Carter Street Lidcombe
Urban Activation Precinct

Appendix B
Draft Development Control Plan

February 2014

NSW GOVERNMENT Planning & Infrastructure

Table of contents

List of Figures

List of Tables

1 Introduction

This Development Control Plan (DCP) establishes a framework to guide development in the Carter Street Urban Activation Precinct (the precinct).

1.1 Name of this DCP

This DCP is called the Carter Street Precinct Development Control Plan. The DCP has been prepared pursuant to the provisions of section 74C of the *Environmental Planning and Assessment Act 1979* (the Act).

The DCP was adopted by the Director-General of the Department of Planning and Infrastructure (the Director General) on [**date to be inserted]** and came into force on [**date to be inserted**].

1.2 Land to which this DCP applies

This DCP applies to development indicated within the yellow boundary of the Carter Street precinct as shown in **Figure 1**.

Figure 1 Land to which this DCP applies

1.3 Purpose of this DCP

The purpose of this DCP is to guide the future development of the precinct by:

- identifying the vision, development principles, key elements and indicative structure for the future development of the precinct
- communicating the planning, design and environmental objectives and controls against which the consent authority will assess future development applications
- ensuring the orderly, efficient and environmentally sensitive development of the precinct
- promoting a high quality urban design outcome.

1.4 Relationship to other plans

This plan supplements the *Auburn Local Environmental Plan 2010* by providing specific development provisions for the Carter Street Urban Activation Precinct. Development within the precinct will need to have regard this DCP as well as the relevant provisions of the Auburn Development Control Plan 2010 (Auburn DCP 2010). In the event of any inconsistency between this DCP and the Auburn DCP 2010, this DCP will prevail to the extent of the inconsistency.

Relevant provisions of the Auburn DCP 2010 and the Sydney Olympic Park Authority (SOPA) Guidelines and are cross referenced in this DCP and are set out below:

Auburn DCP 2010

Introduction (Development application requirements and Notification requirements)

- Residential flat buildings - ancillary site facilities
- Residential flat buildings – adaptable housing
- Child care centres
- Advertising and signage
- Parking and loading
- Access and mobility
- Stormwater drainage
- Waste
- Tree preservation

SOPA Guidelines

- Sydney Olympic Park Master Plan 2030
- Sydney Olympic Park Urban Elements Design Manual 2008
- Sydney Olympic Park Authority Guidelines for Outdoor Advertising, Identification and Promotional Signage (October 2002)

In addition to this DCP and the Auburn DCP 2010, applicants and council should refer to:

- relevant State Planning Policies
- the relevant Section 94 Contributions Plan or any relevant infrastructure planning agreement.

This DCP replaces all DCPs and deemed DCPs that applied to the precinct prior to the commencement date of this DCP.

1.5 Consent authority

Unless otherwise authorised by the Act, Auburn City Council is the consent authority for all development in the precinct to which this DCP applies.

1.6 Application of this DCP

The provisions of this DCP are not statutory requirements and any development application will be considered on its merits. The consent authority is to be flexible in applying the controls 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.

Role of the indicative structure plan

The Carter Street precinct indicative structure plan at **Figure 2** shows how the overall 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 site's layout which may be as effective in achieving the above for the precinct. As such, council may grant consent to a proposal that differs from the indicative structure plan where the variation is considered to still achieve the vision, principles and key elements set out in this DCP.

Consistency with objectives and controls in this DCP

Clauses in this DCP contain objectives and controls relating to various aspects of development. The objectives enable council 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.

However, in some circumstances, strict compliance with the controls may not be essential, or may be difficult to achieve because of the particular characteristics of a development site. In these situations, council may grant consent to a proposal that does not comply with the controls in this DCP, providing the relevant objectives are achieved. Where a variation is sought it must be justified demonstrating how the development will meet the vision and development principles as well as the objectives of the relevant control.

1.7 Information to be submitted with development applications

Information requirements for development applications are set out in the Auburn DCP 2010.

1.8 Notification of development applications

Notification of development applications will be undertaken in accordance with the Auburn DCP 2010.

2 Vision, principles and indicative structure

2.1 Vision

The urban renewal of Carter Street precinct will support Sydney Olympic Park in its role as a Specialised Centre and deliver a mix of housing, employment and retail services with easy access to public transport, the regional road network and world class open space, entertainment and recreational facilities.

2.2 Development principles

To achieve the vision, the Carter Street Precinct is to:

- develop as an integral part of the broader Sydney Olympic Park Specialised Precinct
- create a network of unique, memorable and high quality places
- create a compact, walkable urban community within close proximity to Sydney Olympic Park supported by an activity centre comprising 'main street' retail and a village square
- provide a mix of medium and high density housing types to increase housing choice
- create a new employment area (light industrial/technology/business park/office/retail) with access to Parramatta Road and the M4 Motorway
- incorporate a network of publicly accessible open spaces
- comprise a diverse and innovative built form that provides a high quality living environment
- incorporate sustainability measures that reduce impacts on the natural environment.

2.3 Indicative structure plan

Objectives

a. To support Sydney Olympic Park in its current role as a specialised centre by providing a mix of housing, retail, employment and services.

b. To ensure that development occurs in a coordinated manner consistent with the vision and development principles for the precinct.

c. To ensure the key elements of the precinct are delivered whilst providing a degree of flexibility in the final layout and design of the precinct.

d. To locate residential uses close to Sydney Olympic Park to optimise access to facilities, outlook and amenity.

e. To develop a local activity centre in the area surrounding Uhrig Road to support the incoming population, focussed around a 'main street' retail spine with a central village square.

f. To locate employment uses at the south of the precinct, providing good access to Parramatta Road and the M4 Motorway, and to form a buffer for the adjacent residential uses.

Controls

1. Development is to be generally consistent with the key elements in **Table 1** and the indicative structure plan at **Figure 2**. 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.

Table 1 Key elements

Element	Description
Residential	• High density urban community with potentially over 5,500 dwellings • Private and communal open space for residents within urban blocks • Walking distances to shops, parks and Olympic Park Train Station
Employment	• 11.4 hectares of highly accessible land for employment uses • Corporate offices, business and technology parks, retail and light industrial uses visible from the M4 Motorway
Open Space	• A significant new park of 1.8 hectares at Hill Road for recreation and water sensitive urban design initiatives • New linear foreshore reserve along Haslams Creek south of John Ian Wing Parade • Village square integrated with main street retail at Uhrig Road • Village park located at Carter Street / Uhrig Road as an urban landmark space
Retail and Community	• Retail centre along Uhrig Road with up to 12,000 sqm of shops and services • Active street level uses adjacent to Hill Road park, village park and Uhrig Road • Community centre adjacent to the village park at Uhrig Road • New primary school
Built form	• Building heights ranging from 4-20 storeys • Townhouses and 4-6 storey apartments generally on east-west streets for good solar access • Medium rise 6-8 storey apartments on main streets and parks • Taller 12-20 storey landmark buildings at key locations, entries and important corners • Varied building heights for visual interest and dynamic urban form • Innovative, quality architecture and ecological sustainable design driven outcomes
Movement network	• New streets to create a permeable movement network • Series of upgrades to intersections to improve traffic flow • Bus priority and new routes to train station • Publicly accessible foreshore with pedestrian and cycle paths linked to existing network

2. Development within the part of the precinct bounded by Hill Road, Edwin Flack Avenue, Birnie Avenue, and Carter Street is to be subject of a subdivision development application prior to approval of any other development within that area which is not for a public purpose. The subdivision development application should address the following matters as they relate to that area:

- confirm the street, pedestrian and cycleway network
- identify individual development lots, and lots for open space or other public purposes
- identify a suitable site for a primary school
- confirm how development will be distributed across the area consistent with the floor space ratio controls identified in the Auburn Local Environmental Plan 2010, by allocating a maximum allowable floor space for each development lot
- include a stormwater management strategy for the area.

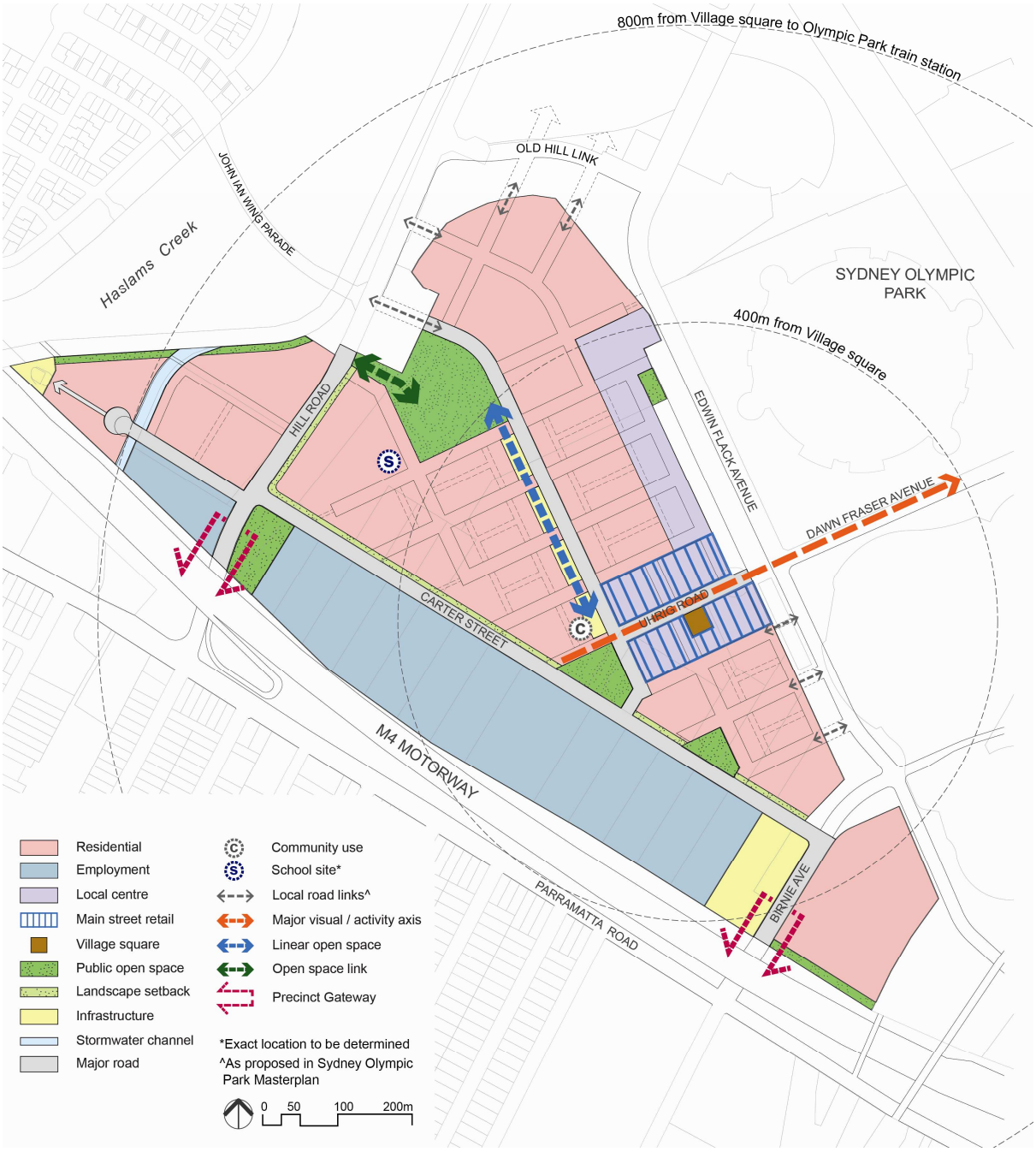

Figure 2 Indicative structure plan

3 Public domain

3.1 Street network and design

Objectives

a. To establish a new street network over time which responds to the natural landscape features of the site, the existing development and subdivision pattern and aligns the with the road network in Sydney Olympic Park Master Plan 2030.

b. To provide convenient and direct connections to adjacent areas particularly Sydney Olympic Park and Lidcombe.

c. To reinforce the main axis of Dawn Fraser Avenue by extending and upgrading Uhrig Road.

d. To provide a clear street hierarchy utilising existing public roads (upgraded as necessary) and new collector roads and local streets.

e. To provide a compatible interface with Sydney Olympic Park along the retained bus / car park site on Edwin Flack Avenue.

f. To extend the landscape character and quality of Sydney Olympic Park into the precinct particularly for the main avenues of Hill Road, Uhrig Road and Birnie Avenue.

g. To maximise development frontage to streets and public spaces, by providing rear laneways for vehicular access to at grade garages for townhouses and low rise apartments.

h. To provide a street network which can accommodate future public transport initiatives to cater for growth associated with the development.

i. To create an attractive and comfortable streetscape for pedestrians and cyclists that comprises consistent and high quality paving, street furniture and street tree plantings.

Controls

1. The street network is to be generally consistent with **Figure 3.**
2. New streets are to be generally consistent with the typical street sections at **Figure 4** to **Figure 7**.
3. Rear lanes are to be designed as shared zones and incorporate quality landscaping and lighting.
4. Significant individual trees in streets or on sites are to be retained and protected where possible and appropriate.
5. Streets and public spaces are to be defined with trees of appropriate scale and species and with reference to the *Sydney Olympic Park Master Plan 2030* and *Sydney Olympic Park Urban Elements Design Manual 2008.*
6. Intersection and crossing design is to favour pedestrian convenience and safety.
7. Footpaths are to be provided on both sides of every street. Pavement width is to allow for comfortable walking, unimpeded by obstacles. The placement of trees, street furniture and signage is to provide for amenity without causing clutter.

8. Uhrig Road is to be designed to provide:
   – a vibrant streetscape and high quality landscaping
   – generous footpaths for outdoor café seating, particularly to the southern side.
9. A public domain plan is to be submitted with relevant development application that details the design, maintenance and management of streets.
10. New streets are to have shared services pits to reduce maintenance costs and reduce conflict with street plantings.
11. Furniture and lighting is to be provided with reference to the Sydney Olympic Park Urban Elements Design Manual 2008.
12. Signage is to be provided with reference to the Sydney Olympic Park Urban Elements Design Manual 2008 and Sydney Olympic Park Authority Guidelines for Outdoor Advertising, Identification and Promotional Signage (October 2002).
13. Landscaped gateways to the precinct at Hill Road and Birnie Avenue near Parramatta Road and the M4 Motorway are to be established.

3.2 Pedestrian and cycle network

Objectives

a. To facilitate convenient movement, with safe and direct pedestrian and cycle connections between key locations including to Sydney Olympic Park and foreshore open space.

Controls

1. The pedestrian and cycle network is to be developed generally in accordance with Figure 8.
2. Pedestrian and cycle access throughout the precinct, including connections from roads to public open space, is to be designed to:
   - be direct and accessible to all
   - be easily identified by users
   - have a public character
   - include signage advising of the publicly-accessible status of the link and the places to which it connects
   - be clearly distinguished from vehicle accessways, unless purpose built shareways
   - allow visibility along the length of the link to the public domain at each end
   - align with breaks between buildings so that views are extended and the sense of enclosure is minimised
   - include materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandalism resistant
   - be well lit to safety standards
   - be open to the sky along the entire length
   - be accessible 24 hours a day.
3. Lockable bike storage is to be provided within the village square.

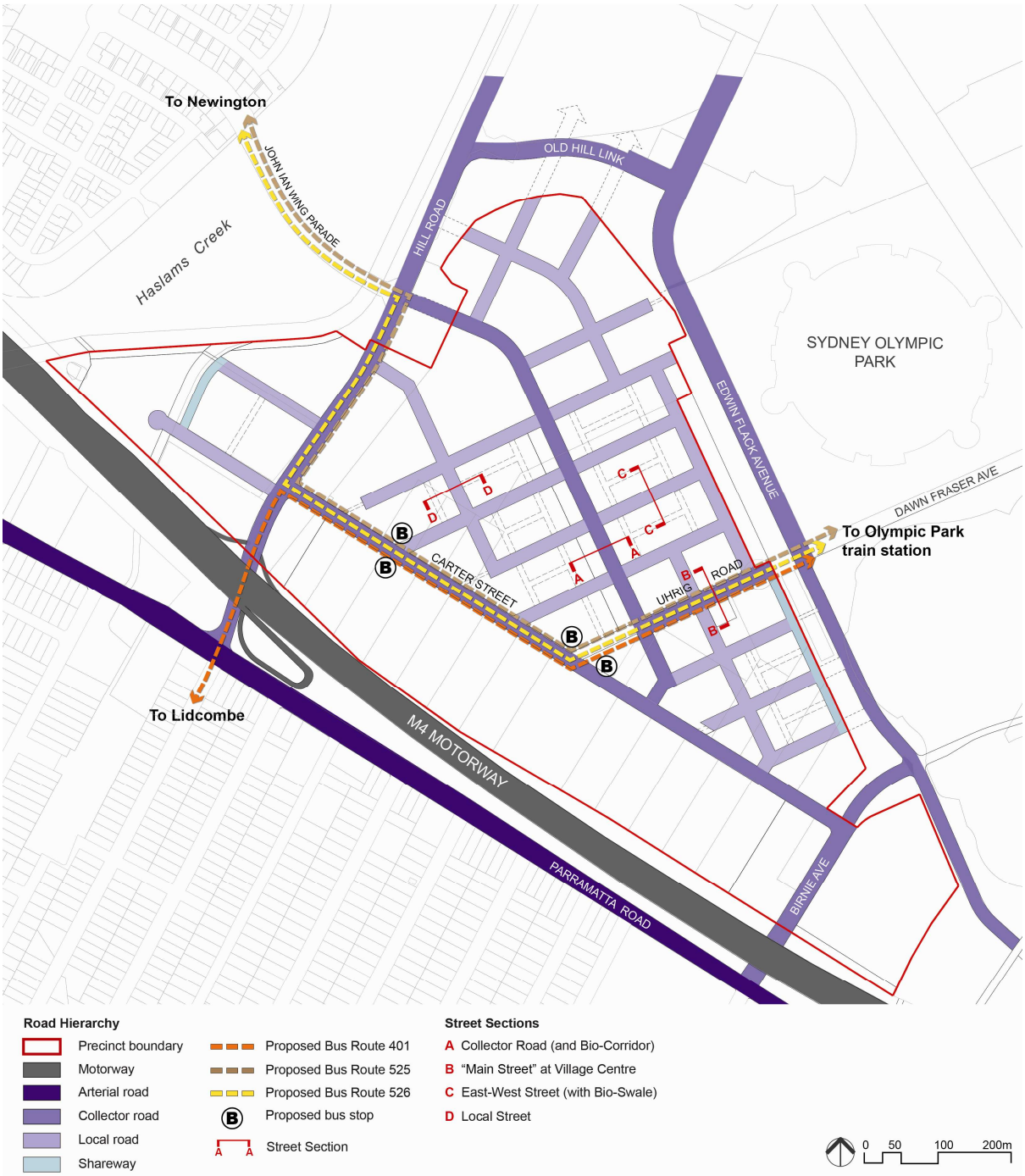

Figure 3 Street network

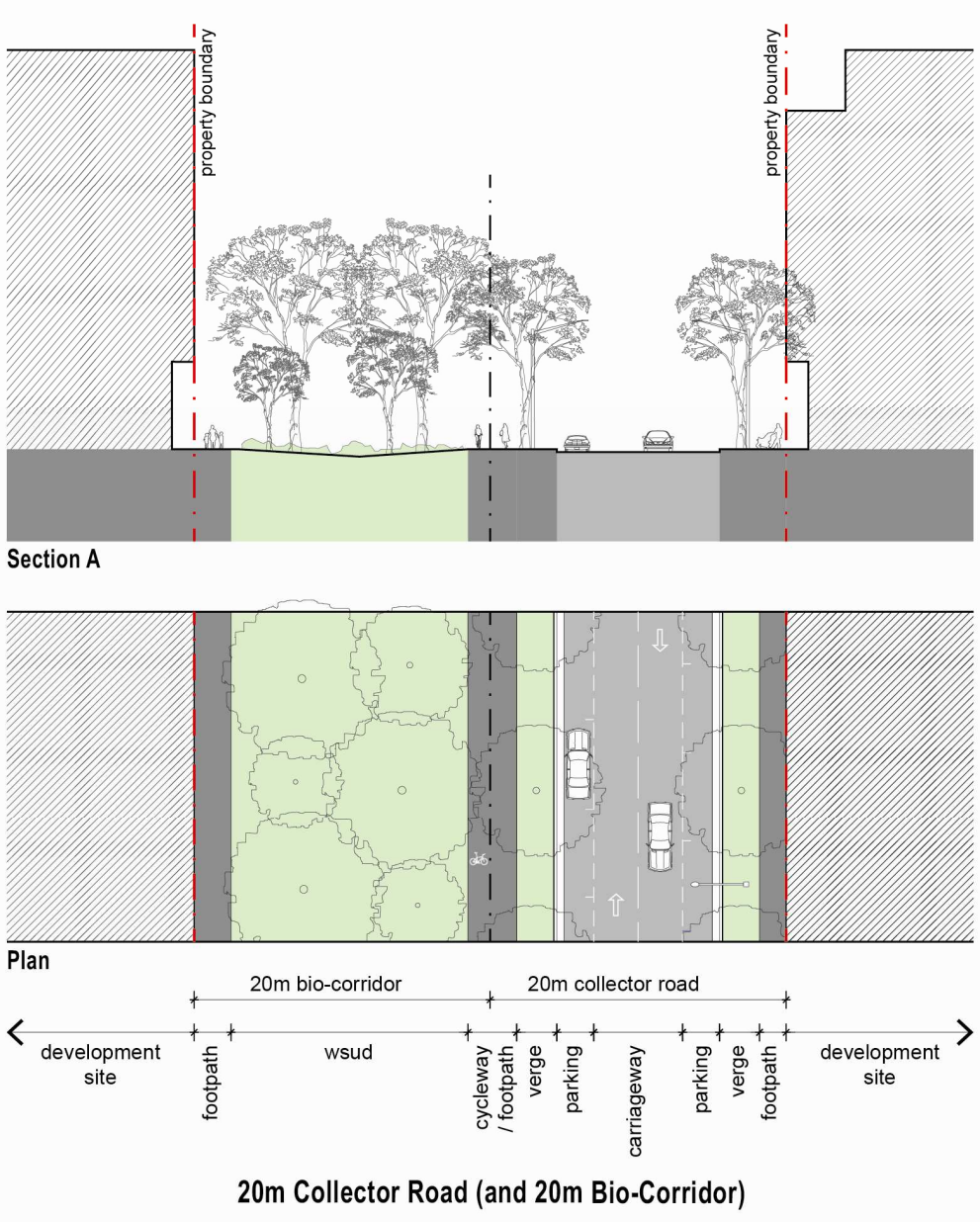

Figure 4 Street section A-A

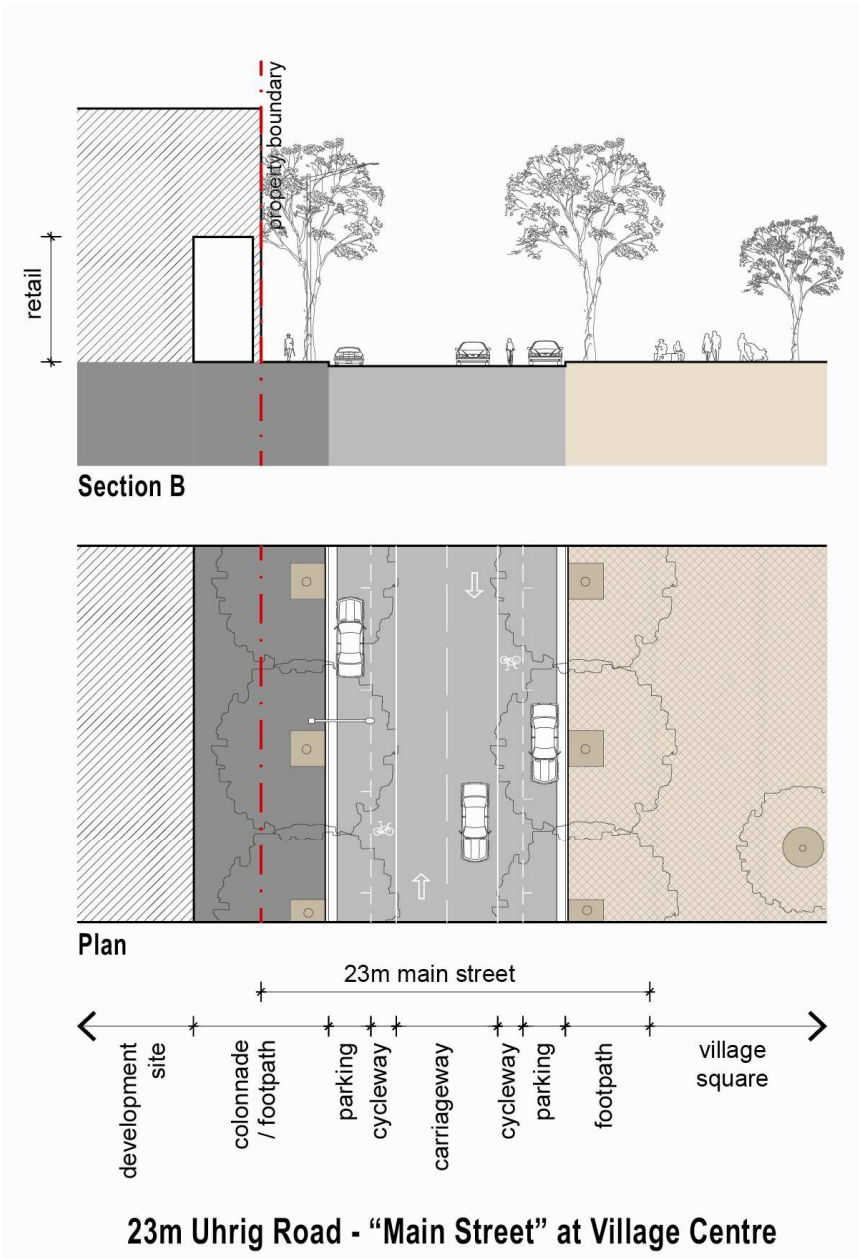

Figure 5 Street section B-B

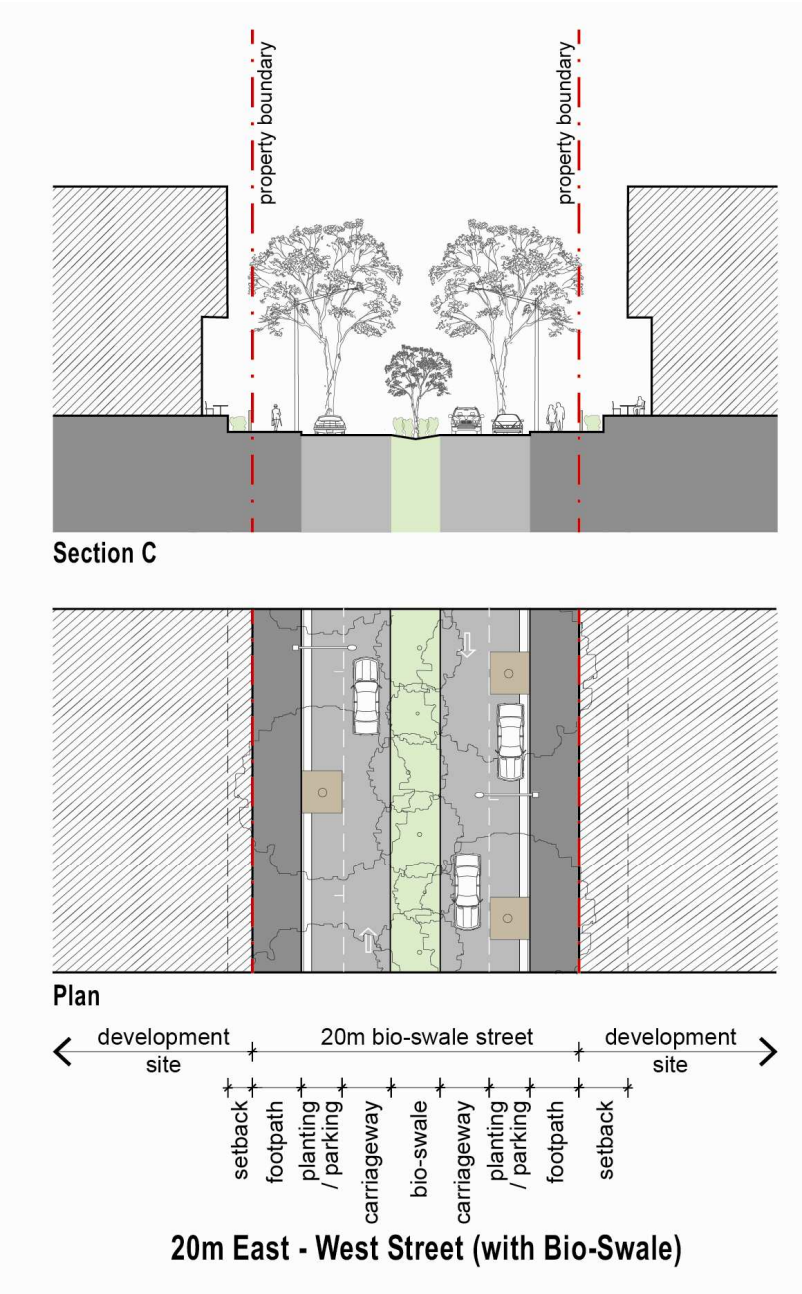

Figure 6 Street section C-C

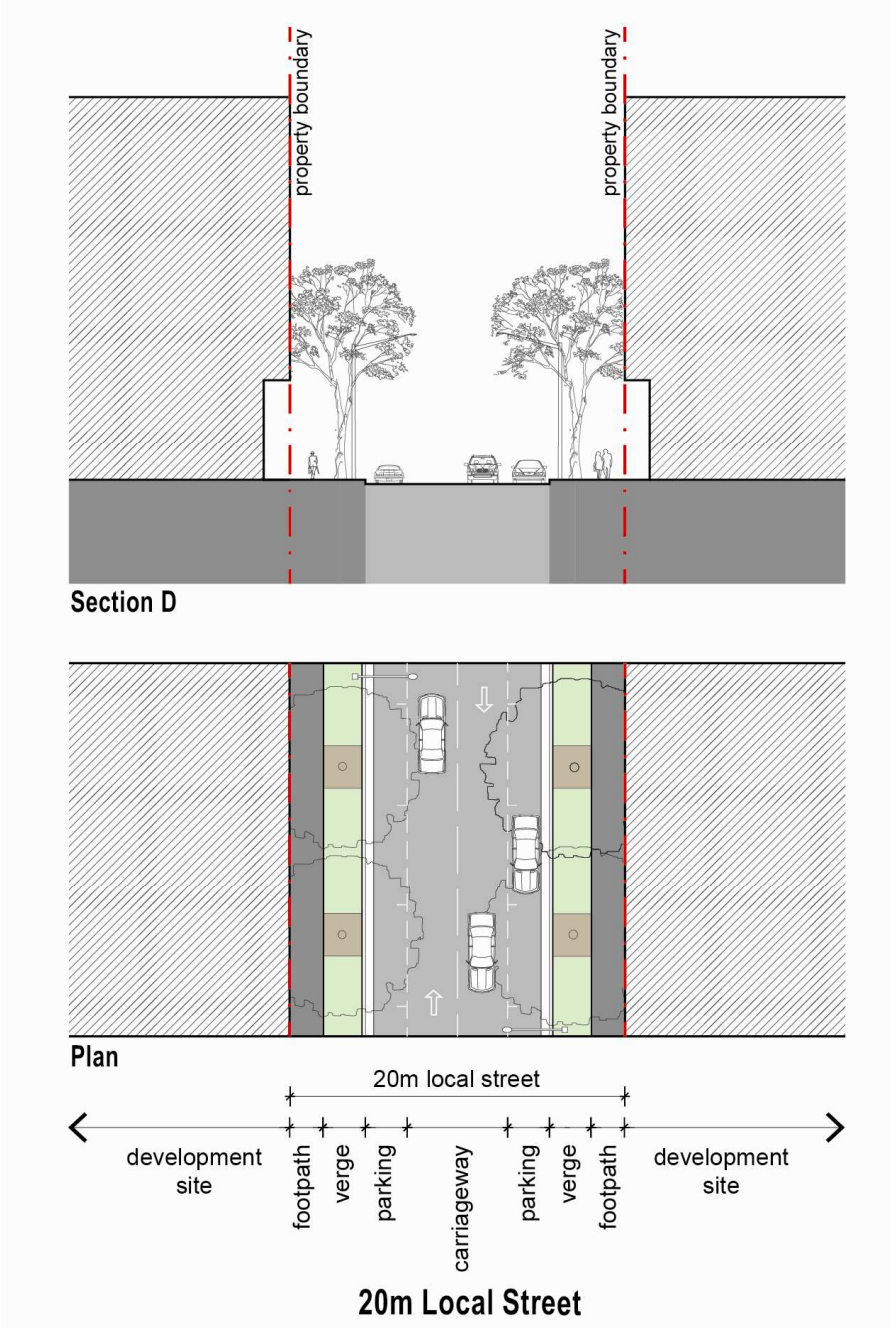

Figure 7 Street section D-D

Figure 8 Pedestrian and cycle access

3.3 Open space network

Objectives

a. To provide a range of quality public spaces to support new residential and employment uses, including parks, civic squares and places for community gatherings and events.

b. To ensure that open space complements and integrates with the open space network within Sydney Olympic Park.

c. To improve the amenity, facilities and usage of existing parks and spaces.

d. To provide high quality landscaping of existing and new public open space to cater for passive recreation for residents and workers.

e. To contribute to the management of stormwater and enhancement of ecological values.

f. To provide public access along Haslams Creek and the construction of a southern bank to Haslams Creek, south of John Ian Wing Parade.

g. To provide opportunities for collaboration between artists and designers in the development of creative, innovative, memorable, integrated and sustainable public art projects.

Controls

1. Open space is to be provided generally in accordance with Figure 9.
2. A new 1.8 hectare park is to be developed at Hill Road that provides for a variety of experiences, recreational activities, and stormwater detention functions and establishes a green link to the Haslams Creek corridor.
3. A village park is to be developed at the intersection of Uhrig Road and Carter Street as the termination of Dawn Fraser Avenue (Figure 10). The park is to incorporate artworks, water elements and multi-purpose spaces for passive recreation and public gathering such as markets as indicated at Figure 10.
4. A village square of 600 – 900 sqm is to be included within the Uhrig Road activity centre as a central meeting place.
5. A new landscaped edge to Haslams Creek is to be introduced to complement the existing character and quality of the creek environs (Figure 11).
6. A detailed Public Art Strategy is to be prepared and submitted with any development application which includes public domain areas.
7. Furniture and lighting is to be provided with reference to the Sydney Olympic Park Urban Elements Design Manual 2008 to integrate the Carter Street precinct and Sydney Olympic Park.
8. Signage is to be provided with reference to the Sydney Olympic Park Urban Elements Design Manual 2008 and Sydney Olympic Park Authority Guidelines for Outdoor Advertising, Identification and Promotional Signage (October 2002).
9. A primary palette of endemic and native species that support local wildlife and reflect the location of nearby parklands and Sydney Olympic Park is to be maintained within the open space network.

Figure 9 Public spaces

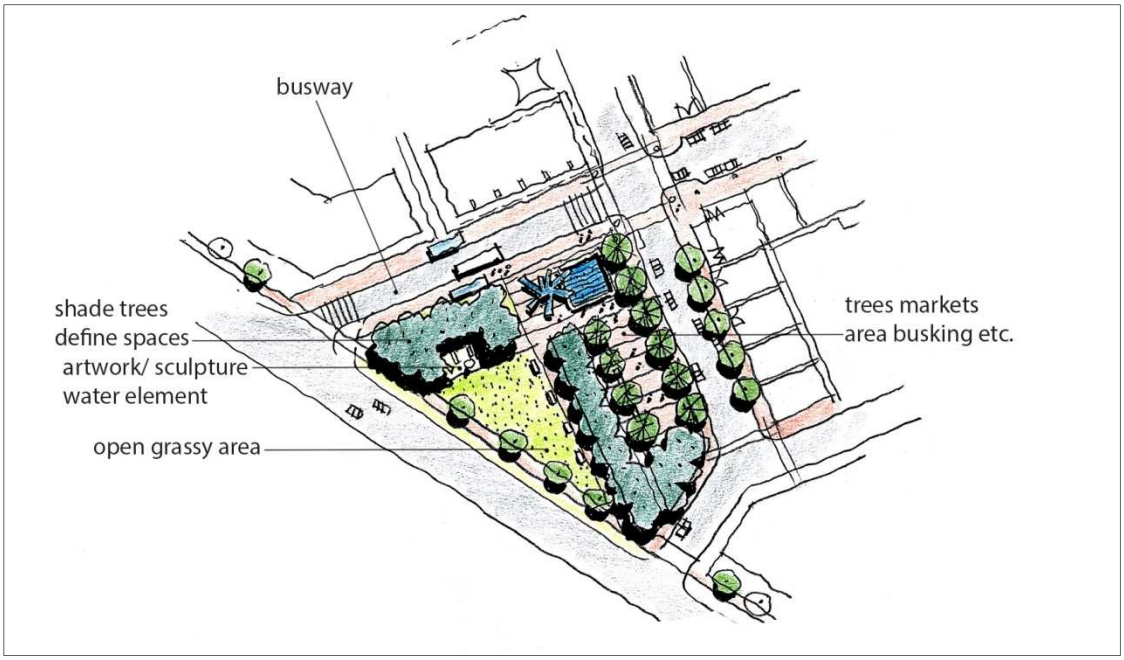

Figure 10 Uhrig Road village park

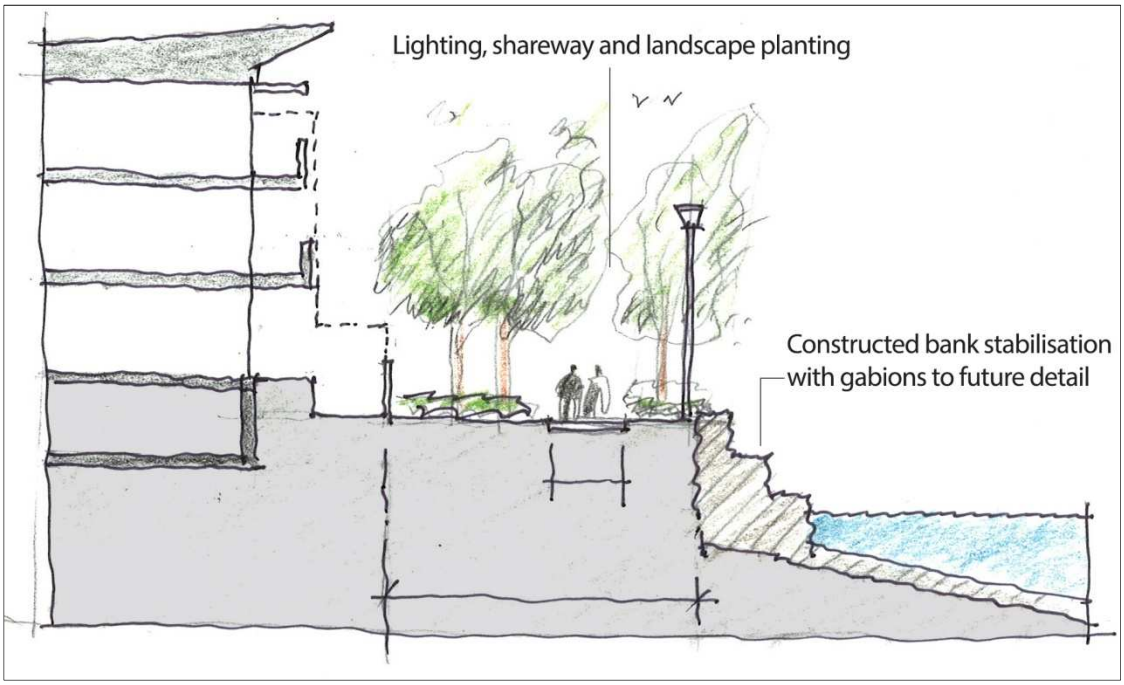

Figure 11 Haslams Creek foreshore (subject to discussion with Sydney Water)

4 Residential / mixed use development

Preamble

This section of the DCP applies to residential and mixed use development within the areas of the precinct zoned R4 High Density Residential and B2 Local Centre, being to the north of Carter Street, to the west of Hill Road fronting Haslams Creek, and to the east of Birnie Avenue. These areas are planned as primarily as a medium and high density residential supported by local retail and services uses focused on the Uhrig Road activity centre. Mixed uses will also be located at the interface of Sydney Olympic Park along Edwin Flack Avenue.

State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development also applies to residential flat buildings in the precinct, and such development is to have regard to the NSW Residential Flat Design Code.

4.1 Building height and form

Objectives

a. To ensure that existing residential apartment buildings within Sydney Olympic Park (up to 30 storeys) remain as the dominant built form elements of the wider Homebush Bay and Wentworth Point area.

b. To require a range of building heights and forms across the precinct and within each street block to create variety and encourage different architectural styles.

c. To encourage a mix of dwelling types including townhouses, and low, medium and high rise apartments to encourage a diverse and sustainable community.

d. To reinforce entry gateways, key streets and open spaces though the location of taller buildings.

Controls

1. Building heights are to be consistent with Auburn LEP 2010 and generally consistent with the following guidelines:
   - low rise buildings of up to 4-6 storeys fronting east-west streets to reinforce the pedestrian scale of these lower order local streets and to achieve good levels of solar access
   - medium rise buildings of 7-8 storeys where they are counter-balanced with lower buildings of 4-6 storeys
   - building heights decreasing toward the Haslams Creek foreshore
   - taller apartment buildings of 12-16 storeys and up to 20 storeys within specified areas across the precinct, to reinforce gateways, key streets and open spaces.
2. Buildings are to have a maximum length of 65m, but where a building has a length greater than 30m, it is to be separated into at least two parts by a significant recess or projection.

3. Buildings of 12 storeys and above are meet the following requirements:
   - be located at least 60 metres from any other building of 10 storeys or above
   - be located to minimise overshadowing on public and communal open space
   - have a maximum individual building footprint of 750m^2
   - incorporate a semi-podium to soften street presence
   - have a strong vertical emphasis in facade articulation.

4.2 Setbacks and public domain interface

Objectives

a. To provide strong definition to the public domain and create a coherent, urban streetwall that encloses streets.

b. For ground floor residential uses on local streets to create an attractive transitional space that enables engagement between the public and private domains, softens the impact of the built form and is capable of being used for private outdoor recreation.

c. For ground floor retail and commercial uses to maximise presence and activation of the street in specific locations.

d. To set taller building elements back from the street to reduce apparent building scale and bulk and enable adequate sunlight access to the public domain

e. To establish Uhrig Road as a high quality pedestrian friendly retail strip.

f. To encourage active street frontages in other suitable locations.

g. To provide articulation zones to complement building mass and emphasise key design elements such as entrance points and respond to environmental conditions including solar access, noise, privacy and views.

Controls

4. All buildings are to comply with the primary and upper storey setbacks shown in Figure 12 where:
   - primary setback is the setback between the public domain / street boundary and the front alignment of the building
   - upper storey setback is the additional setback above the street frontage height.
5. Ground floor residential uses are to have a 1.5m minimum primary building setback.
6. Buildings with a zero setback are required to be articulated through the use of balconies, recessed elements and the like.
7. The 10 metre setback to be provided along key entry and circulating roads as shown at Figure 12, is to include deep soil landscaping and the retention of existing site trees, where possible.
8. Buildings on street corners or the interface with public space are to emphasise the corner by appropriate architectural treatment.
9. Dwellings on the ground floor facing the street are to have individual entries from the street wherever possible.
10. Buildings with residential uses at ground floor are to be designed so that their main entry is at the same level as the finished footpath level or raised by up to 600mm to provide for a combination of privacy and passive surveillance.

11. Active retail / commercial uses are required at ground level along Uhrig Road, between its intersection with Edwin Flack Avenue and the John Ian Wing Parade extension, and around the village square.
12. Non-residential uses on the ground floor of buildings are encouraged along Hill Road, the John Ian Wing Parade extension adjacent to Hill Road park, and new local roads within the B2 Local Centre zone.
13. 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 level of the adjacent street and/or open space.
14. Continuous awnings are to be provided above retail uses.
15. Awnings are to be provided over commercial and residential entries.
16. Development within the Uhrig Road activity centre is to be designed to:
    - provide a ground floor colonnade consistent with the requirements of Sydney Olympic Park Master Plan 2030 for Dawn Frazer Avenue to provide weather protection and to encourage pedestrian movement
    - minimise overshadowing of the street in winter by development on the northern side
    - reinforce the pedestrian scale and achieve good levels of solar access to the public domain.

4.3 Building design and facades

Objectives

a. To achieve variety in architectural design and character across the precinct to provide a fine grain to enliven the public realm.

b. To develop within street blocks, buildings in a variety of size, height and architectural expression, with a variety of facades, articulation, massing and character so that the street block presents as a group of buildings rather than a singular architectural design or building.

c. To incorporate high quality façade design and finishes, particularly where development is highly visible in a landmark location.

Controls

1. Each street façade is to be articulated into smaller elements at a scale or grain that reflects:
    - the use of the building and the various components of the building
    - the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity
    - the building elements, including building entries, ground floor, lower floors, top floor and roof.
2. Floor to ceiling heights for residential and mixed use buildings are to meet the requirements of the Residential Flat Design Code.

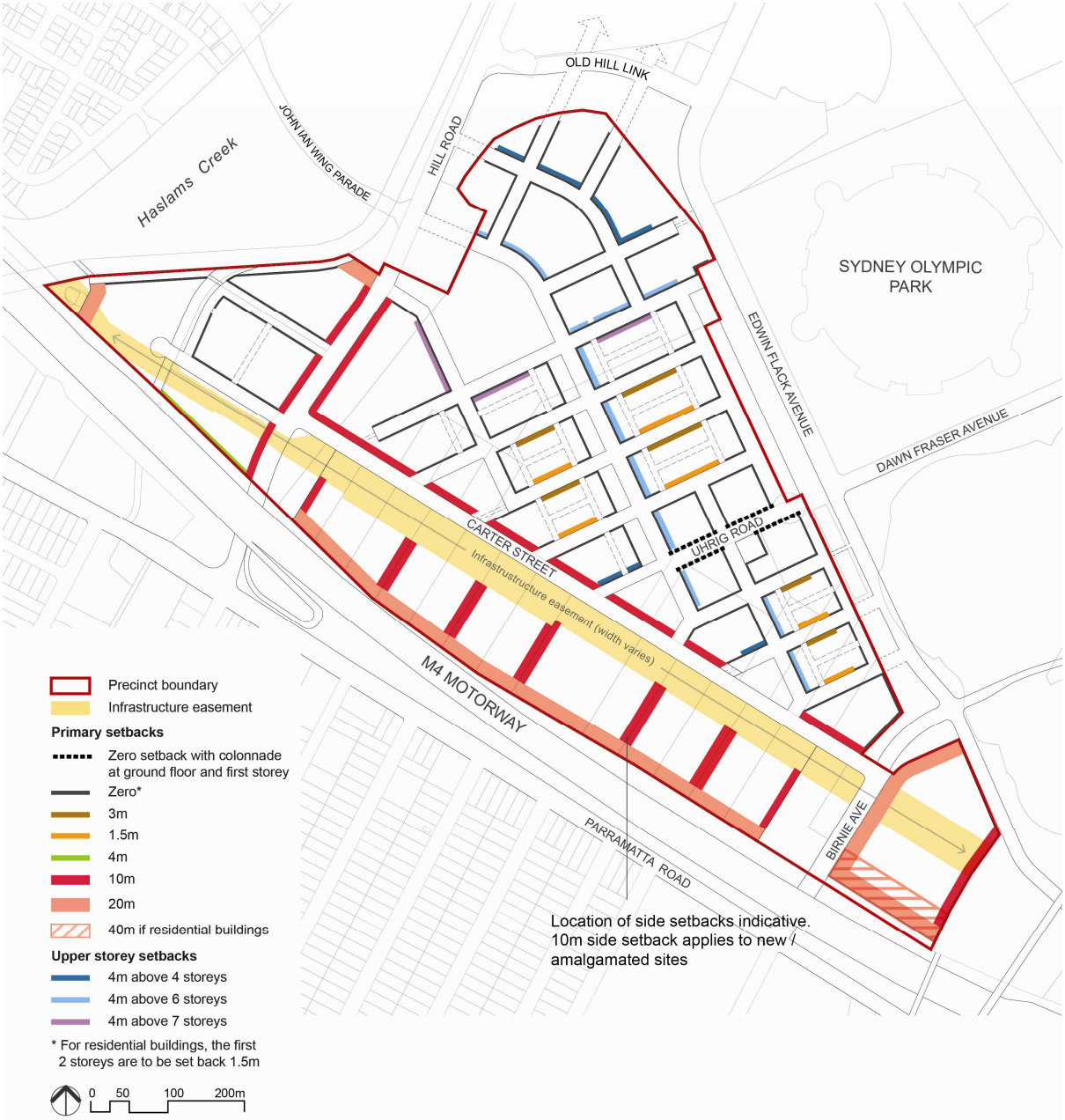

Figure 12 Setbacks and building separation

4.4 Private open space and landscaping

Objectives

a. To provide communal open space for residents that offers social opportunities and quality outlook from dwellings.

b. To cater for the recreational needs of building occupants.

c. To improve amenity and soften the impact of buildings through the provision of landscaping, including the retention and/or planting of trees within deep soil zones.

d. To assist with the management of water quality.

Controls

1. Common open space / courtyards are to be located, designed and landscaped to:
   - comprise generally a minimum of 30% of the development block
   - enhance views from dwellings and create recreational opportunities
   - be the focal point for residents and incorporate public art and water features where appropriate
   - achieve good amenity in terms of solar access and natural air flow.
2. Additional communal open space on roof tops is encouraged in locations where it does not adversely impact on the residential amenity of surrounding residents.
3. Deep soil zones are to be of dimensions that achieve their function as planting space for large trees.
4. Where possible, 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.
5. A minimum of 50% of communal outdoor space should be softscape planting (i.e. turf, ground covers or shrubs).
6. Plant species appropriate to the Homebush context and the specific microclimate within the development are to be selected to maximise use of endemic and native species and opportunities for urban biodiversity.
7. Drought tolerant plant species, and species that enhance habitat and ecology, are to be prioritised.
8. Landscape design is to be integrated with water and stormwater management.

4.5 Vehicular access and car parking

Objectives

a. To minimise adverse traffic impacts.

b. To limit parking spaces for new development to encourage public transport use.

Controls

1. All parking is to be underground, under-croft or semi-basement located generally within the footprint of the building above.
2. Where above ground parking cannot be avoided due to site conditions, it must be well integrated into the overall façade design and create a good relationship to the public domain.
3. Where the topography of the land or constraints of the water table result in the basement parking level projecting above ground level, it is to be designed to:
   - not project more than 1.2m above ground or as required to comply with flood planning levels
   - achieve an attractive ground level relationship between the building(s) and the public domain.
4. Garages and parking structures are not to project forward of the building line and are to be screened from the public domain by active uses.

5. For safety and public domain amenity, vehicle access points are to be:
   - physically separate and clearly distinguished from pedestrian entrances and access-ways
   - integrated into the overall design of the building
   - located within secondary streets and laneways where possible.
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 activity centre.
7. Vehicular access is to be designed to give priority to pedestrians and bikes by continuing the type of footpath material and grade.
8. Loading areas for retail and commercial development are to be screened from public roads and public access areas.
9. 'End of trip' facilities (such as showers and change rooms) are to be provided for all commercial uses.
10. Development is to comply with the requirements of the Auburn DCP 2010 – Parking and Loading, except for any inconsistency with this DCP.
11. Residential development is to provide an appropriate number of car share parking spaces, which is a car parking space for the exclusive use of car share scheme vehicles. Car share parking spaces are to be included in the number of car parking spaces permitted on a site. The car share parking spaces are to be:
    - exclusive of visitor car parking
    - retained as common property by the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time
    - made available for use by operators of car share schemes without a fee or charge
    - grouped together in the most convenient locations relative to car parking entrances and pedestrian lifts or access points
    - located in well lit places that allow for casual surveillance
    - signposted for use only by car share vehicles
    - 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.

    A development application is to demonstrate how the car share parking space is 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 council.
12. Car parking spaces are to be provided at the rates specified in **Table 2**. For any use not specified, the car parking rates in Auburn Development Control Plan 2010 apply.
13. Secure, conveniently located bike parking facilities are to be provided at the rates specified in **Table 3**.

Table 2 Car parking rates

Land Use	Type	Maximum
Residential	Studio 1 bedroom 2 bedroom 3 bedroom 4 bedroom Visitors	0.5 spaces / dwelling 1.0 space / dwelling 1.0 spaces / dwelling 2.0 spaces / dwelling 2.0 spaces / dwelling 0.2 spaces / dwelling
Commercial	All	1 space / 80 sqm
Retail	Supermarket Local retail	1 spaces / 25 sqm 1 space / 50 sqm

Table 3 Bicycle parking rates

Land Use	Type	Minimum
Residential	Resident Visitors	1 space per dwelling 1 space per 12 dwellings
Commercial	Staff Visitors	1 space per 150 sqm 1 space per 750 sqm
Retail		1 space per 300 sqm

4.6 Acoustic assessment

Objectives

a. 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.

Controls

1. Site planning, building orientation, and interior layout is to lessen noise intrusion as far as possible.
2. Development applications are to demonstrate how buildings can comply with the noise criteria specified in **Table 4.**

Table 4 Noise criteria

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

4.7 Safety & Security

Objectives

a. To provide high levels of property safety and personal comfort and safety.

b. To minimise opportunities for criminal and anti-social behaviour.

Controls

1. Development is to address the principles of Crime Prevention Through Environmental Design.

Note: Consideration shall also be given to Auburn Council's Policy on Crime Prevention Through Environmental Design.

4.8 Sydney Olympic Park event impacts

Objectives

a. To ensure that development does not restrict the continued use of Sydney Olympic Park by the Sydney Olympic Park Authority in the exercise of its statutory functions in relation to events.

Controls

1. Relevant development approvals are to require a public positive covenant to be placed on residential titles to ensure that residents will not complain in any forum or seek to make any claim or institute action against Sydney Olympic Park Authority in relation to specified impacts of noise and lighting, restrictions on vehicle or pedestrian access, or security measures associated with events within Sydney Olympic Park.

4.9 Adaptable housing

Objectives

a. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.

b. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Controls

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

5 Employment uses

Preamble

This section of the DCP applies to development on land within the precinct zoned B6 Enterprise Corridor. This area is to the south of Carter Street along the M4 Motorway and 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.

5.1 Setbacks, building layout and design

Objectives

a. To ensure development creates a positive streetscape and achieves a high quality architectural design that promotes business enterprise.

b. To establish an appropriate setback to the south of Carter Street to avoid underground services.

c. To provide an adequate buffer between commercial development and the M4 Motorway.

Controls

1. All buildings are to comply with the setbacks shown in Section 4.2, Figure 12.
2. The 10 metre setback to be provided along Hill Road and Birnie Avenue is to provide for deep soil landscaping and the retention of existing site trees, where possible.
3. Landscape planting to the south side of Carter Street and within the services easement where permitted by relevant authorities is encouraged.
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.
5. The location and means of access to customer car parking is to be clearly visible.
6. The façade modelling of a development is to utilise large expressed elements to relate to passing motorists and articulate the key components of the building such as entries, showrooms and the like. Finer detail, expressing environmental control, individual tenancies and building levels are to be used to add richness to the architectural design.
7. Buildings are to be designed with a strong relationship to the street through glazing. Extensive blank walls are to be avoided.
8. Signage is to be integrated into the overall façade design and be in accordance with Sydney Olympic Park Authority Guidelines for Outdoor Advertising, Identification and Promotional Signage (October 2002)
9. Sun shading is to be provided appropriate to orientation for glazed portions of façades.
10. Roof design is to be incorporated into the overall building design and built form modelling.
11. Roof space is not to be used for car parking or external retail space.

5.2 Access and parking

Objectives

a. To minimise adverse traffic impacts.

b. To provide sufficient parking spaces for development while encouraging public transport use.

c. To ensure that car parking is appropriately located.

Controls

1. Car parking at the rates specified in Section 4.5, **Table 2** is to be provided. For any use not specified the car parking rates in *Auburn Development Control Plan 2010* are to apply.
2. Secure, conveniently located bike parking facilities are to be provided at the rates specified in Section 4.5, **Table 3**.
3. Car parking is to be located preferably within the services easement, or alternatively at the rear of buildings, or within a basement car parking structure.
4. Any parking located within the front setback area must be suitably landscaped to add positively to the streetscape.
5. 'End of trip' facilities (such as showers and change rooms) are to be provided for all commercial uses.
6. Development is to comply with the requirements of the Auburn DCP 2010 – Parking and Loading, except for any inconsistency with this DCP.

6 Environmental management

6.1 Sustainability

Objectives

a. To promote water conservation through application of best practice environmental design principles, innovative technology, water efficient landscaping, and water collection and recycling systems.

b. To minimise energy use through building design and selection of energy efficient systems and appliances.

c. To minimise waste and promote the reuse and recycling of materials.

Controls

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.
2. Buildings are to comply with or exceed the Building Sustainability Index (BASIX) for residential development, or achieve a 4.5 star as built NABERS rating for commercial office buildings.
3. Buildings are to express a strong commitment to ESD principles in particular passive design, optimal orientation, effective sun-shading, cross ventilation and open plan living. This should be evident in the external architectural expression.
4. To minimise energy use buildings are to be designed to use:
   – high levels of insulation as a simple means of reducing energy consumption
   – energy efficient appliances, light fittings and light sensors
   – green roof and green façade / green wall elements to reduce heat loads on internal spaces
   – effective metering systems to monitor the energy performance of buildings, including individual dwellings and tenancies.
5. 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.
6. The re-use of grey water and provision of dual water reticulation systems is encouraged where possible.

6.2 Flooding

Objectives

a. To ensure that land is appropriate to managing and minimising risks from flooding.

Controls

1. Within the Carter Street precinct, the finished ground levels for habitable building should be set above RL 4 to avoid flooding impacts (or 0.5m above 1:100 year Annual Recurrence Interval).
2. Development is to comply with the flood risk management provisions of the Auburn DCP 2010.

6.3 Stormwater (water sensitive urban design)

Objectives

a. To adopt best practice techniques for stormwater quality management.

b. To minimise flooding and reduce the effects of stormwater pollution on Haslams Creek.

c. To ensure an integrated approach to water management through the use of water sensitive urban design (WSUD) principles.

Controls

1. A comprehensive Stormwater Management Plan is to be prepared for the precinct prior to approval of development.
2. Carter Street and the John Ian Wing Parade extension are to act as overland flow paths for stormwater flows from east to west.
3. The John Ian Wing Parade extension is to include a 20m wide landscape bio-swale / water element corridor to Hill Road park.
4. A central bio-swale is to be provided for the majority of east-west streets.
5. Bio-swales are to be designed and constructed to allow for pedestrian crossings.
6. All landscaping is to be compatible with flood risk and not impede overland stormwater flows.
7. All vegetation species and structures, including paths, walls and fences, are to be able to withstand temporary flood inundation in those areas designated as detention basins.
8. To minimise the impact of stormwater from communal open space on the health and amenity of Haslams Creek:
   - stormwater is to be retained on development sites by:
     - collecting and storing water from roofs and hard surfaces
     - maximising porous surfaces and deep soil zones
     - draining paved surfaces to adjacent vegetation
   - stormwater quality is to be protected by providing for:
     - sediment filters, traps or basins for hard surfaces
     - treatment of stormwater collected in sediment traps on soils containing dispersive clays.
9. Stormwater is to be generally managed within the precinct as shown in **Figure 13**.
10. The following stormwater targets are to be met for the entire precinct:
    - 90% reduction in the post-development average annual gross pollutant load

- 85% reduction in the post-development average annual total suspended solids (TSS) load
- 65% reduction in the post-development average annual total phosphorus (TP) load
- 45% reduction in the post-development average annual total nitrogen (TN) load

11. The following stormwater targets are to be met for specific sites:

- 92% reduction in the post-development average annual gross pollutant load.
- 90% reduction in the post-development average annual total suspended solids (TSS) load.
- 68% reduction in the post-development average annual total phosphorus (TP) load.
- 47% reduction in the post-development average annual total nitrogen (TN) load.

Figure 13 Indicative stormwater management