;
- C. 4. Buildings with residential uses at ground floor are to be designed so that main entries are at the same level as the finished footpath level or raised, by up to a maximum of 600mm, to provide for a combination of privacy and passive surveillance;
- C. 5. Active retail business uses are required at ground level along Uhrig Road, between Edwin Flack Avenue and Carter Street, along the new cross streets and around the village plaza as shown in **Figure 32**;
- C. 6. Retail and commercial uses at ground level are to be designed so that the ground floor, for at least part of the premises, is at the same level as the finished footpath of the adjacent street and/or public open space;

- C. 7. A canopy/awning, or a sheltered area, is to be provided over commercial and residential entries;
- C. 8. Development within the Uhrig Road village centre is to be designed to:
- i. Provide weather protection and to encourage pedestrian movement;
 - ii. Minimise overshadowing of the street in winter by development on the northern side;
 - iii. Reinforce the pedestrian scale and achieve good levels of solar access to the public domain; and
 - iv. Colonnade building frontages are not permissible.
- C. 9. All ground floor apartments are to have a private garden and front door that address the street.

10.5. Non-Residential Uses in the village centre

Non-residential uses are located mainly in the village centre on Uhrig Road, adjacent to Haslams Creek Foreshore and facing public open spaces. Non-residential uses are to provide public amenity, retail and services to foster public activity within the Precinct. Lower and ground floor levels are envisaged to provide a mix of retail, commercial and service functions appropriate to the scale and activation of each part of the Precinct. Small scale local convenience retail is also to be found on the ground floor of some new developments to ensure accessible amenity.

Figure 30 identifies the allocation of minimum non-residential floor space across the Precinct. Extension of non-residential uses beyond the minimum requirements in the B2 Local Centre zone will be subject to market demand.

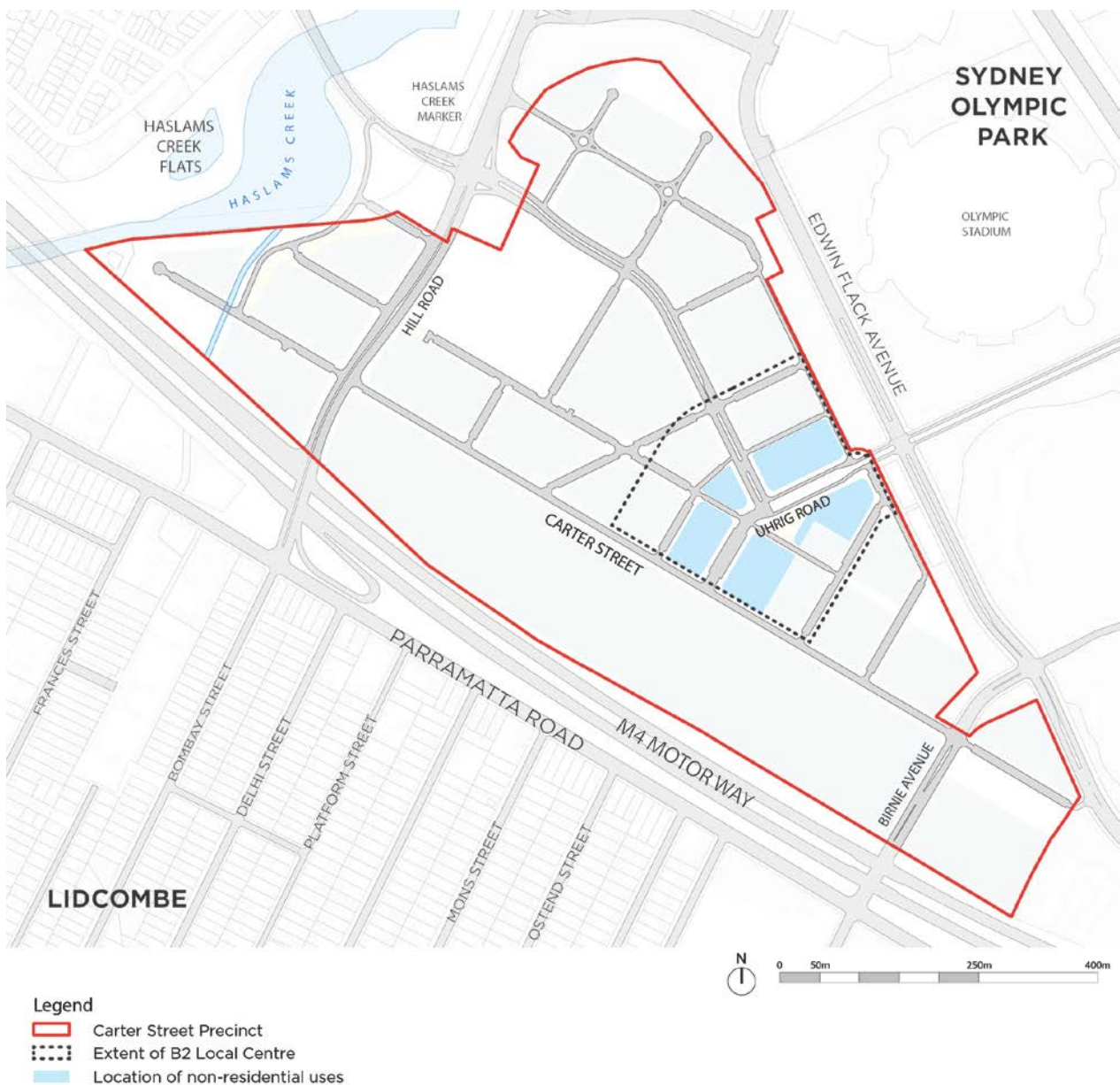


Figure 30: Minimum Distribution of Non-Residential Uses in the village centre

10.5.1. Objectives

- O. 1. To support the needs of both residents and visitors to the Precinct;
- O. 2. To provide for a vibrant and dynamic village centre;
- O. 3. To complement the existing local centres outside the Precinct including Sydney Olympic Park and Lidcombe; and
- O. 4. To co-locate non-residential uses such as retail, commercial and community services.

10.5.2. Controls

- C. 1. Non-residential uses are to be provided in accordance with **Figure 30**;
- C. 2. Non-residential uses are to be provided at a minimum depth of 20 metres;
- C. 3. A minimum of ground floor retail in the village centre (B2 Local Centre zone) must be provided in the areas shown in **Figure 30**;
- C. 4. First floor non-residential uses in the village centre (B2 Local Centre zone) is preferred in the areas shown in **Figure 30**;
- C. 5. Continuous awnings are to be provided above non-residential uses in the B2 Local Centre zone; and
- C. 6. Where provided, awnings shall be:
 - i. A minimum of 3 metres deep and 3.5 metres off the ground plane; and
 - ii. Designed and located to reflect street tree planting and the placement and location of street furniture.

10.6.1. Objectives

- O. 1. To support the daily needs of residents located to the west of Hill Road;
- O. 2. To provide a secondary centre on the Haslams Creek Foreshore that supports the village centre and cater for the daily needs of residents in the western parts of the Precinct and the immediate walking catchment;
- O. 3. To activate the Haslams Creek frontage of the Precinct;
- O. 4. To provide opportunities for local cafes and restaurants to serve the community across the Precinct; and
- O. 5. To create active and diverse neighbourhoods.

10.6.2. Controls

- C. 1. A 'neighbourhood supermarket' has been identified as an additional permitted use in the western part of the Precinct. If this is provided it shall be:
 - i. Located in accordance with **Figure 31**; and
 - ii. Of a small footprint typology to cater for the daily needs of residents in the immediate walking catchment.
- C. 2. 'Food and Drink premises' have been identified as an additional permitted use outside the B2 zone. If 'food and drink premises' are provided they must be located in the applicable preferred locations shown in **Figure 31**;
- C. 3. The maximum street frontage of any non-residential uses in the R4 High Density zone shall not exceed 10 metres;
- C. 4. Activation along the Haslams Creek Foreshore is to be designed to provide:
 - i. A vibrant streetscape with high-quality landscape finishes;
 - ii. Generous footpaths and paved areas for outdoor café seating; and
 - iii. Crossings that allow safe and convenient access to the Haslams Creek Foreshore and public open space network.
- C. 5. Awnings must be provided in association with non-residential uses in the R4 High Density Residential zone; and
- C. 6. Public bicycle racks are to be provided near non-residential uses in the R4 High Density Residential zone.

10.7. Active frontages

Active frontages are to be created by providing continuous business or retail uses that open directly to the footpath of the public domain. The Precinct's active frontages will provide activity on the street, enhance public security and passive surveillance, and improve the amenity of the public realm.

Awnings are to be provided in association with any non-residential frontage within the Precinct, including within the village centre, along the Haslams Creek Foreshore area and adjacent to the central public open space.

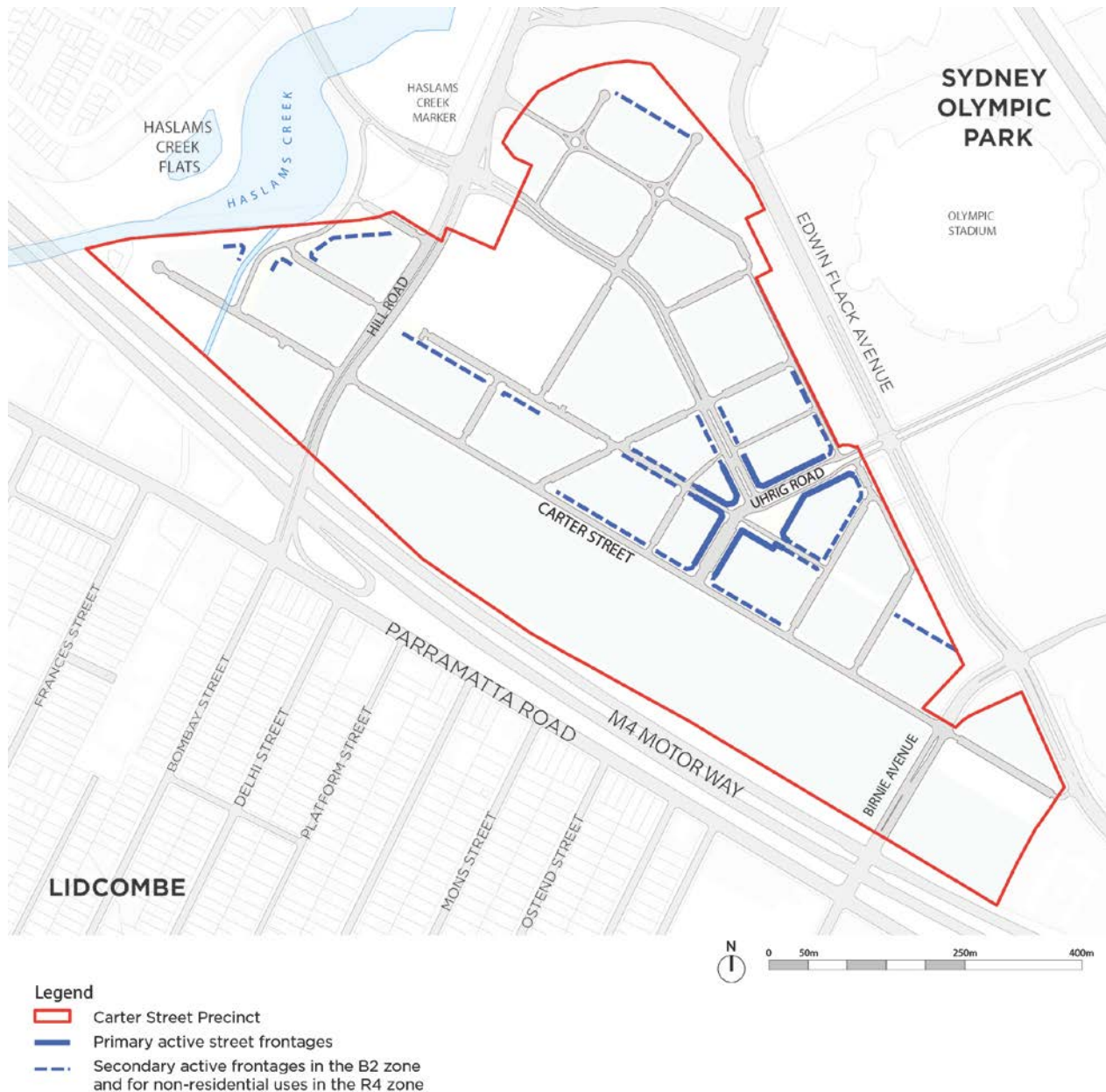


Figure 32: Minimum Active Street Frontages

10.7.1. Objectives

- O. 1. To encourage active street frontages within the village centre and other key locations; and
- O. 2. To contribute to a lively safe and well-designed public domain.

10.7.2. Controls

- C. 1. Active frontages must be provided along the 'primary frontages' shown in **Figure 32**;
- C. 2. Active frontages are required for non-residential uses along 'secondary frontages' as shown in **Figure 32**; and
- C. 3. Active residential / retail frontages are encouraged across the balance of the Precinct.

10.8. Building Design and Façades

Buildings are to be well designed to respond to the context of the streets and the spaces around them as well as the relationship to adjoining sites and development. Scale and form should be considered in relation to adjoining sites and façade treatment should create a diversity of architectural character, be responsive, well-designed, and include high quality materials.

10.8.1. Objectives

- O. 1. To encourage architectural diversity within an overall consistent spatial structure; and
- O. 2. To provide articulation zones that respond to environmental conditions including solar access, noise, privacy, views and internal design of buildings.

10.8.2. Controls

- C. 1. All buildings are to comply with **Section 9** of this Development Framework;
- C. 2. All buildings are to:
 - i. Have an individual architectural character;
 - ii. Have well-proportioned façade design incorporating an arrangement of voids and solids, vertical and horizontal modulation and articulation, sun shading and entrances that relate to the overall form, length of frontage and height;
 - iii. Reflect the building's internal organisation; and
 - iv. Use robust materials, well-detailed and of an appropriate scale.
- C. 3. Each street façade is to be articulated into smaller elements at a scale or grain that reflects:
 - i. The use and the various components of the building;
 - ii. The location of the building, or that part of the building relative to the street(s) and open spaces; and

- iii. The building elements, including building entries, ground floor, lower floors, top floor and roof.
- C. 4. Buildings on street corners or that interface with public open space are to address both frontages and the corner by appropriate architectural treatment;
- C. 5. Buildings that are located adjacent to or opposite to one another are to be complementary but not the same design; and
- C. 6. All development must comply with **Section 13.1** of this Development Framework to ensure that development considers the potential risks and impacts from pipelines on adjoining land, residents and workers.

10.9. Private and Communal Open Space and Landscaping

Private communal open spaces at ground level or on podiums contained within perimeter blocks are to create internal courtyards and private green spaces. If required, there may be a need or opportunity to provide roof top private communal spaces.

10.9.1. Objectives

- O. 1. To provide communal open space for residents that offers social opportunities and quality outlook from dwellings;
- O. 2. To cater for the recreational needs of building occupants;
- O. 3. To improve amenity through the provision of landscape finishes, including the retention and/or planting of trees within deep soil zones;
- O. 4. To assist with the management of water quality;
- O. 5. To reduce reliance on fencing and architectural screening through provision of vegetative screening and demarcation of space;
- O. 6. Encourage the use of open /semi-transparent fencing options; and
- O. 7. To encourage accessible and landscaped communal open spaces on rooftops.

10.9.2. Controls

- C. 1. Common open space and courtyards are to be located, designed and landscaped to:
 - i. Comprise a minimum of 30% of the development block at ground level, co-located with deep soil;
 - ii. Enhance views from dwellings and create recreational and social opportunities;
 - iii. Be the focal point for residents where appropriate; and
 - iv. Achieve good amenity in terms of urban heat reduction, solar access and natural air flow.
- C. 2. The provision of communal roof top open space is encouraged;

- C. 3. Communal open space on roof tops should be provided to increase available communal open space (but not at the expense of ground level open space requirements) and must employ measures to mitigate noise impacts on surrounding development;
- C. 4. Deep soil zones are to be of dimensions that achieve their function as planting space for large trees, with no edge dimensions less than 4 metres;
- C. 5. Deep soil zones are to be located within key communal outdoor space areas or elsewhere where large trees will benefit the maximum number of residents or contribute to the public domain;
- C. 6. A minimum of 50% of communal outdoor space on the ground floor should be permeable surfaces with vegetative cover including softscape planting (i.e. turf, ground covers or shrubs);
- C. 7. Plant species appropriate to the Homebush context and the specific microclimate within the development are to be selected to maximise use of low-water usage endemic and native species and opportunities for urban biodiversity;
- C. 8. Drought tolerant plant species, and species that enhance habitat and ecology, are to be prioritised;
- C. 9. Landscape design is to be integrated with water and stormwater management;
- C. 10. Soil volumes for trees planted on structures are to comply with the Apartment Design Guide;
- C. 11. Where provided, communal roof top open space is to comply with the following:
 - i. Fully accessible;
 - ii. Any lift or stair lobby that provides access to a roof top private communal space should not exceed 40 square metres (Gross Building Area);
 - iii. A 3-metre planted buffer should be located between the roof parapet and private communal space to prevent overlooking of adjacent dwellings;
 - iv. Be comprised of high-quality design and finishes;
 - v. Include a mix of hard and soft landscaping; and
 - vi. Include shade structures.

10.10. Vehicular Access and Car Parking

Vehicle access is designed to minimise direct access to basement car parking and service areas from main streets and pedestrian routes, prioritising access via north-south oriented side roads and lanes. This is to avoid interference with highly active public domain, ensure pedestrian safety and maintain attractive streetscapes.

Car parking above ground level is permitted where it is completely sleeved by residential, retail or commercial accommodation, in order to ensure active frontages that are desirable and safe. In cases where sleeved car parking is incorporated into the design of new development car parking must not be located above the first floor of the building.

The preferred location of car parking within the Precinct is within basements. Above ground car parking may be appropriate for some sites, especially where there are constraints such as ground water levels or site contamination.

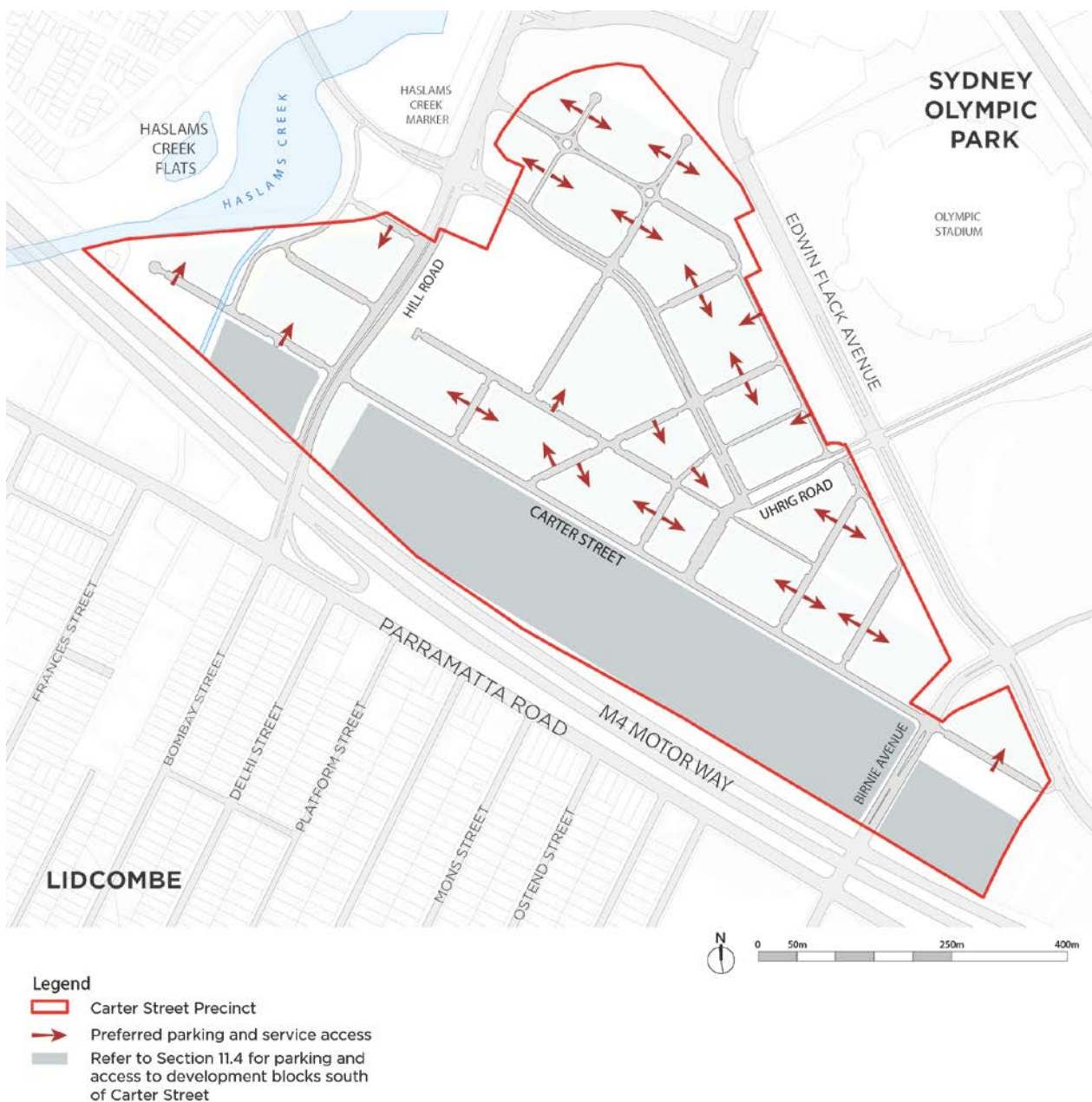


Figure 33: Preferred Car Parking and Access Arrangement

10.10.1. Objectives

- O. 1. To encourage the use of active transport and public transport;
- O. 2. To minimise adverse traffic impacts and vehicular traffic generated by development;
- O. 3. To limit car parking spaces for new development;
- O. 4. To support the reduction of car trips within the Precinct and surrounds; and
- O. 5. To ensure car parking is well designed, well lit, safe and attractive.

10.10.2. Controls

- C. 1. All car parking is to be underground, under-croft or semi-basement located within the footprint of the building above, with the exception of C.2 below;
- C. 2. Where aboveground car parking cannot be avoided due to site conditions, it shall:
 - i. Not exceed 4 storeys or match the street wall height where a 3 storey street wall is required;
 - ii. Be well integrated into the overall design and create a good relationship to the public domain;
 - iii. Be 'skinned' / 'sleeved' with single aspect residential accommodation, commercial premises, or other active uses to provide a high-quality public domain interface;
 - iv. Not adversely impact on the visual and acoustic amenity of neighbouring buildings and public domain;
 - v. Cars are not to be visible from the public domain; and
 - vi. Car parking luminaires are not to be visible from the public domain.
- C. 3. Where the topography of the land or constraints of the water table result in the basement car parking level projecting above ground level, it is to be designed to:
 - i. Not project more than 1.2 metres above ground level or as required to comply with flood planning levels; and
 - ii. Minimise negative visual impacts between the building(s) and the public domain.
- C. 4. Garages and car parking structures are not to project forward of the building line;
- C. 5. For safety and public domain amenity, driveways and vehicle access points are to be:
 - i. Of an acceptable impact on the streetscape/public domain;
 - ii. Physically separate and clearly distinguished from pedestrian entrances and access-ways;
 - iii. Integrated into the overall design of the building;
 - iv. Located within secondary streets and laneways where possible;
 - v. Have signage and line-marking for bicycle access; and
 - vi. Designed to have minimal entry dimensions.

- C. 6. Vehicular access points for all developments are to be consolidated to minimise disruption to pedestrians. Driveway crossings and vehicular access points are not permitted along primary routes or within the Uhrig Road village centre;
- C. 7. Car parking access is discouraged from streets fronting public open space and shall be limited to those areas and streets shown in **Figure 33**;
- C. 8. Car parking access entrances to basement of sleeved areas should be no wider than 6 metres;
- C. 9. Vehicular access is to be designed to reinforce priority to pedestrians and bicycles by continuing the type of footpath material and grade;
- C. 10. Loading areas for retail and commercial development are to be screened from public roads;
- C. 11. Development is to comply with the relevant car parking and loading requirements of Auburn DCP 2010 – Parking and Loading, except for any inconsistency with this Development Framework;
- C. 12. At least 1 car share space is to be provided for any residential development containing more than 50 residential apartments or any business development with a floor space of at least 5,000m² and is within an 800 metre radial catchment of a railway station or light rail stop (existing or proposed) or 400 metre radial catchment of a bus stop with a service frequency of 15 minutes or less during the morning peak (7am – 9am) in any direction;
- C. 13. The car share parking spaces are to be:
 - i. Included in the number of car parking spaces permitted on a site;
 - ii. Publicly accessible at all times, adequately lit, sign-posted and located off-street;
 - iii. Exclusive of visitor car parking;
 - iv. Retained as common property by the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time;
 - v. Made available for use by operators of car share schemes without a fee or charge;
 - vi. Grouped together in the most convenient locations relative to car parking entrances and pedestrian lifts or access points;
 - vii. Located in well-lit places that allow for casual surveillance;
 - viii. Signposted for use only by car share vehicles; and
 - ix. Made known to building occupants and car share members through appropriate signage which indicates the availability of the scheme and promotes its use as an alternative mode of transport.

Note: A Development Application is to demonstrate how the car share parking spaces are to be accessed, including where access is through a security gate. A covenant is to be registered with the strata plan advising of any car share parking space. The covenant is to include provisions that the car share parking space(s) cannot be revoked or modified without prior approval of CoP.

- C. 14. Car parking spaces are to be provided at the rates specified in **Table 3**. For any use not specified, the car parking rates in Auburn DCP 2010 apply. Alternative parking rates may be applicable, refer to the Auburn Local Environmental Plan 2010.
- C. 15. On or after 1 July 2030 or the commencement of Sydney Metro West (whichever is earlier), car parking spaces for residential accommodation is to be provided within 'Area A' as shown in **Figure 34** at the alternative rates specified in **Table 4**.
- C. 16. Secure and conveniently located bicycle parking facilities are to be provided at the rates specified in **Table 5**. The following controls apply to bicycle parking:
 - i. Bicycle parking should be designed in accordance with AS2890.3:2015 Parking Facilities – Bicycle Parking Facilities;
 - ii. Bicycle parking and access should ensure that potential conflicts with vehicles are minimised, including separate ramp access for bicycles within car parks, and providing safe rideable approaches along road frontages to the bicycle parking area for visitors and residents;
 - iii. Bicycle parking is to be located in accordance with 'Safer by Design' principles (NSW Police), including ensuring passive surveillance;
 - iv. Residential bicycle parking is to be secure and weather-protected within buildings; and
 - v. Visitor bicycle parking is to be secure, weather-protected and conveniently located at prominent building entries. The quantum of bicycle parking is to be split between all visitor entries.
- C. 17. All development will require the preparation and submission of a Traffic Impact Statement and a Green Travel Plan with the Development Application to CoP.
- C. 18. The Green Travel Plan must include:
 - i. Targets – This typically includes the reduction of single occupant car trips to the site for the journey to work and the reduction of business travel, particularly single occupant car trips;
 - ii. Travel data – An initial estimate of the number of trips to the site by mode is required. Travel Plans require an annual travel survey to estimate the change in travel behaviour to and from the site and a review of the measures; and
 - iii. Measures – a list of specific tools or actions to achieve the target.

A copy of the Travel Plan must be available to CoP on request.

- C. 19. Design of above ground car parking is to be in accordance with **Figure 35**.

Table 3: Car Parking Rates

Land Use	Type	Maximum*
Residential	Studio	0.5 spaces / dwelling
	1 bedroom	1.0 space / dwelling
	2 bedroom	1.0 spaces / dwelling
	3 bedroom	2.0 spaces / dwelling
	4 bedroom	2.0 spaces / dwelling
	Visitors	0.2 spaces / dwelling
Commercial	All	1 space / 80 m ² Gross Lettable Floor Area (GLFA)
Retail	Supermarket	1 spaces / 25 m ² GLFA
	Local retail	1 space / 50 m ² GLFA

* Note: Alternative parking rates may be applicable, refer to the Auburn Local Environmental Plan 2010.

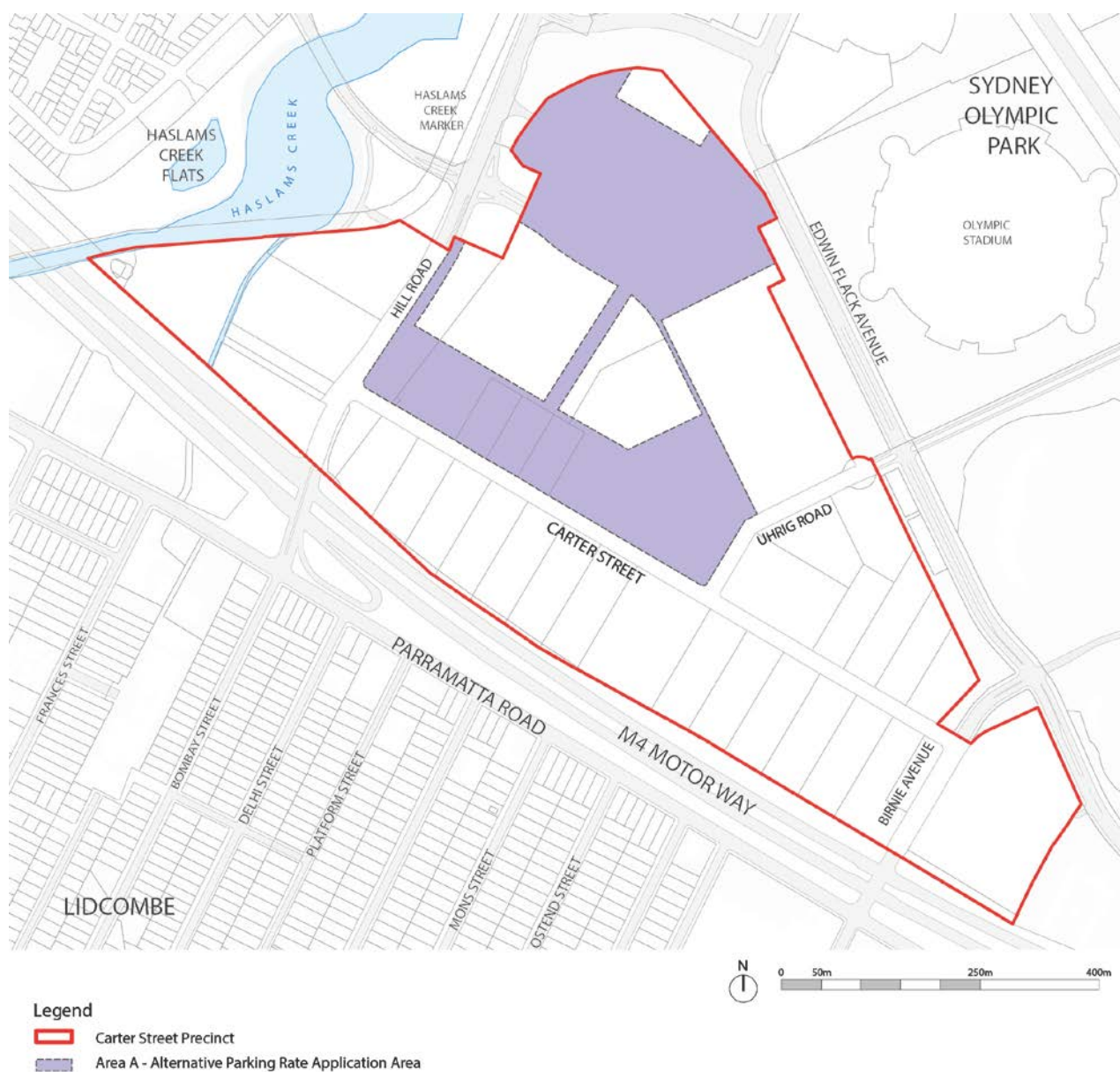


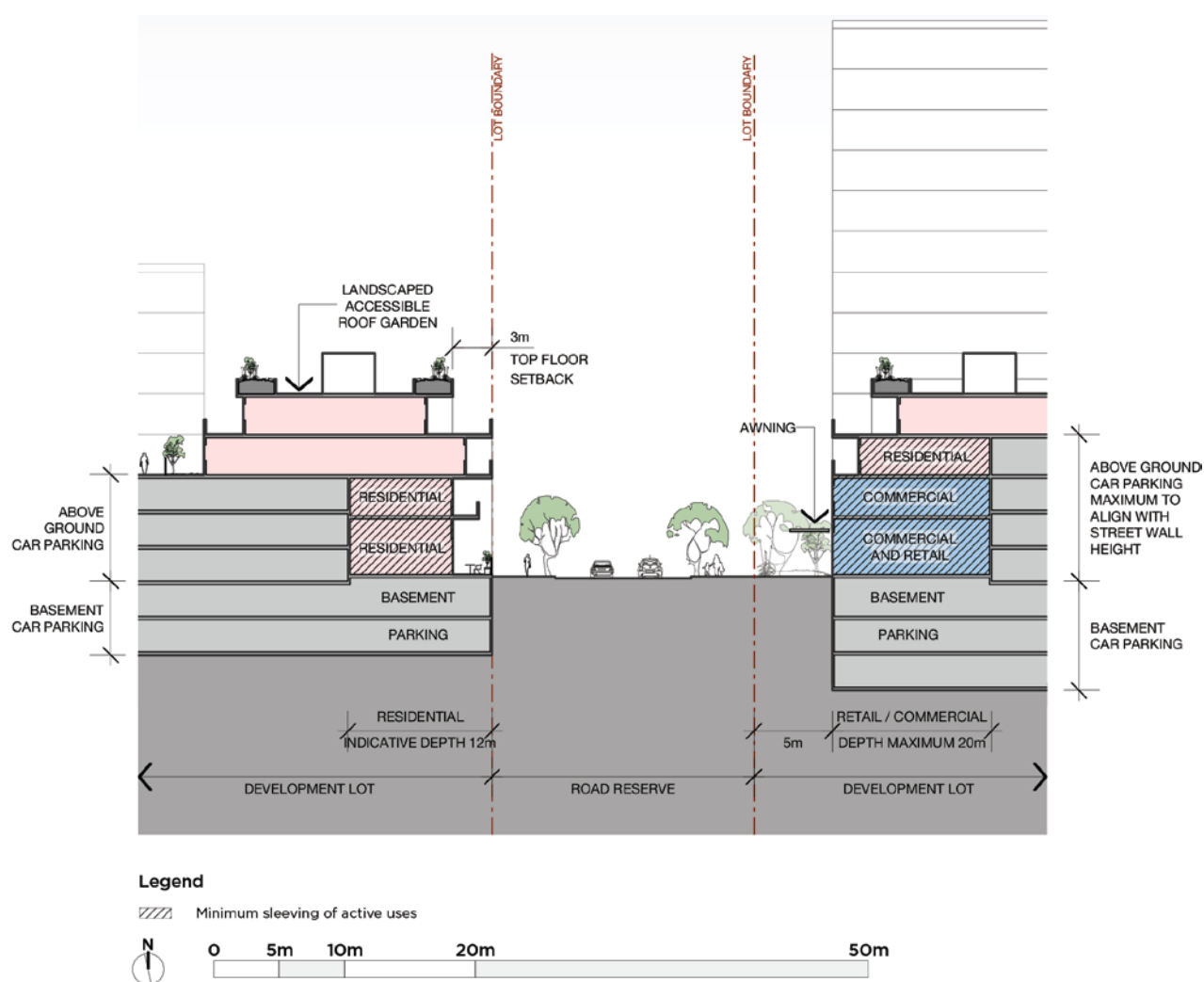
Figure 34: Alternative Parking Rate Application Area

Table 4: Alternative Car Parking Rates – Area A

Land Use	Type	Maximum*
Residential	Studio	0 spaces / dwelling
	1 bedroom	0.6 space / dwelling
	2 bedroom	0.9 spaces / dwelling
	3 or more bedroom	1.4 spaces / dwelling
	Visitors	0.2 spaces / dwelling

Table 5: Bicycle Parking Rates

Land Use	Type	Minimum
Residential	Resident	1 space per dwelling
	Visitors	1 space per 12 dwellings
Commercial	Staff	1 space per 150 m ² GLFA
	Visitors	1 space per 750 m ² GLFA
Retail	All	1 space per 300 m ² GLFA

**Figure 35: Indicative Interface of Above Ground Car parking – Section**

10.11. Adaptable Housing

10.11.1. Objectives

- O. 1. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents; and
- O. 2. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

10.11.2. Controls

- C. 1. Residential development is to meet the requirements for adaptable housing within residential flat buildings set out in the Auburn DCP 2010.

11. Employment Uses

11.1. Where the Development Controls Apply

This section of the Development Framework applies to development on land within the Precinct zoned B6 Enterprise Corridor. This area to the south of Carter Street along the M4 Motorway is planned for higher density employment and new economic activities such as corporate offices, business parks, knowledge industry development, flexible commercial, bulky goods and community spaces.

11.2. Design Approach

The employment zone (zoned B6) is comprised of office buildings up to 24 metres (six storeys) which shall be of high-quality design and cater to a variety of potential employment uses. The design approach is to create campus-style commercial buildings that are located close to public transport options for workers. The built form will be varied to respond to a variety of employment uses.

11.3. Building Design and Façades

The approach to building design and façades is to focus on architectural quality and legibility of building elements for vehicular traffic as well as cyclist and pedestrians approaching from the street. Building design and facades are to provide architectural articulation and avoid blank walls to streets and the M4 Motorway.

11.3.1. Objectives

- O. 1. To ensure development is of a high design quality;
- O. 2. To ensure that new development is compatible with the existing and intended future character of the locality; and
- O. 3. To protect potential future extension of key streets in the Precinct.

11.3.2. Controls

- C. 1. All buildings are to comply with **Section 9** of this Development Framework;
- C. 2. Buildings in the B6 zone located east of Hill Road and within 20 metres of the infrastructure easements associated with pipelines south of Carter Street and along the eastern boundary of the Precinct, as shown in **Figure 37**, shall be limited to two storeys;
- C. 3. Buildings and basement are not permitted along future extension of key streets alignments from Road 3, Uhrig Road and West Street through the Precinct south of the M4 Motorway. Refer to road names in **Figure 5**;
- C. 4. Facades facing the M4 Motorway are to provide for varied, articulated and interesting built form of a scale and proportion appropriate to adjoining movement patterns;
- C. 5. Buildings shall be designed to:

- i. consider the existing and future character;
 - ii. articulate key components of the building such as entries and showrooms;
 - iii. provide for finer detail architectural features, relating to environmental controls, individual tenancies and building levels, to add richness to the architectural design;
 - iv. provide sunshading that is appropriate to the orientation of glazed portions of façades;
 - v. consider pedestrian access to and between buildings;
 - vi. provide weather protection at building entries;
 - vii. provide a high level of pedestrian wayfinding and amenity;
 - viii. include an appropriate variety of materials and façade treatment to create visual interest and a high quality design outcome;
 - ix. address street corners; and
 - x. integrate the design of roofs into the overall built form.
- C. 6. Buildings are to be designed to align with Carter Street and view corridors and avoid extensive blank walls;
- C. 7. Signage is to be integrated into the overall façade design and be in accordance with the requirements of Auburn DCP 2010 and avoid extensive blank walls;
- C. 8. Roof space is not to be used for car parking or external retail space;
- C. 9. All development must comply with **Section 13.1** of this Development Framework to ensure that development considers the potential risks and impact from pipelines on adjoining land, residents and workers.
- C. 10. Development Applications are to have regard for, and address as required, the provisions of the NSW Department of Planning, Industry and Environment's Hazardous Industry Advisory Papers (HIPAPs).

11.4. Access and Car parking

The approach to access and car parking balances a need for convenience with encouraging and integrating public and active transportation modes.

11.4.1. Objectives

- O. 1. To minimise adverse traffic impacts;
- O. 2. To provide sufficient car parking spaces for development while encouraging active transport and public transport use;
- O. 3. To ensure that car parking is appropriately located; and
- O. 4. To minimise the number of driveway access points on Carter Street.

11.4.2. Controls

- C. 1. Car parking is to be provided at rates specified in **Section 10.10, Table 3**. For any use not specified, the car parking rates in Auburn DCP 2010 are to apply;
- C. 2. Access points to development are to be minimised;
- C. 3. Consolidated access and shared driveways are encouraged;
- C. 4. The location and means of access to customer car parking is to be clearly visible;
- C. 5. Secure and conveniently located visitor bicycle parking facilities are to be provided at prominent building entries, at the rates specified in **Section 10.10, and Table 5**;
- C. 6. Secure and conveniently located employee bicycle parking facilities are to be provided at the rates specified in **Section 10.10, and Table 5**;
- C. 7. Car parking is preferred to be located within the services easement. Alternatively, car parking is to be provided at the rear of buildings, or within a basement car parking;
- C. 8. Car parking within the services easement, south of Carter Street, is to be at grade, no structures or basements are permitted in this area;
- C. 9. Car parking located in the front setback area is to be appropriately landscaped to add positively to the streetscape;
- C. 10. 'End of trip' facilities (such as showers and change rooms) are to be provided; and
- C. 11. Development is to comply with the requirements of Auburn DCP 2010 – Parking and Loading, except for any inconsistency with this Development Framework.

12. Environmental Management

12.1. Sydney Olympic Park Events Impact

12.1.1. Objectives

- O. 1. To ensure that development does not restrict the continued use of Sydney Olympic Park by the Sydney Olympic Park Authority (SOPA) in the exercise of its statutory functions in relation to events.

12.1.2. Controls

- C. 1. Relevant development approvals are to note that:
- i. Residents are not able to complain in any forum or seek to make any claim or institute action against the Sydney Olympic Park Authority in relation to major events in accordance with the Sydney Olympic Park Act 2001; and
 - ii. Proximity to Sydney Olympic Park results in impacts of noise and lighting, restrictions on vehicle or pedestrian access and security measures associated with certain events.
- C. 2. CoP may consider imposing an event covenant to alert purchasers to the proximity and character of sites and events in Sydney Olympic Park.

12.2. Acoustic Assessment

12.2.1. Objectives

- O. 1. To ensure the amenity of future residents and workers by appropriately responding to noise impacts associated with traffic on the adjacent road network, nearby industrial uses and events at Sydney Olympic Park.

12.2.2. Controls

- C. 1. Site planning, building orientation, and interior layout is to lessen noise intrusion as far as possible; and
- C. 2. Development Applications are to demonstrate how buildings can comply with the noise criteria specified in **Table 6**.

Table 6: Noise Criteria

Internal Space	Recommended Noise Criteria	Maximum noise criteria*
Living areas Working areas	40 dBA (LAeq)	45 dBA (LAeq)
Sleeping areas	35 dBA (LAeq)	40 dBA (LAeq)

**Subject to CoP approval*

12.3. Odour

12.3.1. Objectives

- O. 1. To minimise potential odour impacts of current industrial land uses in and around the Precinct.

12.3.2. Controls

- C. 1. An odour assessment is to be prepared to determine potential impacts on the future residents and mitigation measures applied to the design of development, such as landscaping, building articulation and location of deep soil areas.

12.4. Safety and Security

12.4.1. Objectives

- O. 1. To provide high levels of property safety and personal comfort and safety; and
O. 2. To minimise opportunities for criminal and anti-social behaviour.

12.4.2. Controls

- C. 1. Development is to address the principles of Crime Prevention Through Environmental Design; and
C. 2. Buildings fronting Carter Street are to provide for emergency building egress away from Carter Street, wherever possible.

12.5. Sustainability

12.5.1. Objectives

- O. 1. To promote water conservation through application of best practice environmental design principles, innovative technology, water efficient landscaping, and water collection and recycling systems;
- O. 2. To minimise energy use through building design and selection of energy efficient systems and appliances;
- O. 3. To minimise waste and promote the reuse and recycling of materials; and
- O. 4. To reduce the level of private car usage in favour of more sustainable modes of travel such as walking, cycling and public transport.

12.5.2. Controls

- C. 1. An ecologically sustainable design (ESD) consultant is to be engaged as a key member of design teams for new buildings and infrastructure to promote affordable and integrated sustainable design for the redevelopment of the Precinct;
- C. 2. Residential development is to comply with or exceed the Building Sustainability Index (BASIX) targets;
- C. 3. Commercial office buildings are to meet or exceed a 5 star NABERS base building rating;
- C. 4. Hotels are to meet or exceed a 4.5 star NABERS whole of building rating;
- C. 5. Shopping centres are to meet or exceed a 4 star NABERS rating;
- C. 6. Buildings are to express a strong commitment to ESD principles and incorporate passive design, optimal orientation, effective sun shading, cross ventilation and open plan living. This should be evident in the external architectural expression;
- C. 7. To minimise energy use, buildings are to be designed to:
 - i. Use high levels of insulation as a simple means of reducing energy consumption;
 - ii. Include appropriate sun shading and glazing;
 - iii. Maximise opportunities for on-site renewable energy generation;
 - iv. Include energy efficient appliances, light fittings and light sensors including a minimum 4 star energy efficient appliances and installation of LED lighting;
 - v. Apply green roof and green façade / green wall elements to reduce heat loads on internal spaces; and
 - vi. Provide effective metering systems to monitor the energy performance of buildings, including individual dwellings and tenancies.
- C. 8. The re-use of grey water and the provision of dual water reticulation systems is required;

- C. 9. Movement trends and technology advancement should be considered and incorporated, including provision of:
- i. Car share spaces;
 - ii. Dedicated 15A power for each residential car parking bay to allow for future installation of Electronic Vehicle (EV) charging; and
 - iii. Some 50% of visitor and shared parking bays to be provided with charging bays to cater for EV charging.
- C. 10. A work management plan is to be prepared as part of Development Applications, which is to demonstrate the application of principles of the waste management hierarchy of waste: avoid use, reduction, re-use and recycling; and
- C. 11. Relevant Development Applications are to include travel information kits for residents and workplace travel plans for workers.

12.6. Flooding

12.6.1. Objectives

- O. 1. To ensure that land use development is appropriate, and manages and minimise risks from flooding;
- O. 2. Protect the community and developments from river flooding rising from Haslams Creek and its tributaries /creeks;
- O. 3. Protect the community and developments from overland flow flooding from rainfall; and
- O. 4. Manage the risks for all floods up to the Probable Maximum Flood.

12.6.2. Controls

- C. 1. Within the Carter Street Precinct, the finished ground levels for habitable buildings is to be set above RL 4.0 to avoid flooding impacts (or 0.5m above 1:100-year Annual Recurrence Interval); and
- C. 2. Development is to comply with the flood risk management provisions of Auburn DCP 2010 and the requirement of any applicable Floodplain Risk Management Plan and the NSW Floodplain Development Manual.

12.7. Stormwater (Water Sensitive Urban Design)

12.7.1. Objectives

- O. 1. To manage and moderate stormwater flow across the catchment to minimise the effects of urbanisation, including increased amount of runoff, shorter times of concentration, faster and deeper overland flows, and erosion and flooding;
- O. 2. Manage and moderate stormwater flow from individual sites to compensate for increased impervious areas and faster conveyance systems using on site detention, Water Sensitive Urban Design (WSUD) and other measures;
- O. 3. Provide effective, safe conveyance of stormwater across the catchment using planned and managed overland flow paths and trunk drainage;
- O. 4. Sustainable management and conveyance of stormwater within the public domain;
- O. 5. To integrate stormwater management systems into the landscape in a manner that provides multiple benefits, including water quality protection, enhancement of natural ecosystems, stormwater retention/detention, water recycling and recreational and visual amenity;
- O. 6. To protect and enhance natural water systems (creeks, rivers, wetlands, estuaries, lagoons, and groundwater systems);
- O. 7. To improve water quality of stormwater runoff from urban catchments;
- O. 8. To capture and use rainwater in place of mains water;
- O. 9. To use WSUD principles to manage water, particularly for rainfall events less than 1 in 3 months' probability;
- O. 10. To implement successful WSUD, landscape integration and stormwater quality improvements for the public domain and private developments;
- O. 11. To improve receiving water body quality to be suitable for public recreation and amenity;
- O. 12. To improve the ecological values of all waterways; and
- O. 13. To manage water quality impacts on environmental conservation areas in Sydney Olympic Park.

12.7.2. Controls

- C. 1. Stormwater is to be retained on development sites by:
 - i. Collecting and storing water from roofs and hard surfaces;
 - ii. Maximising porous surfaces and deep soil zones;
 - iii. Draining paved surfaces to adjacent vegetation.
- C. 2. Development is to comply with the stormwater management provisions of the Auburn DCP 2010;

- C. 3. WSUD principles are to be integrated into the development through the design of the stormwater systems and landscaping scheme and in the orientation of the development rather than relying on 'end of pipe' treatment devices prior to discharge;
- C. 4. Development is to be sited and designed to minimise disturbance of natural watercourses and overland flow paths;
- C. 5. Impervious surfaces are to be minimised and soft landscaping with deep soil and tree planting extensively used to promote infiltration, evapotranspiration and reduced stormwater run-off;
- C. 6. WSUD elements should be located and configured to maximise the impervious area that is treated;
- C. 7. WSUD must be adopted for the following development types:
 - i. Residential on lots greater than 1500m² or with 5 or more dwellings;
 - ii. Commercial and Industrial – development, redevelopment and alterations/additions which increase gross floor area by more than 150m² or alter and/or add more than 150m² of impervious area. (Approach to WSUD will vary depending on lot size.);
 - iii. Subdivisions of Industrial/commercial properties;
 - iv. Subdivision of residential properties where the existing lot is greater than 1500m² or 5 or more lots are being created;
 - v. Other development >\$50k in value which exceeds either of the following criteria:
 - a. Development which alters and/or adds more than 150 m² of impervious area; or
 - b. Development which results in an increase in gross floor area of more than 150 m².
- C. 8. WSUD systems shall generally be designed to treat storm events up to the 1 in 3 month average recurrence interval. Low flows of this frequency must be separated from higher flows that will be diverted into on-site storm water detention and other stormwater quantitative management systems;
- C. 9. The WSUD strategy must achieve the pollution reduction targets in **Table 7**. Reductions in loads are relative to the pollution generation from the same development without treatment;
- C. 10. The post development mean annual runoff volume from the entire site must be reduced by at least 10% from that of pre-development;
- C. 11. Rainwater must be harvested and used if possible;
- C. 12. The receiving waterway must be protected and enhanced;
- C. 13. WSUD systems may include the following (or other) measures:
 - i. Vegetated and grassy swales;
 - ii. Vegetated filter and buffer strips;

- iii. Wetlands;
- iv. Sand and gravel filters (depending on indigenous soil suitability);
- v. Bio-retention systems, including:
 - a. Permeable/Porous Pavements; and
 - b. Infiltration Basins.
- vi. Rainwater Tanks, including:
 - a. Gross Pollutant Traps and Filters; and
 - b. Passive watering systems for landscaped areas;
- vii. Additional deep soil areas, including:
 - a. Naturalised watercourses; and
 - b. Rain gardens.
- viii. 'End of pipe' proprietary treatment devices (these must be used in conjunction with other landscape integrated measures to provide ancillary social, environmental and economic benefits);
- ix. These measures are typically employed in a 'treatment train' to maximise the range and efficiency of pollutants removed.

C. 14. Where water sensitive urban design measures are required, Development Application lodgment must be supported by the following documentation:

- i. A WSUD strategy report, describing the treatment train including all measures used, justification for this selection and a summary of design ancillary benefits;
- ii. MUSIC software modelling (or equivalent) to demonstrate that the proposed WSUD strategy achieves the required pollution reduction targets. Both a written summary of the assumptions, configuration and results of the model, and a digital copy of the model file must be submitted;
- iii. The above documentation must be prepared by a qualified hydraulic or environmental engineer/environmental scientist in consultation with the project landscape and architectural professionals.

C. 15. CoP requires simple WSUD landscape designs that achieve water management objectives without unusual or complicated maintenance demands. The Development Application must be accompanied with a Management and Maintenance Plan for the WSUD biological and landscape facilities for both establishment phase (3-5 years) and the long-term phase. The Development Application must be accompanied by a Management and Maintenance Plan for the WSUD proprietary treatment devices (such as GPT's and filters).

Table 7: Pollution Reduction Targets

Pollutant	Performance Target % reduction in the post development mean annual load of pollutant
Gross Pollutants (greater than 5mm)	90%
Total Suspended Solids (TSS)	85%
Total Phosphorus (TP)	60%
Total Nitrogen (TN)	45%
Hydrocarbons, motor oils, oil and grease	90%

12.8. Wind Mitigation

12.8.1. Objectives

- O. 1. To ensure that building achieves wind standards and supports safe and comfortable conditions in the Precinct.

12.8.2. Controls

- C. 1. To ensure public safety and comfort the following maximum wind criteria are to be met by new buildings:
- i. 10 metres/second in retail streets;
 - ii. 13 metres/second along major pedestrian streets, parks and public places; and
 - iii. 16 metres/second in all other streets.
- C. 2. Site design for towers of 12 storeys and above should:
- i. Protect pedestrians from strong wind downdrafts at the base of the tower;
 - ii. Ensure that tower buildings are well spaced from each other to allow breezes to penetrate the Precinct;
 - iii. Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level; and
 - iv. Ensure usability of open terraces, balconies and communal rooftop open space.
- C. 3. A Wind Effects Report and additional studies may be required as part of a Development Application.

13. Site Specific Controls

13.1. Development near pipeline easements

13.1.1. Objectives

- O. 1. To ensure development on or near fuel and gas pipeline easements considers potential impacts on the integrity of the pipelines;
- O. 2. To ensure development on or near fuel and gas pipeline easements considers the potential risks and impact from pipelines on adjoining land, the community and workers; and
- O. 3. To limit increased development on or near fuel and gas pipeline easements in the Hazard Risk Areas.

13.1.2. Controls

- C. 1. Proposals must comply with the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP). In accordance with clause 66C of the ISEPP the consent authority must be satisfied that the potential safety risks or risks to the integrity of the pipeline have been identified and appropriately considered;
- C. 2. Residential development or places of continuous occupancy, such as hotels, motels and tourist accommodation, are not permitted in the Hazard risk area 1, as shown in **Figure 36**;
- C. 3. Development for the purpose of sensitive land uses, including child care centres, home-based child care, respite day care, schools, hospitals, seniors housing or community facilities, must not be located in the Hazard risk area 2 as shown in **Figure 36**;
- C. 4. All development located on lots close to pipelines, as shown in **Figure 37**, must demonstrate that the impact of pipelines has been considered and addressed. As a minimum the applicant is to consider;
 - i. Appropriate distribution and layout of uses within the development at the ground and lower floor levels facing pipelines;
 - ii. Design of emergency refuge and exits, to ensure safe egress away from pipelines;
 - iii. Appropriate construction and facade materials, such as fire rated walls, fire compartmentalization, and non-combustible façade materials / cladding;
 - iv. Location, size and treatment of building entries, windows and balconies;
 - v. Mitigation measures and barriers to minimise egress of smoke, together with hazardous gas, liquids and vapors;
 - vi. Preparation of a Construction Management Plan that considers and addresses potential pipeline hazards during construction; and

vii. Preparation of an emergency response plan.

C. 5. A risk assessment must be undertaken in accordance with Hazardous Industry Planning Advisory Paper No 6 – Hazard Analysis, except for development that would not increase onsite population. The risk assessment must demonstrate that the development complies with relevant quantitative and qualitative societal risk criteria in Hazardous Industry Planning Advisory Paper No 10 – Land Use Safety Planning. The risk assessment must include, but not be limited to:

- i. Consultation with the relevant fuel and gas pipeline licensees and / or operators including identification of easements and addressing concerns / comments raised by pipeline licensees and / or operators on the proposed development;
- ii. Evaluation of the potential risk exposure from the existing dangerous goods fuel and gas pipelines to the proposed development;
- iii. Demonstrate that the proposed development will not contribute to significant increase of the cumulative societal risk; and
- iv. That development does not result in any non-compliance of the existing dangerous goods fuel and gas pipelines within the easement with Australian Standards – Pipelines – Gas and Liquid Petroleum (AS 2885).

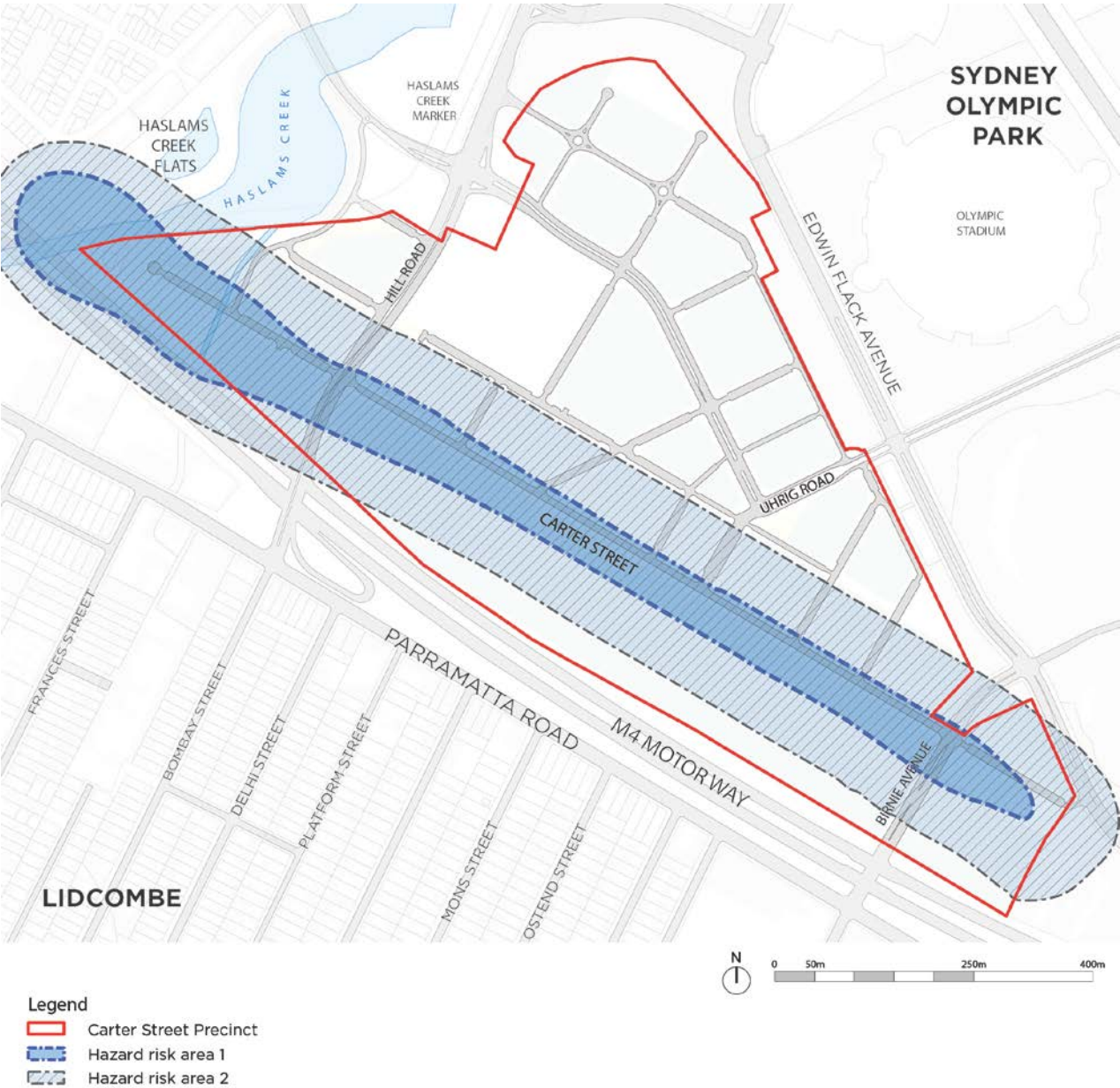


Figure 36: Hazard Contours

