

INTRODUCTION AND GENERAL GUIDELINES



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Amendments to Blacktown Development Control Plan 2006
(as of 3 May 2011)

| Amendment No. | Location | Description | Adoption Date | Enforcement Date |
|---------------|----------------------------|---------------------------------------------------------------------------------|------------------|------------------|
| 1 | Part A, section 9, page 40 | Local Overland Flooding – Major Drainage and Local Runoff | 21 June 2006 | 12 July 2006 |
| 2 | Part A, section 8 | Development on Flood Prone Land | Deferred | |
| 3 | Map amendment | Archaeological Sites Map Amendment | 16 May 2007 | 11 July 2007 |
| 4 | Part D, section 9 | Seven Hills Business Park | Deferred | |
| 5 | Part C, Section 3 | Dwelling-Houses, Garages, Carports, Awnings and Sheds | 18 June 2008 | 2 July 2008 |
| 6 | Part C, Section 10 | Home Activities | Deferred | |
| 7 | Map amendment | Delete proposed road closure on Gardner Street, Rooty Hill | 28 November 2007 | 18 December 2007 |
| 8 | Map amendment | Vary road pattern in vicinity of Eskdale Road | 6 February 2008 | 22 April 2008 |
| 9 | Part C, Section 10 | Child Care Centres | 28 May 2008 | 25 June 2008 |
| 10 | Part E, Section 6 | Brothels in Industrial Zones | 5 May 2004 | 20 January 2009 |
| 11 | Map Amendment | Include 193 Flushcombe Road as a Heritage item | 8 July 2009 | 14 May 2010 |
| 12 | Part A, Section 1.3 | Updated to reference Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part A, Section 3.3 | Section 3.3 Soil Conservation repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part A, Section 3 | Renumbered due to repeal of Section 3.3 Soil Conservation by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part A, Section 5.4.5 | Additional maintenance access requirements added | 23 March 2011 | 3 May 2011 |
| 12 | Part A, Section 5.4.8 | Additional purpose of parking areas added | 23 March 2011 | 3 May 2011 |
| 12 | Part A, Section 7.4 | Section 7.4 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part A, Section 7 | Section 7 renumbered due to repeal of Section 7.4 Drainage by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part A, Figure 7.1 | Figure 7.1 deleted. Figure 7.1 related to | 23 March 2011 | 3 May 2011 |

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|----|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|---------------|------------|
| | | Section 7.4 Drainage which was repealed by Part R as amended | | |
| 12 | Part B, Section 8.0 | Updated to reference Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part C, Section 4.4 | Section 4.4 What to submit with your Application amended to remove application requirement repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part C, Section 4.4 | Section 4.4 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part C, Section 5.4 | Section 5.4 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part C, Section 5 | Renumbered due to repeal of Section 5.4 Drainage by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part C, Section 6.3 | Section 6.3 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part C, Section 6 | Renumbered due to repeal of Section 6.3 Drainage by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part C, Section 7.6.9 | Section 7.6.9 Water Management repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part C, Section 7.6 | Renumbered due to repeal of Section 7.6.9 Water Management by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part D, Section 8, Section 1.5 | Point (5) amended to reference Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part D, Section 8, Section 4.22 | Section 4.22 Water Management repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part D, Section 8, Section 4.0 | Section 4.0 renumbered due to repeal of Section 4.22 Water Management by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part D, Appendix A | Deleted points 7 & 8 and replaced with reference to Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part E, Section 4.1 | Section 4.1 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part E, Section 4 | Renumbered due to repeal of Section 4.1 Drainage by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part H, Section 3.4.1 | Part of Section 3.4.1 repealed by Part R as amended | 23 March 2011 | 3 May 011 |
| 12 | Part I, Section 1, Section 3.11 | Section 1, 3.11 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |

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| 12 | Part I, Section 1, Section 3 | Renumbered due to repeal of Section 1, 3.11 Drainage by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part I, Section 2, Section 4.16 | Section 2, 4.16 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part I, Section 2, Section 4 | Renumbered due to repeal of Section 2, 4.16 Drainage by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part I, Section 3, Section 3.8 | Section 3, 3.8 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part I, Section 3, Section 3 | Renumbered due to repeal of Section 3, 3.8 Drainage by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part I, Section 7, Section 3.4 | Section 7, 3.4 Drainage repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part I, Section 7, Section 3 | Renumbered due to repeal of Section 7, 3.4 Drainage by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part L, Part A, Section 1.5 | List updated to reference Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part L, Part B, Section 2.14 | Text deleted and amended to reference Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part L, Part B, Section 2.16 | Controls (1), (2) and (4) repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part L, Part C, Section 3.16 | Section 3.16 Construction Management repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part L, Appendix A | Subdivision checklist updated to reflect development application requirements by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part L, Appendix A | Buildings checklist updated to reflect development application requirements by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part L, Appendix B | Table updated to reflect Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part M, Section 4.1 | Section 4.1 Site Drainage Stormwater Management repealed by Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part M, Section 7 | Table updated to reflect submission requirements in accordance with Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part P, Section 4.0 | Point (d) in second list on page updated to | 23 March 2011 | 3 May 2011 |

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|-----------|-----------------------|---------------------------------------------------------------------------|---------------|------------|
| | | reference Part R as amended | | |
| 12 | Part P, Section 4.1.1 | Point (6) in list updated to reference Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part P, Section 4.2.4 | Text repealed and updated to reference Part R as amended | 23 March 2011 | 3 May 2011 |
| 12 | Part R | Repeal of previous Part R Soil and Erosion Control with Part R as amended | 23 March 2011 | 3 May 2011 |

1.0 INTRODUCTION

1.1 What is a Development Control Plan?

A Development Control Plan (commonly called a DCP) is a document which provides details of the various standards, policies and guidelines adopted by Council for development within a council area. It also assists developers in designing proposed developments and preparing their applications to Council.

The information contained within a DCP is in addition to the provisions of the legal planning instrument or Local Environmental Plan (commonly called an LEP). This information is presented in the form of a written statement and/or a map.

1.2 Purpose of Blacktown Development Control Plan 2006

The specific purpose of Blacktown DCP 2006 is to provide advice to people submitting Development Applications (DAs), in one series of documents and maps, on all of Council's codes, policies and guidelines relating to the development of land in the City of Blacktown. As with Blacktown LEP 1988, Blacktown DCP 2006 applies to all land within the City of Blacktown. This advice is of 2 types:

- (a) procedures to be followed, e.g. DA submission requirements for certain types of development; and
- (b) standards to be met, e.g. building height, design and car parking requirements.

Blacktown DCP 2006 is a matter that the Council must consider in assessing any DA.

Providing succinct information to developers will hopefully avoid Council having to either request additional information (which takes time) or refuse applications for proposals, which depart substantially from Council's requirements.

Intending developers are encouraged to discuss their proposals with Council officers as early as possible to avoid costly amendments. The detailed requirements of Blacktown DCP 2006 are advisory and flexible in particular circumstances.

Compliance with the provisions of Blacktown DCP 2006 does not necessarily guarantee that Council will consent to an application. Council must also consider other matters listed in Section 79C of the *Environmental Planning and Assessment Act 1979*.



1.3 The Structure of Blacktown Development Control Plan 2006

Blacktown DCP 2006 consists of a written document with the spatial representation held on Council’s Geographical Information System.

1.3.1 Written Document

The written document is divided into eighteen Parts:

Part A – Introduction and General Guidelines

Part B – Development in the Rural Zones

Part C – Development in the Residential Zones

Part D – Development in the Business Zones

Part E – Development in the Industrial Zones

Part F – Development in the Private Recreation Zones

Part G – Supplementary Provisions for Specific New Release Areas

Part H – Huntingwood Industrial Estate

Part I – Supplementary Provisions for Specific Sites in Established Areas

Part J – Stanhope Gardens

Part K – Notification of Development Applications

Part L – Colebee Release Area

Part M – Second Ponds Creek

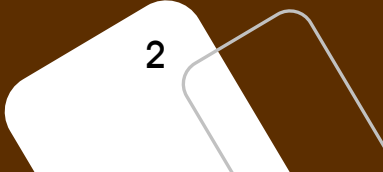
Part N – Telecommunications Facilities

Part O – Site Waste Management and Minimisation

Part P – Landfill Guidelines

Part Q – Contaminated Land Guidelines

Part R – Water Sensitive Urban Design and Integrated Water Cycle Management



Part A is applicable to all DAs and provides overall guidance on the operation of Blacktown LEP 1988 and Blacktown DCP 2006, the submission of DAs and the general requirements of Council.

Parts B to J provide specific information for those wishing to carry out development on land zoned rural, residential, business, industrial and open space, or in the Huntingwood Industrial Estate, specific new release areas and other relevant sites respectively throughout the City of Blacktown. Parts J, L and M also provide site specific guidelines for development within defined areas in Stanhope Gardens, Colebee Release Area and Second Ponds Creek.

Part K sets out the criteria for notifying potentially affected persons of development proposals.

Part N provides guidelines for the location and siting of telecommunications facilities and Part O provides guidelines designed to give a consistent approach to the minimisation of waste generation and overall environmental effects of waste. Parts P to R provide guidelines on the control of landfill, contaminated land and integrated water cycle management including waterfront lands, water conservation, stormwater (water quality, waterway stability, detention and erosion, sediment and pollution control) and groundwater.

1.3.2 Plan Map

A seamless map accompanies the written DCP. This map shows existing features and affectations, such as contours, major easements, roads and allotment boundaries, as well as proposed changes, such as new road patterns and proposed road closures. The map also shows the location of heritage items, and areas of archaeological significance.

The Blacktown LEP 1988 map clearly shows existing and proposed arterial roads, sub-arterial roads and local streets. However, in the newly developing areas and in some redeveloping areas proposed local roads are shown on the Blacktown DCP 2006 map. Showing proposed local roads on the DCP map, instead of on the LEP map, allows greater flexibility in their location.

1.4 How to use Blacktown Development Control Plan 2006

To determine Council's requirements you need to know the zoning of the land which you intend to develop or are interested in and hence which Part of Blacktown DCP 2006 (in addition to Part A) is relevant.

Once you know which Part of Blacktown DCP 2006 (and which DCP map) is relevant to your proposed development, you should carefully read each section (and any details about your site on the map), taking note of Council's requirements for the type of development you propose.

You should plan and design your proposal to comply with the guidelines in Blacktown DCP 2006. If strict compliance is impractical or unreasonable, you should discuss any proposed variation with Council's Development Services Planning Team before submitting your DA. A pre-lodgement meeting is advisable and easily arranged as other advice may be required on additional matters such as engineering, subdivision, drainage etc.

1

INTRODUCTION

2.0 SUBMITTING A DEVELOPMENT APPLICATION

2.1 When is a Development Application Required?

If you propose to develop land you should enquire with Council's Planning and Development Services staff to check whether your proposal requires Council's development consent.

If you provide a clear and correct property description and a specific description of the development proposal, Council's Development Services Planning staff can consult Blacktown LEP 1988 (and other legislation) and advise whether you need to submit a Development Application (DA) for planning approval and whether there are any particular requirements for your DA submission.

Whether or not planning approval is required, all building work will require the submission of a Development Application (DA) and the subsequent approval of construction plans by Council's Building Services staff. Further, engineering designs may require approval from Council's Development Services Engineering staff.

2.2 Preparing your Development Application Submission

If your proposal requires development consent you must carefully read and complete all relevant sections of Council's Development Application form. This form is freely available from Council's Information Centre.

If you propose to change the physical appearance of land, build new buildings or structures or alter existing buildings, you must submit 4 copies of plans (or more if Council advises), drawn to an appropriate scale and clearly describing all proposed works and buildings, the site plan, floor plans and elevations. The plans must show existing external features such as kerb and gutter, power poles and the like and include a drainage plan showing the proposed means of connecting stormwater discharge into an acceptable drainage system. Council's suggested scales for the abovementioned plans are; floor plans at 1:100, site plans at 1:200 and large development plans at 1:500.

Before deciding upon the form and siting of any buildings you should consult the following documents which are available from Council:

- (1) Blacktown Local Environmental Plan 1988; and
- (2) Blacktown Development Control Plan 2006.

As indicated in Section 1, these documents contain Council's requirements. To ignore them may lead to your application being refused or delayed.

It is strongly advised that, before deciding on a final design or requesting your architect or builder to do so, you meet with Council's Development Services Planning staff to discuss your ideas.

Arrangements can also be made through Council's Department of Planning and Development Services to discuss your proposal, prior to formal lodgement of the application. A preliminary lodgement meeting involves Planning and Development Services staff.

2

SUBMITTING A DEVELOPMENT APPLICATION

When complete, your Development Application submission (completed DA form, written documentation, DA plans and DA fees) should be hand-delivered (or posted) to Council.

2.3 What Happens to your Development Application?

Your Development Application goes through a number of steps: preliminary check, referrals, assessment and determination.

Once the DA submission is received it is given a preliminary check to see if the DA form has been filled out correctly and contains all of the information required for your proposal to be properly assessed. If there is insufficient or inaccurate information you will be asked to supply additional information. This could delay the processing of your DA.

Most DAs are referred to other Council officers (Building Services and Development Services Engineering staff) for their comments on building and engineering matters. Whilst your DA submission is not expected to provide "working drawings" showing detailed structural and design information, Council checks your proposal for obvious problems that you may encounter when more detailed design is required for building or engineering approval.

Some DAs (usually for major proposals) are referred to State Government Departments, such as the NSW Government Department of Planning or the Roads and Traffic Authority (eg, major proposals fronting a main road). If such a referral is necessary your DA will be an Integrated Development requiring the consent of at least 2 authorities and may take longer to process. Where such referrals are required, additional copies of plans will be necessary from applicants.

The majority of DAs are notified in writing to surrounding and potentially-affected residents and property owners.

Some DAs are also advertised in the local press to allow Council to ascertain the view of the public generally.

Whilst the views of the other Council Directorates, local residents and perhaps State Government Departments are being sought, detailed assessment of your DA is commenced by Council's Development Services Planning Team. The *Environmental Planning and Assessment Act 1979* lists the matters that Council must consider in assessing any DA.

Upon receipt of the views of other Council officers, local residents, etc, consideration of your DA is finalised and a recommendation is made either to approve (unconditionally or subject to certain conditions) or refuse the DA. Council then determines your DA.

Once the decision is made you will be advised formally by mail.

If you receive a consent with conditions you must read the document carefully, taking note of each condition.

2

SUBMITTING A DEVELOPMENT APPLICATION

In most cases where building or site work is proposed, you will require a Construction Certificate and possibly engineering design approval. If a Construction Certificate (CC) and DA are submitted together, building approval cannot be granted until development consent has been issued. However a CC will be processed as far as possible by Council's Building Services Team pending the issue of development consent.

Once again, early contact and co-operation with Council's Planning and Development Services staff will help to make the processing of your application straight-forward and prompt.

2

SUBMITTING A DEVELOPMENT APPLICATION

3.0 ENVIRONMENTAL PROTECTION



3.1 Introduction

Council, as well as developers, has a responsibility to ensure that development is undertaken in a manner which will enhance the existing environment or at least minimise any likely adverse environmental impacts. This Section outlines some Council requirements for safeguarding the environment as a result of development. Council is required to assess the environmental impact of each Development Application under the "Heads of Consideration" which are listed in Section 79C of the *Environmental Planning and Assessment Act 1979*.

3.2 Areas Requiring Fill

The filling of land requires separate development consent, except where the proposed fill forms part of a Development Application for overall development of a site.

The DCP map indicates those areas which require significant filling to raise lot and land levels above the predicted developed 100 year Average Recurrence Interval flood level of adjacent creeks.

The fill limits and areas shown on the DCP map are indicative only. Final fill areas will be determined by detailed trunk drainage designs, allotment survey information, the type of development proposed and adjoining development constraints (eg, existing or future roadworks).

For these areas Council will impose conditions of development consent regarding type of fill and compaction of soil. As detailed engineering plans may be necessary, developers will be required to consult with Council's Development Services Engineering Team prior to commencement of filling operations.

3.3 Tree Preservation

3.3.1 Provisions of Blacktown Local Environmental Plan 1988

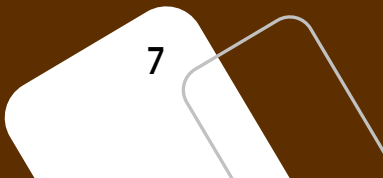
Legal provisions for the preservation of trees are in force under Blacktown LEP 1988. These provisions require the consent of Council's Planning and Development Services staff for the removal of trees as well as for the lopping or topping of trees. However, where development approval has been given, trees within 3m of the perimeter of a building may be removed without further approval.

3.3.2 Siting and Layout of Development

In determining a Development Application Council is required to consider:

- (a) the effect of that development on the landscape or scenic quality of the locality; and
- (b) whether any trees or other vegetation on the land should be preserved.

Existing trees should be preserved wherever possible. The siting and layout of a development at the initial concept stage should consider the location of trees and favour their preservation.



3.3.3 Location Plans of Existing Vegetation

All applications for development (other than for the use of an existing building) should indicate the location of existing vegetation and should, on or accompanying the DA Form and on the plans, note the measures to be taken to protect existing vegetation against damage and destruction during construction.

3.3.4 Ground Levels and Existing Trees

The changing of ground level around existing trees should be avoided wherever possible. Where it is not feasible to maintain existing ground levels, retaining walls should be used to protect existing trees. In the case of filling around a tree trunk extreme care should be taken to retain the flow of air and water to the root system.

3.3.5 Lodgement of Tree Bond

At the time of submitting a Development Application, Council requires the lodgement of a monetary bond. Provided trees to be retained are not damaged or destroyed, the bond will be returned when construction is complete. Further enquiries should be made to Council's Planning and Development Services staff.

3.3.6 Register of Significant Trees

Trees which have been identified by Council as being of particular importance are listed in Council's Register of Significant Vegetation and must be preserved. Developers are advised to contact Council's Development Services Engineering team prior to design stage to determine whether or not the site is affected.

3.4 Cultural Heritage

3.4.1 Items of the Environmental Heritage

Schedule 2 of Blacktown LEP 1988 lists certain buildings or works which are defined as "items of the environmental heritage" and the location of these items is indicated on the DCP map.

Clauses 13 to 16 of Blacktown LEP 1988 set out the specific requirements relating to proposals.

3.4.2 Archaeological Sites

Council has undertaken a City-wide study to provide, as far as possible, a comprehensive review of all archaeological sites, including all Aboriginal sites throughout the City.

As a result of this study several different classes of land have been identified, as indicated below.

3.4.2.1 Known Archaeological Sites

These are sites which have been recorded by the National Parks and Wildlife Service and are indicated on the DCP map. As a condition of development consent to develop land on which a site has been located, the applicant will be required to consult with the National Parks and Wildlife Service to determine its requirements. Applicants are advised to contact the Service at the earliest

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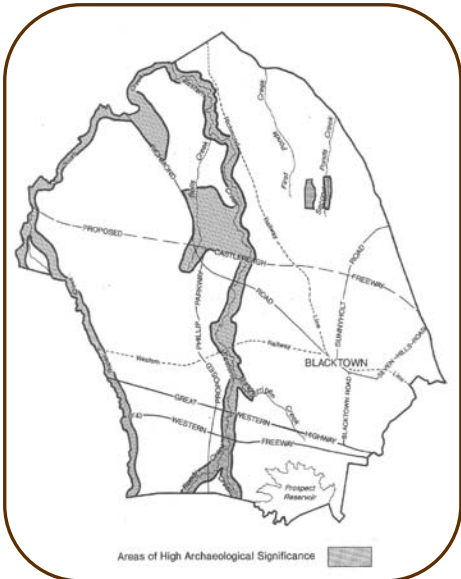


Figure 3.1 Areas of High Archaeological Significance

possible stage as it may be necessary to take into account the location of the archaeological site in designing the development or, alternatively, obtain from the Service a "consent to destroy" the site.

3.4.2.2 Areas of High Archaeological Significance

These areas are indicated on Figure 3.1 (refer page 9) and are shown in detail on the DCP map. There is a high likelihood of archaeological sites occurring in these locations. As a condition of development consent in these areas the applicant will be required to consult with the National Parks and Wildlife Service to determine its requirements. It may be necessary to undertake a detailed archaeological survey and/or other action prior to development occurring.

3.4.2.3 Areas of Potential Archaeological Significance

These areas are indicated on Figure 3.2 (refer right). Within these areas there is a possibility of sites occurring. As a condition of development consent in these areas the applicant will be required to consult with the National Parks and Wildlife Service to determine if the Service has any requirements. It may be necessary to undertake an archaeological survey or other action prior to development occurring.

3.4.2.4 Areas of Low Archaeological Significance

Areas other than those noted above are substantially developed. There is little likelihood of finding archaeological sites in such areas and no further archaeological survey is required. However, some sites have been found in these areas and these are shown on the DCP map. Where this is the case a condition of development consent will require consultation with the National Parks and Wildlife Service.

In addition to the above requirements, applicants are advised to ensure that they do not contravene the *National Parks and Wildlife Act 1974* relating to Aboriginal archaeological remains. In particular:

- (a) anyone who discovers an Aboriginal relic must report it to the Director-General of the National Parks and Wildlife Service;
- (b) no-one is permitted to destroy, deface or damage an Aboriginal site or relic without the Director-General's consent. This applies to all tenures of land including freehold property and Crown land; and
- (c) research work into sites, involving disturbing, excavating or collecting relics, requires a permit from the Director-General.

3.5 Pollution Control

Council's requirements relating to air, water and noise pollution are specified in Blacktown Development Control Plan 2006 Part E (Development in the Industrial Zones). These requirements will be applied to all types of development in other zones where relevant to the particular Development Application.

3.6 Noise Reduction

Expected traffic volumes on designated roads may create noise which will exceed the level generally acceptable by the community for residential

3 ENVIRONMENTAL PROTECTION

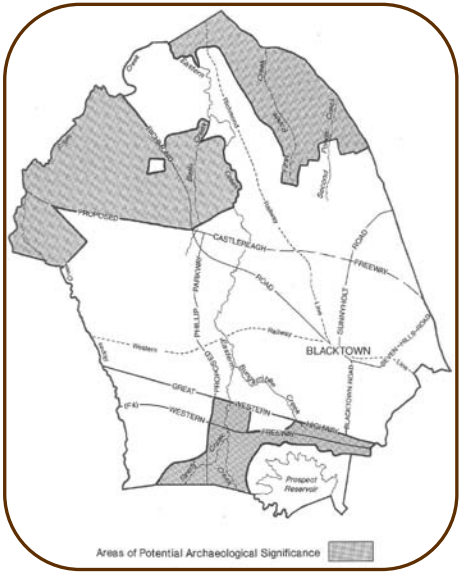


Figure 3.2 Areas of Potential Archaeological Significance

development. Applicants wishing to develop residential land adjacent to designated roads should have regard to the future amenity of the residential development so created. Noise can be reduced by sensitive site planning, architectural design, construction techniques and noise barriers.

4.0 ROADS

4.1 Types of Roads

The Blacktown Local Environmental Plan (LEP) 1988 map shows the location of arterial, sub-arterial and major collector roads. The Development Control Plan (DCP) map shows these roads as well as the preferred location of future minor roads and pedestrian pathways. All road types that are identified to be within Bush Fire Prone Land are to comply with the requirements of *Planning for Bushfire Protection 2001*.

4.1.1 Arterial Roads

Roads coloured with red and white stripes - Zone 5(b) - on the Blacktown LEP 1988 map are the major arterial roads which carry the majority of inter-regional traffic through the City of Blacktown. Land within Zone 5(b) includes both existing arterial roads, such as the Great Western Highway, and future arterial roads, such as the proposed Castlereagh Freeway. As the major function of arterial roads is to carry through traffic, vehicular access from adjacent land is denied to ensure both the efficiency of the road and the safety of road users. The State Government is responsible for the acquisition and construction of arterial roads.

4.1.2 Sub-arterial Roads

Roads coloured grey - Zone 5(c) - on the Blacktown LEP 1988 map are existing and proposed sub-arterial roads which will in the main carry regional traffic as well as local traffic. Land within Zone 5(c) includes both existing sub-arterial roads, such as Reservoir Road, and future sub-arterial roads, such as the extension of Holbeche Road from Walters Road through to Reservoir Road and the extension of Luxford Road from Daniels Road to Cook Road. Access from private properties is generally denied to these roads (except in special circumstances) for reasons of traffic safety and to maintain the capacity and efficiency of the road system. Council is responsible for the acquisition and construction of sub-arterial roads. Part of the cost of these roads is funded from contributions levied on new development. These roads are usually used for bus routes.

4.1.3 Collector Roads

Roads shown by broken lines on the Blacktown LEP 1988 map represent the proposed collector road system. These roads will carry local traffic through the residential and industrial precincts to the sub-arterial roads. These roads are likely to be used for bus routes.

The location and spacing of the collector roads are related to their intended function. The LEP provides that these collector roads be constructed "generally in accordance" with the location shown on the LEP map.

The LEP also provides for road widening for certain existing roads, such as Power Street and Glendenning Road in the Glendenning Industrial Area, as these existing roads will in the future perform the function of collector roads.

The construction or reconstruction to Council's standards and the dedication of collector roads is the responsibility of each developer with direct frontage to such roads.

4

ROADS

4.1.4 Subdivisional Roads

The DCP map shows proposed subdivisional roads in addition to those shown on the LEP map. The location of any subdivisional road is a preferred location, except where the road is also identified as a cycle route and/or drainage flowpath or is a critical element in Council's urban design philosophy. In such instance, the location of the road is fixed, unless an alternative that is satisfactory to Council can be established. The function of the subdivisional roads, which may include minor loop roads and culs-de-sac, is to provide access to all future allotments. The construction and dedication of subdivisional roads is the responsibility of the developer.

4.1.5 Culs-de-sac

A cul-de-sac is a special type of subdivisional road, which is essentially a “dead-end” street with only one entry/exit point. Culs-de-sac are permitted to have a narrower road width than a standard subdivisional road, provided that they serve no more than 30 dwellings/dwelling units. The narrower road width is considered sufficient to allow vehicles to access such a cul-de-sac in a convenient manner, whilst still providing a safe, low vehicle speed environment. This is consistent with the place of the cul-de-sac in the broader road hierarchy.

Council will not accept requests for standard (i.e. non dead-end) subdivisional roads to have the same width as a cul-de-sac on the basis that 30 or fewer dwellings/dwelling units will access the street from the opposite direction and thus operate in the same way as a 30 lot or less cul-de-sac. Such a justification is unsatisfactory for the reason that it relies entirely on the driver behaviour of future residents, which cannot be guaranteed. In addition, no residue or super lots are to be positioned at the end of culs-de-sac.

4.1.6 Access Streets

Roads shown by the symbol --ACC-- on the DCP map are access streets. Access streets provide local residential access to a small number of dwellings and serve a shared vehicular-pedestrian-cyclist use. The shorter road length and narrower road width associated with access streets is intended to encourage a safe, low vehicle speed environment in which the residential function is dominant. Access streets function at the lowest level of the road hierarchy.

The two (2) types of access streets that are permitted by Council are intended to be used as follows:

- (1) Access streets with development on one side (with a minimum road reserve of 10 metres) are to be applied along drainage or open space reserves or along access-denied roads (i.e. arterial and some sub-arterial roads), with the intent of:
 - (a) being no greater than 5 allotments or 80 metres in length;
 - (b) contributing to more pleasant streetscapes and recreation areas by preventing developments from directly fronting or backing onto major roads or onto reserves; and
 - (c) encouraging passive surveillance of public areas used by pedestrians.
- (2) Access streets with development on both sides (with a minimum road reserve of 12 metres) are to be applied where the street will serve as a



short link (no greater than 3 allotments or approximately 50 metres in length) between culs-de-sac.

The construction and dedication of access streets is the responsibility of the developer. Council encourages the use of access streets in undeveloped sites which adjoin access denied roads, open space areas and drainage reserves. Access streets offer the opportunity for more pleasant streetscapes and recreation areas thus avoiding subdivisions with rear fences of properties facing major roads, parks and drainage reserves. In addition, access streets encourage passive surveillance of public areas used by pedestrians.

4.1.7 Pedestrian Pathways

Pedestrian pathways can be an important part of the transport system. Council has sought to provide a pedestrian system linking destinations such as open space, schools, shops and bus stops in order to minimise conflicts with major traffic routes and minimise walking distances. Where necessary, pathways are proposed to form part of this system.

Pathways shown on the DCP map may also perform a drainage function and provide access for servicing authorities.

The construction and dedication of pedestrian pathways is the responsibility of the developer. When designing pedestrian pathways, the following design criteria should be adhered to:

- (a) pathways should be a minimum of 4 metres wide;
- (b) all pathways should be constructed of concrete or similar products that are easily maintained. Construction shall be to Council's standards;
- (c) the maximum length of any single pathway is to be the equivalent of the depth of two house blocks;
- (d) pathways are to be straight and will enable pedestrians to see clearly from one end of the pathway to the other;
- (e) the height of fencing adjoining pathways is permitted up to 1.8 metres high, however the height of fencing is optional and can be reduced to improve surveillance of the pathway;
- (f) pathways are to be illuminated at both ends and in the middle using a combination of high and low lighting.

Pathways as proposed on the DCP map are not mandatory. Council would welcome alternatives for consideration as part of individual applications.

4.2 Road Hierarchy and Required Road Widths

The collective list of the various types of road - from arterial to subdivisional roads, access streets and pathways - is referred to as the road hierarchy. Council classifies a road on the basis of existing or potential traffic volumes.

All road types that are identified to be within Bushfire Prone Land are to comply with the requirements of *Planning for Bushfire Protection 2001* published by the Rural Fire Service and the Department of Planning.



In Table 4.1 (refer page 15) Council's requirements for road widths (carriageway and footpath) and traffic lanes are listed for each type of road. These standards are based on the recommendations of Technical Bulletin No. 12 - "*Residential Roadwidths*" published by the Department of Environment and Planning (now the Department of Planning) in 1981, the recommendations of Council's Department of Technical and Transport Services and the requirements of the Roads and Traffic Authority.

| ROAD TYPE | CARRIAGEWAY (in metres) | FOOTWAY EACH SIDE (in metres) | TOTAL ROAD RESERVE (in metres) | NUMBER OF LANES |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------|--------------------------------------------------|
| GENERAL | | | | |
| Sub-arterial Roads within Zone 5(c) | 12.5 Separated by 4m median | 4.25 | Generally 25 | 4 travel lanes & no parking |
| Pathways | | | 3 to 6 depending upon function (access, drainage, servicing) | Pedestrian &/or cycle movement only |
| INDUSTRIAL | | | | |
| Collector Within new Industrial Areas | 15.5 | 3.75 | 23 | 2 travel lanes & 2 parking lanes |
| Other Industrial | 13.5 | 3.5 | 20.5 | 2 travel lanes & 2 parking lanes |
| RESIDENTIAL | | | | |
| Collector (1) Loop roads serving activity centres such as large open space areas, shops, etc & low-speed local bus routes | 11 | 3.5 | 18 | 2 travel lanes & 2 parking lanes |
| Local Street Minor loop roads & cul-de-sacs serving more than 30 allotments including corner lots | 9 | 3.5 | 16 | 2 travel lanes, & 2 parking lanes (2.1m x 4.5 m) |
| Cul-de-sac Serving a maximum of 30 dwellings/dwelling units (not lots) no residues, superlots or medium density sites at the end of culs-de-sac | 7.5 | 3.5 | 14.5 | 2 travel lanes, parking permitted |
| Access Street Development one side | 5.5 only for short lengths (maximum of 8 dwellings or 80m) to link culs-de-sac or local streets | 3.5 on residential side only 1 on opposite side | 10 | 1 travel lane with parking permitted |
| Development both sides | 5.5 only for short lengths (maximum of 8 dwellings or 80m) to link culs-de-sac or local streets | 3.5 | 12.5 | 1 travel lane with parking permitted |

Table 4.1
Recommended Road Hierarchy and Road Widths

NOTES TO TABLE 4.1

This table should be read in conjunction with Council's current version of 'Engineering Guide for Development' which is available at Council.

Where a road is designated as part of a cycleway, Council reserves the right to require that that road have a larger carriageway width than specified within Table 4.1.

NOTES: For existing roads designated as a future collector road, the road reserve width may be retained, however the existing carriageway may be narrowed to 11m.

4 ROADS

4.3 Culs-de-sac Heads and Intersections

4.3.1 Residential Culs-de-sac

Turning heads of culs-de-sac in residential areas should have a minimum radius of road reserve of 12m and a carriageway radius of 8.5m.

4.3.2 Industrial Culs-de-sac

Turning heads of culs-de-sac in industrial areas should have a minimum radius of road reserve of 17m and a carriageway radius of 13.5m.

4.3.3 Intersections

Intersections shall be provided with splay corners at the road reserve boundary in accordance with Council Plan A(BS)65F and kerb lines of 8.5m radius or as required by Council in certain circumstances to allow for the provision of roundabouts.

4.3.4 Access Streets

Access streets may be designed to service developments on either one side or both sides of the street. Access streets shall have a minimum carriageway width of 5 metres and incorporate slow points such as bends and different pavement material to limit the travel speed of vehicles. The entry and exit points of an access street shall incorporate threshold designs indicating to drivers that they are entering a low speed environment. In addition, intermediate thresholds are to be provided when the length of access streets exceeds approximately 100 metres. Where access streets are provided, concrete path paving may not be required.

4.4 Amendments to Proposed Roads

4.4.1 Sub-arterial Roads and Major Collector Roads

The sub-arterial roads and the major collector road system are fixed by Blacktown LEP 1988. In general, Council will only permit very minor changes to the location of these roads arising from detailed design considerations.

Applicants who wish to change the location of proposed roads should discuss such matters with officers of Council's Planning and Development Services staff at an early stage before lodging a formal Development Application.

4.4.2 Minor Residential Roads

The subdivisional roads within the residential areas shown on the DCP map have been designed to cater principally for the subdivision of land to create allotments for the erection of detached dwelling-houses.

However Blacktown LEP 1988 allows for a range of housing types and densities in the residential zones and this may result in a variety of allotment sizes. Accordingly, Council recognises that there may be a need for changes to the proposed road pattern and will consider changes proposed by applicants on their merits.

4.4.3 Minor Industrial Roads

The subdivisional roads within the industrial areas shown on the DCP map have been designed principally for the subdivision of land to create allotments generally of a depth in excess of 100m. However Blacktown LEP 1988 enables the creation of allotments of a greater or lesser depth and, accordingly, Council recognises that there may be a need for changes to the proposed road pattern and will consider changes proposed by applicants on their merits.

4.4.4 Consideration of Amendments

To approve a change in the location of the roads proposed by Blacktown Development Control Plan 2006, Council will need to be satisfied that:

- (a) the proposed new roads provide for a safe vehicular movement system;
- (b) intersections are safely designed;
- (c) other property owners are not unduly disadvantaged by the change;
- (d) the requirements of servicing authorities are met; and
- (e) drainage paths are adequately maintained.

4.4.5 Advice to Adjoining Owners

For changes to the proposed road system which Council considers minor, Council will write to affected property owners and consider any comments of those persons before determining the application. However applicants wishing to amend the proposed road pattern are advised to liaise with affected adjoining owners prior to the submission of the Development Application. By obtaining the prior agreement of adjoining owners to proposed road pattern changes, delays in Council's determination of the application may be reduced.

For changes to the proposed road system which Council considers major, Council may require a formal application for amendment to the DCP map before determining the application.



4.5 Land Adjoining Arterial or Sub-arterial Roads

4.5.1 Limited Access to Arterial and Sub-arterial Roads

The arterial and sub-arterial roads, being land zoned 5(b) and 5(c) respectively and generally known as "designated roads", will carry heavy volumes of traffic. To improve traffic safety and to avoid the need for a very wide road reservation, vehicular access to a designated road may only be made by way of another road not being a designated road. Thus, as stipulated by clause 22 of BLEP 1988, access from individual properties to a designated road is denied. Council will require brick or lapped and capped timber fencing to a minimum height of 1.8m as a physical barrier to access where a service road has not been provided.

4.5.2 Legal Prevention of Direct Vehicular Access

Persons creating allotments adjoining designated roads are required to create restrictions on the use of land under Section 88B of the *Conveyancing Act 1919* to legally deny direct vehicular access to allotments from the designated road.

4.5.3 Temporary Access to Designated Roads

Internal subdivision roads will need to be opened before development of properties with frontage to a designated road may take place. In the early years of development some applicants may not be able to develop their land as subdivisional roads on adjoining properties may not have been constructed at that time.

To overcome this problem Blacktown LEP 1988 allows Council to grant temporary access to designated roads. Council may allow temporary access where:

- (a) the development complies with all other development standards;
- (b) subdivisional roads generally conform with the road pattern shown on the DCP map; and/or
- (c) council is satisfied that the carrying out of the development will not compromise traffic safety.

Where Council grants such consent, the temporary access must be constructed to Council's standards and conditions will be imposed that access to the designated road by way of the temporary access shall cease when alternative access becomes available.

4.5.4 Existing Rights of Access

When an application is lodged to develop a property with existing access to a designated road, Council will generally encourage that the direct access from the property to the designated road cease. Council may also require the removal of existing driveways, gates or any other object which identifies the individual property from the arterial or sub-arterial road.



5.0 CAR PARKING

5.1 Objectives

Recognising the varying availability of public transport within Blacktown, the aim of the car parking provisions of Blacktown DCP 2006 is to provide a comprehensive guide for the provision of parking for new development in order to:

- (a) ensure adequate traffic safety and management;
- (b) ensure an adequate environmental quality of parking areas (both safety and amenity); and
- (c) provide parking areas that are convenient and sufficient for the use of employees and visitors generated by new developments.

5.2 General Principles

Council will take the following factors into account in determining car parking provision for a particular development:

- (a) the size and type of the development and its traffic generation;
- (b) the availability and accessibility of other public parking (particularly if within or close to a shopping centre);
- (c) traffic volumes on the street network, including expected future traffic volumes relating to the City's road hierarchy; and
- (d) hours of operation and any other specific characteristics of the development proposal.

5.3 Specific Land Use Requirements

Car parking is to be provided for specific types of development in accordance with the standards shown in Table 5.1 (refer pages 20 to 22). Parking is to be provided off-street and is to be readily identifiable and accessible from public roads.

5

CAR PARKING

| SPECIFIC LAND USE | CAR PARKING REQUIREMENTS |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RESIDENTIAL | |
| <p>Medium Density Housing & Residential Flat Building (the former includes villas, terraces, town houses & cluster housing)</p> <p>Integrated Housing</p> <p>Dual Occupancy</p> <p>Aged or Disabled Persons Housing (including hostels)</p> <p>Group Home</p> <p>Hospital</p> <p>Professional Consulting Room</p> <p>Mixed Business</p> | <p><u>Resident Parking:</u> 1 space per 1 or 2 bedroom dwelling 2 spaces per 3 or more bedroom dwelling</p> <p><u>Visitor Parking:</u> 1 space per 2.5 dwellings (or part thereof)</p> <p><u>Resident Parking:</u> 1 space per 1 or 2 bedroom dwelling 2 spaces per 3 or more bedroom dwelling Stack parking is not permissible</p> <p><u>Visitor Parking:</u> 1 space per 3.5 dwellings (or part thereof) (not including integrated housing which directly adjoins a public road with individual driveways off the public road)</p> <p><u>Resident Parking:</u> 1 space per 1 or 2 bedroom dwelling 2 spaces per 3 or more bedroom dwelling Stack parking is not permissible</p> <p><u>Visitor Parking:</u> 1 space may be required on a battle-axe lot</p> <p>As per State Environmental Planning Policy No. 5 - Housing for Aged or Disabled Persons</p> <p>1 space per 3 beds</p> <p>1 space per 4 beds, plus 1 space per 2 employees (on duty at any one time)</p> <p>2 spaces for each surgery and 1 space for each employee. A minimum of 4 spaces shall be provided for development containing 1 surgery only.</p> <p>3 spaces, plus 1 space for the dwelling (if applicable)</p> |

| BUSINESS | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Commercial/Office Premises (including Medical Consulting Rooms in Business Centres)</p> <p>Retail Shop/Showroom</p> <p>Supermarket & Vegetable/Fruit Market</p> <p>Restaurant (other than Fast Food, Drive-in or Take-away)</p> <p>Catering & Reception Centre</p> | <p><u>Blacktown City Centre & Mt Druitt Town Centre:</u> 1 space per 30sq.m. Gross Floor Area (GFA), plus 1 space per 2000sq.m GFA for courier/service vehicles</p> <p><u>Elsewhere:</u> 1 space per 40sq.m GFA</p> <p>Shops 200sq.m or greater - 1 space per 22sq.m GFA Shops less than 200sq.m - 1 space per 30sq.m GFA</p> <p>Shops 200sq.m. or greater - 1 space per 22sq.m GFA Shops less than 200sq.m - 1 space per 30sq.m GFA</p> <p><u>Land Zoned Business 3(a) & 3(b) including Blacktown City Centre & Mt Druitt Town Centre:</u> 1 space per 30sq.m GFA</p> <p><u>Elsewhere:</u> 1 space per 10sq.m of dining area, plus 1 space per 2 employees</p> <p><u>Blacktown City Centre & Mt Druitt Town Centre & Other Land Zoned Business 3(a) & 3(b):</u> 1 space per 30sq.m GFA</p> <p><u>Elsewhere:</u> 1 space per 10sq.m of dining area, plus 1 space per 2 employees</p> |
| <p>Fast Food, Drive-in or Take-away Restaurants</p> <p>Hotel & Tavern</p> <p>Cinema & Theatre</p> <p>Club</p> <p>Motel</p> <p>Outdoor Display & Sales Area (such as car, caravan & boat showrooms)</p> <p>Service Station</p> | <p>12 spaces per 100sq.m. GFA, plus 1space per 5 seats or 1 space per 10sq.m dining area, whichever is the greater.</p> <p><u>Blacktown City Centre & Mt Druitt Town Centre:</u> Refer "NOTES" on page 23</p> <p><u>Elsewhere:</u> Licensed floor space - 1 space per 3.5sq.m. Accommodation - 1 space per unit or room, plus spaces for other uses in accordance with policy requirements.</p> <p>1 space per 8 seats or space per 15sq.m of GFA, whichever is greater</p> <p><u>Blacktown City Centre & Mt Druitt Town Centre:</u> Refer "NOTES" on page 23</p> <p><u>Elsewhere:</u> 1 space per 18.5sq.m GFA</p> <p>Accommodation - 1 space per unit Employees - 1 space per 2 employees Restaurant - 1 space per 10sq.m of dining area Function Room - 1 space per 3 seats</p> <p>1.5 spaces per 200sq.m site area</p> <p>6 spaces per work bay, plus 1 space per 20sq.m ancillary retail GFA</p> |

| RECREATIONAL | |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Squash Centre | 3 spaces per court |
| Tennis Centre | 3 spaces per court |
| Indoor Bowling | 3 spaces per alley |
| Bowling Club | 30 spaces per green for first green, plus 15 spaces per each additional green |
| Gymnasium | 4 spaces per 100sq.m GFA |
| Indoor Cricket Centre | 16 spaces per court |
| INDUSTRY/EMPLOYMENT | |
| Factory, Warehouse & Bulk Storage | Buildings 7500sq.m or less - 1 space per 75sq.m GFA. Buildings greater than 7500sq.m – GFA 1 space per 200sq.m GFA only for the area in excess of 7500sq.m where there is a specific end user which would not demand a higher rate and where employee parking is adequately catered for |
| Commercial/Office Component | 1 space per 40sq.m GFA |
| Bulky Goods Retailing | 1 space per 45sq.m GFA |
| MISCELLANEOUS | |
| Place of Worship, Public Hall & Place of Assembly | 1 space per 4 seats or 1 space per 10sq.m. of seating area, whichever is the greater |
| Educational Establishment | <u>For Primary & Secondary Schools:</u> 1 space per staff member, 1 space per 100 students plus space for delivery vehicles, drop-off area & buses as appropriate. <u>For Senior High Schools Only:</u> In addition to the above, 1 space per 5 students in Year 12 <u>For Tertiary & Adult Educational Establishments:</u> 1 space per 5 seats or 1 space per 10sq.m. floor area, whichever is the greater |
| Child Care Centre, Kindergarten & Pre-school | 1 space per employee, plus 1 space per 6 children, or part thereof, for parents and visitors. |

Table 5.1
Car Parking

NOTES TO TABLE 5.1

1. For activities not specifically mentioned, car parking requirements will be determined on the merits of the application.
2. For development within the Blacktown City Centre and Mount Druitt Town Centre where no rate is given, the onus will be on the applicant to provide sufficient information to satisfy Council that the applicant's proposed parking supply is adequate.
3. GFA means "**Gross Floor Area**" and is defined as follows:

The sum of the areas of each floor of a building where the area of each floor is taken to be the area within the outer face of the external enclosing walls as measured at a height of 1400 millimetres above each floor level excluding:

- (a) *columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall;*
- (b) *lift towers, cooling towers, machinery and plant rooms, ancillary storage space and vertical air-conditioning ducts;*
- (c) *car parking needed to meet any requirements of Council and any internal access thereto; and*
- (d) *space for the loading and unloading of goods.*

The above parking requirements apply to development in general. Specific additional requirements may be necessary for certain developments, in particular within the Blacktown CBD and the Mt Druitt Town Centre. You should check the relevant parts of Blacktown DCP 2006 to ensure that you are familiar with Council's requirements. For developments other than those listed above, or dealt with elsewhere in Blacktown DCP 2006, car parking requirements will be based generally on the standards applied by the Roads and Traffic Authority in its publication "*Policies Guidelines and Procedures for Traffic Generating Developments*" and on the merits of the individual development.

Each development proposal will be treated on its merits in relation to the general principles listed above and the standards for specific developments. Applicants are encouraged to discuss car parking proposals with officers of Council's Planning and Development Services staff.

For developments incorporating a number of related uses, a separate calculation will be made for each component. Parking needs will be calculated on the peak demand time. Thus, where peak demand is staggered, Council may permit a reduction in the total number of spaces otherwise required.

In respect of existing premises being remodelled:

- (a) if the remodelling does not result in increased floor space and the use of the building is not significantly changed, then additional parking provision shall not be required;
- (b) if the remodelling results in increased floor area, then additional parking will be required in respect of the increased area; and
- (c) if the use of the building is changed, this will be taken into account in assessing the parking required as well as any increase in floor space.



5.4 Design

5.4.1 Location of Parking Area

Within the development site the location of the parking area should have regard to:

- (a) the site conditions, such as slope and drainage;
- (b) the visual amenity of the development and the adjacent sites;
- (c) the proximity of the parking area to any neighbouring residential areas;
- (d) the relationship of the building/s to the parking area; and
- (e) the relationship of the parking area to the street.

5.4.2 Access

Car parking areas should be designed so that vehicles can enter and leave the site in a forward direction.

Ingress and egress to or from the site should be located where they will cause least interference with vehicular and pedestrian movement on public roads. Direct access should not be gained off existing or proposed high volume roads where an alternative access can be provided.

Road access to parking areas will not be permitted in close proximity to traffic signals, intersections or where sight distance is considered inadequate by Council in accordance with the Roads and Traffic Authority's *"Policies Guidelines and Procedures for Traffic Generating Developments"*.

The number of access points to be provided from any site to any one street frontage should be limited to one ingress and one egress.

Parking areas should have a separate entrance and exit where more than 50 spaces are provided or where the development generates a high turnover of traffic, such as a supermarket or a drive-in service facility.

The potential for on-street queuing should be eliminated by the provision of sufficient standing area for vehicles entering the car park and loading areas.

5.4.3 Manoeuvring

All parking bays should be readily accessible. The provision of adequate space for the manoeuvring of vehicles, particularly rigid and articulated heavy vehicles, may be necessary depending upon the type of development. The Roads and Traffic Authority standards for car, truck and semi-trailer Design Turning Paths (which are available from Council) should be used to determine the layout of parking areas.

Dead-end parking aisles will generally not be permitted. Consideration will be given to their provision in small parking areas or when reserved for a specific low turnover use (such as for employees) which is signposted accordingly.



5.4.4 Bay and Aisle Dimensions

Minimum bay and aisle dimensions shall be as indicated in Table 5.2 below.

| LAND USE | BAY WIDTH (in metres) | BAY LENGTH (in metres) | AISLE WIDTH* (2-way) (in metres) |
|------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------|----------------------------------|
| Low Turnover (such as educational establishments, industrial, employee & commuter parking) | 2.5 | 5.2 | 7 |
| Medium Turnover (such as sports & entertainment facilities, hotels & restaurants) | 2.6 | 5.2 | 7 |
| High Turnover (such as medical centres, shopping centres, department stores & supermarkets) | 2.7 | 5.2 | 7 |
| Residential (other than for Aged & Disabled Persons Housing) | 2.8 | 5.5 | 7 |
| Disabled Parking Bays & Aged or Disabled Persons Housing | 3.2 | 5.5 | 7 |
| * Lesser widths may be considered for one-way aisles or where parking space dimensions are larger than the minimum required. | | | |

Table 5.2
Minimum Bay and Aisle Dimensions

In general, 90 degree angle parking, from both sides of an access aisle, represents the most efficient use of available space. Alternative parking layouts (such as angle parking) will be considered by Council where circumstances warrant.

Bays should be greater than the minimum dimensions when located adjacent to an obstruction wall, fence or the like.

The use of stack parking is not favoured and may only be permitted in small quantities under special circumstances, such as parking for employees or residential developments where 2 spaces are provided for 1 housing unit.



5.4.5 Service Vehicle Areas

Service vehicle areas should be provided off-street with convenient access. In larger developments service areas should operate independently of other parking areas.

This includes access for inspections and cleaning of integrated water cycle management and water sensitive urban design measures incorporated into roadways.

5.4.6 Pedestrians

Parking areas should be designed to minimise the potential for vehicular/pedestrian conflict. Pedestrian pathway connections between car parking areas and buildings are desirable.

5.4.7 Parking for the Disabled

In all parking areas Council wishes to encourage the provision of parking spaces for the disabled, located to allow convenient and safe access within sites. All parking areas must provide for disabled drivers in accordance with the provisions of the *Building Code of Australia*. Such spaces shall be clearly marked and signposted for this purpose.

In any parking area, Council may require additional parking spaces for the disabled where it considers that the proposed land use warrants extra provision.

5.4.8 Landscaping

Parking areas should be landscaped to provide shade, to improve the visual amenity of large, all-weather surfaces and to provide a buffer to neighbouring properties and may incorporate integrated water cycle management measures.

Landscaping should be an integral part of the parking layout and can be used to separate conflicting traffic movements (vehicular and pedestrian). Recreational or leisure areas, such as employee lunch areas, can be incorporated within the landscaping design.

Landscaping should be used throughout the car park and on the perimeter. Care should be taken, in the selection of species, not to block signs and to allow ingress and egress points to be clearly visible. Shade trees within parking areas between rows of cars should be protected from vehicular movement and encroachment (eg, by the use of wheel stops).

A landscaping plan will be required to be submitted with the Development Application, unless otherwise specified by Council's Planning and Development Services staff.

Such plans must show dimensions, levels, existing vegetation and the position, type and characteristics of all proposed planting.

Where car parking areas utilised at night are located within or adjacent to residential areas, consideration should be given to the location of lighting and



driveways and noise prevention measures (such as fencing and/or mounding) to avoid the loss of amenity of these residential areas.\

5.5 Materials

All internal roads and car parking areas must be constructed of hard-standing, all-weather material which is maintained to the satisfaction of Council at all times.

Wheel stops should be provided to protect areas from vehicle encroachment, particularly walls, landscaping and pedestrian areas.

5.6 Signs

Parking areas should be well signposted, to indicate the availability of off-street parking, with entry and exit points clearly visible from both the street and the site.

Pavement arrows should clearly indicate the direction of traffic circulation and parking bays should be clearly delineated.

Parking spaces for specific uses (eg, disabled, employees or visitors) should be clearly signposted. Details of proposed signposting and marking should be submitted with the Development Application.

Where car parking is subject to frequent night-time use by the public, sign posting and line marking shall utilise reflective background materials or paint to the standards of the Roads and Traffic Authority.

5.7 Monetary Contributions

In most cases Council will require on-site parking to be provided by the applicant. However, in certain circumstances, such as where on-site parking presents undesirable traffic problems, is impractical because of site constraints or where it affects the overall car parking strategy for a retail or commercial centre, Council may require a cash contribution in lieu of the provision of on-site parking.

Such cases would be considered on their individual merits, depending upon the size of the development, proximity to existing or planned public car parking areas and the accessibility of such areas, the demand for parking in the locality generally and the general flow of traffic in the area.

Car parking contributions are reviewed regularly to take into account changes in the estimated land and construction costs of car parking areas provided by Council.



6.0 SERVICES

6.1 Water

Development consents granted by Council for most forms of development will include a condition requiring the applicant to provide evidence that arrangements satisfactory to Sydney Water have been made by the applicant for water supply to the development.

This evidence consists of a Certificate under Section 73 of the *Sydney Water Act 1994*, stating that the applicant has paid a contribution towards water services or has made other suitable arrangements.

Other specific requirements of Council for various types of development are discussed within the Part of Blacktown DCP 2006 that is relevant to the particular form of development.

6.2 Sewerage

Development consents granted by Council for most forms of development, other than for development in Zone 1(a), will include a condition requiring the applicant to provide evidence that arrangements satisfactory to Sydney Water have been made by the applicant for sewerage connection to the development.

This evidence consists of a Certificate under Section 73 of the *Sydney Water Act 1994*, stating that the applicant has paid a contribution towards the required services or has made other suitable arrangements.

In the case of the land within Zone 1(a), Council will require the applicant to make satisfactory arrangements for the provision of on-site effluent treatment and disposal.

Other specific requirements of Council for various types of development are discussed within the Part of Blacktown DCP 2006 that is relevant to the particular form of development.

6.3 Electricity

Applicants for development are required to make satisfactory arrangements with the relevant electricity provider for:

- (a) the provision of low voltage electricity to the site; and
- (b) the installation of street lamp brackets and fittings.

6.4 Telephone

Applicants for development are required to make satisfactory arrangements with the appropriate authorities for the provision of telephone services.

6.5 Gas

Natural gas is available to many parts of Blacktown. Applicants are advised to discuss the provision of gas supply with a local gas supplier.



6.6 Postal Services

Applicants are advised to discuss with Australia Post the provision of postal services to their developments. Where a multi-unit industrial or residential development is proposed, Council may require applicants to consult with Australia Post.



7.0 SPECIAL CONSIDERATIONS

7.1 Solar Access

Council is concerned that development does not seriously impede the access of solar radiation to surrounding land and development.

In relation to the erection of buildings, Council will be concerned with the shadows cast by that development on land in the vicinity and may require the submission of shadow diagrams to assess the effect of the development on nearby land and the development proposal itself.

Council's specific solar access requirements for residential and commercial development proposals are discussed within Blacktown DCP 2006 Part C (Development in the Residential Zones) and Part D (Development in the Business Zones).

7.2 Height Limitations

Height limitations apply to development on certain land in the City of Blacktown. These limitations have been imposed to safeguard the operation of Schofields Aerodrome. The provisions relating to height limitations are contained in Clause 21 of Blacktown LEP 1988.

7.3 Traffic Generating Development

Applications for development which may generate substantial traffic will be dealt with by Council in accordance with the procedures of the Roads and Traffic Authority for consultation on traffic generating developments.

7.4 Crime Prevention through Environmental Design

7.4.1 Introduction

In order to create a safe and defensible environment, Council will have particular regard to design aspects of all forms of development when assessing applications. It should be noted that major Development Applications may require the submission of a Crime Safety/Prevention Audit prior to the determination of the application. This Crime Safety/Prevention Audit may also be referred to the New South Wales Police Service for detailed review and assessment.

The New South Wales Police Service has produced a document titled '*Safer by Design - A Practical Guide to Crime Prevention Through Environmental Design*'. This document provides detailed design controls for consideration in the planning of development so that crime activities can be minimised. Copies are available from Council's Information Centre and should be read in conjunction with this Blacktown DCP 2006.

7.4.2 Surveillance

7.4.2.1 Siting and Design of Buildings

Buildings should be sited in a manner which encourages opportunities for surveillance. There are a number of ways in which this can be achieved

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including the siting of windows and balconies onto public areas to monitor pedestrian and vehicle movements.

Additionally, a neighbourhood can benefit from mixed-use development whereby 24 hour surveillance can be encouraged. That is, office and retail uses are the predominant activity during working hours when many of the residential premises are vacated and vice versa.

7.4.2.2 Subdivision Design

Subdivisions should be designed in such a manner that allows for natural surveillance from private areas into public and recreational spaces (eg, parks and playgrounds).

Public thoroughfares/pathways should be visible from dwellings and roadways throughout the subdivision to promote natural surveillance.

7.4.2.3 Landscaping

Applicants should pay special attention to their selection of plant species so that factors such as shape, height, foliage and canopy spread do not interfere with the natural monitoring of public spaces.

7.4.2.4 Lighting

Lighting plays an important role in creating a safe night time environment for pedestrians and vehicles. Lighting should be easily maintained, vandal resistant and have particular regard to the specific environment in which it serves. Special attention should be given to building entries, common areas and locations likely to attract night use by pedestrians (eg, pathways, vehicle parking areas, public phones).

7.4.3 Access Control and Territorial Reinforcement

Spaces should be clearly defined as private, semi-private or public by the use of fencing, vegetation, landscaping, changes in ground level, traffic calming, paving type and signage.

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8.0 DEVELOPMENT ON FLOOD PRONE LAND

8.1 General

The information contained within this section is based on the State Government's *Flood Prone Land Policy*.

The information provided below is used by Council as a guide only and compliance with these development standards does not automatically ensure approval. Each application will be considered on its individual merits.

8.2 Aims and Objectives

Council's primary objective in relation to the development of flood prone land is to reduce the impact of flooding and flood liability on individual owners and occupiers and to reduce private and public losses resulting from flooding by:

- (a) carrying out flood mitigation works subject to the availability of necessary flood data and funding;
- (b) adopting a merit-based approach to all Development and Building Applications; and
- (c) encouraging development and construction which is compatible with the identified flood hazard to ensure the safety of the development itself.

To achieve this objective this section aims to:

- (d) define the flood standard;
- (e) inform the community of Council's policy on the development and use of flood liable land; and
- (f) alert the community to the extent and hazard of flood liable land.

The above aims and objective should be read in conjunction with the objectives of the State Government's Policy.

8.3 Definitions

For the purpose of this section the following definitions have been adopted:

"Approved Materials" - Materials approved by Council's Building Services Team.

"Australian Height Datum" (AHD) - A common national plane of level corresponding approximately to mean sea level.

"Designated Flood Level" - The designated flood level is the level of a flood having an Average Recurrence Interval of 100 years. That is, the flood level that will have one chance in a hundred on average of being equalled or exceeded in any one year period.

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"Design Floor Level" - A level which is 500mm above the Designated Flood Level for residential buildings and is 300mm above that level for commercial and industrial buildings.

"Flood Fringe" - Land outside of the floodway which is subject to inundation by the designated flood.

"Flood Liable Land" - Land which would be inundated as a result of a standard flood.

"Flood Maps" - Maps held by Council's Department of Planning and Development Services, which indicate predicted flood levels, flood contours and other relevant information for the following sections of creeks in the Blacktown area:

1. Toongabbee Creek - McCoy Street to Pye's Crossing at Old Windsor Road.
2. Lalor Creek - Blacktown Creek to Ashley Brown Oval.
3. Blacktown Creek - Toongabbee Creek to Blacktown Road near Leabons Lane.
4. Grantham Creek - Blacktown Creek to just south of Grantham Road.
5. Greystanes Creek - Railway line at Portico Parade to northern boundary of Fox Hills Golf Club.
6. Breakfast Creek Main Branch - Eastern Creek to Sunnyholt Road.
7. Breakfast Creek No. 2 - Main Branch to Richmond Road.
8. Breakfast Creek No. 3 - Main Branch to Richmond Road.
9. Breakfast Creek No. 4 - Main Branch to Tallagandra Drive.
10. Eastern Creek - Bandon Road, Vineyard to Blacktown City boundary at Horsley Park.
11. Reedy Creek - Eastern Creek to Blacktown City boundary at Horsley Park.
12. First Ponds Creek - Blacktown City boundary at Windsor Road to just south of Garfield Road East.
13. Second Ponds Creek - Blacktown City boundary at Windsor Road to just south of Schofields Road.
14. Bungarribee Creek - Eastern Creek to just past Doonside Road.
15. Bells Creek - Eastern Creek to the proposed Castlereagh Freeway.
16. South Creek - Along part of Blacktown City western boundary.
17. Ropes Creek - From South Creek on Blacktown City western boundary to Blacktown City southern boundary.

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Note: The notional location of the above creeks is shown on Figure 8.1 (refer right)

"Floodway" - Areas determined as those:

- (a) in which human life could be at risk from the passage of flood waters;
- (b) which are the main flowpaths for flood waters once the river or stream has overflowed;
- (c) in which developments may adversely affect the behaviour or passage of flood waters; and/or
- (d) in which developments may be adversely affected by the passage of flood waters, other than by immersion.

"Habitable Floor" - Includes any portion of a building designed, constructed, adapted or used for human habitation whether forming part of a dwelling or any other building and includes rumpus rooms and the like.

"Standard Flood" - The flood selected for planning purposes based on an understanding of flood behaviour and the associated flood risk, taking into account social, economic and ecological considerations.

"Survey Plan" - A plan prepared by a Registered Surveyor which shows the information required by section 8.5.

8.4 Control of Development on Flood Prone Land

8.4.1 Heads of Consideration

In determining any application for development on land designated as being within the floodway or flood fringe, Council will take into consideration those matters listed under Section 79C of the *Environmental Planning and Assessment Act 1979* as appropriate. Council shall also take into consideration the following:

- (a) whether the proposed building materials are suitable;
- (b) whether the buildings are to be sited in the optimum position to avoid flood waters and allow evacuation;
- (c) whether proposed structures or the filling of land are likely to affect flood flows;
- (d) whether consultation with other authorities is considered necessary (eg, Public Works Department, Department of Water Resources); and
- (e) the State Government's *Flood Prone Land Policy*.

In assessing Development Applications Council can only take into account information that is known to Council at the time of determining such applications.

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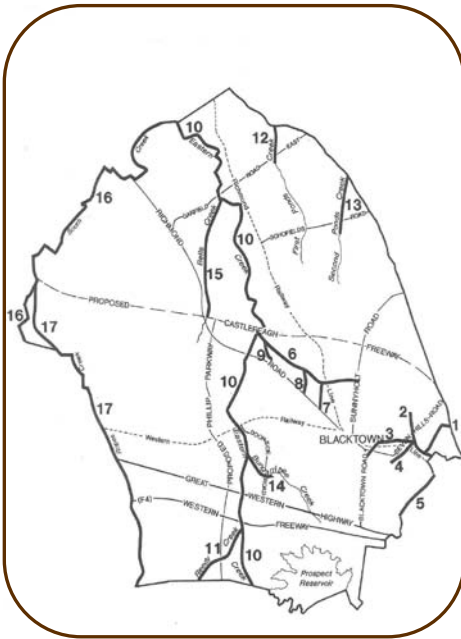


Figure 8.1
Creeks which are detailed on Council's Flood Maps in terms of Predicted Flood Levels and Flood Contours

8.4.2 Development within the Floodway

In general, Council will not support development, including the filling of land, within the floodway due to its function as the main flowpath for flood waters once the main channel has overflowed and the possibility of a significant threat to life and property in a major flood.

However, agriculture, cultivation and minor alterations to existing buildings may be permitted in the floodway with the consent of Council.

An application lodged for development in a floodway (other than agriculture, cultivation and minor alterations to existing buildings):

- (a) shall be accompanied by a survey plan;
- (b) may be required to satisfactorily demonstrate that:
 - (i) The development will not increase flood hazard or damage to other properties or adversely affect them in any way, by the provision of a report from a professional civil engineer experienced in hydraulics.
 - (ii) The building can withstand the force of flooding, by the provision of a detailed report from a professional structural engineer.
- (c) may be required to indicate that permanent fail-safe, maintenance-free measures are incorporated in the development to ensure the timely, orderly and safe evacuation of people from the area should a flood occur. In addition, it may also be necessary to demonstrate that the displacement of these people during times of flood will not significantly add to the overall community cost and community disruption caused by the flood; and
- (d) may be required to indicate adequate flood proofing of the structure, which will reduce flood damage to the structure, to the satisfaction of Council's Building Services Team.

The required information shall be supplied prior to the application being assessed and considered by Council.

8.4.3 Development within the Flood Fringe

In general, Council will approve development within the flood fringe subject to the following:

- (1) An application for the erection of new buildings or the raising or rebuilding of existing buildings (other than buildings ancillary to the use of the land for agriculture and cultivative purposes, excluding poultry farming and pig keeping) shall be accompanied by a survey plan.
- (2) Prior to determining the application Council may require the submission of the details referred to under 8.4.2 "Development Within the Floodway" (above).
- (3) For residential buildings, habitable floor levels shall be at a level at least 500mm above the designated flood level.

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- (4) Floor levels other than habitable floor levels shall be determined by Council on the basis of each individual case. For industrial and commercial buildings the floor level shall be at least 300mm above the designated flood level.
- (5) The maximum height between the natural ground level (ie, ground level prior to any filling of land) and the habitable floor level shall be 3m.
- (6) Where additions are proposed to an existing building which is located below the designated flood level, Council shall permit additions to a maximum of 10% of the existing floor area. The finished floor level of such additions should be 500mm above the designated flood level but Council will consider each application on its merits having regard for the proposed use of the additions, the existing levels and flood behaviour.
- (7) Rebuilding of existing buildings shall comply with (1) to (5) inclusive above.
- (8) Rezoning of land - Council shall consider any application for rezoning of flood prone land on its merits. Generally Council shall not support a rezoning application which, once development has occurred, would result in an increase in the potential for personal and/or property damage.
- (9) Subdivision - Where an application is made to Council for the subdivision of land creating additional lots, Council will only grant consent if it is satisfied that future development on that land could be undertaken in accordance with the provisions of this DCP in relation to development on flood prone land. Where subdivision is approved in industrial and commercial zones, the land must be filled to 300mm above the designated flood level. For subdivision in the residential zones, Council will require land to be filled to 500mm above the designated flood level.
- (10) The filling of land whether to permit the erection of buildings or otherwise, shall be to the satisfaction of Council's Planning and Development Services staff in addition to Council's Investigation and Design staff. Applicants are advised that, in considering the acceptable habitable floor level, Council will have regard for the depth of filling above natural ground level and its stability, together with possible interference with the flow of flood waters.
- (11) Buildings are to be constructed with approved materials, resistant to damage by immersion by flood waters for prolonged periods, to the satisfaction of Council's Planning and Development Services staff.

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8.5 Survey Plans

Council will require that applications for development within the floodway and the flood fringe are accompanied by a survey plan prepared by a Registered Surveyor which shows:

- (a) the boundary of the allotment of land and its location with respect to the road that it fronts; and
- (b) the location of any proposed buildings and filling in relation to the boundaries of the land as follows:

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- (i) For proposed residential buildings and proposed filling for residential/ agricultural purposes, the existing level to Australian Height Datum of the natural surface at the corners of the proposed building/filling and on a 15m grid over the proposed building/filling site. In the case of filling, the natural surface levels shall also be shown 10m clear of the proposed filling perimeter and at 15m centres.
- (ii) For proposed building/filling other than that detailed in (a) above, contours of the existing natural surface to Australian Height Datum at intervals of 100mm/1% average grade of the site (eg, if 2% grade - interval is 200mm, if 3% grade - interval is 300mm, etc). However, the one interval shall be used for the complete survey plan.
- (iii) When the proposed building/filling site for any type of development is more than 10m from the bank of the creek which generates the flooding and the level of the natural surface in this distance is generally higher than the natural surface at the proposed site by more than 100mm, then the survey plan must indicate the level and extent of this high area within the property, if necessary by contours as per (ii) above.
- (iv) Where any filling is proposed, the survey plan must clearly indicate that this will not create a damming effect in any localised depression both on the subject and adjoining allotments.

Where the applicant proposes to construct a flood-free access on the site by filling in excess of 200mm compacted depth above the natural surface level, the survey plan must indicate the following details:

- (a) the location of the proposed access in relation to the boundaries of the land;
- (b) contours of the existing natural surface to Australian Height Datum as per (b -ii) above;
- (c) if a culvert is proposed to prevent a damming effect, the culvert size must be properly calculated and the calculations submitted to Council for approval;
- (d) the origin, nature and value of the datum used to establish the levels of the survey are to be shown on the survey plan. If the origin of the levels is beyond 200m from the particular site of the survey, a temporary bench mark is to be established in an accessible location and details of its nature and value are to be shown on the plan; and
- (e) the Registered Surveyor's name, qualifications and signature.

8.6 Work as Executed Plans

When a Work-as-Executed Plan is required by Council, it shall be prepared by a Registered Surveyor and contain the following information:

- (a) the boundary of the allotment of land and its location with respect to the road that it fronts;

- (b) the extent of the filling in relation to the lot boundaries;
- (c) the level to Australian Height Datum at 15m centres along the top extremities of the fill and in between such extremities at a 15m grid spacing; and
- (d) the origin of the datum and the Permanent Mark or State Survey Mark Number, if applicable, used to prepare the plan and a bench mark within 200m of the particular site if the origin of the levels is beyond that distance.

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9.0 LOCAL OVERLAND FLOODING – MAJOR DRAINAGE AND LOCAL RUNOFF

9.1 General

The NSW State Government Flood Prone Land Policy devolves the management of flood prone land, primarily, to local government. The *Floodplain Development Manual 2005* has been prepared by the Government to guide Councils in the implementation of the Policy. The Manual requires Councils to address local overland flooding in urban areas as well as urban and rural mainstream flooding. In response to the requirement to consider local overland flooding, Council has initiated engineering investigations, which have recognised over 1,300 affected properties as defined by the Manual. These properties have been identified on the Blacktown Development Control Plan (DCP) mapping system.

Local overland flooding information on the DCP map readily provides designers, certifiers and other development stakeholders with an indication whether a property is affected by local overland flooding. In this way all properties affected by local overland flooding can be developed/redeveloped in a manner consistent with the flood risk to minimise the flood hazard and flood related damages.

This section outlines some of Council’s requirements for safeguarding against damage that could be caused by local overland flooding from major drainage and/or local runoff. It is to be read in conjunction with section 8 – Development on Flood Prone Land. Where any inconsistency occurs, the prescriptions and processes of section 8 takes precedence.

9.2 Aims and Objectives

The objectives of this Plan are to:

- (a) minimise the potential impacts of new development and redevelopment in areas affected by “local overland flooding – major drainage” and “local runoff”;
- (b) increase public awareness of the hazards and extent of land affected by “local overland flooding – major drainage” and “local runoff”;
- (c) inform the community of Council's plan for the use and development of land affected by “local overland flooding – major drainage” and “local runoff”;
- (d) provide controls and guidelines for the assessment of Development Applications (DA) lodged in accordance with the *Environmental Planning and Assessment Act 1979* on land affected by potential “local overland flooding – major drainage” and “local runoff”;
- (e) apply a merits-based approach to all development decisions, which takes into account social, economic, ecological and flooding considerations; and
- (f) deal equitably and consistently with applications for development on land affected by local overland flooding in accordance with the principles of the Flood Prone Land Policy and the prescriptions, processes and guidelines of the current edition of the *Floodplain Development Manual* prepared by the NSW State Government.

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LOCAL OVERLAND FLOODING – MAJOR DRAINAGE AND LOCAL RUNOFF

9.3 Definitions

The NSW *Floodplain Development Manual 2005* defines “**local overland flooding**” as:

“inundation by local runoff rather than overbank discharge from stream, river, estuary, lake or dam.”

The depth and velocity of local overland flooding, and hence the flood risk, can vary substantially. The NSW *Floodplain Development Manual 2005* adopts 2 distinct categories of local overland flooding:

- Local drainage.
- Major drainage.

The *Floodplain Development Manual* describes "local drainage" as direct surface runoff, surcharges and overflows from smaller stormwater pits/pipes and low points in kerbs. The Manual's Glossary notes that local overland flooding defined as “local drainage” is a “*smaller scale problem in urban areas*”. Council has adopted the term “local runoff” to describe the incidence of inundation from local drainage.

The Manual defines “**major drainage**” as:

- *the floodplains of original watercourses (which may now be piped, channelised or diverted), or sloping areas where overland flows develop along alternative paths once system capacity has been exceeded; and/or*
- *water depths generally in excess of 0.3m (in the storm event used to derive flood planning levels - for the purpose of this plan the 1% annual exceedance probability storm). These conditions may result in danger to personal safety and property damage to both premises and vehicles; and/or*
- *major overland flow paths through developed areas outside of defined drainage reserves; and/or*
- *having the potential to affect a number of buildings along the major flowpath.*

Council has adopted the definition of “local overland flooding – major drainage” from the *Floodplain Development Manual 2005* to describe the incidence of flooding from major drainage.

9.4 Control of Development on Land Subject to Local Overland Flooding

9.4.1 Heads of Consideration

In determining any application for development on land designated as affected by local overland flooding, Council will take into consideration those matters listed under Section 79C of the *Environmental Planning and Assessment Act 1979*. Council will also take into consideration the following:

- (a) whether the proposed building footing design and/or materials are suitable. The severity of local overland flooding may warrant the preparation of a special structural design/report by a suitably qualified and experienced Structural Engineer recognised by the Institution of Engineers Australia under the National Professional Engineers Register (NPER-3) in this field. This report would demonstrate how the structure has been designed to withstand all flood loads, including impact loads due to flotsam carried by the floodwaters;
- (b) whether the building extent and/or location is such that it will minimise the flood risk to the property and surrounding properties;
- (c) whether proposed structures or any filling of land are likely to affect flood depths and velocities and hence flood risk;
- (d) whether the type and location of boundary and other fencing may hinder the movement of local runoff;
- (e) whether any filling and/or regrading of the site is appropriate given local overland flooding constraints;
- (f) whether the scale of the development and/or the severity of the local overland flooding regime warrants the preparation of a hydraulic investigation/report by a suitably qualified and experienced Civil Engineer recognised by Engineers Australia under the National Professional Engineers Register (NPER-3) in this field; and
- (g) The proposed "use" of the building e.g. some uses like child care centres, hazardous goods storage centres etc may be considered inappropriate in these areas.

Whilst assessing any Development Application, Council can only take into account information that is known to Council at the time of determining such applications.

9.4.2 Planning and Design Criteria

The development controls contained in this section apply to all land shown affected by "local overland flooding - major drainage" and "local runoff" under Council's DCP. These controls may be used for other areas that are subsequently identified as subject to local overland flooding which has not yet been investigated and/or listed at that time.

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LOCAL OVERLAND FLOODING – MAJOR DRAINAGE AND LOCAL RUNOFF

Development Applications for building development on affected land must be accompanied by an Australian Height Datum (AHD) Survey, prepared by or under the direction of a Registered Surveyor, over the whole of the property as well as areas outside the site boundaries in the general direction (either upstream and/or downstream as required) of the overland flows. The survey must define existing buildings/structures and/or proposed buildings/extensions (including fences), with existing and proposed floor levels indicated. The survey must be sufficiently detailed to define the overland flowpath with contour intervals for sites with an average grade of <1% of 100mm, 200mm intervals if average grades are <5 % and 500mm for 5% or steeper.

Each proposed development would have site-specific development constraints and the Development Applications will be treated on their individual merits. However, typical development controls may include, but are not limited to, consideration of any or all of the following:

- minimum finished habitable floor levels based on specific site conditions and flood risk;
- restricting cut or fill and limiting concrete “slab on ground” floors;
- flood compatible building footing design and/or materials;
- extent and/or location of building footprint to ensure adequate provision for movement of overland flow and site drainage;
- limiting type and location of fencing to ensure unobstructed overland flows (refer to Development on Floodprone Land – section 8.11);
- restricting filling/regrading within the defined overland flowpath;
- restricting future landscaping in medium density and non-residential developments which might raise flood levels and/or adversely redirect overland flows; and/or
- restrictions as to user and/or positive covenants on the property title under Section 88B of the *Conveyancing Act 1919*.

Although each proposal is assessed on its merits, certain building methods or development options are decidedly inappropriate in an overland flowpath locality. Common contemporary building designs/practices may exacerbate the flooding situation if not carefully controlled.

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LOCAL OVERLAND FLOODING – MAJOR DRAINAGE AND LOCAL RUNOFF

10.0 CONTRIBUTIONS

Council has identified that development within certain areas of the City of Blacktown will, or is likely to, require the provision of or increase the demand for public amenities and public services such as trunk drainage, roads, open space, community facilities and car parking.

Pursuant to Section 94 of the *Environmental Planning and Assessment Act 1979*, Council may apply conditions to a development consent which require the payment of a monetary contribution and/or the dedication of land and/or the construction of works to satisfy the increased demand for works and facilities as a result of the development. Council reviews its contribution rates regularly to reflect changes in land acquisition and construction costs.

Council's full Section 94 requirements and policies for development are documented separately in Contributions Plans for the various development areas within the City of Blacktown.

Developers are strongly advised to make the appropriate enquiries to Council's Planning and Development Services staff regarding Section 94 contributions at the earliest possible time.

