

CHAPTER 5.25 WARNERVALE SOUTH

5.25.1.0 INTRODUCTION

The purpose of this Chapter is to provide guidance in the preparation of proposals to develop the land to which this Chapter applies.

5.25.1.1 Objectives of this Chapter

- To provide a high quality and varied residential environment with accessible open space, convenience and community facilities
- To provide attractive streetscapes which reinforce the function of a street and enhance the amenity of dwellings
- To provide opportunity for a variety of housing types
- To provide a safe and efficient system of roads and pathways for vehicular, pedestrian and cycle movements
- To provide for the protection and enhancement of the environment
- To create a mix of housing promoted with denser development responding to amenity and proximity to local services
- To retain and restore flood affected bushland areas to form part of the wider vegetation corridor
- To adopt water sensitive urban design that employs best practice in quality and quantity controls
- To support public transport initiatives and resultant improved air quality emission/sustainability objectives
- To appropriately integrate development with the existing built and natural environment

5.25.1.2 Land to which this Chapter Applies

This Chapter applies to land as shown in Figure 1.

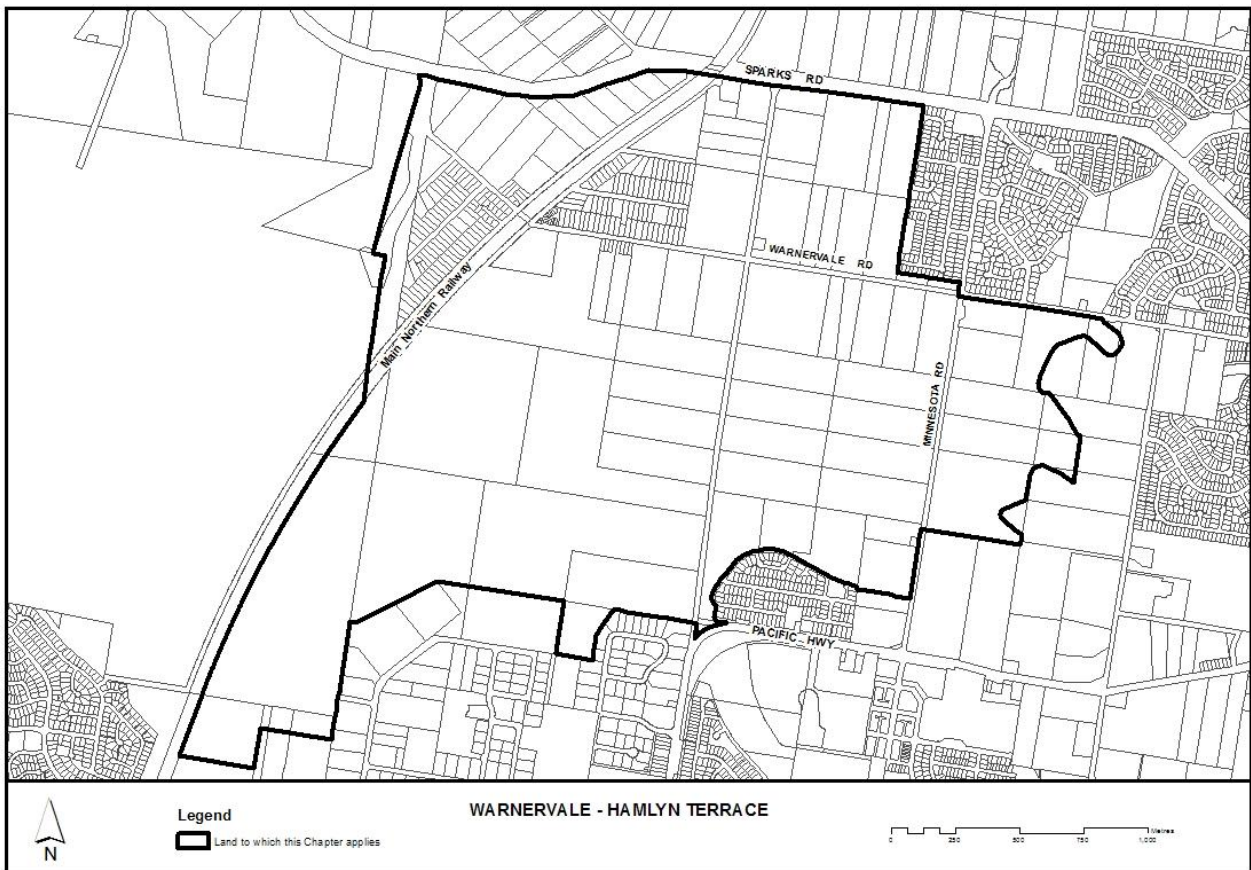


Figure 1 Land to which this plan applies – Warnervale South Area

5.25.1.3 Relationship to other Chapters and Policies

This Chapter should be read in conjunction with other relevant Chapters of this Development Control Plan (DCP) and other Policy Documents of Council, including but not limited to:

- Chapter 2.1 – Dwelling Houses, Secondary Dwellings and Ancillary Development
- Chapter 2.2 – Dual Occupancies and Multi Dwelling Housing
- Chapter 2.13 – Transport and Parking
- Chapter 3.5 – Tree & Vegetation Management
- Chapter 2.4 – Subdivision
- Councils Civil Works Specification

5.25.2.0 SUBDIVISION DESIGN AND ENVIRONMENTAL CONSIDERATIONS

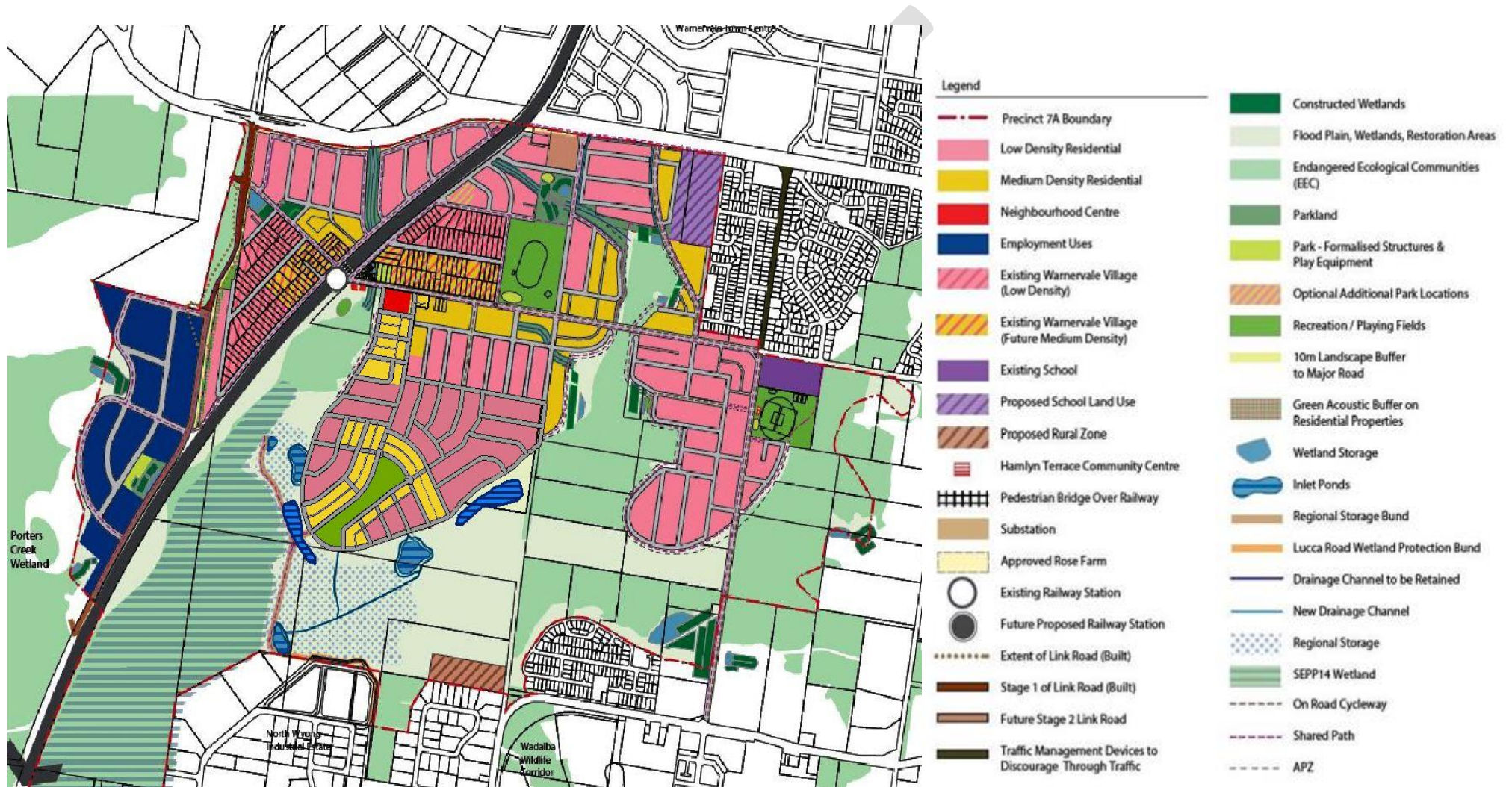


Figure 2 Structure Plan – Precinct 7A

5.25.2.1 Character Consideration – Subdivision and Provision of Open Space

Appropriate open space and parkland are significant contributors to establishing a distinctive character for a locality. Subdivision design is to consider appropriate open space and parkland in the first instance and not as an afterthought.

Warnervale South is to include a wide range of diverse and interesting open spaces and parks which will together create a unique location for living, working and relaxing. The residential and employment precincts of Warnervale South will be surrounded by nature and landscaping, and will feel part of a healthy living environment.

The parks will range from small more formalised local parks including play equipment, shade structures and seating, to open parkland incorporating grasslands, existing trees and new locally occurring tree planting. A new small community playing field shall be located behind the existing café which will supplement the other community assets and activities occurring in that area, contributing to the development of the Community Hub and Neighbourhood Centre at the Warnervale Station. Larger parks will provide appropriate space to adequately cater for the future development of community gardens.

Local pocket parks are to be located to ensure all residents have a small usable park within 400m walk. Dedicated bicycle and pedestrian paths are to connect the open spaces to add to the accessibility and amenity they provide.

The flood plain and Endangered Ecological Community areas take up a significant portion of Warnervale South. Although much of this area may not be publicly accessible, it will be very visually prominent from much of the developable area with the street grid designed to terminate in views towards these spaces as well as a park edge road skirting the entire development to ensure maximum enjoyment is gained from these attractive open spaces by the community and their visitors. The prominence of these spaces will lead to the development of a new residential area with a unique focus on the natural environment.

The flood plain and the nearby Porters Creek Wetland are key components of the local and regional water management system. The flood plain will include a range of reconstructed wetlands and storm management catchment areas which will attract birds and wildlife to the area and further enhance the visual amenity of Warnervale South.

To the west of the flood plain is a large area of SEPP Coastal Management Wetlands. This is protected and will not be accessible to the public. It will however be bounded to the east by the bund wall which is part of the stormwater management strategy and it is intended that a pedestrian and cycling path along the bund wall will allow appreciation of the SEPP Coastal Management Wetlands.

Appropriate acoustic buffers will be incorporated along busy roads such as Sparks Road and the Link Road in selected locations to ensure the amenity of the properties close to these roads.

5.25.2.2 Subdivision – General

OBJECTIVES

- To encourage subdivision design of high quality, which controls and mitigates the potential environmental impacts arising from development
- To allow for an appropriate mix of lot sizes to provide for a mix of housing types and business opportunities
- To ensure that any subdivision design meets the appropriate standards of Council

- To ensure that the existing and proposed future character of the area is considered in subdivision works
- To ensure the economic and orderly development and servicing of land

REQUIREMENTS

- a Proposals for the subdivision of land shall be in accordance with Chapter 2.4 –Subdivision and Council’s Civil Works Specification Where there is any conflict between the requirements of this Chapter 4 – Subdivision and Council’s Specification, the provisions of this Chapter apply.
- b Proposals for the subdivision of land shall consider Section 2.1 – Character Consideration - Subdivision and Provision of Open Space.
- c Council will consider subdivision/development proposals that involve independent site servicing such as Community Title developments. Any such proposal should be discussed with Council prior to lodgement with specific reference to:
 - i any impact on the servicing of surrounding land
 - ii ongoing maintenance
 - iii the range of services that will be maintained totally independent of Council

5.25.2.3 Open Space

OBJECTIVES

- To provide a range of public open spaces, sufficient for the active and passive recreation needs of residents
- To provide linkages between open space, streets, significant places and drainage features to create a distinguishable public domain
- To enhance the appearance, amenity and energy efficiency of urban development through integrated open space and landscape design
- To enable multiple use of open space and open space corridors for recreation, conservation, access and drainage without diminishing the recreation or conservation values of that space
- To provide safe and convenient pedestrian and cycleway networks with clear internal links and connections to external regional network and nodes of importance within the area such as the rail station, shops, schools and sports fields

REQUIREMENTS

- a Open Space shall be provided as indicated in Figure 3. Design plans are to be approved by Council as part of the appropriate subdivision application and will occur in accordance with the relevant Section 94 Contribution Plan.
- b Parks are to be located to retain existing vegetation where possible.
- c Residents shall have access to, at a minimum, a formalised small neighbourhood park within 400m of their homes.

- d Subdivision design should consider potential sites for the location of community gardens on land that would be easily accessible to residents and as guided by Council

DRAFT



Figure 3 Park and open space locations

5.25.2.4 Road Layout and Hierarchy

OBJECTIVES

- To establish a hierarchy of streets which maximises convenience, amenity and safety for vehicles, pedestrians and cyclists
- To provide a legible, connected and permeable grid of local streets that are sympathetic to the topography terminating with views to open space
- To protect conservation areas through the appropriate location of roads, paths and developable area

REQUIREMENTS

- a The road and intersection layout and hierarchy is to be generally in accordance with Figure 4 above and the diagrams in Appendix A.
- b All streets are to have, street trees and foot or shared paths as required in accordance with the diagrams in Appendix A.
- c Roads and intersections are to be designed and constructed in accordance with Appendix A and with – Council's Civil Works Specification.
- d Design plans are to be approved by Council as part of the appropriate subdivision application and staging will occur in accordance with the relevant Section 94 Contribution Plan.
- e Roads and intersection works shall be designed and constructed to Roads and Maritime Services (RMS) requirements where land fronts Sparks Road. Applicants with land seeking access from Sparks Road are to confirm with Council and the RMS design requirements for any Sparks Road intersection to ensure that sufficient land is allocated.
- f A 43 metre-wide asset protection zone (APZ) bushfire buffer is provided on park edge roads and to the edge of the Porters Creek wetland adjacent to the employment precinct. A 10 metre building setback requirement will form part of this APZ.
- g All park edge streets are to have the cycleway/footpath located on the park side of the road.
- h New streets are to connect into the existing street network where possible while minimising four way intersections on busy roads.
- i Landscaped buffers are to be provided to create separation for visual and acoustic privacy between residential areas and major roads.
- j Provide a safer street environment by ensuring appropriate lighting, and using crime prevention through environmental design principles.
- k Incorporate views to open space from terminating streets where possible.
- l Provide roads at the perimeter of all open spaces to maximise the public amenity and access to these areas. Ensuring lots do not back onto the open spaces increases amenity and safety within those spaces.
- m Any subdivision "entry treatments" are to be approved by Council. No expectation is to be given that Council will take ownership of entry treatments or be responsible for ongoing maintenance.

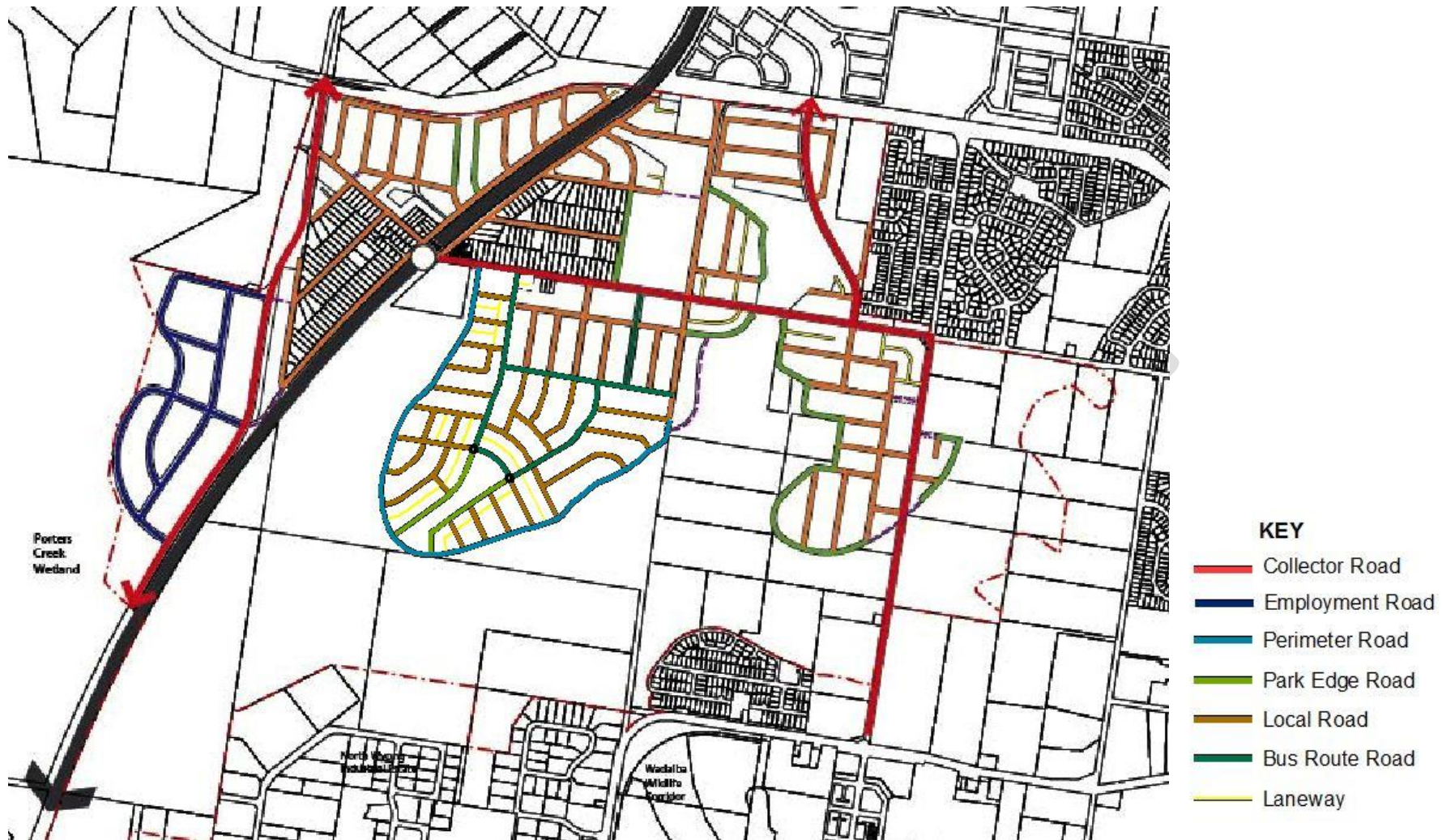


Figure 4 Indicative road layout and hierarchy -

Note 1: Status of "Link Road" subject to change when the extension to the south (Pacific Highway) is completed.

5.25.2.5 Pedestrian and Cycleway Routes

OBJECTIVES

- To provide public access along interfaces between the flood plain and the developable area in the form of an off road bike/pedestrian path
- To provide linkages between open space, streets and drainage features to create a clearly distinguishable public domain
- To provide safe and convenient pedestrian and cycleway networks with clear internal links and connections to external regional network to promote healthy lifestyle choices

REQUIREMENTS

- a Pedestrian and cycle access is to be located in accordance with Figure 5 above.
- b Shared paths/footpaths and cycleways are to be designed and constructed in accordance with Appendix A and with the Council's Civil Works Specification.

DRAFT



Figure 5 Pedestrian and cycleway routes -

5.25.2.6 Public Transport

OBJECTIVE

To make provision for convenient local transport links and stops

REQUIREMENTS

- a Bus stops are to be provided along approved bus routes, no greater than 400 metres apart.
- b Development proposals are to have regard to the relatively convenient access of the rail network and ensure connectivity to the rail network is considered.

5.25.2.7 Residential Subdivision

In accordance with the Final Structure Plan that informs this document:

- a an 18 dwelling per hectare target has been established for the land zoned R1 (medium density residential).
- b a 10 dwelling per hectare target has been established for the existing residential land in areas not immediately adjacent to the train station (i.e. – existing low density residential).
- c the new release R2 zoned land has a 15 dwelling per hectare target (new low density residential).

OBJECTIVES

- To provide a range of residential development densities to cater for various and changing demographics
- To provide for appropriate densities in proximity to a developing town centre and railway station
- To ensure that the residential density targets of the NSW State Government and Council are achieved
- To provide for a variety in lot sizes to assist in providing greater housing choice
- To ensure that lots are appropriately located to maximise amenity and energy efficiency

REQUIREMENTS

- a Subdivision Applications are to be prepared in accordance with Central Coast Local Environmental Plan (LEP) 2018 and Chapter 2.4 - Subdivision.
- b In order to ensure that population targets listed above are achieved, applicants are required to demonstrate to Council that the density targets will be achieved.
- c Where variation to the density target is proposed, the applicant is to demonstrate that the density targets can be achieved on a per hectare basis as a minimum.
- d Smaller lot sizes will be encouraged in the R1 Zone. Any proposal that exclusively involves the creation of lots with an area of greater than 450m² on land zoned R1 will not be encouraged. Any application that proposes to create a majority of lots greater than 450m² on land zoned R1 must provide adequate justification as to why Council should support relatively large lots in this locality and provide evidence why small lot development would not be viable.

5.25.2.8 Lot Size and Dimensions – Employment Lands

OBJECTIVES

- To ensure that sites are appropriate in size to accommodate the forms of development that are considered suitable in the business park including office, light industrial, manufacturing, processing and high technology activities
- To ensure the provision of lot size and dimensions that permit the objectives and requirements listed under Section 5 – Development Principles – Employment Lands to be met
- To ensure that the land uses encouraged are those that will make best use of the convenient freeway access for heavy vehicles

REQUIREMENTS

- a Lots are to have a minimum land area of 4,000m².
- b Lots are to have a minimum width at the building line of 45m.

5.25.2.9 Noise Assessment and Mitigation

OBJECTIVES

- To minimise noise impacts on residential and other noise sensitive land uses located in the vicinity of significant noise generating sources
- To establish consistent and appropriate built forms to mitigate noise and vibration impacts

REQUIREMENTS

- a A landscaped acoustic barrier shall be provided in locations shown in Figure 7. This shall generally take the form of a landscape mound within a 10 metre treatment zone. Other alternative treatments may be appropriate for some sites where the width of the buffer may be reduced or involve fenced treatments. However the applicant will need to demonstrate that visual, noise and/or vibration management issues are effectively managed.
- b A report by a suitably qualified acoustic consultant shall be submitted with any development application for subdivision or residential development adjacent to Sparks Road, Link Road and the Great Northern Railway Warnervale Road, Albert Warner Drive or Minnesota Road. The report is to address the following:
 - i Identify existing and potential future noise sources
 - ii Identify areas within the precinct where specific development should be restricted due to likely noise
 - iii Identify mitigation measures to reduce existing or potential noise effects to allow development to occur while meeting appropriate environmental and amenity requirements. This shall involve giving consideration to incorporating setback distances, noise barriers and at-property treatments in the form of architectural treatments, or combinations of these, for noise sensitive developments (e.g. residential developments) fronting major roads;
 - iv Development Near Rail Corridors and Busy Roads - Interim Guideline, inclusive of a vibration assessment where development is proposed in the vicinity of the railway;

- v NSW Roads Noise Policy 2011
- c Details of any physical treatments proposed along property boundaries are to be submitted to Council with the relevant development application to ensure that treatments are consistent with other noise mitigation measures required in the local area. This includes consideration of works required to the north of Sparks Road as required under the Warnervale Town Centre DCP.

Note: Appropriate acoustic treatment for the Employment Lands Development is covered within Section 5.

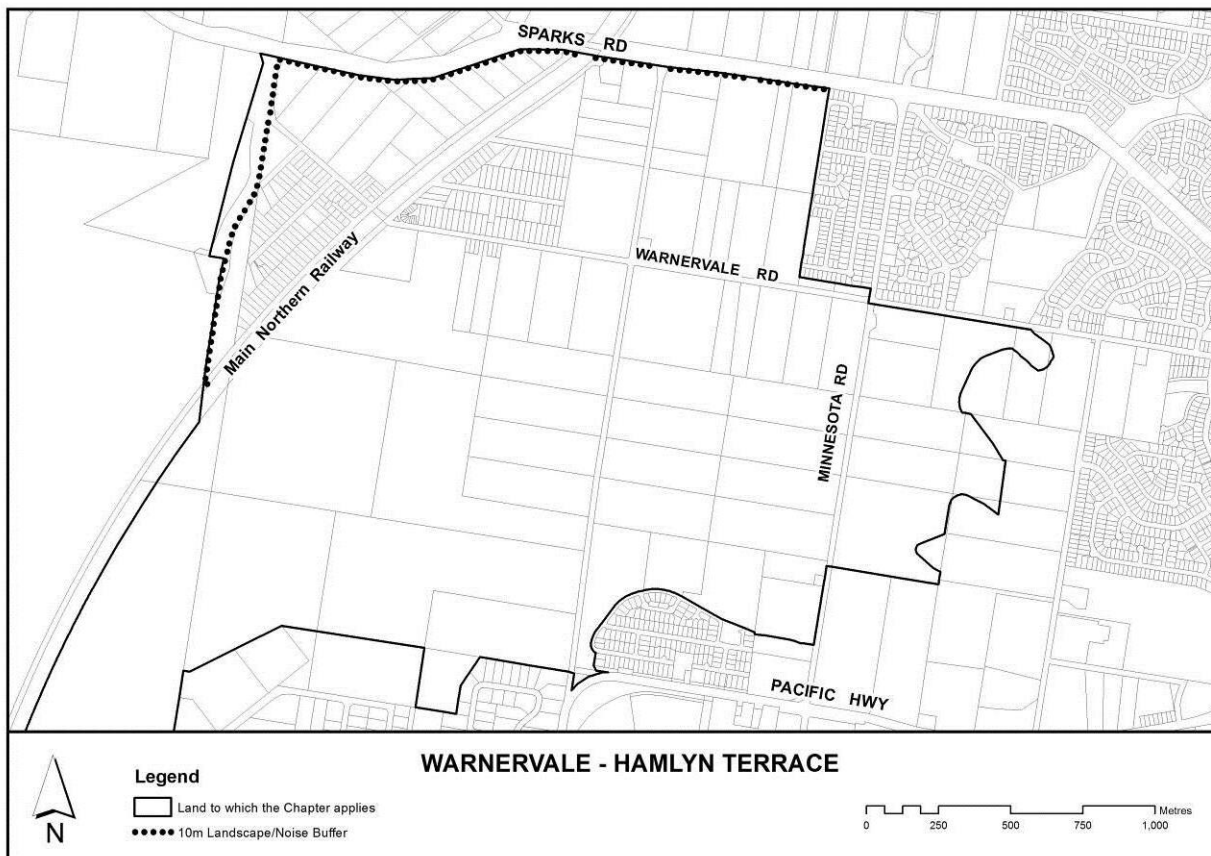


Figure 7 Landscape / noise buffer locations

5.25.2.10 Water Cycle Management Requirements

This Integrated Water Cycle Management (IWCM) strategy for Warnervale South has been prepared based on the objectives of the broader Porters Creek IWCM scheme (EDAW 2008) in order to develop a more detailed concept for the precinct

The IWCM strategy for Warnervale South is based on the principles of Water Sensitive Urban Design (WSUD) which aims to incorporate water management measures across the total water cycle in order to minimise the impact of urban development.

OBJECTIVES

- To minimise the impacts of development on the Porters Creek Wetland and hydrologically sensitive ecosystems
- To provide water quality and quantity control measures that are cost effective and affordable, with consideration given to ongoing maintenance costs
- To be compatible with the broader Porters Creek IWCM scheme

- To safeguard the environment by improving the quality of stormwater run-off to achieve best practice standards
- To facilitate the inclusion of WSUD elements into development as an at source treatment of stormwater where possible whilst balancing with end of line water quality treatment devices in order to meet the required targets and satisfy the Regional Stormwater Harvesting Scheme
- To preserve the nature of overland flow into the adjacent habitat and Flood Plain
- To control the impacts of urban development on channel bed and bank erosion by controlling the magnitude and duration of sediment-transporting flows
- To limit changes in flow rate, flow duration and overland flow path areas within the floodplain as a result of development
- To limit erosion of watercourses, slopes and banks due to runoff from impervious areas within the development
- To maintain and improve water quality in receiving waters and groundwater systems
- To reduce flood risk in urban areas and downstream water bodies by adopting requirements for minor and major system flow in accordance with Australian Rainfall & Runoff
- To protect and restore aquatic and riparian ecosystems and habitats
- To protect the scenic, landscape and recreational values of streams and water bodies

REQUIREMENTS

- a Any development proposal for this site is to comply with the relevant requirements of Council's Civil Works Design and Construction Specification, guided by the provisions listed below
- b The criteria for Urban Stormwater runoff quality for areas within the Woongarra Creek/Porter's Creek Catchments are:
 - i 85% reduction in the post development mean annual load of Total Suspended Solids (TSS);
 - ii 65% reduction in the post development mean annual load of Total Nitrogen (TN);
 - iii 45% reduction in the post development mean annual load of Total Phosphorus (TP);
 - iv retention of litter greater than 5mm for flows up to 50% of the one-year ARI peak flow;
 - v no visible oils for flows up to 50% of the one-year ARI peak flow.

Note: Compliance with these standards to be determined through stormwater quality (MUSIC or approved equivalent) modelling.

- c WSUD elements must be provided to control suspended solids and nutrients leaving the development area and the drainage system shall ensure that no runoff leaves the development area other than via water quality control structures.
- d A Soil and Stormwater Management Plan (SSMP) shall comply with the requirements outlined in Precinct 7A IWCM Strategy March 2012 in addition to the requirements of DCP 2013 Part 4 - Subdivision.

- e Where the SSMP varies from the Recommendations of the Precinct 7A IWCM Strategy March 2012 supporting documentation, it shall provide justification for the variation and demonstrate to Council’s satisfaction that the objectives and key performance criteria outlined above are met by the revised concept.
- f In the interim and prior to operation of the Regional Stormwater Harvesting Scheme, the centralised storage basins shall be designed so as to allow passage of stormwater, up to the one-year ARI flow, into the adjacent floodplain area. (The storage basins will then be modified at a later date for stormwater harvesting by installing pumps and reticulation). Stormwater overflows during the interim period shall be conveyed in a suitable manner so as to minimise erosion and impacts on floodplain hydrology, geomorphology and ecology.
- g Construction of the centralised Stormwater Storages as shown in Figure 8 shall take into account future development within the relevant sub-catchments and the corresponding requirements in accordance with the Regional Stormwater Harvesting Scheme. Future storage requirements shall be included in the storage basins which shall be constructed as part of the Warnervale & Wadalba Urban Release Area.

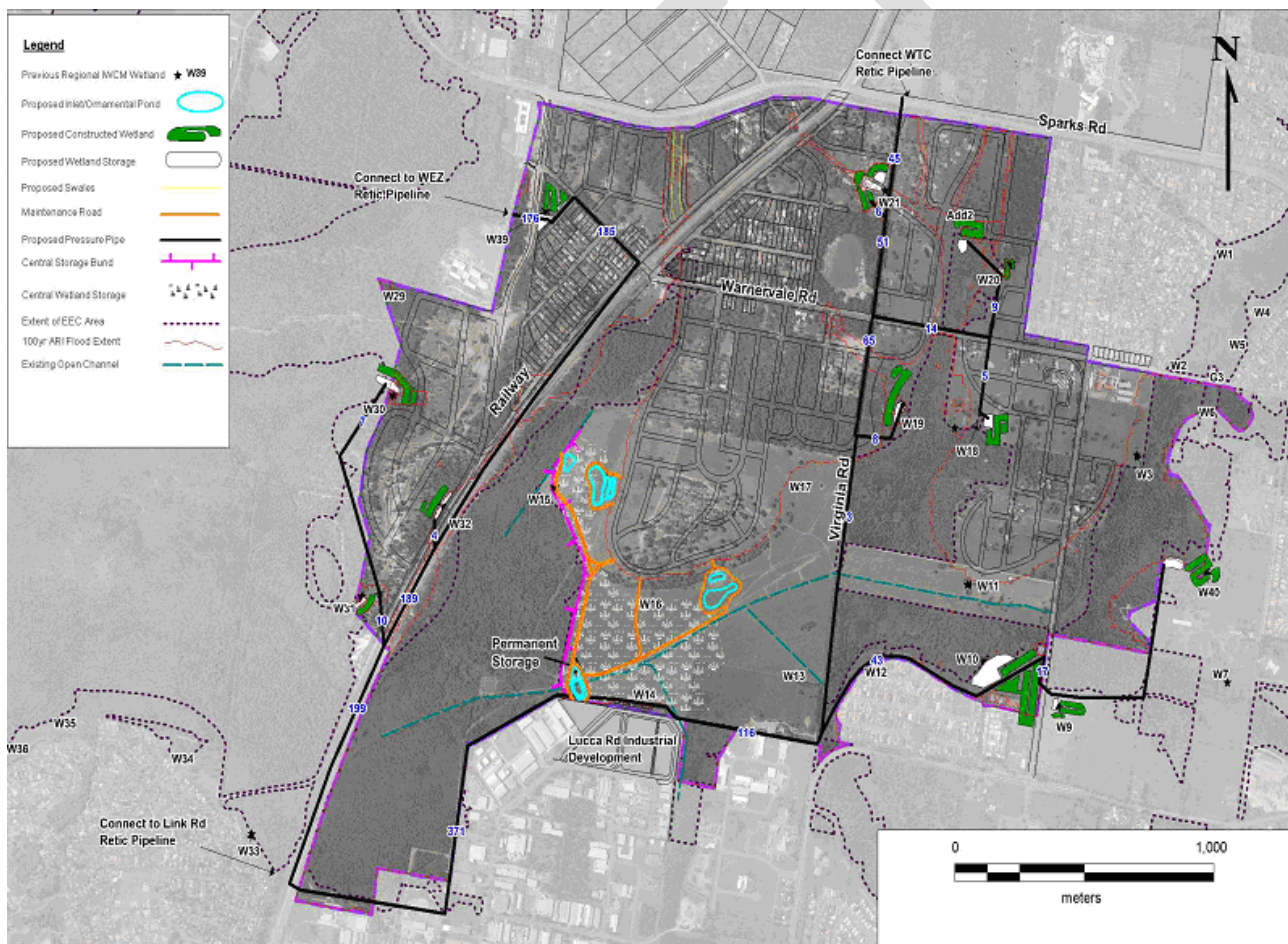


Figure 8 IWCM scheme

Note 1: Constructed Wetlands will not be funded through the relevant Section 94 Contribution Plan and will need to be funded and provided as part of the relevant Development Applications. Location of the Constructed Wetlands shall be consistent with the locations shown in the Precinct 7A IWCM Final Report – Cardno (2012).

Note 2: The location of the wetland and water storage required to the south of the employment lands precinct and denoted as W32 may be varied and should be discussed with Council prior to design work being undertaken.

5.25.2.11 Floodplain Management

Sections of the Warnervale South Precinct are located on a floodplain. A Flood Study conducted in conjunction with the IWCM Strategy recognises constraints due to flooding, identifies works to be undertaken to permit development and ensure that development does not have a detrimental impact on surrounding areas.

OBJECTIVES

- To ensure the orderly staging of the development of the area with regard to flood mitigation measures
- To ensure an adequate interface between subdivision infrastructure and the Flood Plain occurs in order to minimise erosion and sediment transport and mitigate impacts on the hydrology, geomorphology and ecology
- To regulate development and redevelopment that may reduce the ability of the floodplain to carry water and so increase the flood hazard

REQUIREMENTS

- a Development Applications are to be consistent with the requirements of Chapter 3.1 Floodplain Management and the Precinct 7A Flood Study by Cardno dated May 2013.
- b Provision of two culvert upgrades along Warnervale Road to convey the flow contained within the overland flowpaths. Works are to be undertaken at the appropriate stage of the development of the area in consultation with Council.
- c Identified channels are required with a 100 year ARI peak discharge capacity to manage flood risk to an acceptable level within the upper drainage lines. The overland flowpaths are configured with a low flow channel, channel overbanks/floodplain and riparian zone according to guidelines of the NSW Office of Water and Council. Works are to be undertaken at the appropriate stage of the development of the area in consultation with Council.
- d Raising and extension of the existing flood levee adjoining the North Wyong Industrial Estate to the south. Works are to be undertaken at the appropriate stage of the development of the area in consultation with Council.

5.25.2.12 Potential Site Contamination

All development proposals are required to consider the potential for any existing site contamination impacting on future land uses. A Preliminary Contaminated Lands Assessment provided as part of the rezoning process for the Warnervale South area has identified sites where historic land uses have increased the potential for site contamination to be present and are likely to require management prior to changes in land use. The identified sites will require further investigation with regard to potential on-site contamination due to historic land use.

OBJECTIVE

To provide proponents with information that can be used to supplement the requirement to consider potential site contamination in preparing a development proposal

REQUIREMENT

Consideration of Schedule B – Potential Site Contamination – Areas of Concern in the assessment of development proposals.

Note: This is supplementary information provided for applicants and landowners. All development proposals must consider all relevant Council and State Government Policy including State Environmental Planning Policy 55- Remediation of Land

5.25.2.13 Indigenous Heritage

Archaeological Investigation undertaken in association with this project revealed 18 new Indigenous Sites within the study area. A recommendation of this study is to list these sites on the Aboriginal Heritage Information Management System (AHIMS).

OBJECTIVE

To provide proponents with information that can be used to supplement the requirement to consider Indigenous Heritage in preparing a development application

REQUIREMENT

- a Review of the AHIMS to locate any known Aboriginal Sites that may be impacted by the development proposal.
- b No development is to be undertaken or approved in the vicinity of identified sites before a Cultural Heritage Management Plan has been prepared by a suitably qualified person.

Note: Consultation of the AHIMS does not assume other cultural or archaeological evidence does not occur within the Study area and does not relieve the applicant of the need to undertake appropriate additional investigations and studies where required.

5.25.2.14 Ecological Issues

OBJECTIVES

- To protect, restore and enhance the environmental values and functions of watercourses and floodplains
- To ensure that future development does not have an adverse effect on the ecology, water quality and hydrology of Porters Creek Wetland
- To protect wildlife corridors, threatened species and their habitats within areas identified for protection on conservation and recreation zoned land

REQUIREMENTS

- a All development will be required to satisfy any requirements which are identified in any ecological management plan or offset strategy which applies to the development precinct.
- b A Vegetation Management Plan is to be submitted to Council wherever land is proposed to be transferred to Council for environmental or recreational management, which demonstrates consistency with the actions outlined in the Precinct 7A Conservation Management Plan.
- c All development shall be consistent with any requirements for Biodiversity Certification which may (or may not) apply to the site.
- d Council or private developers may develop environmental offset strategies external to Precinct 7A which could result in additional natural areas being set aside.

5.25.3.0 DEVELOPMENT PRINCIPLES – RESIDENTIAL

The location of Warnervale South in the vicinity of significant public transport services, has the potential to reduce car reliance in the area and offers an opportunity to provide a diverse range of housing types to appeal to different demographic groups including families, empty nesters, couples, singles, and older people. Housing within Warnervale South should:

- a include adaptable and accessible housing types;
- b incorporate detached low density housing on a range of lot sizes with setbacks appropriate to the lot type;
- c incorporate low scale medium density housing options including dual occupancies, townhouses, villas or small lot development;
- d Provide rear lane access lots such as terraces (where appropriate) to maximise small lot housing and street amenity.

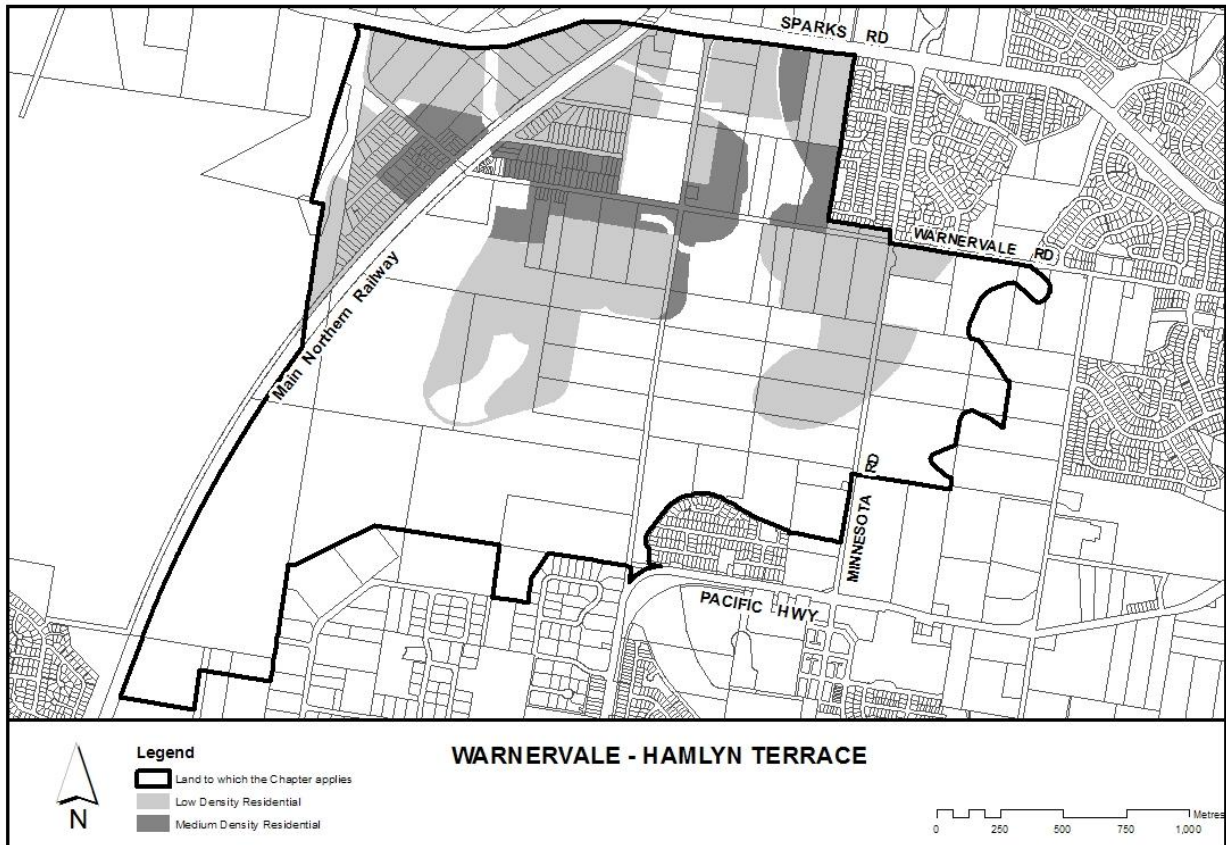


Figure 9 Residential areas

5.25.3.1 Character Consideration – Residential Areas

Warnervale South is an expansive area that has a variety of landscape characters which will result in a diverse residential precinct. The existing Warnervale Village is built north-east and south-west of Warnervale Road and consists mainly of single storey dwellings on large lots with large setbacks. This area will gradually redevelop as the precinct expands.

New residential development extending the existing village on the northern side of Warnervale Road and to the west of the railway line will have a mixture of densities and will display a more urban and manicured landscape character.

The area south of Warnervale Road on the eastern side of the railway line is closely connected to the conservation areas and floodplain which will result in this area having a much more naturalistic character, intimately linked to the surrounding natural environment.

Development proposals are to consider the following guiding principles:

- a A typical dwelling in Warnervale South should be designed to take advantage of the best orientation and views to the street and open spaces beyond.
- b Dwelling houses are to be designed in proportion to the land area with enough room for a generous rear yard, a landscaped front garden and enough space between neighbours. Gardens should include quality landscaping with trees of native species in front and rear yards.
- c The style of a new dwelling in Warnervale South should be simple and contemporary without inappropriate reference to historic details. Its overall bulk should be broken down into smaller parts that are in proportion to one another and create a balanced and articulated whole.
- d The dwellings should be designed to consider all their sides. This is particularly important to consider for corner lots because of their highly visible location.
- e Where appropriate, dwellings shall be designed to face out onto the flood plain and conservation areas to provide residents with amenity but also to provide passive surveillance of the paths and edge roads.

5.25.3.2 Residential Development – Low Density Residential (Zone R2)

OBJECTIVES

- To ensure that development applications for development in low density residential areas are consistent with the relevant plans and policies of Council
- To ensure that consideration of the current and future character of the area is adequately considered in the assessment of Development Applications

REQUIREMENTS

- a Development Applications for detached dwellings houses within Warnervale South shall adopt the provisions of Chapter 2.1 – Dwelling Houses, Secondary Dwellings and Ancillary Development.
- b Development Applications for dual occupancy development within Warnervale South shall adopt the provisions of Chapter 2.2 – Dual Occupancies and Multi Dwelling Housing.
- c Small Lot Development - Development Applications proposing to use the provisions for variation to minimum lot size requirements for the R2 Zone under CCLEP 2018 for development other than dual

occupancy development are to adopt the provisions for Small Lot Housing Development as referred to under Chapter 2.4 – Subdivision.

Note: Small Lot Housing consists of a minimum of 5 or more development lots.

- d Development Applications are to consider Section 3.1 Character – Residential Areas.
- e A 10 metre building setback requirement forming part of the Bushfire Asset Protection Zone is to apply on property adjoining park edge roads.

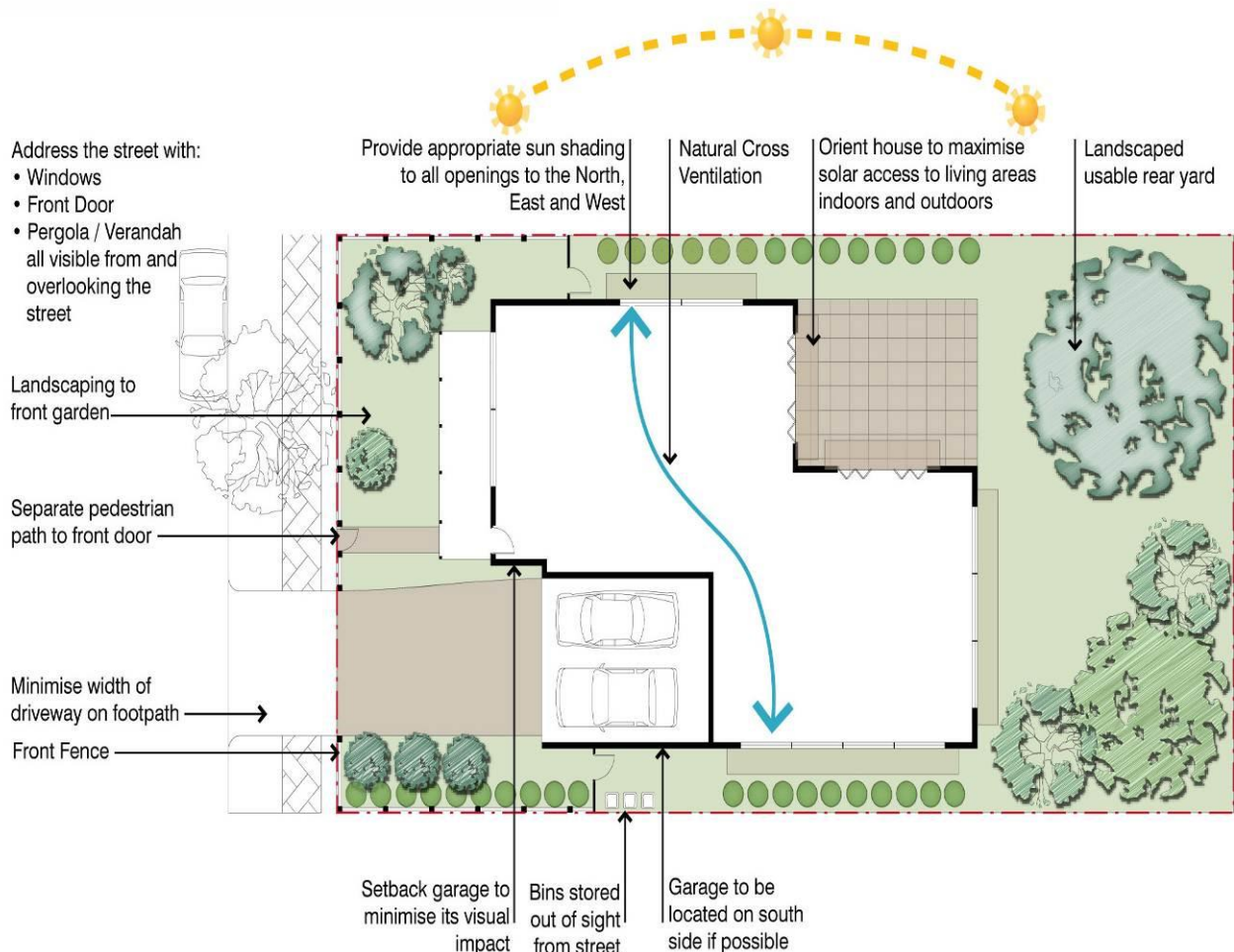


Figure 10 Typical house

Note: Any proposed front fencing shall be generally open and lightweight and shall not impact on sight distances for pedestrians/motorists, not impact on services such as sewer/electricity and should consider the impact of any diversion of stormwater flow.

5.25.3.3 Residential Development – General Residential (Zone R1)

CCLEP 2018 does not specify a minimum lot size for subdivision on land zoned R1 – General Residential. As such the area should provide for a diverse range of housing. The location of the R1 zoned land nearby significant public transport links suggests that relatively higher densities of residential development are appropriate on this land.

OBJECTIVES

- To ensure that consideration of the current and future character of the area is adequately considered in the assessment of Development Applications
- To provide for a diverse range of housing types to appeal to a mixture of demographic groups
- To provide for medium density housing in area with maximum amenity and public transport access

REQUIREMENTS

- a Depending on the form of development proposed, applications will be required to consider the:
 - i provision for Small Lot Housing as defined under Chapter 4 – Subdivision;
 - ii provisions of DCP 2013 Chapter 2.1 – Dwelling Houses, Secondary Dwellings and Ancillary Development;
 - iii provisions of DCP 2013 Chapter 2.2 – Dual Occupancies and Multi-Dwelling Housing;
 - iv provisions for proposals for two-storey residential flat development as per DCP 2013 Chapter 2.3 – Multiple Dwelling Residential Development.
- b Any proposal that exclusively involves the creation of lots to cater for individual dwellings on lots with an area of greater than 450m² on land zoned R1 will not be encouraged. Any application that proposes to create lots greater than 450m² on land zoned R1 size must provide adequate justification as to why Council should support large lots in this locality and indicate why small lot development would not be viable.
- c Development Applications for residential development are to consider Section 3.1 Character – Residential Areas.

Note: Small Lot Housing is the multi-lot subdivision of five (5) or more lots where overall site planning and development is undertaken to produce completed house and land packages. Multi-dwelling housing means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.

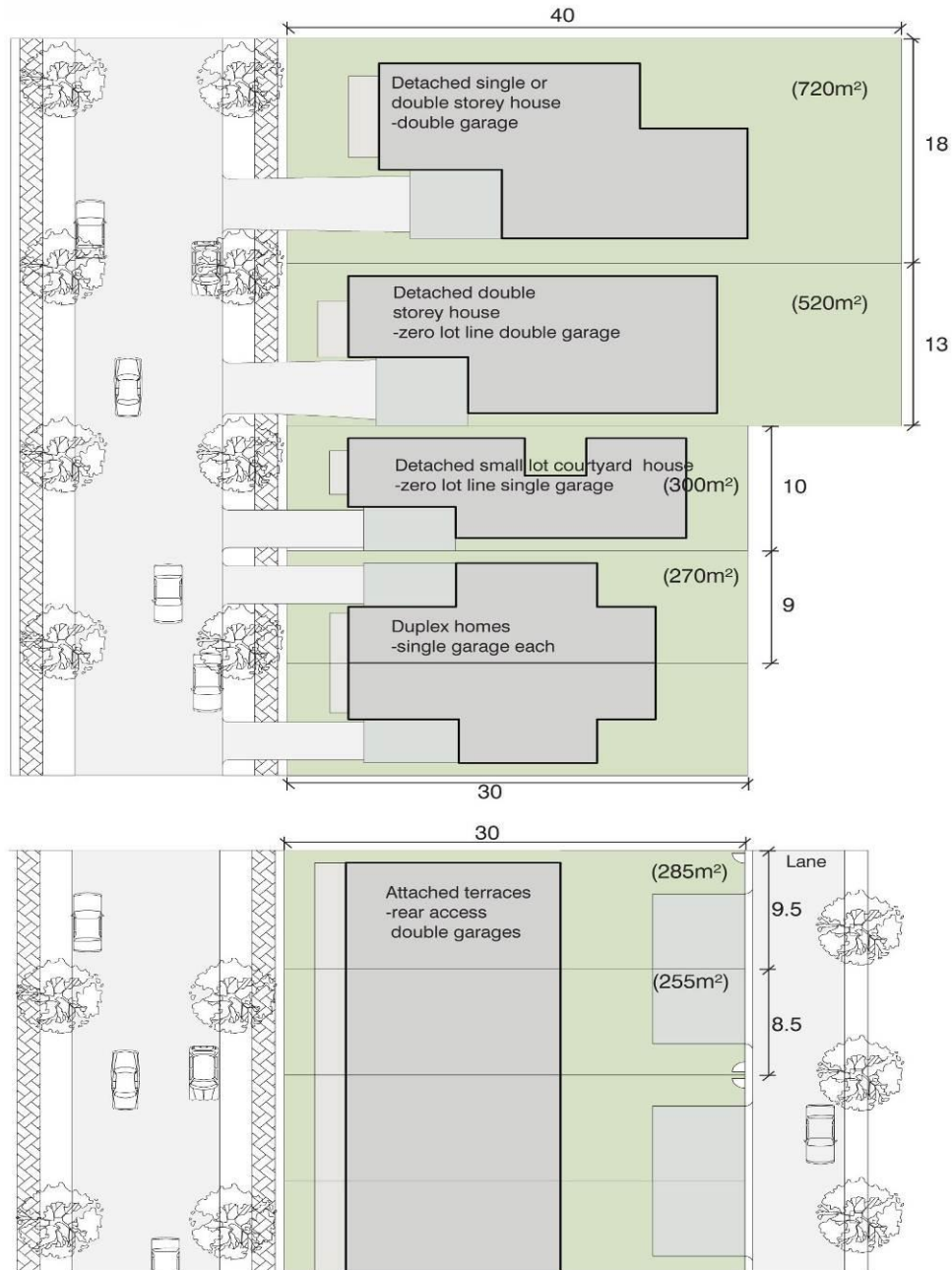


Figure 11 Housing diversity

5.25.4.0 DEVELOPMENT PRINCIPLES – WARNERVALE LOCAL CENTRE

5.25.4.1 Character Consideration – Neighbourhood Centre

The neighbourhood centre will become the focus and meeting place of the local community, offering convenience shopping and services in a lively and attractive setting. Essentially a single sided north facing strip of up to 10 local shops and services, the neighbourhood centre will be connected by a quality paved widened footpath overlooking a small park across the road. The footpath will have continuous awnings, street trees and robust street furniture. Tenancies will be encouraged to provide footpath seating if appropriate to the business to further activate the neighbourhood centre. Ideally the businesses will include those which operate in both the day and evening to improve its' safety and amenity for the community. The

existing historic café gives a sense of place to the neighbourhood centre and sets the desired scale and character for the new buildings in the neighbourhood centre.



Figure 12 Neighbourhood centre (indicative layout)

5.25.4.2 Development Provisions Neighbourhood Centre

OBJECTIVES

- To provide an integrated collection of local convenience shops and services opening onto a pleasant and activated public realm
- To enhance the neighbourhood centre with quality landscaping, finishes and street furniture
- To ensure any new building in the neighbourhood centre does not diminish the historic integrity of the existing historic café
- To ensure that built form establishes a strong relationship with the public open spaces, primarily the footpath and the street
- To provide shelter and shade in the form of continuous awnings, and street trees
- To orientate neighbourhood centre to maximise solar access and winter sunlight

- To maximise views and connections towards open spaces including parks, green space and market area, as well as the conservation areas
- To provide a safe well lit pedestrian connection with good passive surveillance between the carpark areas, the neighbourhood centre and the train station
- To encourage energy efficient building orientation and envelopes

REQUIREMENTS

a General

- i Provide an active neighbourhood centre with up to 10 local convenience shops.
- ii Design shops and businesses to face the street with access from a widened paved footpath which links them all together.
- iii Design the north facing footpath with a continuous awning as the public open space of the neighbourhood centre.
- iv Provide the continuous awnings and shade trees for weather and solar protection.
- v Maximise amenity by facing shops and footpaths to the north providing the opportunity for outdoor seating if appropriate.
- vi Provide quality street furniture including public seating as per the requirements of Council.
- vii Retain the existing historic café as a centre piece of the neighbourhood centre and build on this character with new buildings in a modern yet sympathetic manner.
- viii Consideration of Section 4.1 – Character Consideration – Neighbourhood Centre
- ix Consideration of the requirements of CCLEP 2018 and DCP 2013 Chapter 3.6 – Heritage Conservation with regard to development in the vicinity of a heritage item.

b Building Use

- i Provide for mixed use development with the provision of offices and residential spaces above ground floor retail and service providers.
- ii Provide for outdoor seating on footpath adjacent to and managed by the provider.

c Built Form

- i Development is to be a maximum of two stories in height.
- ii Zero side setbacks are encouraged to create a continuous row of shops and services as well as a continuous street wall.
- iii Built form on corner lots is to activate both frontages and the continuous awnings is to continue around that corner for the length of the building.
- iv Provide a safe and direct pedestrian link to the main street for any rear carparking.
- v Rear of building design shall ensure that the presentation of the development to any public area is satisfactory and adequately screen any waste or storage area.

- vi New buildings in the neighbourhood centre to be contemporary in design. They may respond to the character of the existing development but not mimic its form or make inappropriate reference to historical details.

d **Glazing and Awnings**

- i At street level on the primary street frontage, a minimum of 80% of the width of the building is to be made up of glazing and/or openings.
- ii A continuous solid 5m wide awning over the footpath on the primary street frontage, at the height of the first floor, is to be provided.
- iii Awnings must be connected directly to those on buildings on either side.

e **Footpaths**

- i A paved footpath at least 6m wide to be provided in front of all buildings.
- ii The footpath and public domain is to be designed with quality landscaping including generous numbers of street trees to provide shade in summer.

f **Parking**

- i Convenience parking is to be provided on-street in front.
- ii Ensure adequate on-site convenient parking is provided immediately adjacent to encourage customers and in accordance with Chapter 2.13 – Transport and Parking.

g **Landscaping**

- i A landscape plan is to be prepared by a suitably qualified landscape professional is to be provided with development applications where landscaping works are proposed.
- ii Greater than 40% of all plants for public/private open space areas are to be locally native and greater than 90% are native to Australia.

h **Sustainable Design**

- i Buildings are to incorporate measures to optimise energy and water efficiency.
- ii Energy efficient lighting to be specified in communal areas for example street lighting and public spaces.
- iii Secure bicycle storage areas are to be provided.

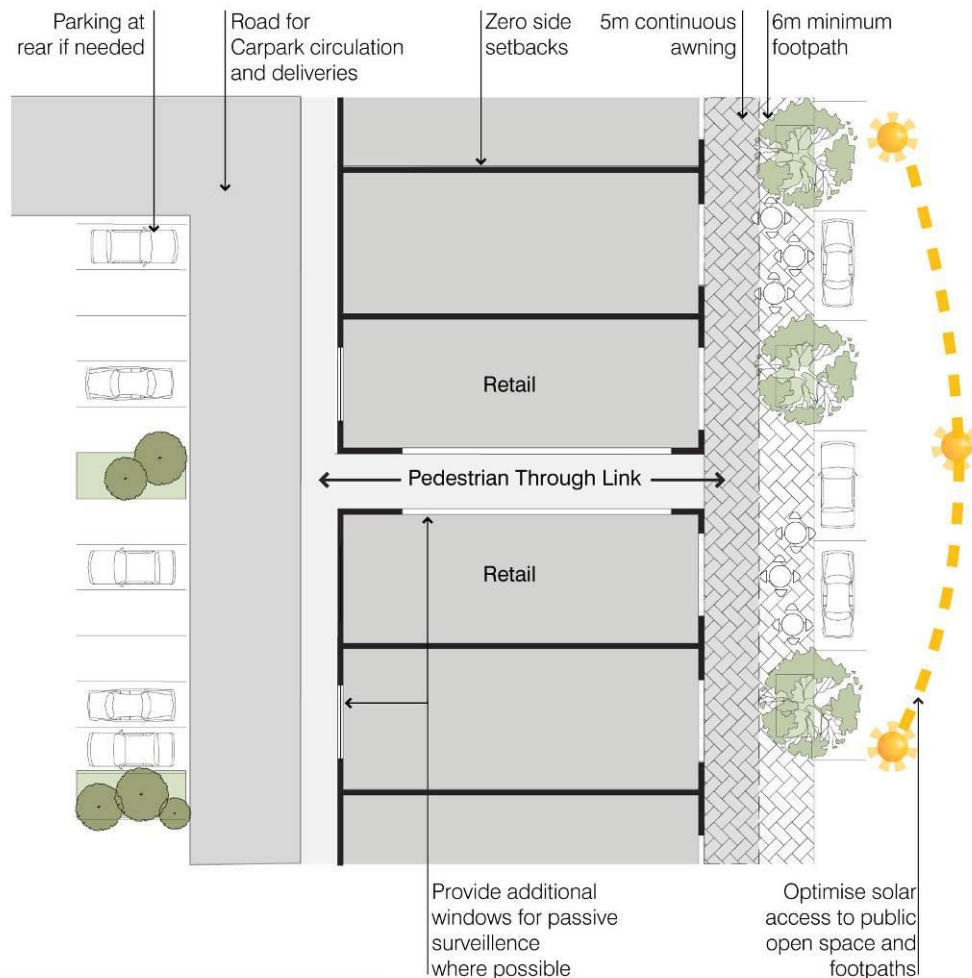


Figure 13 Neighbourhood centre (indicative layout)

5.25.5.0 DEVELOPMENT PRINCIPLES – EMPLOYMENT LANDS

5.25.5.1 Character Consideration – Employment Lands

The Warnervale Employment Area will be characterised by high quality built form within a landscape setting that integrates with the natural and conservation values of the Porters Creek Wetland and associated regional green corridor. Streetscapes will have a strong landscape character with street trees and generous frontage setbacks to augment verge landscaping.



Figure 14 Employment lands (indicative layout)

Note: Road layout is indicative and may require modification to accommodate larger vehicles.

5.25.5.2 Development Provisions – Employment Lands

OBJECTIVES

- To create a high quality, innovative and integrated employment area and ‘business park’, particularly in terms of built form and landscaping
- To accommodate a range of business, light industrial, manufacturing, processing and high technology activities suitable for small to medium scale employment area allotments
- To encourage high quality design and construction that is clearly superior to development found in traditional industrial areas
- To ensure that built form establishes a strong relationship with the surrounding open space and wetlands in order to maximize amenity while minimizing environmental impact on conservation areas and natural water systems in the area
- To ensure that development includes cohesive streetscapes and a safe and attractive pedestrian environment

- To promote energy efficient buildings through thoughtful building orientation and landscape design as well as through well considered materials and appliance selection
- To incorporate best practice environmental planning and design, particularly techniques for conserving the consumption of energy and water in all buildings and the control of noise and emissions

REQUIREMENTS

a Character

- i All development proposals are to address the Character Considerations above.

b Built Form

- i Provide articulated and well detailed elevations including the use of projections and recesses, a variety of quality materials, glazing, sun shade structures, colours and other forms of architectural detailing. Blank building facades facing street frontages are not permitted.
- ii Locate activity including offices, entries and pedestrian areas fronting streets and ensure buildings address "all" streets to improve surveillance and visual interest.
- iii The office component of any development is to be incorporated into the overall design of the building and located generally along the primary internal street frontage and where possible be oriented away from frontages to the Link Road which might be the source of noise impacts due to traffic.
- iv All buildings to provide a well-lit pedestrian entry with a canopy, recess, awning and/or colonnade facing the primary street frontage to distinguish that entry.
- v Where an allotment has its primary street frontage towards the Link Road, the presentation of development is to be adequately addressed. A minimum of 60% of the primary building façade at ground level is to be activated by showrooms and the like located to face that road.
- vi Buildings located on corner lots need to address both street frontages.
- vii Developments shall provide quality outdoor amenity areas for employees to use for lunch and recreation.
- viii Building facades to be finished in high quality durable materials, products and colours that complement the natural landscape character of the locality.
- ix The use of metal and tilt up cladding is discouraged on front elevations, unless it can be satisfactorily demonstrated that it forms part of an architectural design solution in association with masonry, glass and other high quality materials. Where a side or rear façade is visible from the public domain, the use of metal and tilt up cladding must only comprise a maximum 50% of that wall's cladding material.
- x Development fronting the wetlands is to address relevant Asset Protection Zones and be designed to consider outlook towards Porters Creek Wetlands.
- xi Rooftop structures (including plant rooms, air conditioning and ventilation systems) are to be incorporated into the design of the building to create an integrated appearance.
- xii The steep topography within the employment area needs to be considered in the design of the building and their car parking and outdoor areas. Cut and fill is to be minimised by adapting the proposed development to the constraints of the site and not unduly modifying the site.

c **Floor Space Ratio**

- i Maximum Floor Space Ratio of 0.8:1

d **Site Coverage**

- i A maximum site coverage of 60% applies unless it can be demonstrated to the satisfaction of Council that greater site coverage will not adversely impact upon amenity of the streetscape or adjoining allotments

e **Minimum Lot Size and Dimensions**

- i Lots are to have a minimum land area of 4,000sqm.
- ii Lots are to have a minimum width at the building line of 45m.

f **Front Setback**

- i Setback to be 25m from Link Road of which 12m in from the front boundary must be utilised for landscaping.
- ii Setback to be 12m from the alignment of other roads of which 6m in from the front boundary must be utilised for landscaping.
- iii In both cases, the remainder of the setback may be used for an access driveway or car parking.
- iv For sites adjoining the perimeter road adjoining Porter's Creek Wetland, the first 10m of the front setback is to be treated as a bushfire asset protection zone.
- v Building frontages on adjoining allotments are to be aligned, located on the setback line.
- vi Storage of any kind is not permitted within the front setback area.

g **Side Setbacks**

- i Setbacks on corner lots must allow for Austroads sight lines for vehicular traffic.
- ii Buildings may be constructed with nil setback to one side boundary, subject to approval by Council and where the applicant demonstrates that a superior urban design, building presentation, site maintenance and fire rating requirements will be achieved.

h **Setbacks and Open Space**

- i The utilisation of setback areas for Asset Protection Zones (APZ's) is to be as per the requirements of 'Planning for Bushfire Protection' legislation published by the Rural Fire Services.
- ii A minimum setback of 5m from the boundary is required to all other public open spaces.

i **Parking**

- i Parking requirements are to be calculated in accordance with Chapter 2.13 – Transport and Parking.
- ii The main parking areas are to be located behind, beside and/or under the building to reduce visibility from the street.

- iii All car parking outside the building footprint to be integrated with landscaping to provide shade and visual amenity.
- iv Car parking areas in the front setback are to be designed to have minimal visual impact on the streetscape.
- v Provide secure bicycle parking areas.
- vi Loading docks, loading areas and external storage areas are not permitted facing the Link Road.
- vii There shall be no direct vehicular access to the Link Road.

j Environmental Impacts

- i Provide effective sunshading for windows and building entries (other than loading docks) by the use of design elements such as overhanging eaves and awnings, undercrofts, colonnades and external sunshading devices including screens.
- ii Design buildings to promote cross flow ventilation.
- iii Glazing is not to exceed 20% reflectivity.
- iv Limit light and noise pollution post construction i.e. ensuring lights are not directed beyond the site boundary or upwards (excluding illuminated place names).
- v Ensure built form, car parking areas and landscaping contribute to effective management of stormwater, biodiversity and energy efficiency.

k Landscape Design

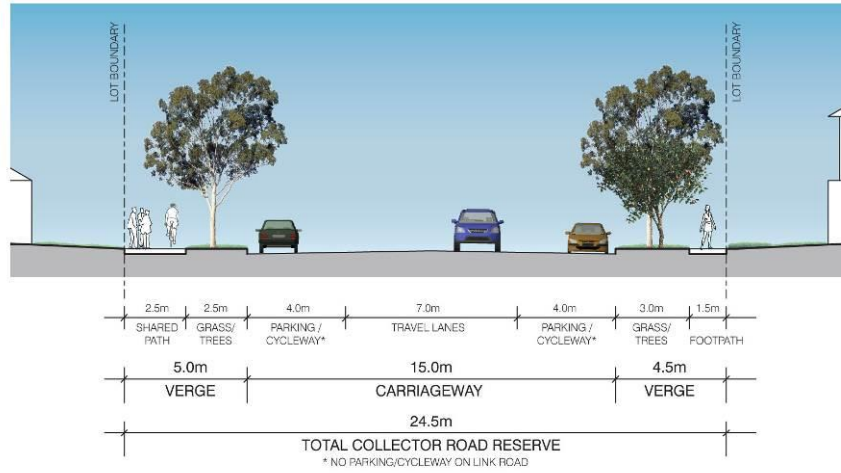
- i A landscape plan prepared by a suitably qualified landscape professional is to be provided with all development proposals.
- ii Greater than 40% of all plants for public/private open space areas are to be locally native and greater than 90% are to be native to Australia or productive. Planting in the front setback is to be 100% landscaped with locally occurring species.
- iii Front setbacks are to be landscaped generally with ground cover and trees ensuring the views between development and the street are not totally obscured. Minimum landscaping requirements are for one tree per 25sqm of front setback area.
- iv Landscaping is required in the side and rear setbacks if visible from the public domain.
- v The perimeter of open storage areas is to be landscaped to provide screening from public view.
- vi Low water demand drought resistant vegetation to be used in landscaping areas, including native salt tolerant trees to high saline affected areas.
- vii Mulching cover to be incorporated in landscaped areas (excluding drainage corridors).
- viii All landscaped areas are to be separated from vehicular areas by means of a kerb, dwarf wall or other effective physical barrier.
- ix Planting of vegetation must consider passive surveillance. Excessively dense vegetation that creates a visual barrier is to be avoided.
- x Embankments are not to be steeper than 1:4.

I Fences and Walls

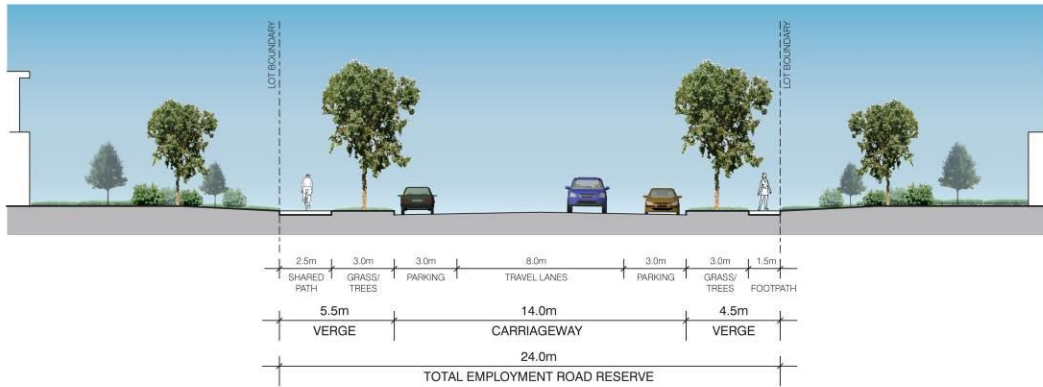
- i No fencing is permitted within the landscaped component of the front setback.
- ii In general no fencing other than a low feature wall may be erected on any site at the entry driveway. Low feature walls should be utilised for retaining walls, garden beds and the like.
- iii No pre-finished and pre-coloured corrugated metal (e.g. Colorbond) or lapped and capped fencing is permitted to any public area.
- iv The use, design and materials of fences and walls are to be compatible with well-designed fences and walls in the public domain.
- v Side and rear fences and walls can be built to a maximum height of 1.8m to screen the rear of the allotment from adjacent sites.
- vi Side fencing is not be located forward of the landscape zone of the front setback.
- vii Side and rear fencing is to allow cross ventilation by the use of open chain wire or metal picket fencing.
- viii Fencing is to utilise dark colours to reduce visibility.
- ix No fencing or other structures that restrict safe fauna movement are to be used in public spaces.
- x The steep topography within the employment area needs to be considered in the design of the building and their car parking and outdoor areas. Cut and fill is to be minimised by adapting the proposed development to the constraints of the site and not unduly modifying the site.
- xi Retaining walls where viewed from the street or public places shall be of a decorative masonry product complementing the landscape design and integrating with the development.

APPENDIX A STREETS AND INTERSECTIONS

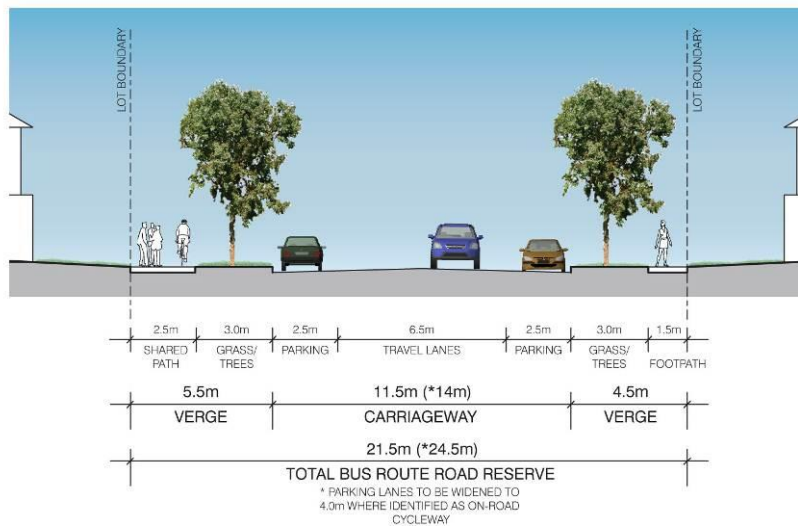
Type 1 - Collector Road



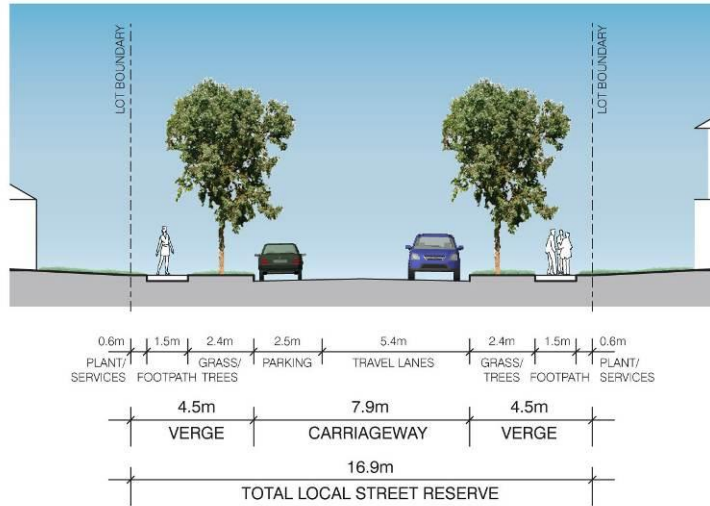
Type 2 - Employment Road



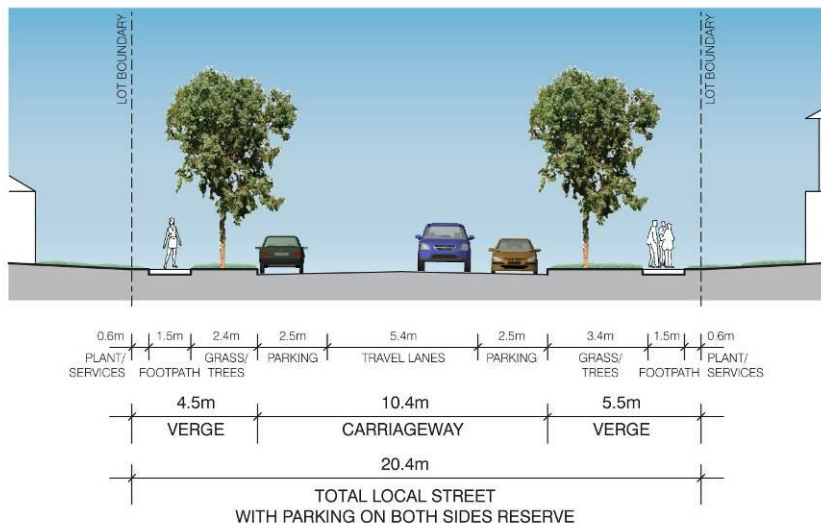
Type 3 - Bus Route Road



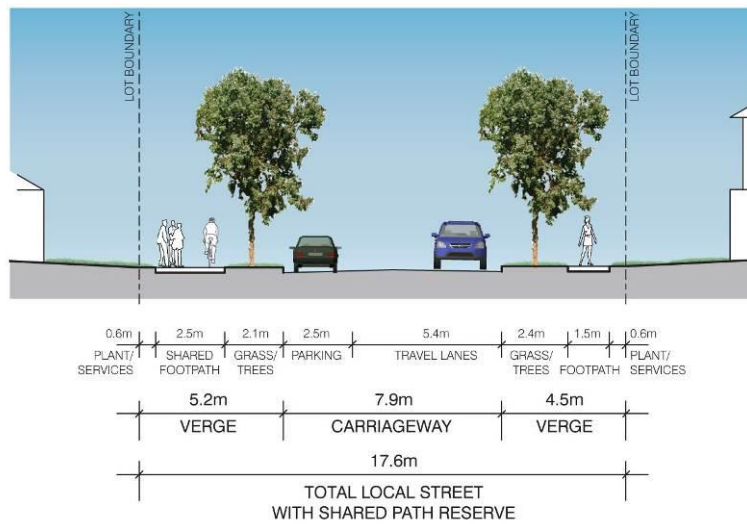
Type 4 - Local Street



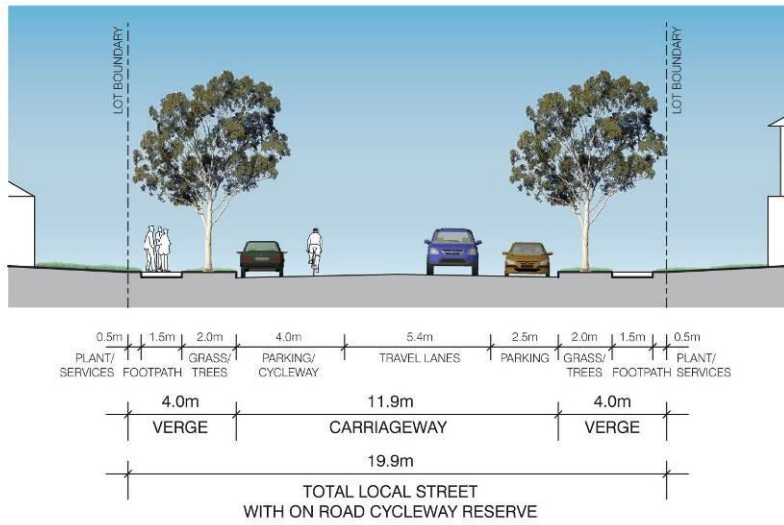
Type 5 - Local Street with Parking on both sides



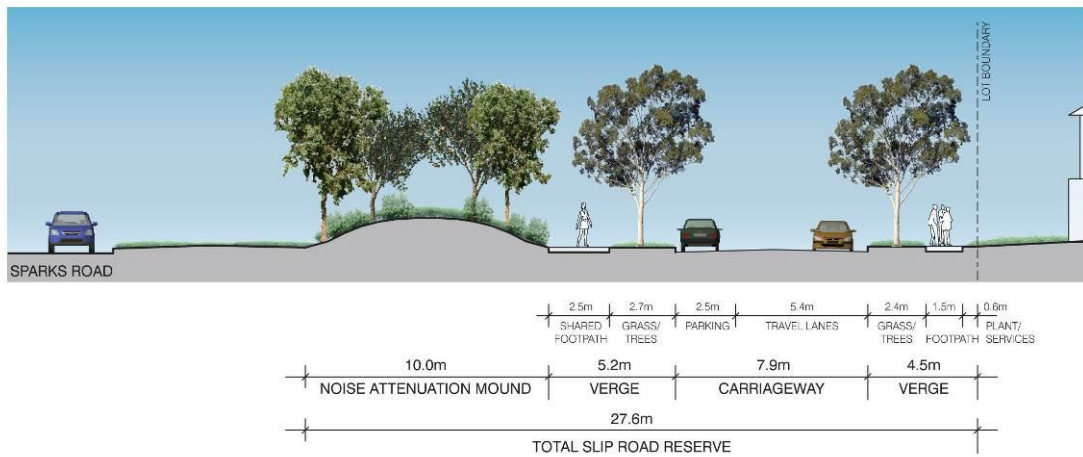
Type 6 - Local Street with shared path



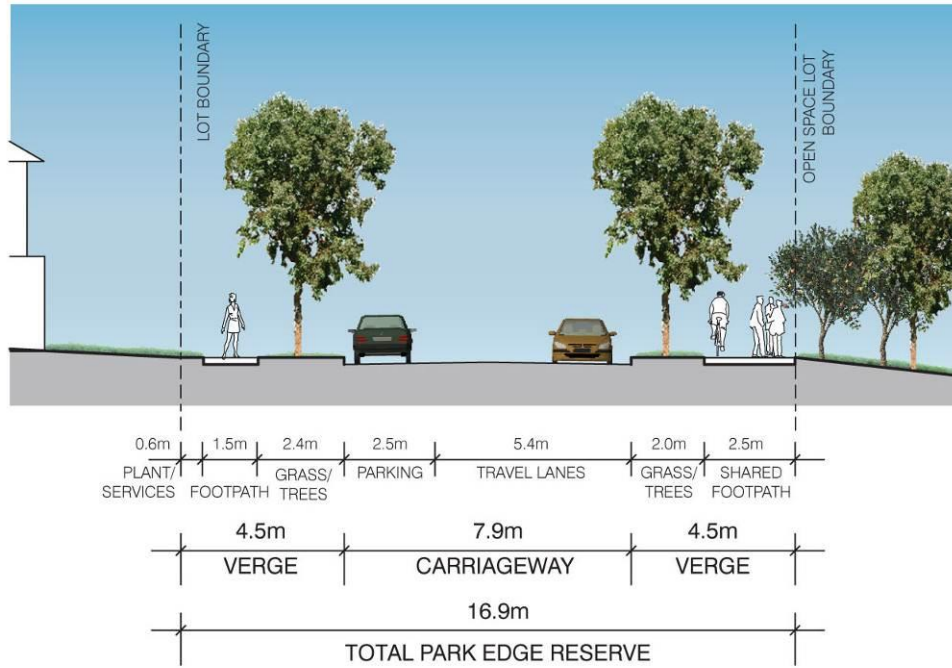
Type 7 - Local Street with on road cycleway



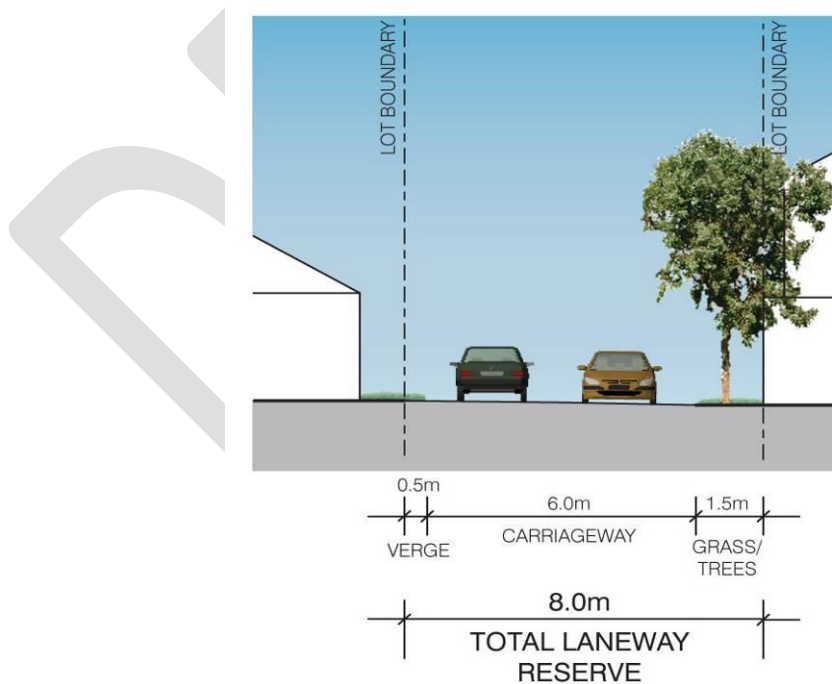
Type 8 - Slip Road with noise attenuation mound



Type 9 - Park Edge Road

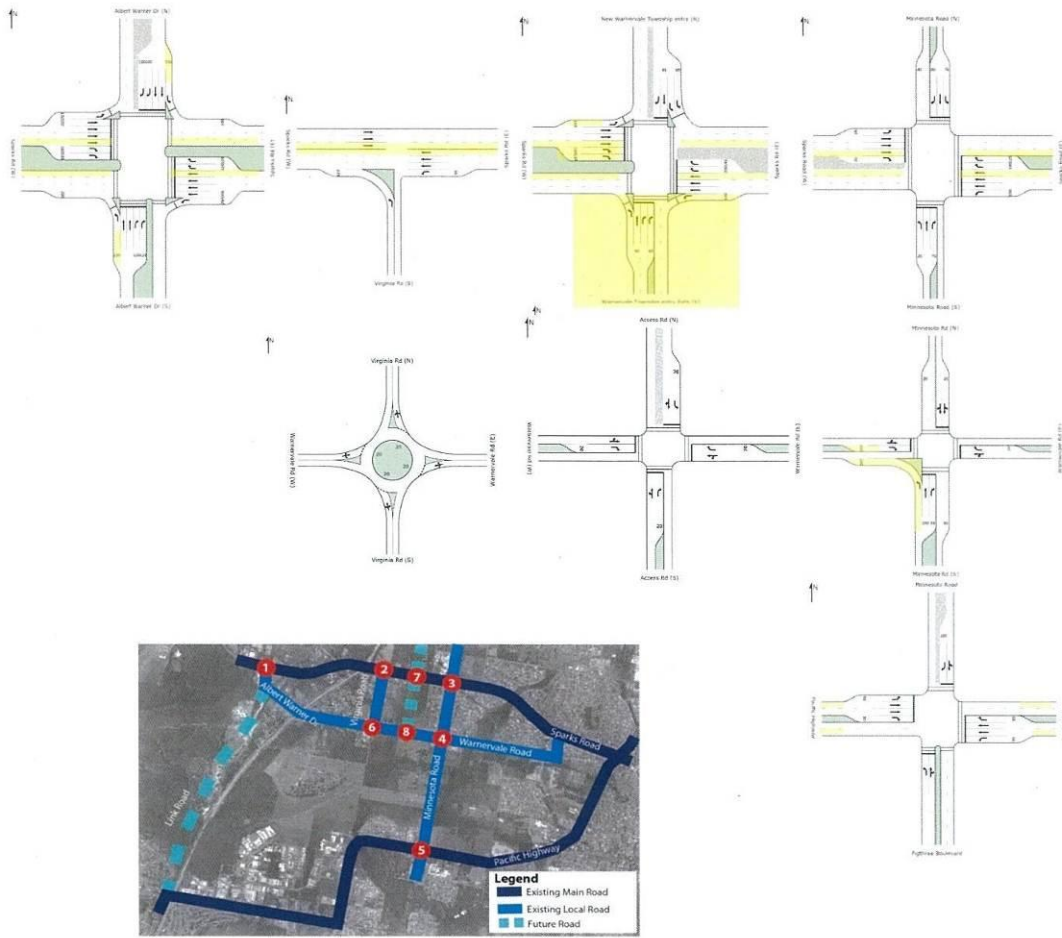


Type 10 - Laneway



Note 1: Where the width for plant and services is noted as 0.5m in any of the diagrams above, this may need to be increased to 0.6m in some circumstances. Contact Council to discuss.

Note 2: Park Edge and Employment Roads may require a greater area of land than that shown to accommodate Asset Protection Zones where required.



Proposed Intersection Upgrade in 2031 – required upgrades highlighted in yellow

APPENDIX C RELEVANT STUDIES

AEC Group, *Economic Viability Assessment*, August 2012

Archaeological Surveys and Reports, *Archaeological Heritage Assessment - Precinct 7A Warnervale*, February 2010

Archaeological Surveys and Reports, *The Archaeological Investigation for site of Indigenous Cultural Significance in Precinct 7A, Warnervale*, September 2009

Architectus, *Structure Plan with Master Plan Principles Report*, September 2012

Douglas Partners, *Stage 1 Contamination Assessment and Preliminary Acid Sulphate Soil Assessment*, December 2009

Cardno, *Precinct7A IWCM Final Draft Report*, March 2012

Cardno, *Precinct 7A Flood Study*, May 2013

Hyder, *Precinct 7A Traffic and Transport Study*, September 2012

Peak Land Management, *Bushfire Management Plan Warnervale Precinct 7A*, March 2012

Renzo Tonin & Associates, *Noise and Vibration Impact Assessment Final*, March 2012

Umwelt, *Ecological Assessment – Precinct 7A*, September 2012

Umwelt, *Conservation Management Plan –Precinct 7A*, March 2012

Wyong Shire Council *Precinct 7A Social Analysis and Human Services Study*, March 2012

Wyong Shire Council, *Precinct 7A – Open Space and Recreation Strategy*, March 2012

Wyong Shire Council, *Addendum Precinct 7A Traffic and Transport Study*, April 2013