Department of Planning, Housing and Infrastructure

Draft Development Control Plan

Orchard Hills Precinct

March 2026

Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Draft Development Control Plan

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1 Introduction

1.1 Name and application of this Plan

This Development Control Plan (DCP) is the Orchard Hills Precinct Development Control Plan X (Orchard Hills Precinct DCP). It has been prepared in accordance with the provisions of Section 3.43 of the Environmental Planning and Assessment Act 1979.

This DCP was adopted by the Secretary of the Department of Planning, Housing and Infrastructure on XX. The Orchard Hills Precinct is shown in Figure 1.

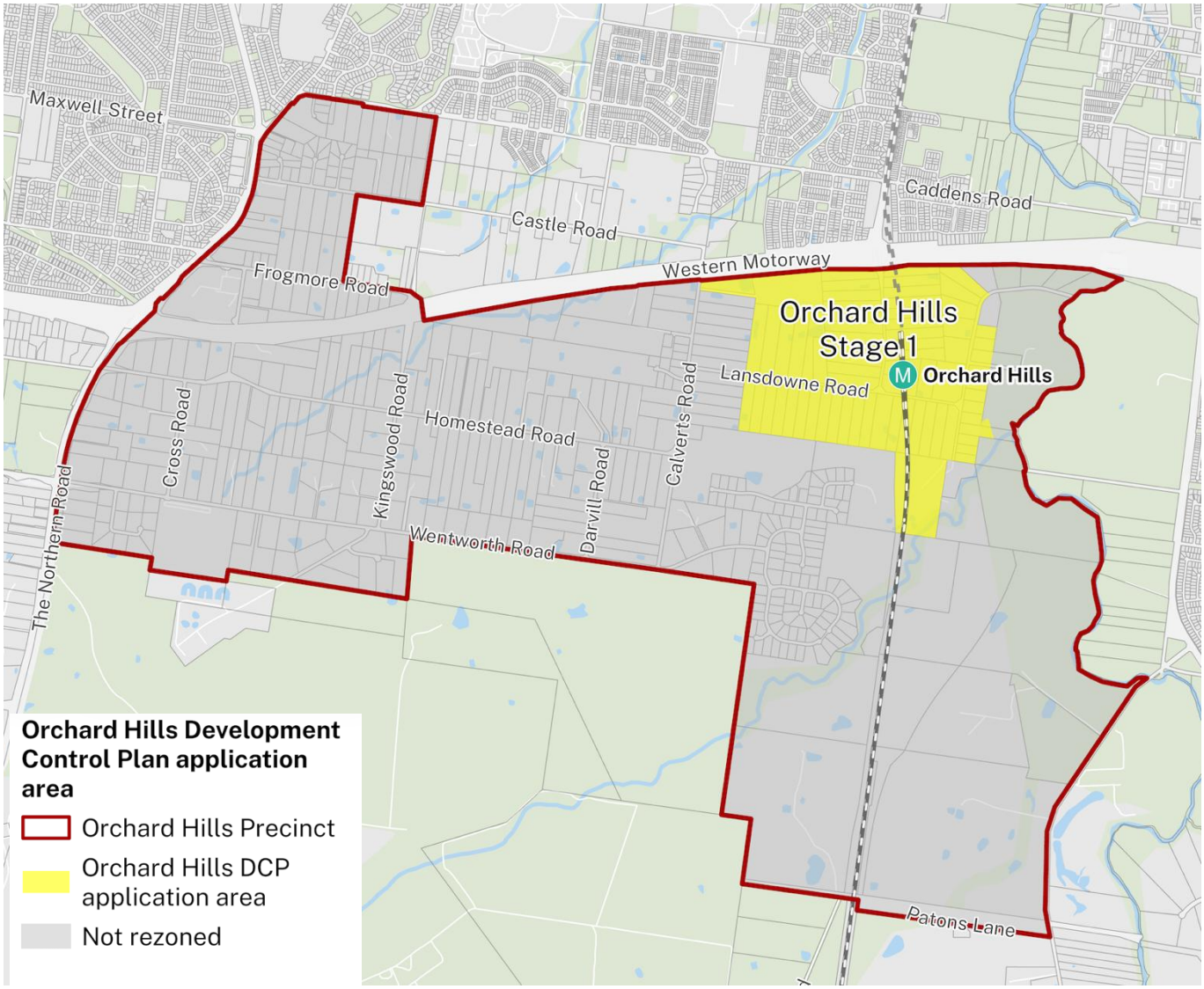


Figure 1 Land Application Map

This DCP only applies to parts of the Orchard Hills Precinct where precinct planning has been completed. This includes areas listed below:

- Orchard Hills Stage 1 as shown in Schedule One.

A list of the amendments incorporating precincts to the Schedule are provided in Table 1.

Table 1 Table of Amendments

Section	Date adopted	Date of commencement
Schedule 1 – Orchard Hills Stage 1	XX	XX

1.2 Structure of this DCP

The main body of this DCP contains objectives and controls which apply to all development in the Orchard Hills Precinct to which this DCP applies.

A Schedule will be added to this DCP with Precinct Specific controls in addition to the controls within the main body of the DCP for each area of the Orchard Hills Precinct.

In the event of an inconsistency between a Precinct's Schedule and the main body of this DCP, the Precinct's Schedule prevails. Appendices provide more detailed guidance on specific issues.

2 Orchard Hills Precinct

2.1 Introduction

This Part of the DCP defines Precinct wide outcomes which apply broadly to all land in Orchard Hills that this DCP applies to.

The aims of this chapter are to:

a. support the objectives of Penrith Local Environmental Plan 2010

b. facilitate the sustainable and orderly urban development of the Orchard Hills Precinct.

2.2 Vision

Orchard Hills is a resilient community that is embedded in and inspired by its natural landscape. The seamless integration of waterways, Cumberland Plain Woodland, ridgelines and iconic views to the Blue Mountains allows the community to connect with the Country around them. New development and public spaces have been designed with these unique elements in mind and to reinforce the area's identity.

Nestled within retained Cumberland Plain Woodland, the mixed-use local centre is the urban focus of the Orchard Hills Precinct (Precinct) and has set the scene for future development across the wider Precinct. The centre is at the heart of the new community, providing community facilities and services like child care and health centres, great places to shop and socialise, and accessible housing for a diverse and vibrant community. Orchard Hills Station is the gateway to jobs and services in Bradfield, St Marys and Penrith, and to markets and destinations further afield, via the new Western Sydney Airport.

As Orchard Hills has grown organically over time, smaller neighbourhood centres have established to serve the daily needs of their local community and offer opportunities for social connection. The network of walking, cycling and public transport options means that the community can safely and sustainably access these centres within a 15-minute walk or bike ride from their home.

New neighbourhoods continue to welcome diverse communities who can access homes that fit their needs – whether this is the type or size of home, or the type of tenure arrangement. As new neighbourhoods develop, the network of open space and urban tree canopy is extended to maximise the place making opportunities, achieve urban cooling, and contribute to the NSW Government's commitment to Net Zero by 2050.

2.3 General Objectives

The objectives of this DCP are to ensure:

a. A hierarchy of connected neighbourhoods focused around the Orchard Hills Town Centre that provide a variety of employment, housing types and densities, and open spaces to meet the needs of the new communities.

b. The road network provides efficient and attractive tree-lined streets, with an emphasis on pedestrian and bicycle priority, and access to public transport.

c. The development of a transit-oriented, diverse, attractive and inviting local centre around Orchard Hills Station that is a desirable place to live, work and recreate, with excellent transit amenity.

d. Development occurs in an appropriate sequence with adequate supporting infrastructure.

e. Protection, restoration and maintenance of biodiversity and natural ecosystems.

f. Water quality and stormwater flow are improved and managed through water-sensitive urban design, on-site measures and detention basins where required.

g. Risk from flooding, bushfire, drought and urban heat is reduced, managed or mitigated.

2.4 Orchard Hills Structure Plan

The future development of the Orchard Hills Precinct is required to take into account the broader Structure Plan for Orchard Hills. An indicative Structure Plan for the whole Orchard Hills Precinct is provided in Figure 2.

It is important to note that this DCP only applies to Orchard Hills Stage 1 Rezoning Area as shown in the red outline in Figure 2.

Any future rezonings or planning proposals within the Orchard Hills Precinct are to be subject to the operation of this DCP and will be required to prepare a precinct schedule for inclusion in this DCP as part of any future rezoning.

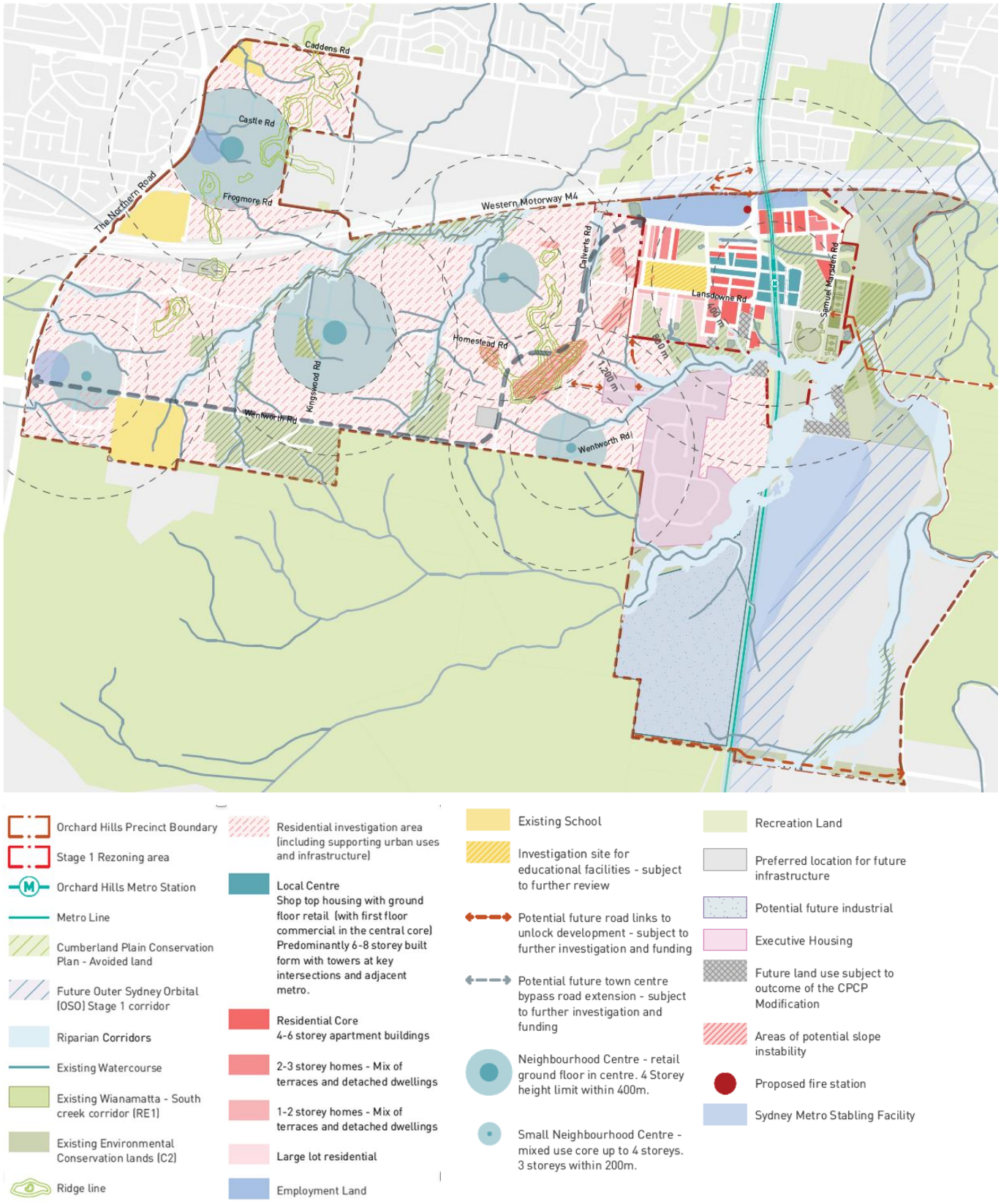


Figure 2 Orchard Hills Structure Plan

Beyond the Stage 1 Orchard Hills Rezoning Area, a coordinated approach to planning for future land use change is required. For land within the broader Orchard Hills Structure Plan, the timing for future rezonings will be determined by the availability of enabling infrastructure to service development.

Future development in the Orchard Hills Precinct should be consistent with the indicative Structure Plan at Figure 2 and the following planning principles:

1. **Infrastructure provision** – ensure required infrastructure will be in place to support development and the proposal is capable of connecting to and integrating with existing or planned services and infrastructure. This includes social infrastructure needs, including open space, community space, and schools.
2. **Access** – ensure a high level of access and connectivity will be provided, and that all road infrastructure can be provided to provide suitable access to proposed development. Proposals must demonstrate how they will connect to the existing and planning road hierarchy within the Orchard Hills Precinct.
3. **Services and amenity** – ensure new local and neighbourhood centres are well-located to provide a hierarchy of walkable and connected neighbourhoods with access to local services. Plan for the co-location of new public domain, open space and community facilities with new local centres.
4. **Environmental protection** – ensure the retention and protection of high value environmental areas, such as remand bushland and waterways and avoids potential impacts to areas with ecological, cultural and biodiversity value.
5. **Managing hazards and risk** – manage potential land use conflicts with surrounding land uses and ensure that residential development is compatible with any hazard affecting the land, such as flooding and bushfire.
6. **Housing need and diversity** – ensure a variety of dwelling types will be provided to meet identified housing need. Provide for a range of housing types and densities across the Orchard Hills Precinct.

2.5 The Indicative Layout Plan

An Indicative Layout Plan, specific to each Precinct, is contained in the relevant Schedule. The Indicative Layout Plan forms the basis for urban development in the Precinct by setting out:

- The indicative road network and movement hierarchy.
- Open space and recreation areas, landscaping and tree canopy outcomes
- Infrastructure servicing requirements including stormwater drainage.
- The location and distribution of land uses including residential, education and community facilities, open space, retail and employment lands.
- Areas requiring further consideration or protection due of environmental, landscape or heritage values.
- The types of housing to be delivered across the Precinct to ensure a diverse range of housing. Objectives

A. Objectives

a. To ensure that development in a Precinct occurs in a coordinated manner consistent with the Orchard Hills Structure Plan and the relevant Precinct Plan.

b. To ensure that infrastructure, services and amenities can accommodate population growth.

B. Controls

1. All development applications are to be generally in accordance with the Indicative Layout Plan.
2. The consent authority will consider the extent to which the proposed development is consistent with the Indicative Layout Plan, including any cumulative impacts on existing and planned infrastructure, and services and amenities provision.
3. Proposed variations to the general arrangement of the Indicative Layout Plan must be consistent with the Precinct Vision and Development Principles, to the satisfaction of the consent authority.

2.6 Designing with Country

A. Objectives

a. Acknowledge, respect, celebrate, and heal Dharug Country.

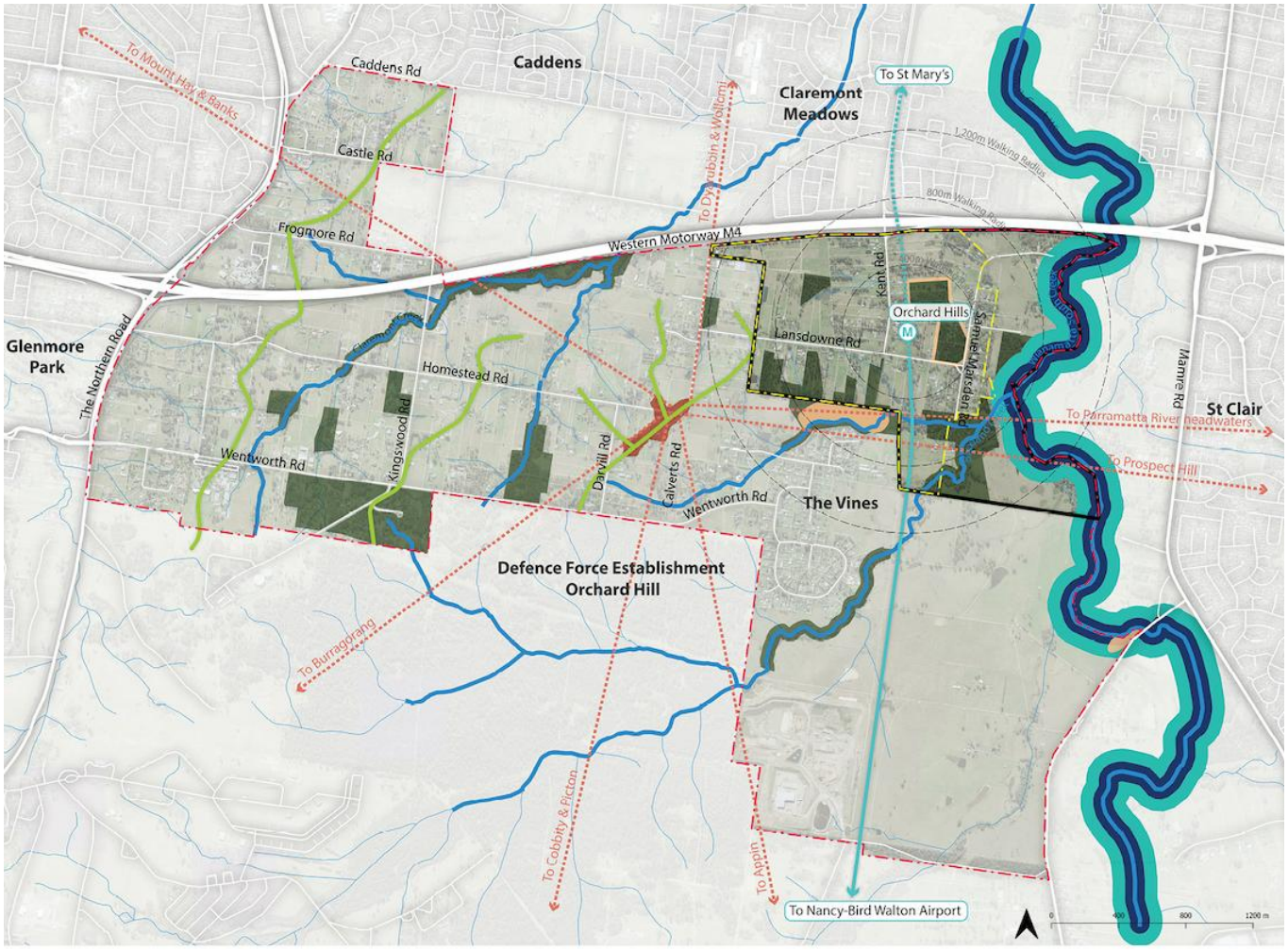
b. Embed and promote Aboriginal knowledge in the built and natural environment.

c. Support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal cultural knowledge.

B. Controls

1. Design of development is to consider the Connecting with Country map in the *Aboriginal Engagement Outcomes Report* (GHD Zion Waters, 2023) shown in Figure 3, and the *Connecting with Country Framework* (Government Architect NSW, 2023).
2. Engagement with Aboriginal communities should be thoughtful, proportionate, and focused to prevent over-consultation and consultation fatigue. The *Connecting with Country Framework* (Government Architect NSW, 2023) should be followed.
3. Cultural heritage items and significant areas, such as riparian corridors in the precinct, are to be protected and made accessible to Aboriginal people so that they can maintain a connection to Country.
4. Subdivision and development design should follow the lead of Country and work with it, not override it, respecting the cultural significance of high points, ridgelines, and natural topography. This includes avoiding excessive fill, respecting flood plains, and preserving view corridors.
5. Integration of Indigenous design practices into subdivision and development design is encouraged. Aboriginal people are to lead or co-lead all Indigenous design elements. This is to be undertaken consistent with the approaches in the *Connecting with Country Framework* (Government Architect NSW, 2023).
6. Use signage, surface treatments, walls, and artwork to tell the story of Country and its peoples.
7. Where possible, use Aboriginal language or implement dual naming in the built environment, including streets, public places, community facilities and wayfinding signage.

8. Where appropriate, incorporate storytelling elements into wayfinding devices, to both orientate people to Country today as well as inform them of the stories and history that came before.
9. Provide communal and public outdoor spaces with areas to celebrate culture such as a viewing, yarning, or sitting place with references to local design. The design of these spaces and the facilities provided should be responsive to community need.



Legend

- Orchard Hills Precinct boundary
- Wider Stage 1
- Revised Stage 1 rezoning area
- Metro line (above ground)
- Metro line (below ground)
- Proposed Orchard Hills Station
- Major roads
- Existing roads
- Culturally significant creek - Wianamatta
- Culturally sensitive creeks
- Culturally sensitive ridgelines
- Culturally sensitive areas
- Cumberland Conservation Plan - Avoided land
- Highview cultural site
- Cultural sight lines

Figure 3 Connecting with Country Map

2.7 Site Planning and Subdivision

A. Objectives

a. To provide for a range of lot sizes that caters for a diversity of housing and employment opportunities.

b. To ensure lots are oriented and suitably dimensioned to enable buildings to appropriately address streets, open spaces and the public domain.

c. To ensure lots are appropriately oriented and dimensioned to minimise or mitigate amenity and environmental impacts, such as overshadowing and privacy loss from future built form and loss of significant vegetation.

d. To encourage the retention of significant existing vegetation.

e. To address environmental constraints, including flooding, drainage, slope, erosion and land within, or adjacent to, natural resource sensitive land and to ensure that any future development will not be subject to an unacceptable level of risk from natural hazards.

f. To ensure that development does not unreasonably restrict the orderly development of land.

B. Controls

Site Planning

1. An application for subdivision must provide a detailed site analysis and demonstrate the following:
    a) integration with the natural and physical features of the site including slope and orientation of land
    b) opportunities for solar and daylight access to dwellings and open space
    c) design of roads and access ways to provide suitable access
    d) retention of special qualities such as trees or views
    e) availability of utilities and services
    f) provision of adequate site drainage
    g) suitability of each proposed lot for its intended use
    h) adequacy of each lot to accommodate minimum deep soil, landscaping and tree canopy requirements
    i) relationship to adjacent development and / or subdivision patterns
    j) any potential land use conflict and measures to minimise any potential impacts, such as noise.
2. Subdivision design is to enable the conservation of natural and landscape features, including important fauna habitats, rare or threatened plant habitats, and designated biodiversity areas.
3. Existing vegetation and natural drainage lines should be retained and enhanced, wherever possible.
4. Applications for subdivision are to demonstrate that each of the proposed allotments can support proposed development/buildings.

5. Applications should be accompanied by landscape plans indicating proposed landscaping (including streets and how they are positioned so as not to compromise the effectiveness of street lighting) and parking arrangements.
6. New allotments should be located to protect, enhance or conserve areas of high scenic or recreational value.
7. Lots are to be relatively regular in shape, irregular shaped allotments with narrow street frontages are to be avoided.
8. Battle-axe lots are discouraged and should be avoided where possible.
9. Subdivision design is to facilitate the precinct road network and hierarchy.
10. Subdivision design is to ensure that the subdivision layout and road design allows for connections to the existing or proposed road network on adjoining sites as well as to utilities infrastructure. Subdivision design is to align with the road layout and road design requirements in Section 2.18.
11. Lots should be orientated and aligned to:
    a) Ensure future buildings face public roads to increase visual surveillance and to avoid streetscapes with loading docks and long blank walls
    b) Facilitate energy efficient building design and high amenity buildings
    c) Enable buildings to have frontage to the public domain, open space and riparian corridors.
    d) Where practical, provide for relatively longer north/south lots and wider east/west lots in order to maximise solar access and minimise overshadowing of adjoining properties.
12. The development application must demonstrate that any overland flow across the site will be appropriately managed as part of the development and that flow connection to the trunk drainage network by adjoining developments will not be impeded by the development.
13. The subdivision design should consider the following and incorporate measures to address:
    a) The potential impacts of any future development on water catchments and surface water quality.
    b) The potential impacts of any future development on watercourses, riparian corridors and wetlands or other environmentally sensitive areas. Lot design may need to facilitate the fronting onto riparian land to facilitate surveillance and prevent degradation of these areas.
    c) The potential for flood risk and damage to life and property and the need to provide safe emergency access/egress from the site.
    d) Issues arising from stormwater and drainage requirements.
    e) The potential for the site design to incorporate features of water sensitive urban design.
14. Subdivision design must demonstrate provision for adequate firefighting vehicle access to all lots adjoining *Cumberland Plain Conservation Plan* (NSW Department of Planning and Environment, 2022) *avoided lands* in line with *Planning for Bushfire Protection* requirements.
15. Boundary fencing between development and *Cumberland Plain Conservation Plan* (NSW Department of Planning and Environment, 2022) *avoided lands* must be consistent with the *Cumberland Plain Conservation Plan Mitigation Measures Guidelines* and be fire-resistant, non-combustible and permeable.

2.8 Infrastructure and Servicing

A. Objectives

a. To ensure that development proceeds in an orderly and efficient sequence, aligned with the efficient delivery of necessary supporting infrastructure.

B. Controls

1. The sequencing of development is to align with current and planned utilities capacity, including available sewer, water and electricity capacity in each stage.
2. All development is required to demonstrate, to the satisfaction of the consent authority, that arrangements have been made for all essential services and infrastructure to be provided when required to service the development.
3. Each development application is to demonstrate sufficient capacity or provision of infrastructure necessary to service the development. This includes, but is not limited to:
    a) Electricity
    b) Water and wastewater
    c) Stormwater drainage
    d) Traffic and transport infrastructure
    e) telecommunication
4. A Utilities Plan is to be submitted with subdivision development applications demonstrating satisfactory arrangements for the delivery of utilities and services connections.
5. Utilities are to be accommodated in the road reserve, but not under road, unless otherwise required by the relevant utility authority. The design of roads will need to take this into consideration.
6. Electricity and telecommunication mains are to be placed underground.
7. Supporting infrastructure required to service the development is to consider future development adjacent to and linked to the site. The provision of infrastructure is to ensure that any disruption to new roads and services is minimised for future development.
8. Where possible, services (including easements) should not be located in areas where vegetation will be removed or damaged.

2.9 Stormwater Management

The broader Orchard Hills Precinct encompasses two major water catchments - the Hawkesbury Nepean Catchment to the west and the Wianamatta-South Creek Catchment to the east.

Stormwater management controls apply specifically to each catchment in accordance with the areas shown in Figure 4 and development controls in this Section.

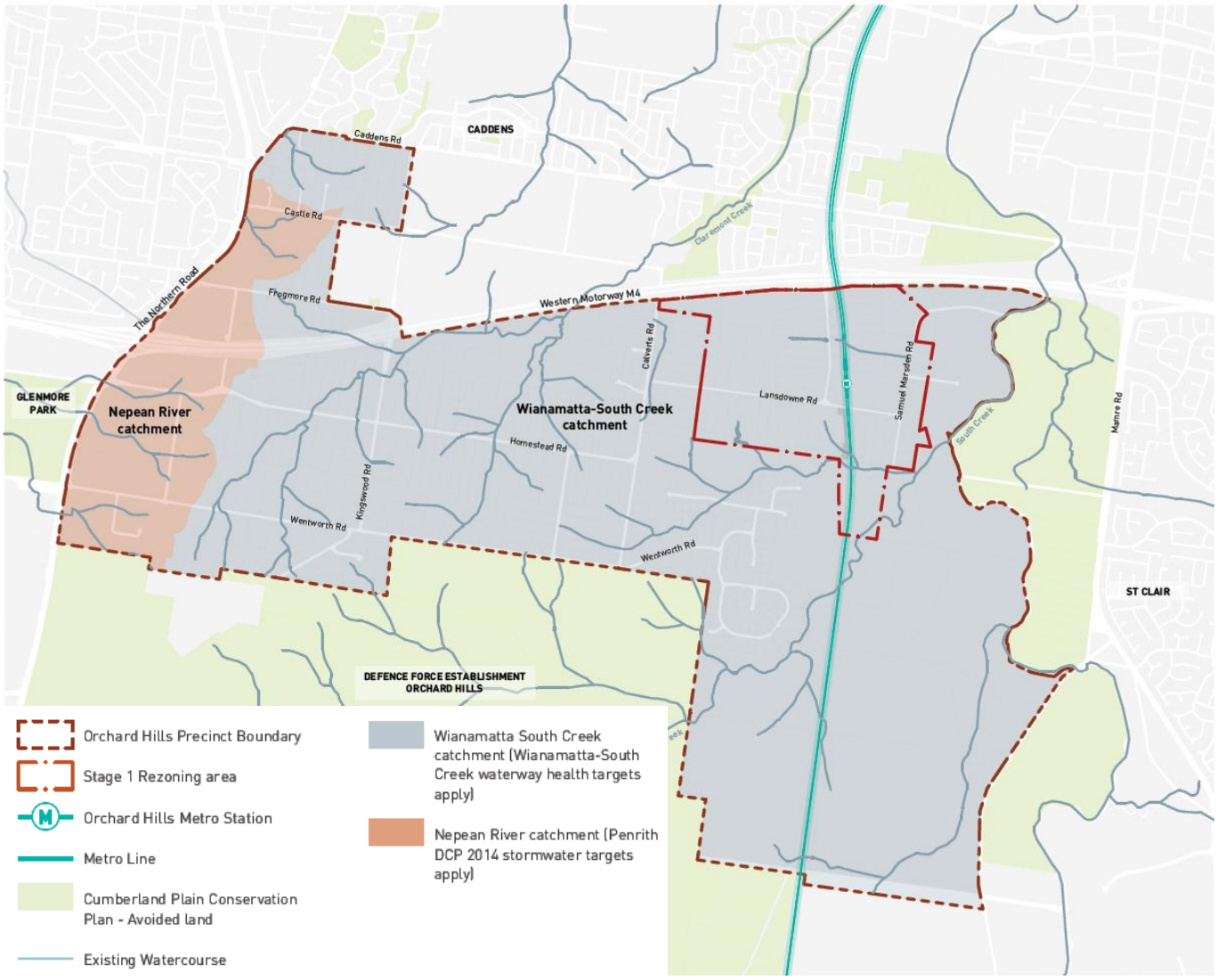


Figure 4 Water Catchment Map

Most of the Precinct is part of the Wianamatta-South Creek system, an intermittent waterway that is sensitive to changes in flow and water quality. Protection and restoration of creek health, ecology and biodiversity is a key policy for future development and delivery of the Blue-Green Infrastructure Network in the catchment. By improving and maintaining waterway health we can optimise environmental outcomes and promote healthy and resilient communities.

Waterway objectives (flow and water quality) have been established for the protection of waterways in the Wianamatta-South Creek catchment (refer to the *Wianamatta-South Creek Stormwater Management Targets* (NSW Department of Planning and Environment, 2022)), in line with the Western Parkland City District Plan and NSW Government *Risk-based Framework for considering Waterway Health Outcomes in Strategic Land-use Planning Decisions* (NSW and Office of Environment and Heritage, 2017). In addition, the NSW Government has prepared technical notes and guidance documentation on the modelling parameters and software packages that can be used to demonstrate compliance with these objectives and the controls below (refer to the *Technical Guidance for Achieving the Wianamatta-South Creek Stormwater Management Targets* (NSW Department of Planning and Environment, 2022)).

A. Objectives

b. To protect, maintain or restore waterway health within Wianamatta-South Creek and its tributaries by managing development impacts.

c. To ensure the waterway objectives (flow and water quality) for Wianamatta-South Creek are achieved.

d. To ensure integrated land use and water cycle management outcomes.

e. To ensure the design and delivery of infrastructure, servicing and development is sustainable through encouraging the use of recycled water, optimising stormwater management and maximising efficiency in the use of potable water.

f. To safely and effectively convey stormwater flows from urban areas to the existing waterways or stormwater treatment infrastructure.

g. To protect groundwater quality and availability.

h. To consider whole of life costs and ease of maintenance in water planning.

i. To avoid urban development stormwater assets in *Cumberland Plain Conservation Plan* (NSW Department of Planning and Environment, 2022) *avoided lands*

B. Controls

Wianamatta-South Creek catchment

1. Development is to deliver the waterway objectives (flow and water quality) as set out in the *Wianamatta-South Creek Stormwater Management Targets* (NSW Department of Planning and Environment, 2022) and *Technical guidance for Achieving Wianamatta South Creek Stormwater Management Targets* (NSW Department of Planning and Environment, 2022).
2. Where temporary detention basins are required, these are to be constructed and maintained by the developer until such time as the ultimate operational detention basins are in place. Developers will be required to connect temporary basins to the operational detention basins.
3. Stormwater management plans are to be prepared for development applications to demonstrate how the quantity and quality of urban run-off as a result of development will be managed. Stormwater management plans are to demonstrate how they will integrate with other plans already in place within the Orchard Hills Precinct.
4. All development is to incorporate water sensitive urban design (WSUD). A WSUD strategy is to be submitted as part of any subdivision development application in accordance with Penrith City Council's *Water Sensitive Urban Design Policy* (Penrith City Council, 2013).
5. The design and mix of WSUD infrastructure shall consider ongoing operation and maintenance. Subdivision applications must include a detailed lifecycle cost assessment and maintenance plan for WSUD measures.
6. Stormwater detention is to reduce post development flows to less than pre-development levels at key comparison locations. It should be demonstrated that there will be no increase in runoff from the site as a result of the development under all durations for all storm events up to and including the 1% AEP with allowance for climate change.
7. Erosion control and bank stabilisation measures are to be incorporated within the riparian corridor where required.
8. Development must not significantly adversely impact soil salinity or sodic soils and shall balance the needs of groundwater dependent ecosystems.
9. Development shall make provision for future connection to a reticulated recycled water scheme by:

a) Bringing a purple pipe for recycled water to the boundary of the development

b) Designing water reticulation systems within the development to standards appropriate for future connection to a reticulated recycled water system.

Hawkesbury Nepean catchment

10. Runoff must not be discharged into bushland areas, including threatened ecological communities.
11. Pipe outlets shall be treated with measures to dissipate stormwater velocity, except where waters enter a formed channel or similar structure that is unlikely to be damaged by water flowing in at high velocity.
12. Permeable ground surfaces are to be maintained as far as possible, and where suitable conditions exist, stormwater is to be infiltrated on-site.
13. Penrith Council's *Stormwater Drainage Specification for Building Developments* (Penrith City Council, 2016) provides details on drainage requirements including on-site detention, new drainage systems and the like.
14. The development of any lot should take into account the existing drainage patterns of the area, including any localised ponding, and whether the proposed development is likely to affect access to the site, drainage on adjoining properties, localised nuisance flooding on adjoining properties and natural overland flow or drainage paths.
15. All development is to incorporate water sensitive urban design (WSUD). A WSUD strategy is to be submitted as part of any subdivision development application in accordance with Penrith City Council's *Water Sensitive Urban Design Policy* (Penrith City Council, 2013).
16. If the site does not have access to Council's stormwater drainage system, all drainage should be designed to ensure that the intensity, quantity and quality of surface runoff is not detrimental to downstream properties and watercourses. A legal point of discharge will be required.
17. If the site has access to Council's stormwater drainage system, all roof and surface water that is not recycled for use on the site must be discharged into Council's stormwater drainage system. No surface drainage will be permitted to discharge across Council's footways or reserves or enter adjoining land.
18. The applicant should demonstrate how existing soil type and associated constraints (e.g. salinity and poor percolation) have been considered in the drainage design.
19. Adequate stormwater systems shall be designed and constructed to ensure that, for all rainwater events up to and including the 1:100 Average Recurrence Interval (ARI) event, new developments and redevelopments do not increase stormwater peak flows in any downstream areas.
20. On-site stormwater detention systems must release water after any rainfall event to maximise future capacity and, therefore, cannot include rainwater tanks, water retention basins or dams.
21. Detention storage is to be located at a level that is above the 1:5 ARI flood level.
22. Any new piped drainage system shall be designed to control minor stormwater flows under normal operating conditions for an ARI of 5 years.

23. Any new drainage system shall be designed to control major stormwater flows under normal operating conditions for the 1% AEP event.
24. Council's Stormwater Drainage Specification for Building Developments provides details on drainage requirements for on-site detention.

2.10 Flood Risk Management

A. Objectives

a. To ensure development in the floodplain is consistent with the NSW Flood Prone Land Policy and principles in the NSW Government *Flood Risk Management Manual* (NSW Department of Planning and Environment, 2023).

b. To ensure floodplain risk management minimises the potential impact of development on the aesthetic, and ecological values of waterways.

c. To ensure development does not alter flood behaviour resulting in significant adverse impacts to surrounding properties, land uses and infrastructure.

d. To enable safe occupation and evacuation of flood prone land.

e. To ensure development is compatible with flood hazard and flood behaviour.

f. To avoid significant adverse or cumulative impacts on flood behaviour and environment.

B. Controls

1. A comprehensive Flood Impact Risk Assessment (FIRA) (prepared by a qualified hydrologist and hydraulic engineer) is to be submitted with development applications on land within the flood planning area.
2. The applicant shall be required to demonstrate that:
    a) The development will not increase the flood hazard or risk to other properties
    b) The structure of the proposed building works shall be adequate to deal with flooding situations
    c) The proposed building materials are suitable
    d) The buildings are sited in the optimum position to avoid flood waters and allow safe flood access for evacuation
    e) The proposed redevelopment will not expose any resident to unacceptable levels of risk or any property to unreasonable damage.
3. For residential development, floor levels of habitable rooms must be at or above the flood planning level.
4. Basement entries are to be above flood planning level.
5. For industrial or commercial development, floor levels should be above the flood planning level, or the buildings must be flood-proofed to a least the flood planning level.
6. For industrial or commercial development, if floor levels are below the flood planning level, the following matters must be addressed:
    a) The nature of the business to be carried out

b) The frequency and depth of flooding

c) The potential for personal and property loss

d) The utility of the building for its proposed use

e) Whether the filling of the site or raising of the floor levels would render the development of the property unworkable or uneconomical

f) Whether the raising of the floor levels would be out of character with adjacent buildings

g) Any risk of pollution of water from storage or use of chemicals within the building.

h) Any portion of the proposed building subject to inundation shall be built from flood compatible materials.

7. All lots created by subdivision are to have a portion of the lot that can be built upon above the flood planning level.
8. Any subdivision of lots must demonstrate that a flood free building envelope and safe internal access from/to the public road can be provided. The building envelope for residential development should be flood free to at least the flood planning level. Evidence of this must be provided as part of any application.
9. Flood safe access and emergency egress shall be provided to all new developments.
10. The lowest floor level of habitable rooms shall be not more than 3.0m above ground level.
11. Any portion of buildings subject to inundation shall be built from flood compatible materials.
12. Flood safe access means access that is generally considered satisfactory when the depth of flooding over vehicular driveways and roads is limited to approximately 0.25m with low velocities.
13. All services associated with the development shall be adequately flood proofed.
14. Consideration must be given to *Penrith Overland Flow Flood 'Overview' Study* (Penrith City Council, 2006) and impact on any overland flow path. Development is required to demonstrate that any overland flow is maintained for the 1% AEP overland flow. A merit-based approach will be taken when assessing development applications that affect the overland flow.
15. Penrith Council's *Stormwater Drainage Specification for Building Developments* (Penrith City Council, 2016) provides information on the details required in the preparation of an overland flow study.
16. Filling of all land below the flood planning level should be minimised. Where filling is proposed, the following criteria must be met:

    a) The potential for cumulative effects of possible filling proposals in that area is minimal

    b) There are alternative opportunities for flood storage

    c) The development potential of surrounding properties is not adversely affected by the filling proposal

    d) The flood liability of buildings on surrounding properties is not increased

    e) No local drainage flow/runoff problems are created by the filling

    f) The filling does not occur within the drip line of existing trees.

2.11 Biodiversity and Riparian Corridors

A. Objectives

a. To ensure important natural features inform development of the Precinct.

b. To protect, restore and enhance the environmental values and functions of the environmental biodiversity areas, watercourses and riparian corridors and open space.

c. To protect remnant vegetation to preserve threatened flora and fauna species and threatened ecological communities and provide additional pockets of native vegetation that inter-connects with the open space areas.

d. To develop land consistent with the required outcomes of the *Cumberland Plain Conservation Plan* (NSW Department of Planning and Environment, 2022).

B. Controls

1. Development is to be designed to retain existing bushland and fauna habitats, including where corridors and linkages are determined as habitats.

2. Existing native vegetation in riparian corridors is to be protected, and corridors revegetated to provide habitat and movement for flora and fauna species.

3. Strahler Order 1 watercourses that have been assessed as not having the characteristic features of a watercourse (in accordance with the *Orchard Hills Stage 1 riparian corridor declassification and top of bank assessment* (Biosis APEM Group, 2025)) may be re-constructed and/or piped, providing stormwater modelling demonstrates the pipe and street network is capable of accommodating flows up to and including the 1% AEP with allowance for climate change storm event.

4. Development applications on land identified as *certified urban capable land* in the *State Environmental Planning Policy (Biodiversity and Conservation) 2021* are required to demonstrate how the development is consistent with the *Cumberland Plain Conservation Plan Mitigation Measures Guideline* (NSW Department of Planning and Environment, 2022).

5. Development applications outside of land identified as *certified urban capable land* in the *State Environmental Planning Policy (Biodiversity and Conservation) 2021*, and where an assessment finds that there is likely to be a significant effect on threatened species, are to include a Biodiversity Development Assessment Report (BDAR), with reference to the specific requirements under the *Biodiversity Conservation Act 2016*.

6. Development applications on land that contain a riparian corridor are to include a Vegetation Management Plan (VMP) that demonstrates consistency with the management and rehabilitation actions of the *Orchard Hills Precinct Plan Riparian Vegetation Management* Strategy (Biosis APEM Group, 2026) or other relevant strategy or requirements adopted by Council.

7. For development near biodiversity corridors and areas of remnant native vegetation, the following is to be addressed:

    a) New development is to be located, designed and constructed to prevent or minimise, as far as possible, adverse impacts on native vegetation, fauna and habitat.

    b) The layout of new development is to:

i. Ensure low intensity land uses are situated directly adjacent to the biodiversity corridor or area of remnant native vegetation;

ii. Ensure viability and functionality of the biodiversity corridor or area of remnant native vegetation;

iii. Maximise connectivity to neighbouring biodiversity corridors;

iv. Maximise connectivity to other areas of remnant native vegetation retained on-site or on neighbouring sites;

v. Ensure retained vegetation is configured to provide low edge-to-area ratios and avoid narrowing or bottlenecks within the biodiversity corridor;

vi. Ensure associated road infrastructure avoids core vegetation, or where not possible, provides for wildlife under/overpasses and minimises the intrusion, length and width;

vii. Where possible mitigate or prevent the impact of light pollution on fauna and habitat in adjacent biodiversity corridors and areas of remnant native vegetation.

2.12 Tree Canopy and Urban Heat

A. Objectives

a. To ensure development provides landscaping and deep soil areas to ensure the optimal long term health of trees, plants, vegetation and contribute to the overall tree canopy target for the Precinct.

b. To encourage development that integrates existing trees and other vegetation into the planning, design, development and construction process.

c. To retain and enhance existing vegetation and canopy coverage to reduce the impact of urban heat on the community.

d. To deliver appropriate quality and quantity of vegetation as green infrastructure with an integrated design approach to reduce development's contribution to the urban heat island effect.

e. To maintain and enhance canopy cover to address urban heat, contribute to local amenity, reduce air pollution, support biodiversity and improve community health and wellbeing.

f. To provide for new trees and where practical retain existing trees as landscape elements to ensure the community benefits from urban amenity, cooler neighbourhoods, improved air and water quality and enhanced biodiversity.

g. To ensure that opportunities for increased tree canopy cover are provided to maximise comfort and enhance the liveability, health and well-being of both the community and the environment.

h. To recognise the importance and function of trees and other vegetation for cooling.

B. Controls

Tree canopy – Precinct wide target

1. The overall tree canopy target for Stage 1 of the Orchard Hills Precinct is 40%.

2. All development is to achieve the minimum tree canopy requirements in Table 2 and Table 3, and consider how the design of the public domain, streets, and development on private land contributes toward the overall tree canopy target being achieved across the Precinct.

Tree Canopy – Streets and Open Space

3. Canopy cover for streets and open spaces is to be provided as per Table 2.
4. Tree planting is to be supported by understory planting with vegetation to be clustered to improve its cooling effect.

Table 2 Urban tree canopy requirements for public land

Public domain type	Description	Canopy cover
Residential streets (12m-20m reserve)	Existing residential street with overhead powerlines	40%
	Existing residential street with underground powerlines	50%
	New residential street with underground powerlines	70%
Industrial street (20m-25m reserve)	New industrial street with underground powerlines	60%
Open space (>5 hectares)	Without sports fields/courts	45%
	With sports fields/courts	45%

Tree Canopy – private land and development lots

5. Development must provide tree planting consistent with the percentage tree canopy requirements or the tree planting rates in Table 3 and tree size categories in Table 4 whichever is greater.
6. Development shall not reduce the existing amount of canopy coverage provided.
7. Existing mature trees located within developable areas should be conserved on site to contribute toward canopy cover.
8. Tree planting should be located where there is connectivity with surrounding vegetation or a habitat "stepping stone" (i.e. small patch of vegetation/habitat 100m2 or greater in size).

Table 3 Tree Canopy, Deep Soil and Tree Planting Requirements for private land

	Minimum Tree Canopy Target (% site area)	Minimum Deep Soil (% site area)	Minimum Tree Planting Rates* in Deep Soil Area
Detached dwellings			
Less than 300m²	20%	20%	For every 200m² of site area, or part thereof at least one small tree
300-600m²	25%	25%	For every 250m² of site area, or part thereof at least one medium tree
Over 600m²	30%	30%	For every 350m² of site area, or part thereof at least 2 medium trees or one large tree
Attached dwellings, Dual Occupancies, Terraces (applied on each proposed dwelling)			
Less than 150m²	15%	15%	At least one small tree
150-300m²	20%	20%	For every 200m² of site area or part thereof, at least one small tree
Over 300m²	25%	25%	For every 225m² of site area or part thereof, at least one medium tree
Multi-dwelling housing (applies to the whole development)			
Less than 1,000m²	20%	20%	For every 300m² of site area or part thereof, at least one medium tree
1,000-3,000m²	25%	25%	For every 200m² of site area or part thereof, at least one medium tree
Over 3,000m²	30%	30%	For every 350m² of site area or part thereof, at least two medium trees or one large tree
Apartments and Shop Top Housing– (aligned to design guidance under Objective 3E in the *Apartment Design Guide* (NSW Department of Planning and Environment, 2015))			
Less than 650m²	15%	7%	For every 350m² of site area or part thereof, at least 1 small tree
650-1,500m²	15%	10%	For every 350m² of site area or part thereof, at least 1 medium tree
Over 1,500m²	20%	15%	For every 575m² of site area or part thereof, at least 2 medium trees or 1 large tree

	Minimum Tree Canopy Target (% site area)	Minimum Deep Soil (% site area)	Minimum Tree Planting Rates* in Deep Soil Area
Urban Services (E3 Zone)			
Industrial			
All lots	15%	10%	For every 400m^2 of site area or part thereof, at least two medium trees or one large tree
On-Grade Car Park	One medium tree should be planted in every fifth car parking space provided. The tree is to be in a planted zone of 13 m^2 – the equivalent of a car parking bay area. Trees should be evenly distributed in a chequerboard fashion to increase shading.		

*Development can meet urban tree canopy requirements by planting trees in line with the tree planting rate or by planting a combination of trees that achieve the minimum tree canopy percentage cover. The required number of trees that will meet minimum tree canopy percentage cover can be calculated by using the assumed canopy area of small, medium and large trees in Table 4.

Table 4 Tree size categories

Tree category	Minimum diameter spread	Minimum canopy area
Small tree	6m	28m2
Medium tree	8m	50m2
Large tree	12m	113m2

Tree Canopy – subdivision and development requirements

9. Development applications for subdivision are required to demonstrate the approaches and specific measures proposed in support of achieving the canopy cover targets, on both public and private land, including but not limited to, the creation of contiguous/consolidated deep soil zones within and between properties, and the location, species, and minimum pot size of proposed canopy cover trees for the following areas:
    a) Roads (both existing and proposed) including allowing for street lighting, corners, driveways and other constraints
    b) Areas of open space (including any areas of car parking).
    c) Drainage basins, bushland areas and riparian corridors (existing and proposed).
    d) Future development allotments.
10. Development applications are to demonstrate:
    a) The provision of new trees and retention of existing trees on the proposed development site to contribute to canopy targets.

b) That existing trees have been incorporated into the design and protected to enhance amenity and provide established tree canopy across the development.

c) Whether an efficient water source for trees has been incorporated into the development design.

d) Provision of sufficient deep soil zones for optimal tree health.

11. Applications for residential subdivision, mixed use and industrial development are to include a Tree Canopy Plan that demonstrates how the canopy cover target was calculated and how the target will be achieved and maintained.

Street trees and tree plantings

12. Street trees should have appropriate soil volumes, subsoil drainage and setbacks from buildings, footpaths, road/kerb and gutters and services to provide sufficient space for root and canopy development.
13. Street tree planting should be provided and integrate green and blue infrastructure in accordance with the NSW Government's Movement and Place framework.
14. Street trees are to be provided at a rate of one tree for every 10m of site frontage, rounded down to the nearest 10m. At least one tree must be provided. Where possible, trees should be of a scale sufficient to produce interlocking canopies.
15. Species selection should be appropriate to the character and constraints of the site, drought tolerant with low water requirements and provide canopy for shade.
16. Street trees planted on the streets running in an East to West direction are to be native trees and trees planted on streets running from North to South are to be deciduous.
17. Street trees are provided at minimum size of 75 litres and fitted with tree guards.
18. Trees and vegetation are to be strategically located to maximise shade and reduce urban heat island effects, especially in areas with high pedestrian activity.
19. All trees, including street trees, should be located to consider:

    a) integration with development design to produce improved cooling effects through measures such as maximisation of shade provided to exposed building walls, hard surfaces, and pedestrian walkways,

    b) any disruption of solar access for solar panels on existing or adjoining present and future development should be minimised,

    c) whether there is appropriate soil area for root volume,

    d) any services or utilities infrastructure within the road reserve, such as power poles, overhead wires, drainage inlet pits, existing street trees and any existing driveways, and

    e) requirements in the Penrith *Street and Park Tree Management Plan* (Penrith City Council, 2019).

20. Tree planting is to incorporate species endemic to the Cumberland Plain, if appropriate.

Deep soil – dimensions and definition

21. Development must provide deep soil areas on site in line with Table 3, at a minimum dimension of 3m x 3m.

22. Minimum deep soil dimensions and criteria use the following deep soil definition:

    Deep soil is a landscaped area connected horizontally to the soil system and local ground water system beyond and is unimpeded by any building or structure above or below ground with the exception of minor structures. Deep soil zones with a minimum dimension of 3m allows sufficient space for the planting and healthy growth of new trees that provide canopy cover and assist with urban cooling and infiltration of rainwater to the water table. Deep soil also allows for the retention of existing trees.*

    ** Minor structures are defined as*

    a. path, access ramp or area of paving with a maximum width up to 1.2m

    b. essential services infrastructure (such as stormwater pipes) with a maximum diameter up to 300mm

    c. landscape structures (such as lightweight fences, light poles or seating) requiring a footing with a maximum size of up to 300mm x 300mm in cross section.

    The 3m dimension in deep soil refers to 3m in every horizontal direction (length and width). This means deep soil is a minimum 9m^2 (3m x 3m)

23. Where site conditions allow, deep soil areas should be consolidated to one location on site for effective planting, derived from local parent geology, unobstructed by structures and services and connected to the local groundwater to assist with detention of stormwater.

Urban heat – design considerations

24. Buildings are to be designed in accordance with passive design principles.

25. Orientate buildings to take advantage of prevailing winds, natural ventilation, and solar access.

26. Provide western and northern facades with external shading devices to shield the building from hot summer sun, while allowing direct sunlight in winter.

27. Integrate green infrastructure into buildings, such as healthy vegetation, green walls, and irrigation in open spaces.

28. Utilise design features such as low heat conductive materials, appropriate insulation, light coloured roofs and wider eaves on northern and western facades to reduce passive internal heating of the building.

29. Dark coloured roofs which retain heat will not be supported.

30. All buildings and ancillary development are to minimise their contribution to the urban heat island effect by meeting the following requirements for cool roofs:

    a) Achieve the nominated Solar Reflectance Index (SRI) minimums:

        (i) for roof pitches less than 15, a SRI minimum of 64, with a minimum 3 year manufacturer guarantee.

        (ii) for roof pitches greater than 15, a SRI minimum of 34, with a minimum 3-year manufacturer guarantee.

        (iii) for rooftop terraces a SRI minimum of 28, with a minimum 3-year manufacturer guarantee.

31. Where concrete is used for walls in industrial, business, and commercial development and western walls are exposed, at least 50% of western elevations must be shaded from summer

afternoon sun using either design features or vegetation. Where there is a zero-lot setback, this control does not apply.

32. To mitigate the impact of heat rejection from mechanical cooling, units should not vent into areas where they may result in the heating of the public or private domain. This includes venting onto outdoor recreation spaces, windows of adjoining properties and hard surfaces that may retain heat including, paths, balconies, and courtyards.

33. All development must incorporate features to store water in the landscape.

2.13 Vegetation Management

A. Objectives

a. To protect and conserve the biodiversity values of trees and other vegetation.

b. To protect and enhance biodiversity corridors, landscape character and scenic values.

c. Recognise the importance and function of trees and other vegetation for cooling and shade.

d. To preserve existing trees and other vegetation where possible during the planning, design, development and construction process.

B. Controls

1. A person must not remove, clear, prune or otherwise cause harm to any tree or other vegetation prescribed by this Plan without an appropriate approval. This includes the following activities in relation to trees and other vegetation which are not permitted without approval:
    - Removal by cutting down, clearing, under scrubbing, thinning or any other method
    - Removal of bark around part of or full circumference of a tree trunk (i.e. ring-barking)
    - Cutting off the top of a tree to reduce its height (i.e. topping)
    - Cutting off branches on one side of a tree (i.e. lopping)
    - Cutting off or pruning branches greater than 50mm diameter
    - Cutting, removal or otherwise damaging the roots or root system
2. A Vegetation Permit is not required if works are carried in out in accordance with an exemption as detailed in Control 5.
3. Prescribed trees or other vegetation covered by this section of the Plan includes:
    a) Any native tree (both living and dead) or other vegetation that is on land zoned C2 Environmental Conservation in the *Penrith Local Environmental Plan* (LEP) *2010* Land Zoning Map, or on natural resources sensitive land identified in the *Penrith LEP 2010* Natural Resources Sensitivity Land Map.
    b) Any tree or other vegetation identified for tree retention for the purpose of habitat protection in accordance with the *Cumberland Plain Conservation Plan Mitigation Measures Guidelines*.
    c) In all areas, any native vegetation community including remnant native vegetation.
    d) In all areas, any tree or other vegetation whether native or introduced having a height of 3.5 metres or more or a trunk diameter exceeding 100mm at 1400mm above ground level.

e) Any tree or other vegetation that is, or forms part of, a heritage item or is within a heritage conservation area.

f) Any tree or other vegetation that is culturally, socially or biologically significant or a unique specimen and has been formally recognised by an appropriate government authority (e.g. a significant tree or vegetation register).

4. A Vegetation Permit is not required for pruning or removal of:

a) a tree that is dead and is not habitat for native fauna.

b) a tree that is an imminent risk or threat to human life or property; deadwood that is not habitat for native fauna

c) a tree located within 3.0 metres of an external enclosing wall of a dwelling, as measured from the centre of the trunk at 1400mm above ground level.

d) an exempt tree species published by Penrith Council (refer to Penrith City Council website).

e) a tree or other vegetation that produce an edible fruit, excluding Australian natives and ornamental fruit trees.

f) a tree or other vegetation removed in accordance with the NSW Rural Fire Service *10/50 Vegetation Clearing Code of Practice* (NSW Rural Fire Service, 2015).

g) a tree or other vegetation within bushfire asset protection zones maintained in accordance with an approved Bushfire Risk Management Plan. The term 'asset protection zone' is defined in the NSW Rural Fire Service *Planning for Bushfire Protection 2019* guidelines.

h) a tree or other vegetation subject to written approval or direction from the NSW Rural Fire Service for the purpose of property protection and bushfire hazard reduction; a tree that will cause imminent damage to the structural integrity or function of an existing perimeter boundary fence on rural land.

i) a tree or other vegetation growing within an approved constructed dam or dam wall where maintenance is required to prevent impacts on structural integrity or function.

j) a tree or other vegetation where works are carried out in accordance with a Development Consent, or approval issued by the Native Vegetation Panel.

k) trees or other vegetation that grow within a timber plantation.

l) a tree or other vegetation that are on Council owned or managed land provided the work is undertaken by persons authorised by Council, and is in accordance with Council approved works, a Council policy or a Plan of Management, Australian Standard AS 4373 - 2007, *Pruning of Amenity Trees and statutory approvals* (Standards Australia, 2007).

m) a tree or other vegetation where action is required or authorised to be done by or under the *Electricity Supply Act 1995*, the *Roads Act 1993* or the *Surveying and Spatial Information Act 2002*.

n) a tree or other vegetation declared as weeds and covered by a Biosecurity Priority Weeds Plan prepared under the *Biosecurity Act 2015* and *Biosecurity Regulation 2017* (see the Department of Primary Industries and Hawkesbury River County Council websites).

o) a tree or other vegetation to control pests in accordance with a pest management plan prepared under the *Biosecurity Act 2015* and *Biosecurity Regulation 2017* (see the Department of Primary Industries website).

5. A Vegetation Permit is not required to prune a tree in accordance with Australian Standard AS 4373 - 2007, *Pruning of Amenity Trees and statutory approvals* (Standards Australia, 2007) providing:
    a) the branches to be pruned are no greater than 50mm diameter and the shape and structure of the tree will not be significantly modified.
    b) the branches to be pruned are within 3.0 metres a dwelling roof, and the final cut is only back to the nearest branch junction, or collar and the largest cut is no greater than 150mm in diameter.
    c) the branches to be pruned are located within 2.0 metres of ground level and the tree is greater than 6.0 metres in height, where the final cut is only back to the nearest branch junction or collar and the largest cut is no greater than 150mm in diameter.
6. In relation to trees causing property damage, it must be demonstrated (e.g. by a report from a practising qualified structural engineer) that the tree, its trunk, or its root system is causing damage to a structure and the damage cannot be controlled by measures such as the installation of a root barricade.
7. The siting and layout of a development is to consider the following:
    a) the location of trees and other vegetation (including on adjoining land) and opportunities for their retention.
    b) Buildings and Asset Protection Zones are to be sited on existing cleared land, where possible.
    c) Where a stand of trees is to be retained, any associated native understorey should also be retained.
    d) Trees and vegetation should be retained on steeply sloping sites (slopes greater than 20%) or where there is unstable soil to minimise erosion or geo-technical instability
    e) Trees and vegetation must be retained along watercourses
    f) An application is required to address the effect of the proposed development on existing vegetation, the landscape character and the scenic quality of the locality.
    g) Trees and vegetation must be retained where they shield existing or proposed buildings from views from public areas.
    h) Trees and vegetation must be retained where they form part of the landscape character of an area, including on or near ridgelines.
    i) Any proposed building or structure are to be located outside the tree protection zone for retained trees.
    j) Hard (or impervious) surfaces are not permitted under the drip line of any tree.
    k) Where possible services (and particularly pipes carrying water/moisture) are to be located outside the tree protection zone of any tree to be retained.
    l) Wherever trees or vegetation are removed (with consent) as a consequence of the development, an equal or greater number of replacement trees that grow to a similar or greater height or canopy should, where practical, be incorporated into the landscaping design of the new development.

8. Tree protection measures must be provided in accordance with Australian Standard AS 4970-2009, *Protection of trees on development sites* (Standards Australia, 2009).

2.14 Aboriginal Heritage

A. Objectives

a. To ensure Aboriginal cultural heritage is identified, protected and community understanding is enhanced.

b. To maintain access to identified Aboriginal cultural heritage (including scarred trees) for Aboriginal people so that connection and conservation can continue.

c. To maintain connections between cultural landscape features and identified elements of Aboriginal cultural heritage within the Precinct and the surrounding area.

B. Controls

1. An Aboriginal Cultural Heritage Assessment Report, prepared by a suitably qualified professional, must be submitted with subdivision development applications on land that exhibits areas of high and medium archaeological potential as identified in the Orchard Hills *Aboriginal Archaeological Assessment* (Extent Heritage, July 2024).
2. A subdivision development application on any land that contains a known item of Aboriginal cultural value must be submitted with the following:
    a) An Aboriginal Heritage Interpretation Plan. The Plan must be prepared in accordance with the relevant guidelines from the Heritage Council of NSW and in consultation with Council and the relevant Aboriginal stakeholders
    b) Where landscaping works are proposed, a Concept Landscape Plan must be prepared by a suitably qualified person and in consultation with Council and the relevant Aboriginal stakeholders.
3. Naming of local roads, parks and recreation areas are to feature reference to local Aboriginal culture and occupation of the land where relevant. The selection of names and locations should be identified in consultation with Council and the relevant Aboriginal stakeholders.
4. Any development application within land that contains a known Aboriginal cultural heritage site and/or areas of moderate and moderate–high archaeological potential must consider and comply with the requirements of the *National Parks and Wildlife Act 1974* and related guidelines.

2.15 Bushfire Management

A. Objectives

a. To minimise the risk to life, property and the environment in the event of a bushfire, including the lives of emergency personnel.

b. To ensure that all development on bushfire prone land makes adequate provision for access for emergency personnel, vehicles and equipment.

c. To balance the risk of bushfire to life and property with the other aims, objectives and controls in this section, including the need to protect and enhance existing vegetation.

B. Controls

1. A Bushfire Assessment Report, prepared in accordance with *Planning for Bushfire Protection 2019* (NSW Rural Fire Service, 2019), must accompany all development applications on land identified as bushfire prone land.
2. Asset Protection Zones must be consistent with the *Cumberland Plain Conservation Plan Mitigation Measures Guideline* (NSW Department of Planning and Environment, 2022).
3. Asset Protection Zones for development on certified urban capable land must be located wholly on *Cumberland Plain Conservation Plan* (NSW Department of Planning and Environment, 2022) *certified urban capable land*.
4. Asset Protection Zones must not encroach on to riparian corridors, public open spaces or *Cumberland Plain Conservation Plan* (NSW Department of Planning and Environment, 2022) *avoided lands*. Where an Asset Protection Zone is required within Lot 56 DP 29388 it may encroach on to the riparian corridor in accordance with *Controlled activities – Guidelines for riparian corridors on waterfront land* (NSW Department of Climate Change, Energy, the Environment and Water, 2025).

2.16 Earthworks and Retaining Walls

A. Objectives

a. To respond to the site's natural topography and general landform, minimising excavation and potential visual impacts.

b. To minimise cut and fill through site sensitive subdivision, road layout, infrastructure and building design.

c. To ensure that earthworks do not significantly adversely impact local drainage patterns or increase flooding impacts.

d. To consider the extent of earthworks when designing building blocks and lots that minimises use of cut and fill and retaining walls

e. To minimise the incidence of cut and full and alterations in finished ground levels after subdivision site grading works.

f. To encourage appropriate building design to suit the topography of lots.

g. To protect adjoining properties from potential structural instability by proposed excavation.

h. To lessen the visual impact of retaining walls on allotment boundaries.

B. Controls

1. Subdivisions and buildings must be designed to respond to the natural topography of the site and demonstrate that cut and fill is minimised.
2. Bulk earthworks excavation and retaining wall construction is to be completed as part of initial subdivision works as far as possible.
3. Development applications must include an Earthworks Plan detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.

4. Lots with a side cross slope exceeding 5%, must respond to the slope of the land with either split level, drop edge beam, or bearer and joist design (or a combination of these).
5. The applicant is to demonstrate:
    a) The proposed finished surface levels and gradients for the site.
    b) How the finished levels are integrated with nearby land.
    c) That the finished levels will enable the development to contribute to the achievement of the Wianamatta-South Creek waterway health targets detailed in the Integrated Water Cycle Management report for the Precinct.
6. All retaining walls on the boundaries of proposed lots are to be identified and proposed as part of the initial subdivision development application.
7. Lots with side retaining shall have the property boundaries aligned and not stepped. Where two adjoining (across rear boundary) lots both have side retaining walls, the property boundaries should preferably be aligned to minimise overall retaining wall heights.
8. All retaining walls that are proposed as part of a subdivision shall be designed by a practicing Structural Engineer and be of masonry or concrete construction.
9. Rear boundary retaining walls for development on slopes are not to exceed 1.5m in height.
10. Side boundary retaining walls for development on cross slopes are not to exceed 1.5m in height.
11. Tiered retaining walls shall be a maximum height of 1.8m.
12. Where tiered retaining walls are permitted, the minimum landscaped depth between each step is 1m.
13. The maximum height of a retaining wall on a front boundary should not exceed 1m. Retaining walls should not restrict access to a lot or impede service connections.
14. Retaining walls that front the public domain are to be integrated with the landscape design and to be set back at least 2m to allow screen planting in front of the walls.
15. Steep lots (>10% grade after retaining walls are considered) should have a minimum lot size of 450m2.
16. In cases where the front to back gradient across a block exceeds 10%, split level dwelling construction is required in addition to the benching of lots.
17. Split level roads should be considered to reduce gradients through lots.

2.17 Noise and Vibration

A. Objectives

a. To minimise the impact of existing and future noise and vibration sources on surrounding land uses.

b. To ensure that the amenity of all development, including residential development and other sensitive land uses is not adversely affected by road traffic or rail noise.

c. To ensure that the traffic associated with development does not significantly impact upon the amenity of surrounding land uses.

d. To ensure that the traffic associated with development does not have a significant noise impact on the existing road network.

e. To ensure that any subdivisions are designed to minimise noise impacts on any residential development or other sensitive land uses.

f. To ensure that the amenity of all development, including residential development and other sensitive land uses is not adversely affected by road traffic or rail noise.

g. To ensure that commercial and industrial development does not adversely impact on the amenity of neighbouring residential development and other sensitive land uses.

B. Controls

Road traffic noise

1. The siting and design of developments on land sited on, or within, Road Noise Buffer presented in Appendix A must be assessed for road noise impact in accordance with the *Development Near Rail Corridors and Busy Roads – Interim Guideline* (NSW Department of Planning, 2008) and, where appropriate, incorporate any recommendations into the design of the development.
2. All development, including subdivisions, must demonstrate that any impact of traffic noise from freeway, arterial, designated or collector roads complies with the standards and guidelines for road traffic noise prepared by the relevant State Government authorities or agencies, as well as relevant Australian Standards.
3. Council will not grant consent to development for sensitive land uses unless it complies with the provisions and standards for road traffic noise prepared by the relevant State Government authorities or agencies, as well as relevant Australian Standards.
4. Development for sensitive land uses must comply with the provisions and standards for road traffic noise prepared by the relevant State Government authorities or agencies, as well as relevant Australian Standards.
5. Where a site is likely to be affected by unacceptable levels of road traffic noise, the applicant is required to provide a Noise Impact Statement prepared by a qualified acoustic consultant.
6. The Noise Impact Statement should demonstrate acoustic protection measures necessary to achieve an indoor environment meeting residential standards, in accordance with EPA and Department of Planning Criteria, as well as relevant Australian Standards.

Rail noise and vibration

7. The siting and design of developments on land sited on, or within, Rail Noise Buffer (20 m of the Metro rail corridor) presented in Appendix A must be assessed for rail noise and vibration impact in accordance with the *Development Near Rail Corridors and Busy Roads – Interim Guideline* (NSW Department of Planning, 2008) and, where appropriate, incorporate any recommendations into the design of the development.
8. Residential development, residential subdivision or other sensitive land uses on land in the vicinity of a rail corridor must comply with the relevant standards and criteria set by the EPA and Department of Planning, as well as any relevant Australian Standards.
9. Council will not grant consent to any development which potentially has sensitive occupancies (such as residential, office or laboratory premises) and is proposed to be constructed within 20m of the rail line unless an assessment of the vibration impacts from the rail line has been carried

out. This is to be undertaken by a recognised acoustic consultant to demonstrate that the impact of vibration from the rail corridor will not significantly impact upon the future occupants of the development.

10. Where a site is likely to be affected by unacceptable levels of rail noise or vibration, the applicant is required to provide a Noise Impact Statement prepared by a qualified acoustic consultant.
11. The Noise Impact Statement should demonstrate acoustic protection measures necessary to achieve an indoor environment meeting residential standards, in accordance with EPA and Department of Planning criteria, as well as relevant Australian Standards and the provisions in *State Environmental Planning Policy (Transport and Infrastructure) 2021.*

Commercial and industrial noise

12. Development for industrial development, commercial development or licensed premises must demonstrate that:
    a) The development complies with the relevant State Government authority or agency standards and guidelines for noise, as well as any relevant Australian Standards.
    b) The development is not intrusive (as defined in the *Noise Policy for Industry* (NSW Environment Protection Authority, 2017)).
    c) Road traffic noise generated by the development complies with relevant traffic noise criteria.
    d) The development complies with relevant rail noise and vibration criteria.
    e) The development does not adversely impact on the amenity of the area or cause sleep disturbance.
    f) The development considers planned future residential development within the vicinity of the site to ensure potential impacts to future residents and residential uses are appropriately considered.
13. All development applications where the above controls are relevant are required to provide a Noise Impact Statement prepared by a qualified acoustic consultant.
14. The Noise Impact Statement should demonstrate acoustic protection measures necessary to achieve an indoor environment meeting residential standards, in accordance with relevant noise criteria, as well as relevant Australian Standards.

2.18 Transport, Access and Parking

A. Objectives

a. To establish a clear road hierarchy and permeable network of streets that promote safe, efficient and sustainable movement for all users, including pedestrians, cyclists, public transport, and private vehicles.
b. To encourage street types that accommodate multiple activities and with a hierarchy that responds the location and function of the street.
c. To maximise opportunities for tree canopy cover and street tree plantings in all streets.
d. To ensure the location and design of streets protects view lines and responds to landscape features and topography.

e. To provide a highly interconnected street network that establishes good internal and external access for residents, maximises safety, encourages walking and cycling, and supports public transport.

f. To promote and facilitate the use of public transport and reduce travel demand including the number of trips generated by development and the distances travelled, especially by car.

g. To promote and facilitate walking and cycling by establishing and maintaining high levels of amenity, safety and permeability

h. To reduce pedestrian and vehicle conflicts on development sites.

i. To facilitate an appropriate level of on-site parking provision

B. Controls

Street Network

1. Proposed roads must comply with the road configurations set out in Table 5 and the street sections at Figure 5 to Figure 10.

Table 5 Street types

Street type	Road Reserve(m)	Verge (m)	Flex zone (m)	Travel lane (m)	Pedestrian path (m)	Cycleway (m)	Planting (m)
Town Centre Bypass Road	36.1	4.4, 7.9	2x2.4	2x7	2x1.5m paths	1 x2.5m cycleway	1x5m, 1x2.5m, 2x1.5m planted areas (Cycleway buffer)
Connector Street	23	3.7, 7.7	2x2.3	7	2x1.5m paths	1 x2.5m cycleway	2x1.6m, 1x1.5m planted areas (Cycleway buffer)
Destination High Street	20m	2 x 4.4	2x2.1m	6.4m	2x 3.1m pedestrian zones	-	2x1.3m planted areas
Neighbourhood Street	18m	2. 3.9	2x2.1	6m	2x1.5m paths	-	2x1.8 planted areas
Residential Way	14m	-	1x2m	5.6m (shared zone)			1x 1.8m and 1x 2.8m planted areas
Civic Lane	7m	-	-	7m shared zone	-	-	Planting within shared zone.

Street cross sections

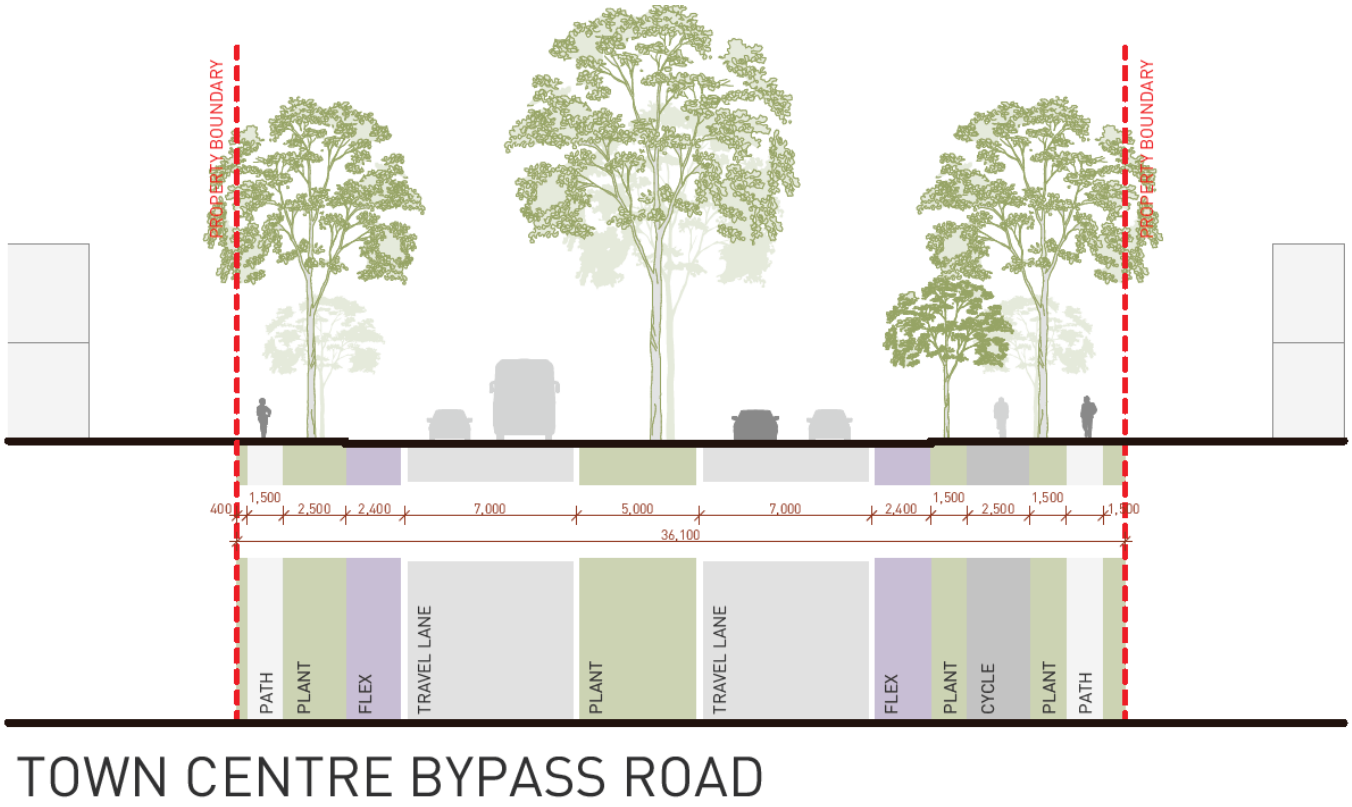


Figure 5 Town Centre Bypass Road section

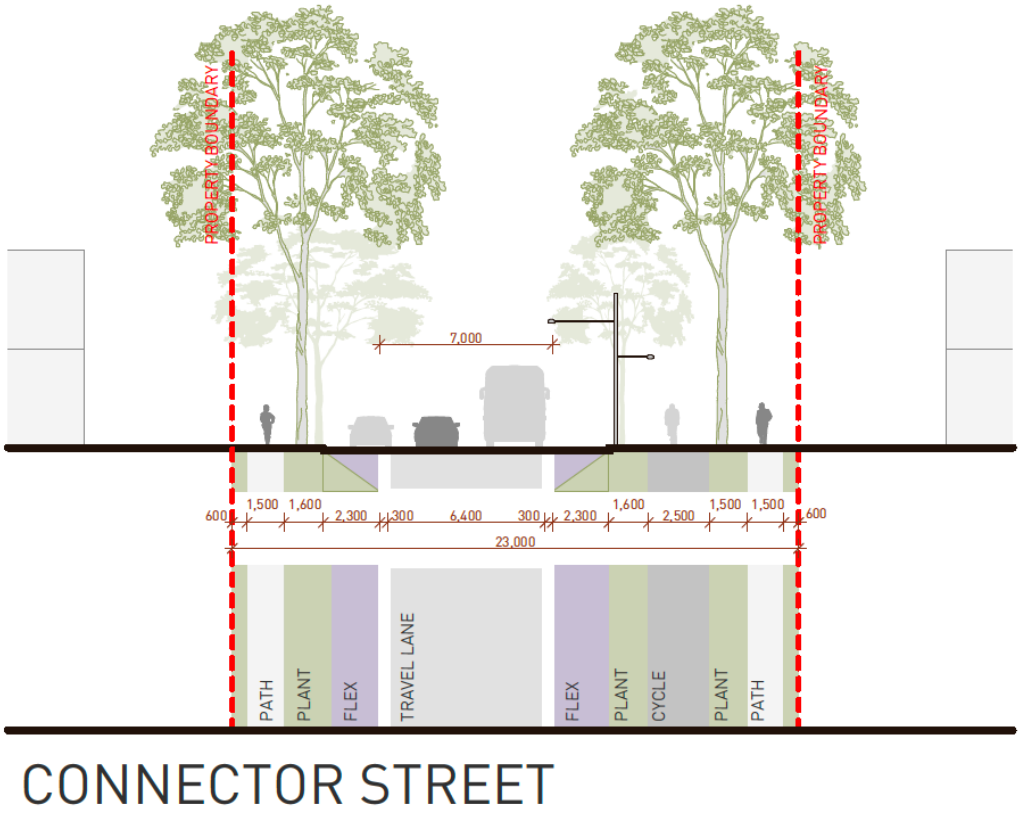


Figure 6 Connector Street section

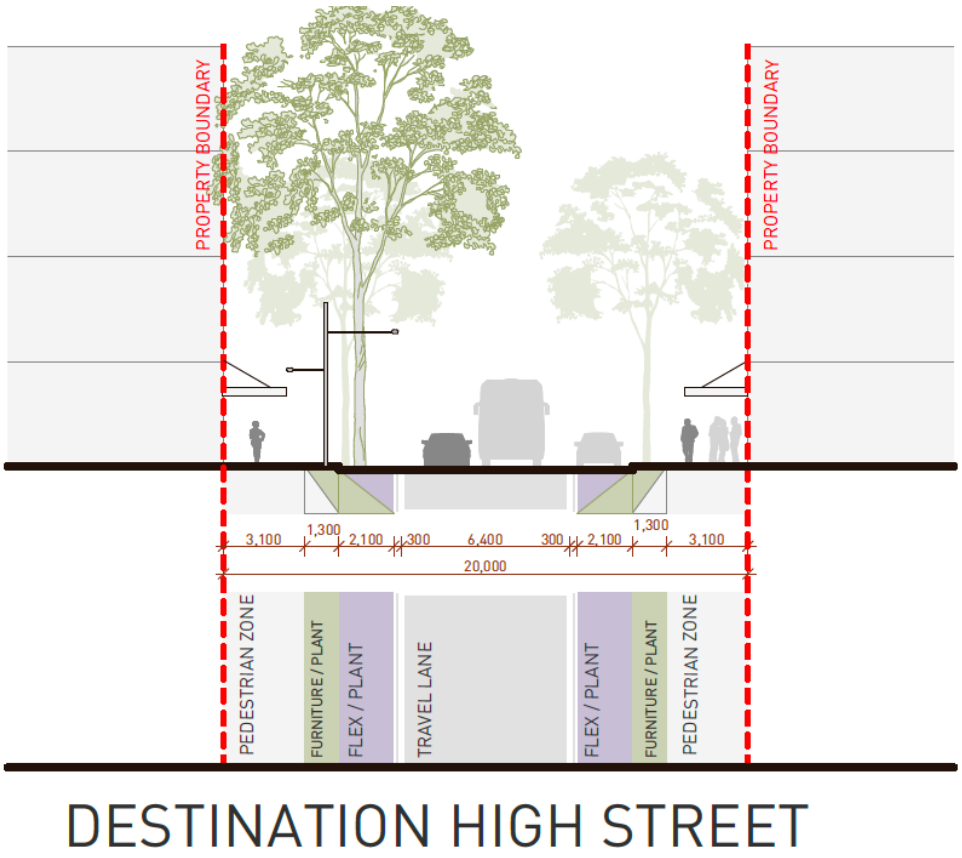


Figure 7 Destination High Street section

Figure 8 Neighbourhood Street section

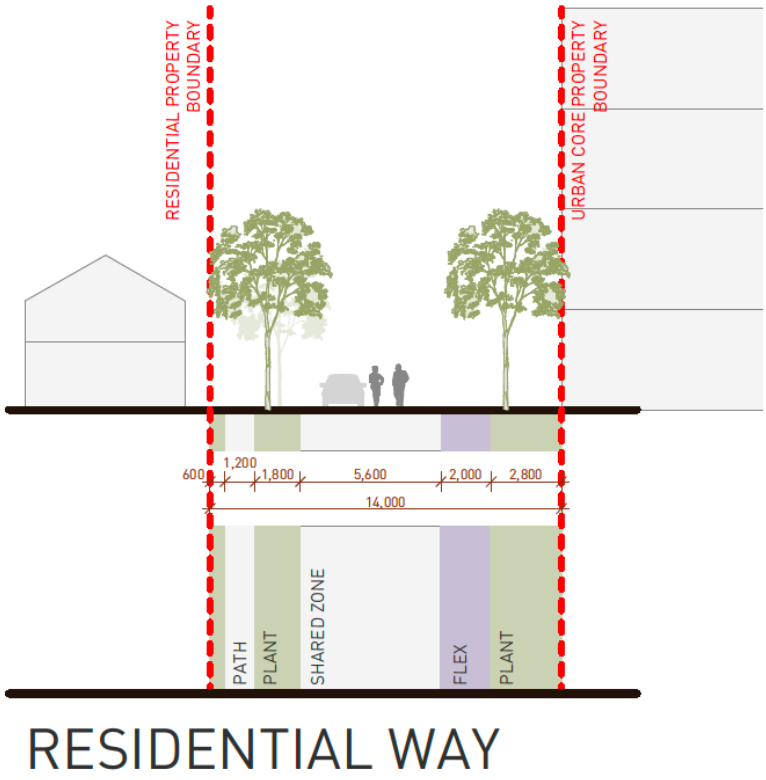


Figure 9 Residential Way section

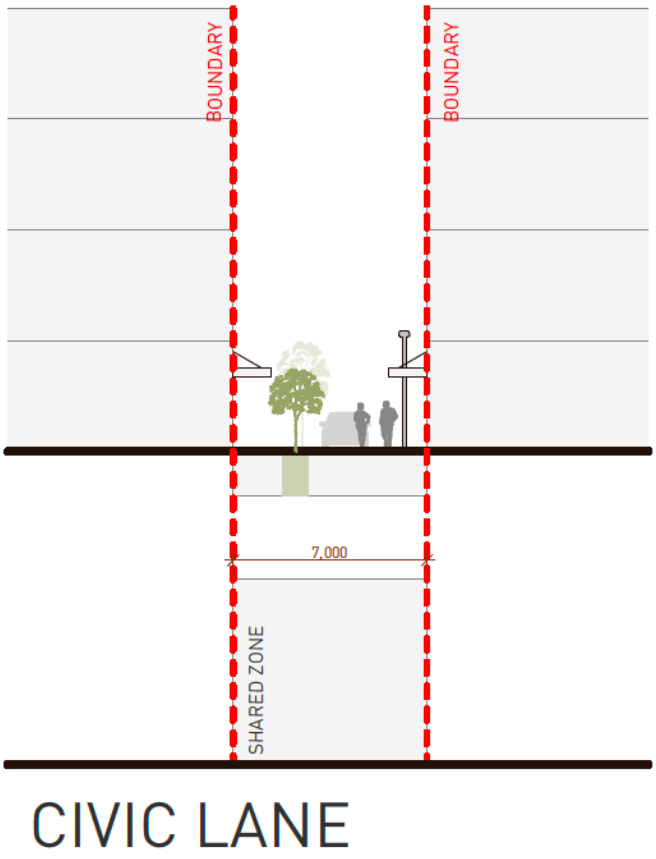


Figure 10 Civic Lane section

2. Roads to be designed in accordance with *Western Sydney Street Design Guidelines* (Western Sydney Planning Partnership, 2025) and Penrith City Council's Engineering Design Guidelines. Where there are inconsistencies, the *Western Sydney Street Design Guidelines* prevail.
3. The design and construction of streets must minimise impacts to existing vegetation, landscape features and view lines.
4. Partial width road construction is permitted subject to the following criteria being met:
    a) Land located opposite the proposed partial road is zoned for residential use, is not in public ownership or identified for acquisition and is not opposite land zoned Public Recreation, Infrastructure or Environmental Conservation.
    b) A minimum trafficable road width of 6.0 metres is provided to cater for two-way traffic.
    c) The development potential of all adjoining allotments is maintained. The proposed development shall not, in the opinion of the consent authority, render any allotment adjoining or opposite the site of the proposed development incapable of development for the purpose of residential development because the allotment would not meet minimum DCP or SEPP development standards.
    d) Development applications must show the vertical alignment of proposed roads and demonstrate how the total road width and alignment can be delivered without adverse impact to adjoining neighbours and at no cost to Council.
    e) The safety of all road users including service and passenger vehicles, pedestrians and cyclists is not compromised by the proposed partial road construction.
    f) The final road configuration is consistent with the pre-planned road layout and road type as shown in the Orchard Hills Indicative Layout Plan. Note: In some circumstances where proposed partial width roads straddle existing boundaries, the alignment of the road may need to be slightly offset to ensure the partial road is wholly contained on the applicant's land.
5. Where streets front drainage land, community facilities or schools, the applicant will be responsible for construction of the full width of the street.
6. Where any variation to the residential street network in the Indicative Layout Plan is required, it must be demonstrated that the street network is to be designed to achieve the following principles:
    a) Establish a permeable road network based on a modified grid system.
    b) Encourage walking and cycling and reduce travel distances.
    c) Maximise connectivity between residential areas, open space, community facilities and the Town Centre.
    d) Allow for appropriate access and servicing that supports the function of the Town Centre.
    e) Ensure no impact to the staging of development, or the delivery of the street network on adjoining or adjacent lots.
    f) Be informed by and sympathetically respond to the topography and retain significant vegetation
    g) Provide frontage to, and maximise surveillance of, open space and riparian corridors.

h) Demonstrate compliance with the requirements of *Planning for Bushfire Protection* (NSW Rural Fire Service, 2019).

i) Perimeter roads adjacent to bushland are to incorporate bus/emergency capable travel lanes and provide for Asset Protection Zones (APZ) within the road reserve.

7. Each development should demonstrate how it will:

   a) Provide safe entry and exit for vehicles and pedestrians which reflect the proposed land use, and the operating speed and character of the road

   b) Minimise the potential for vehicular/pedestrian conflicts, providing protection for pedestrians where necessary

   c) Not restrict traffic flow or create a hazard to traffic on roads in the vicinity of the development

   d) Provide suitable off-street parking facilities to accommodate vehicles generated by the development

   e) Identify the need, where apparent, for any additional on-street traffic facilities or road works which may be required to maintain the safe and efficient movement of vehicles and pedestrians.

8. Where a street is adjacent bushland a variation to its configuration is permitted to incorporate bus/emergency capable travel lanes and provide for Asset Protection Zones (APZ) within the road reserve to comply with *Planning for Bushfire Protection* (NSW Rural Fire Service, 2019) requirements.

9. Where a street adjacent bushland is to comply with *Planning for Bushfire Protection* (NSW Rural Fire Service, 2019) requirements the design may vary the street typology to provide an 8 metre-wide carriageway by removing the requirement for parking provision and a flex zone on the side of the street adjacent bushland.

10. Where feasible, vehicle access for developments should be from service roads/lanes.

11. The design of direct vehicular access to developments should consider the traffic impacts on the surrounding road network.

12. Provision must be made for all vehicles to enter and leave properties in a forward direction other than for single dwellings.

13. The layout and design of parking areas must minimise vehicle to pedestrian impacts, especially where heavy vehicle access to loading docks is proposed.

Pedestrian and cycle network

A. Objectives

a. To provide a convenient, efficient, and safe network of pedestrian and cycleway paths to and from shops and centres, public transport, schools, community facilities, open space areas and key focal points in the Precinct.

b. To integrate pedestrian paths and cycleways into the design of new and upgraded streets, open spaces and passive recreation areas.

B. Controls

14. Pedestrian and cycling paths are to be provided in accordance with the relevant street cross sections shown in Figure 5 to Figure 10.
15. The minimum width of off-street shared cycle and pedestrian pathways is 2.5m.
16. The minimum width of pedestrian footpaths is 1.5m.
17. Pedestrian and cyclist crossings shall be provided at all intersections and mid-blocks, with clear signage, adequate visibility and lighting.
18. Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.
19. The principles of Crime Prevention through Environmental Design (CPTED) should be incorporated into the pedestrian and cycle network to create a safe and secure environment and encourage activity along these areas.
20. Pedestrian and cycle pathways are to be constructed as part of road infrastructure works with detailed designs to be submitted as part of the development application.
21. Pedestrian paths, cycle routes and facilities are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with Australian Standard AS 1428:1-4, *Design for access and mobility* (Standards Australia, 2021) and relevant Austroads Guidelines.
22. Walking and cycling paths are to be integrated with the road reserve and open space network.

Through site links

23. Through site links are to be provided within development blocks that have a dimension greater than 150m.
24. Through site links are to have a minimum width of 6m and be open to be sky.
25. Pedestrian through site links should be located and designed to be safe, well lit, and clearly defined.

Parking, Access and Driveways

26. Parking provided on site is to meet AS 2890 and where appropriate, AS 1428.
27. Car parking is to be provided in accordance with Table 6.

Table 6 Minimum car parking rates

Development	Parking Requirement
Dwelling House	2 spaces per dwelling – stack or tandem parking acceptable
Dual Occupancy	2 spaces per dwelling (2 or more bedrooms) – stack or tandem parking acceptable

Development	Parking Requirement
Multi Dwelling Housing	On-site resident parking for each dwelling: 1 car space per 1 bedroom 1.5 car spaces per 2 bedrooms or part thereof 2 car spaces per 3 or more bedrooms In addition, visitor parking is to be provided for developments that have 5 or more dwellings: 1 space for every 5 dwellings (or part thereof)
Residential Flat Buildings / shop top housing	On-site resident parking for each dwelling: 1 space per 1 or 2 bedrooms 2 spaces per 3 or more bedrooms 1 space per 40 units for service vehicles In addition, visitor parking is to be provided for developments that have 5 or more dwellings: 1 space per every 5 dwellings, or part thereof. 1 space for car washing for every 50 units, up to a maximum of 4 spaces per building.
Commercial	
Bulky Good Premises	1 per 50m2 of gross floor area
Business and office premises	1 space per 40m2 GFA.
Child Care Centres/Pre Schools	1 space per 10 children plus 1 per employee plus provision for any dwelling. Note: Where a child care centre/pre-school is not located in or immediately adjoining a residential area, a submission to vary the above parking rates will be considered.
Entertainment Facilities/Function Centres	1 space per 3.5 seats or 1 space per 3.5m2 of gross floor area, whichever is the greater
Fitness Centre including Gym	7 spaces per 100m2 GFA
Health Consulting Rooms/ Medical Centres	3 spaces per health care professional practising at any one time plus 1 space per receptionist/support staff, plus 1 space per associated dwelling.
Hotel or motel accommodation	1 space per unit plus 1 space per manager plus 1 space per 6 employees
Place of public worship	1 space per 4 seats or 1 space per 6m2 of gross floor area, whichever is the greater

Development	Parking Requirement
Pubs/Registered Clubs	1 space per 4m2 of bar floor area plus 1 per 6m2 lounge and dining room
Restaurants, reception and function rooms	1 space per 6m2 of seating area, plus 1 space per employee
Retail Premises	1 space per 30m2 GFA
Retail Premises Shop	Supermarkets – 1 space per 10m2 of floor area that is to be used for retailing activities Other neighbourhood and specialty shops – 1 space per 30m2 GFA
Service Stations and Convenience Stores	6 spaces per work bay plus 4 spaces per 100m2 of gross floor area of convenience store
Vehicle Sales or Hire Premises	1 space per 100m2 of display area plus 1 space per employee, plus 6 spaces per work bay
Industrial	
Freight Transport Facilities	1 per transport vehicle present at peak vehicle accumulation plus 1 per 2 employees
Industries, including ancillary office	1 space per 75m2 of gross floor area or 1 space per 2 employees, whichever is the greater
Vehicle Body Repair Workshops/ Vehicle Repair Stations	3 spaces per 100m2 of gross floor area or 6 per work bay, whichever is the greater
Warehouses or distribution centres, including ancillary office	1 space per 100m2 of gross floor area

28. Where relevant, development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.
29. Stacked parking will not be permitted for visitor spaces for any development.
30. Stacked parking in commercial or industrial development may be permitted for employee spaces only, provided the number of stacked spaces does not account for more than 10% of the total required parking spaces.
31. Where possible, natural ventilation is to be provided to underground parking areas with ventilation grilles and structures that are:
    a) integrated into the overall façade and landscape design of the development;
    b) located away from the primary street façade; and
    c) oriented away from windows of habitable rooms and private open space areas.

32. On-site parking for residential developments, including the residential component in a mixed use development, is to be accommodated wholly in a basement parking area unless the applicant can demonstrate to Council's satisfaction that the site's unique conditions prevent the parking from being located in a basement structure.

33. If on-grade car parking is proposed, the location and adequacy of the parking area must not adversely impact on the amenity of the adjoining neighbourhood. The parking area is to:

    a) be located on the side or rear of the site, and is not visible from the street and street frontage;

    b) be landscaped or screened so that cars parked in the parking area are not visible from adjoining buildings or the street/ street frontage; and

    c) allow safe and direct access to the building entry points.

Design of Parking and Manoeuvring Areas

34. Car space dimensions must comply with the relevant Australian Standards.

35. The movement of pedestrians throughout the car park should be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles. The car parking and manoeuvring layout should be in accordance with the provisions of Australian Standard AS 2890.1 – 2004, *Parking facilities* (Standards Australia, 2004).

36. Provision of parking spaces for disabled persons should be in accordance with the Access to Premises Standards, the Building Code of Australia and AS2890.

37. Council will require all car parking areas to be constructed of hard standing, all-weather material, with parking bays and circulation aisles clearly delineated.

38. Vehicle access is to be integrated into the building design as to be visually recessive.

39. Large car parking areas (more than 5 vehicles) should be visually separated from access roads and from the buildings they serve by planting and other landscaping and should not be visually prominent from public roads, either through separation or screening.

40. All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three-point turn.

41. The design of the car park should ensure that passive surveillance is possible and, where appropriate, incorporate active measures such as cameras and security patrols. Car parks should be designed to minimise dark areas through the provision of appropriate lighting.

42. Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.

43. The design of car parks should ensure adequate separation of staff/visitor parking and loading dock circulation areas for heavy vehicles.

44. Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths must be in accordance with AS2890.

45. Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.

46. Loading docks associated with the development shall be provided on-site, with all loading and unloading activities occurring on-site.

47. All loading and unloading areas are to be:
    a) integrated into the design of developments,
    b) separated from car parking and waste storage and collection areas,
    c) located away from the circulation path of other vehicles,
    d) provided separately for commercial/retail and residential uses, where part of a mixed use development, and
    e) designed for commercial vehicle circulation and access complying with Australian Standard AS 2890.2, *Parking facilities – Off street commercial vehicle facilities* (Standards Australia, 2018).
48. Vehicular access to the loading / unloading area(s) is preferred off rear lanes, side streets and right of ways. Where appropriate, consider a single vehicular access point for the loading/unloading area(s) and waste collection area(s).
49. Access, parking, manoeuvring and loading facilities for commercial and industrial development shall be in accordance with Australian Standard AS 2890.2, *Parking facilities Part 2 - Off street commercial vehicle facilities* (Standards Australia, 2018).

Provision of Bicycle Parking Spaces

50. Bicycle parking is to be provided in accordance with Table 7.
51. For commercial developments providing employment for 20 people or more, bicycle parking is to be in secure and accessible locations, and provided with weather protection, in accordance with Australian Standard AS2890.3:2015, *Parking Facilities Part 3 - Bicycle parking* (Standards Australia, 2015).
52. The following associated facilities are to be provided:
    a) change and shower facilities for cyclists are to be conveniently located close to the bicycle storage areas; and
    b) where the building is to be strata-titled, the bicycle storage facilities and shower/change facilities are to be made available to all occupants of the building.
53. Provision is to be made for electric bicycle charging within a development at a rate of 1 charging station for electric bicycles provided for the first 5 bicycle spaces, and for every 10 bicycle parking spaces thereafter.

Table 7 Minimum bicycle parking rates

Use	Rate	Visitor
Residential	1 space per dwelling	1 space per 10 dwellings
Hotel, motel, serviced apartments, backpackers accommodation	1 space / 4 staff	1 space / 20 rooms 1 space / 10 beds
Office or business premises	1 space/ 150m2 GFA	1 space/ 400m2 GFA
Bulky goods premises	1 space / 600m2 GFA	1 space / 1,000m2 GFA

Use	Rate	Visitor
Shop, restaurant of café	1 space / 25m2 GFA	2 spaces plus 1 space / 100m2 over 100m2 GFA
Shopping centre	1 space / 200m2 GFA	1 space / 300m2 sales GFA
Pub	1 space / 100m2 GFA	1 space / 100m2 GFA
Entertainment facility	N/A	Whichever is greater of: a) 1 space / 15 seats; or b) 1 space / 40m2 GFA.
Hospital	1 space / 15 beds	1 space / 30 beds
Community centre	1 space / 10 staff	2 spaces plus 1 space / 1,000m2 GFA
Childcare centre	1 space / 10 staff	2 spaces / centre
Primary or secondary school	1 space / 20 staff	1 space / 5 students
Tertiary educational institution	1 space / 10 staff	1 space / 10 students
Medical centre or health consulting rooms	1 space / 5 practitioners	1 space / 200m2 GFA
Swimming pool	1 space / 10 staff	2 spaces / 15m2 of pool area
Library	1 space / 10 staff	2 spaces plus 1 space / 200m2 GFA
Art gallery or museum	1 space / 1,000m2 GFA	1 space / 200m2 GFA

2.19 Vehicular Access and Basement Entries

A. Objectives

a. To minimise pedestrian, cyclist and vehicular conflict.

b. To ensure vehicle entries, servicing and loading areas are not located on primary streets.

c. To ensure that the location and design of basement entries or garages are efficient, safe, and integrated into the design of the development to minimise their visual impact.

B. Controls

1. Vehicular access points for all developments are to be consolidated to minimise disruption to pedestrians.

2. Vehicular access is not to be provided along active frontages.
3. Reduce impacts of new vehicle access points on pedestrian, public transport routes and cycleways by limiting driveway crossovers on main roads.
4. For mixed use and residential apartment development, parking is to be provided in a basement or semi basement to maximise opportunities for landscaping and deep soil areas.
5. On sloping sites, basement car parking is to be designed to respond to topography to minimise cut and fill.
6. All basement entry ramps are to be located above the flood planning level.
7. Basement car parking is not to protrude more than 1m above finished ground level except at the entrance to the car park.
8. For low-rise medium and medium density housing development, driveways and garages are to be provided in accordance with the provisions of the *Low Rise Housing Diversity Design Guide* (NSW Department of Planning, Industry and Environment, 2020).

2.20 Public Domain Interface

A. Objectives

a. To enhance the quality of the public domain.

b. To ensure that the public domain is attractive, safe, interesting, connected, comfortable, readily understood and easily accessed.

c. To ensure that the public domain is enhanced by the built form adjoining it.

d. To ensure that the principles of Universal Design are considered when designing the public domain.

B. Controls

9. Public access (either physically or visually) to the public domain is to be maximised by incorporating one or a combination of the following design elements:

   a) The location of building entrances and glazing should provide natural surveillance to the public domain without compromising passive solar design principles.

   b) The built form should provide, where it is appropriate, a visual transition to the public space by avoiding continuous lengths of blank walls and high fences at the interface between the public and private space.

   c) Views into and from the public domain are to be protected as they increase opportunities for natural surveillance. Where appropriate, ground floor areas abutting public space should be occupied by uses that create active building fronts with pedestrian flow, and contribute to the life of the streets and other public spaces.

   d) Accessibility should be provided for all members of the community, particularly those with a disability, and should occur across all areas of the public domain. This includes designing for durability, adaptability, maintenance and replacement.

2.21 Waste Management

A. Objectives

a. To ensure the appropriate storage and collection of waste from each development type'

b. To ensure new developments can be serviced efficiently and effectively by Council's standard waste service.

c. To ensure waste collection vehicles have safe, reliable access to all collection points and can manoeuvre to all waste collection points during all stages of a development.

d. To ensure that waste vehicle access is as minimal and discreet as possible so as to not detract from pedestrian amenity and the public domain.

B. Controls

General

1. All development is to comply with the waste management requirements in Penrith City Council's Waste Management Guidelines.
2. A Waste Management Plan (WMP) must be submitted for all development. The WMP is to outline the waste that will be generated by the development and how waste will be appropriately managed. The WMP is to be prepared in accordance with the relevant Waste Management Guidelines.
3. All commercial, mixed use and residential flat building developments must make provision for on-site waste collection in accordance with Council's standard waste vehicle dimensions.
4. Where mixed use developments include a residential component, separate waste management facilities are to be provided.

Storage

5. Development must provide a waste bin storage area that is of sufficient size to accommodate all required waste bins associated with the development. This is to be achieved through the provision of a communal waste storage area. For larger developments, multiple waste bin storage areas may be required.
6. All waste streams must be catered for, including general waste, bulky waste and recyclable waste.
7. Sufficient space must be provided onsite to ensure that adequate room is provided to manoeuvre, clean and maintain all waste and recycling bins for the development.
8. Sufficient space must be provided onsite for any required equipment to manage waste, waste bins (including washing and cleaning) and the waste bin storage area.
9. Waste collection points do not negatively impact the public domain by minimising driveway openings as much as feasible, while still accommodating Council's standard waste vehicle dimensions.
10. The waste bin storage area is to be located within the basement footprint of the residential flat building developments.
11. The waste bin storage area is to be located where its use and operation will not adversely impact the amenity of development occupants in terms of noise and odour.

3 Land Use Controls

3.1 Residential Development

For residential development this Plan adopts the relevant controls from *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP). These SEPP controls include:

Housing Code (Part 3)

Low Rise Housing Diversity Code (Part 3B)

Housing Alterations Code (Part 4).

Any development for dual occupancies, manor houses, attached dwellings or multi dwelling housing must satisfy the objectives and design criteria in the *Low Rise Housing Diversity Design Guide* (NSW Department of Planning Industry and Environment, 2020).

If there is any inconsistency between the Low Rise Housing Diversity Design Guide and the provisions in this Plan, provisions in the Low Rise Housing Diversity Design Guide prevail.

Any development for residential flat buildings or shop top housing is to be undertaken in accordance with the provisions in Chapter 4 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) and the objectives and design criteria in the *Apartment Design Guide* (NSW Department of Planning and Environment, 2015).

For development for the purposes of detached dwelling houses (or any alterations and additions to existing single detached dwellings or associated ancillary development), this Plan adopts the development standards in the Housing Code (Codes SEPP, Part 3) for dwelling houses and attached development, detached development and associated works. For the purposes of this Plan, these provisions also apply to development for the purpose of a dwelling house in the R5 Large Lot Residential zone.

Residential Development on Sloping Land

A. Objectives

a. To ensure that residential development responds to the topography of the site.

b. To ensure appropriate bulk and scale of residential development on sloping sites.

c. To provide good amenity for residents through high quality design of buildings and private open space.

B. Controls

1. Floor levels/building platforms are to be stepped in response to the existing topography of the site.

2. Development on sloping sites must avoid buildings with subterranean dwellings and apartments.

3. For sites with a sloped topography, development design is to consider the design principles in Figure 11 to Figure 13.

TOWNHOUSES

SLOPE - TOWNHOUSES
(Perpendicular to road)

15% max slope from front to rear boundary.

Split level floor plan to incorporate slope.

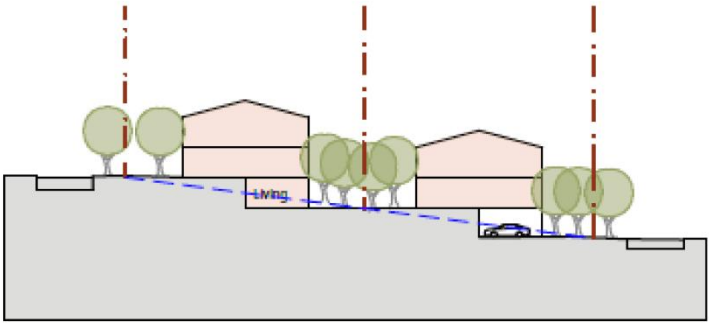
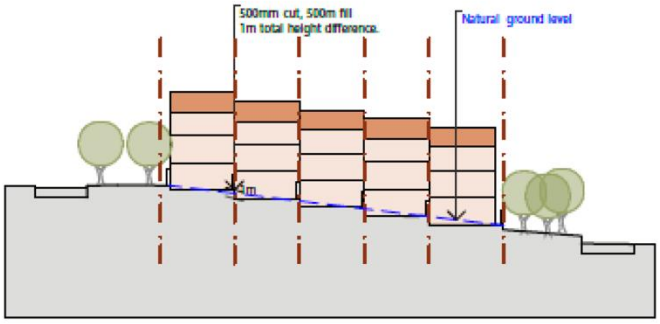
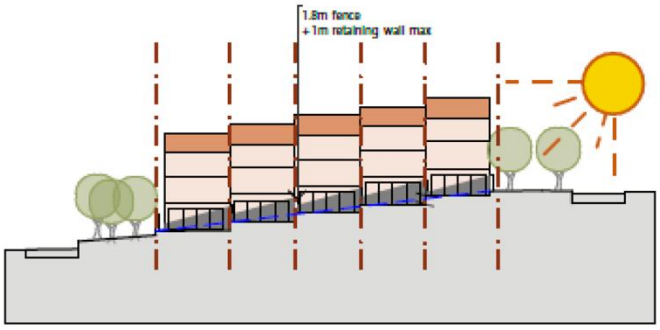


Figure 11 Townhouses on sloping sites perpendicular to a road

SLOPE - TOWNHOUSES
(Parallel to road)

Max level difference between sites on side boundary is 1m = 2.8m fence/wall between dwellings. This should be approx 500mm cut and 500mm fill, to keep the relationship of habitable rooms close to natural ground level. Maximum height of retaining walls to public domain is 500mm.





Note: Consider the orientation of the lot. If a steep slope falls to the south it is likely that solar would be impacted on lots to the south mid-winter.

Figure 12 Townhouses on sloping sites parallel to a road

APARTMENTS

SLOPE - APARTMENTS

Step apartment buildings with natural ground level. Keep the level of habitable rooms close to ground level to avoid ramps & stairs.

Incorporate semi basement levels to minimise excavation.

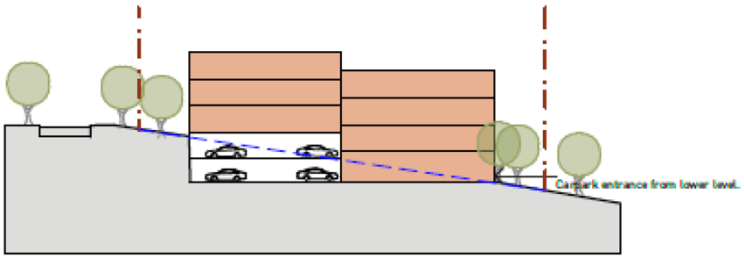


Figure 13 Apartments on sloping sites

Communal Open Space

A. Objectives

a. To provide communal open space areas for residents that facilitate social and recreational activities, shared facilities, and high amenity, privacy and sunlight.

b. To ensure communal open space provides sufficient area for landscaping, deep soil planting and adequate soil volumes.

c. To ensure communal open space is equally and easily accessible to all residents.

B. Controls

4. Communal open space is to comply with the provisions of the *Low Rise Housing Diversity Design Guide 2020* (NSW Department of Planning Industry and Environment, 2020) or the *Apartment Design Guide* (NSW Department of Planning and Environment, 2015), as relevant.

5. Communal open space may be located on elevated gardens or roof tops, but only where the overall location and design will meet the needs of residents.

Private Open Space

A. Objectives

a. To ensure private open space is of adequate size for outdoor living to enhance resident's quality of life.

b. To ensure private open space is sited and designed to benefit from passive surveillance and provides amenity, privacy, and sunlight.

c. To ensure private open space, including balconies and front garden courtyards, are integrated into the overall architectural form and façade of buildings and provide a positive contribution to the character of the street.

B. Controls

6. Private open space for residential apartment development is to comply with the requirements of the *Apartment Design Guide* (NSW Department of Planning and Environment, 2015).

7. Private open space for other residential development types is to comply with the provisions in the *Low Rise Housing Diversity Design Guide 2020* (NSW Department of Planning Industry and Environment, 2020).

8. For dwelling houses, minimum landscaped area and private open space is to be provided in accordance with the requirements in Housing Code (Part 3). For avoidance of doubt, this includes dwelling houses in the R5 Large Lot Residential Zone.

3.2 Industrial Development

A. Objectives

a. To minimise conflict between industrial land uses and adjacent sensitive land uses

b. To ensure that development of land to which this section applies will not significantly affect the function, efficiency and safety of all classified roads and other major roads

c. To promote development of a visually attractive form, design and scale, where urban elements, streetscape and built forms are integrated with the existing environment

d. To retain existing vegetation and promote the integration of significant landscaped areas into the site design to minimise the impacts of built form and hardstand areas

e. To manage traffic impacts and access issues for larger vehicles and loading facilities

f. To address visual impacts and safety requirements of large external storage areas

g. To promote employment generation that has considered access to public transport and supporting services for improved amenity.

B. Controls

Setbacks

1. The minimum street setback for development within the E3 Productivity Support zone is 10m.
2. Where development has a frontage to Town Centre Bypass Road/ Kent Road and M4 Motorway, the full extent of the 10m setback must be landscaped.
3. In other areas, setback areas are to be landscaped, but may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area:
    a) Is within a setback which is at least 13m wide and set behind a landscaped area which is at least 4m wide
    b) Promotes the function and operation of the development
    c) Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development
    d) Does not detract from the streetscape values of the locality.

Visual Impact of Buildings and Hardstand Areas

4. The landscape design within setbacks should consider the scale of the building and where appropriate, select and locate plants to help reduce the bulk and scale of the building.
5. The visual impact of large expanses of wall should be reduced in scale by architectural treatment as well as by dense grove planting or other landscape design solutions.
6. Where an industrial development contains large expanses of hardstand or paved areas, the applicant must demonstrate how the development application reduces the ‘heat effect’ and visual impact of these large expanses.

Vegetation and Landscape

7. The siting and layout of a development should preserve on-site trees, significant strands of vegetation, and remnant or native bushland where possible.

8. Smaller scale and less visually prominent planting should be provided to add variety and interest in the appearance of the site.
9. Landscape materials should cause minimal detrimental visual impact, and the use of subtle coloured materials and block or brick paving is encouraged.
10. Paving and structures shall complement the architectural style of existing buildings.
11. Outdoor staff break areas should be provided and integrated into landscape areas. These areas should be provided with shade and reasonable amenity.
12. Shade trees should be provided in outdoor staff break areas and along pedestrian paths and walkways.
13. Plant species should be carefully selected to meet service authority requirements in easement locations.

Schedule 1 – Stage 1 Orchard Hills

1 Land to which this Schedule applies

This Schedule applies to the land bound in the red dashed line in Figure 14 and is known as Orchard Hills Stage 1.

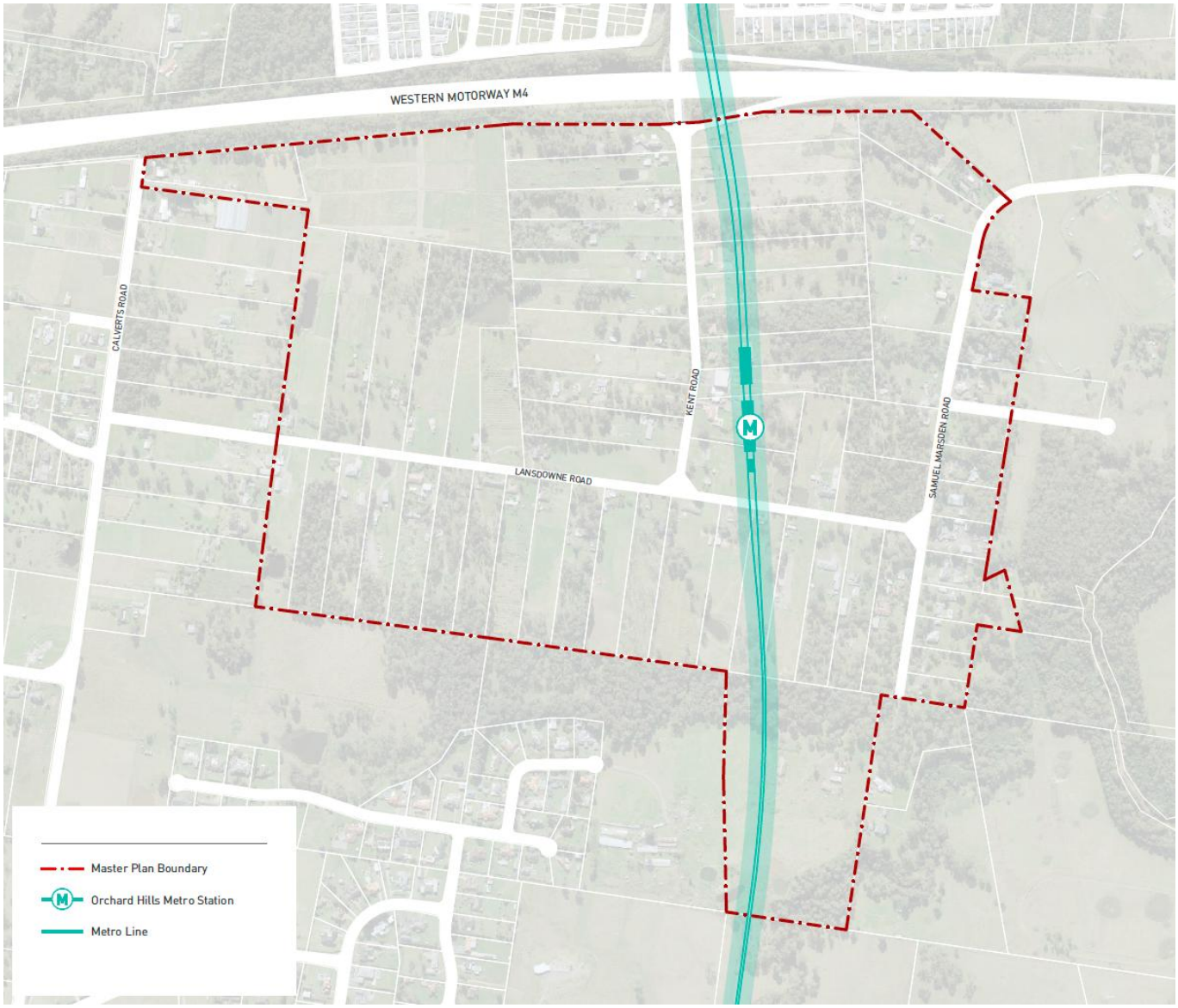


Figure 14 Land to which Schedule 1 applies

2 Purpose of this Schedule

The purpose of this Schedule is to support and augment the objectives and controls set out in the overarching Orchard Hills Precinct DCP, by providing additional objectives and controls for Orchard Hills Stage 1.

This Schedule must be read in conjunction with any environmental planning instrument applying to the land, any relevant contributions plan and the relevant parts of this DCP.

In the event of any inconsistency between this Schedule and another provision in this DCP, the requirements of this Schedule prevail.

Where a specific issue is not addressed in this Schedule, reference should be made to relevant parts of this DCP.

3 Desired Future Character

Stage 1 - Orchard Hills Town Centre

The Orchard Hills Town Centre is a mixed-use urban neighbourhood that serves as the local centre for the broader Precinct, and the hub for social connection. It is anchored by Orchard Hills Station, which offers access to high-frequency transport connections to employment locations across the Western Parkland City.

This new urban centre is the focus for the community, providing a range of retail, community, and commercial uses at lower levels of mixed-use buildings to create active and engaging streets, with residential apartments above to maximise the number of people living within easy walking distance to public transport, shops and services. The Town Centre is designed to be accessible and inclusive and is a safe space for people of all ages, abilities and cultural backgrounds.

Orchard Hills Station is the focus of this neighbourhood, with a retail high street, new public domain, and new plaza spaces forming the heart of the new centre. The well-designed, compact, vibrant and walkable mixed-use centre supports the highest density in the Precinct, with shop-top high rise apartment buildings and landmark towers, concentrated around the station, and the new retail east-west main street.

High density residential apartments surround the town centre, within a 5-minute walk of the station, to create a compact, active, and walkable centre. To the north, light industrial and urban services provide opportunities for local jobs and services close to the town centre. Urban services land in the north provides opportunities for local jobs and services close to homes and the town centre, while creating a buffer to the motorway to the north to boost residential amenity.

Further from the station, low and medium density residential housing supports the high density town centre, and provides a variety of housing types within walking and cycling distance to the town centre and Orchard Hills Station. To the south, larger lots allow for residential dwellings within a bushland setting, providing opportunity for low impact residential development amongst protected Cumberland Plain Woodland.

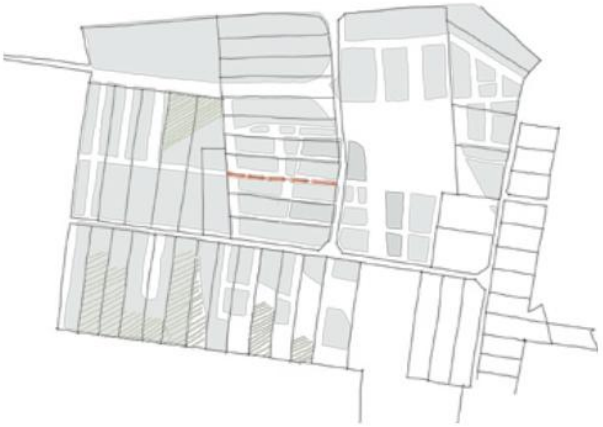
A new school will be supported by new parks and open space and significant bushland areas providing opportunities for recreation, play and connection. The school and parks are co-located and

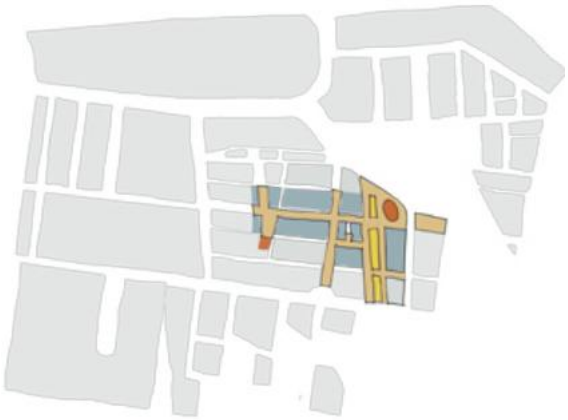
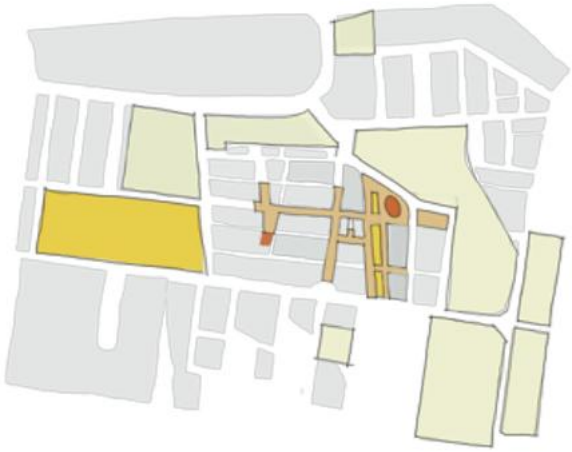
connected to the community by walkable streets with diverse housing options to create a compact and inclusive neighbourhood.

New open space and public domain areas will provide space and amenity for residents, workers and visitors to enjoy. Set amongst significant Cumberland Plain Woodland and expansive green space, the Orchard Hills Town Centre offers the highest level of services and amenity including connections to regional open space in the adjacent Wianamatta-South Creek parklands, a higher order retail offering and district-scale community and sporting facilities

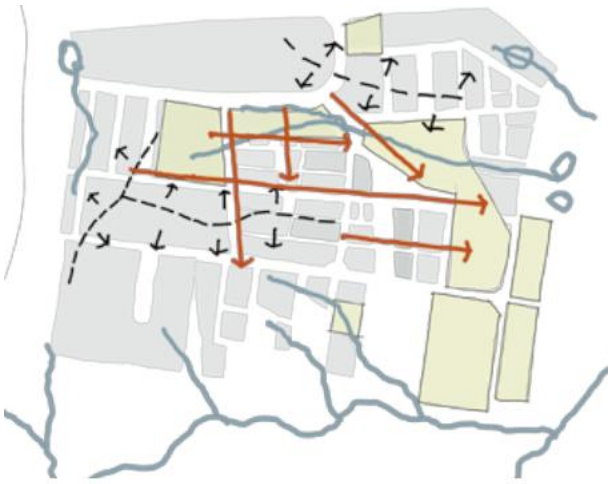
4 Development Principles

Development within Orchard Hills Stage 1 is to demonstrate alignment with the following principles:

Respect existing subdivision patterns		• Allow for incremental development, where each site can develop incrementally. • Lot amalgamations are generally not required – improving feasibility and opportunity for individual landowners. • Incorporate southern boundary Cumberland Plain Woodland into residential lots as part of a large lot residential subdivision.
Connecting landscapes		• Connect the currently disparate areas of Cumberland Plain Woodland along drainage lines. • Respect the rolling topography. • Locate tallest buildings on the lowest part of land.

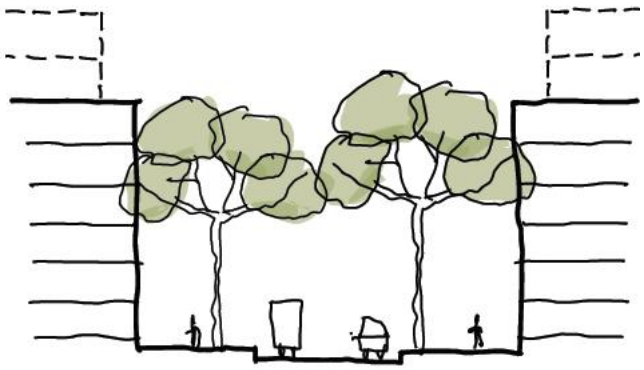
New Main Street and Railway Place		• Provide a town centre with a mix of uses including residential, retail and community uses to ensure safe, active and interesting street edges. • Provide a traditional main street for small tenancy retail anchored by a new Town Square • Locate large format supermarket and fresh food markets adjacent to the Metro for convenience for all residents. • Link to adjacent residential areas with pedestrian friendly laneways.
Community Infrastructure		• Provide community infrastructure in close proximity to transport services and higher density areas. • Utilise low lying land, less suitable for residential development, for new playing fields and recreation areas. • Incorporate Cumberland Plain Woodland into new parkland to provide space for passive recreation. • Provide community facilities as anchors at both ends of the Main Street. • Provide a new school in close proximity to the Metro.

Clear sightlines terminating at civic and community uses



- Street geometry highlights the rise and fall of the topography.
- Clear lines of sight terminate at the Civic and Community uses and / or architectural landmarks.
- Reinforce important landmarks within the precinct creating memorable experiences.

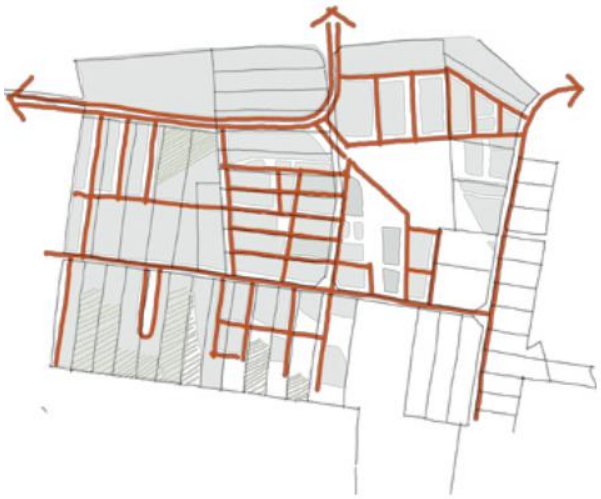
Urban form within the canopy and taller buildings define key corners



- Within the urban core the dominant building height (6 storeys) is at the height of the tree canopy.
- Taller tower forms define key corners and entrances to the urban core.
- Lower single dwellings located closer to the ridge and adjacent protected land.
- Apartment buildings used to define edges of key open space.

Connected public realm for pedestrians and cyclists

- Provide a town centre with a mix of uses including residential, retail and community uses to ensure safe, active and interesting street edges.
- Provide traditional main street for small tenancy retail anchored by new Town Square.
- Locate larger format uses such as a supermarket and fresh food markets adjacent to the Metro for convenience for all residents.
- Link to adjacent residential areas with pedestrian friendly laneways.

Regular street grid with simple street hierarchy and developable lot sizes		• Provide a regular street grid and street hierarchy that facilitates movement across the precinct and into the broader area. • Deliver a simple street hierarchy to reduce complexity of delivery and navigation. • Each lot has a new street from an existing road. • Lot sizes are optimised for orderly and efficient built form.

5 Urban Structure and Master Plan

A. Objectives

a. To ensure that development occurs in a coordinated manner consistent with the Development Principles, Desired Future Character, and intended outcomes in the Orchard Hills *Urban Design Framework* (NSW Department of Planning, Housing and Infrastructure, 2026).

B. Controls

1. Development is to be consistent with the Development Principles and Desired Future Character and undertaken generally in accordance with the Indicative Layout Plan as shown in Figure 15, and the Vision and Illustrated Master Plan (Figure 16) as outlined in the Orchard Hills *Urban Design Framework* (NSW Department of Planning, Housing and Infrastructure, 2026), subject to compliance with the objectives and development controls of this DCP.

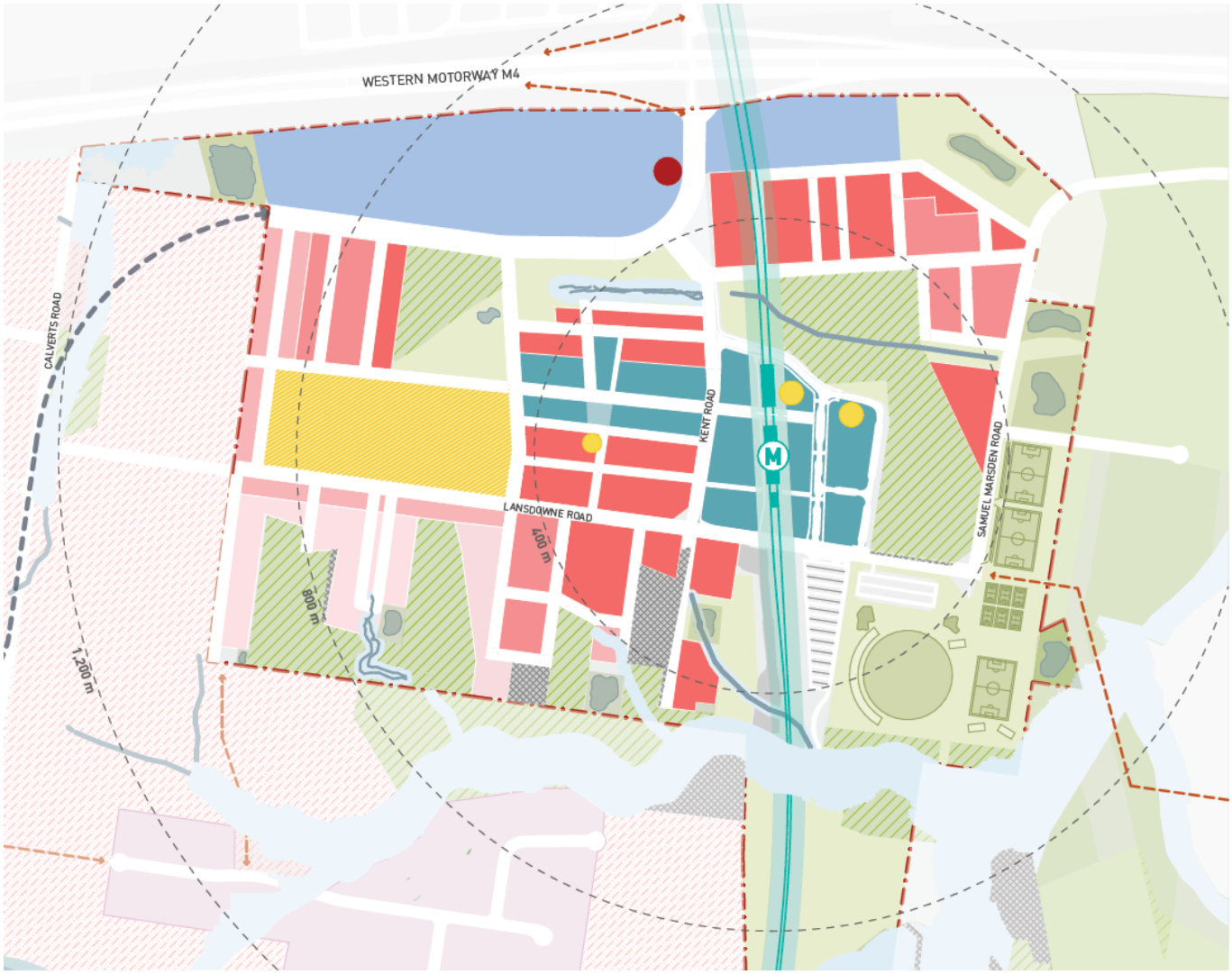


Figure 15 Indicative Layout Plan

Figure 16 Illustrated Master Plan

6 Precinct Controls

Development within the identified precincts as shown in Figure 17 is to be generally undertaken in accordance with the precinct controls in sections 6.1 to 6.3.

Where there is an inconsistency between a provision in this Section and another provision in Schedule 1, the requirements in this Section prevail.

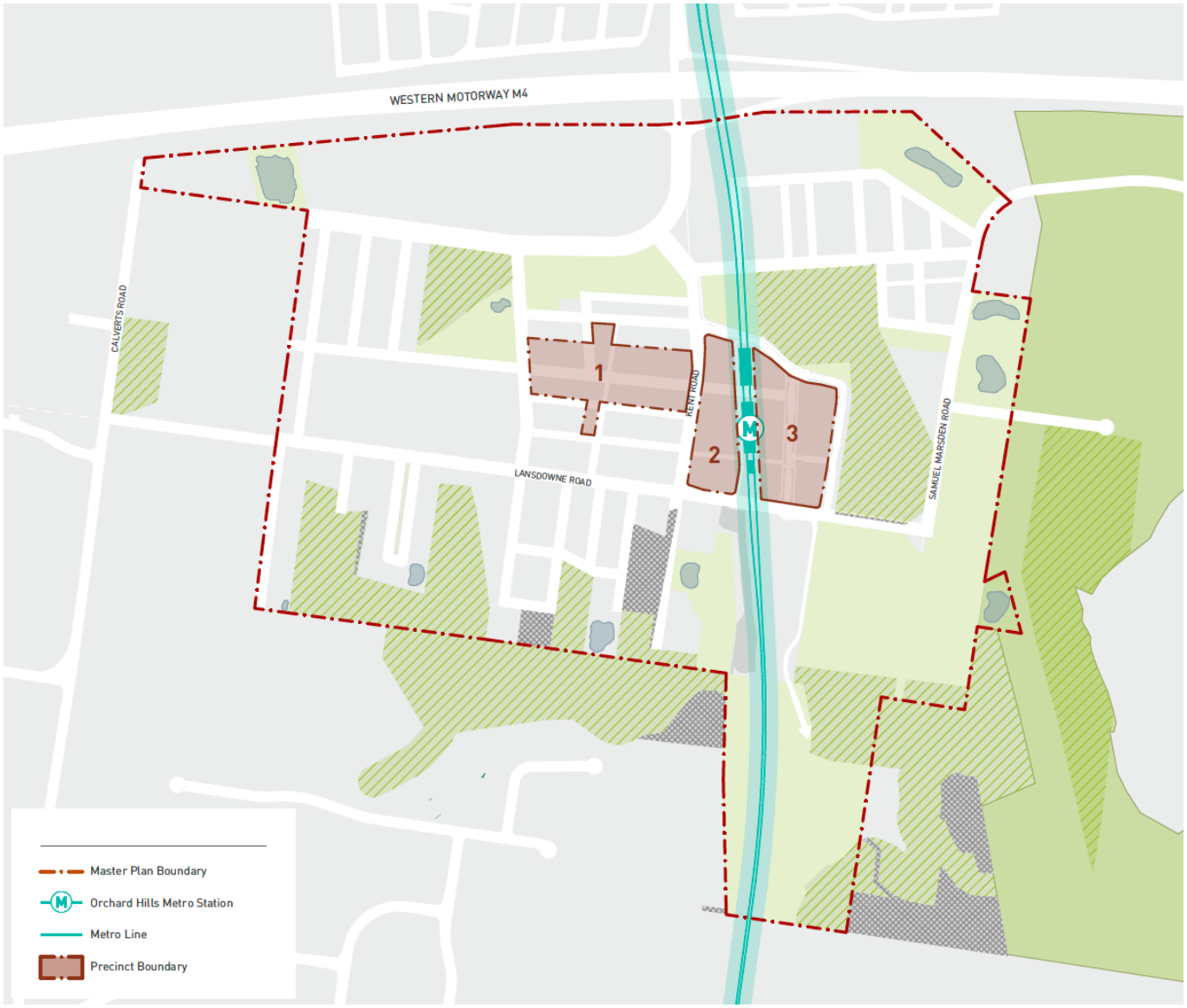


Figure 17 Precinct boundaries

6.1 Precinct 1

Development within Precinct 1 is to be undertaken in accordance with the built form outcomes shown in Figure 18, character statement and development controls in this Section.

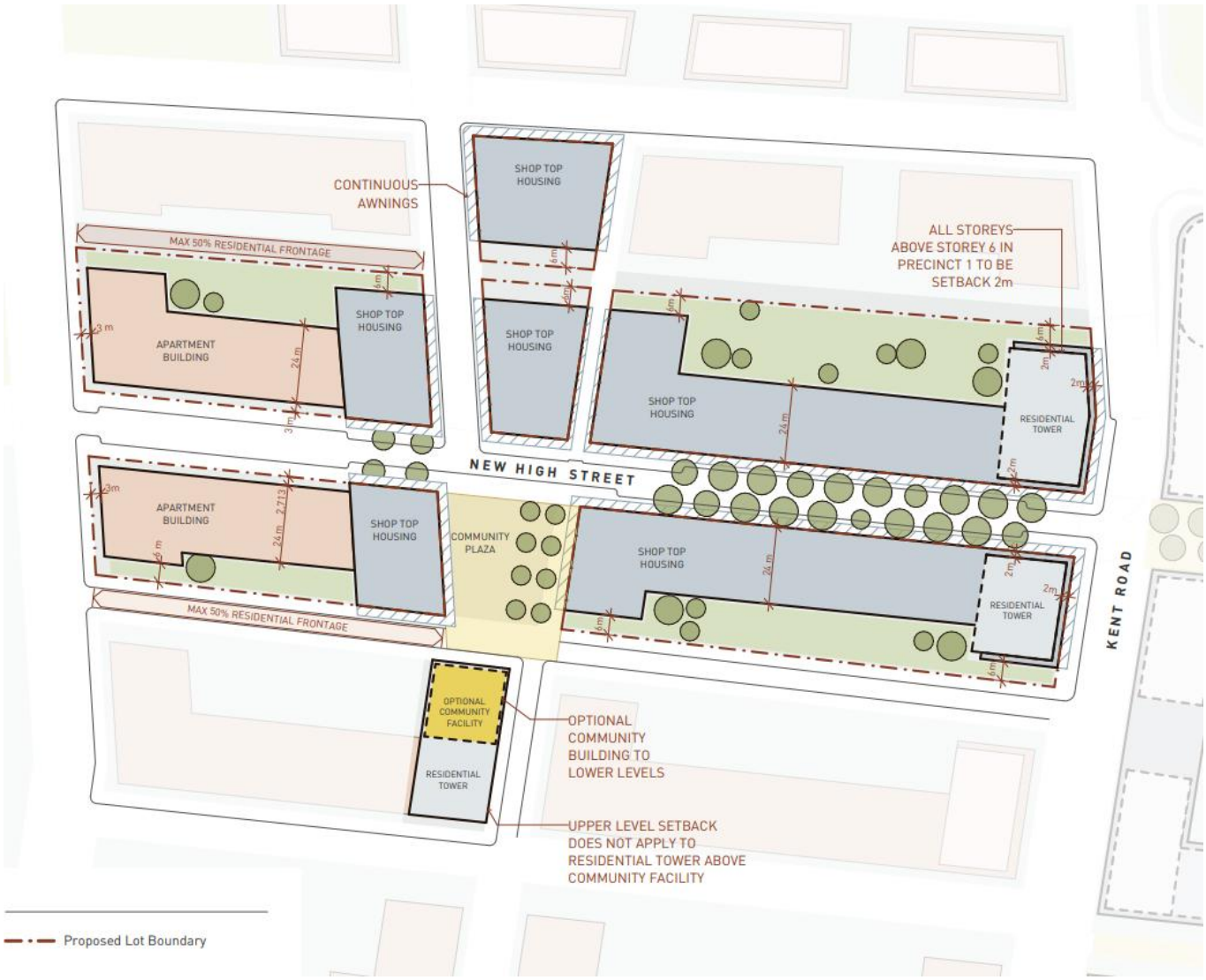


Figure 18 Precinct 1

Development within Precinct 1 is to deliver the following:

Character Statement

The High Street contributes to the 'heart' of Orchard Hills. It is the key place for retail activity and conceived as a traditional main street with ground floor retail uses, wide footpaths, continuous awnings and street trees.

Like many High Streets, while the street wall is long, visual interest is created by vertical articulation and steps in the street wall created by the gently rising topography as the High Street rises to the west.

A Community Plaza creates an anchor and destination point.

A Community Plaza acts as 'pinwheel' where lanes and streets radiate out towards the north, south, east and west. It is a space for gathering and meeting up with friends before or after your journey down High Street to the Metro Place.

Apartments overlook High Street and have a frontage to, and address, the streets and lanes that run parallel to the High Street.

The two lots that comprise the High Street should be developed together to provide an integrated public domain.

A. Objectives

a. Reinforce new High Street as the primary high street with fine grain frontages and continuous ground-level activation. Promote a village-like pedestrian experience with intimate frontages, human-scale design, and strong continuity in built form along the high street.

b. Promote a village-like pedestrian experience with wider footpaths, planting, shade and human-scale design.

c. Concentrate retail, dining and civic uses along this spine to ensure a lively and engaging public realm.

d. Maximise solar access to footpaths and public spaces throughout the day.

e. Create a high-amenity public domain with space for seating, street trees, outdoor dining and continuous awnings.

B. Controls

Built form

2. Built form is to be consistent with Figure 18 with respect to setbacks and building layout.
3. Development on the corner of High Street and Kent Road is to provide a 6-storey street wall in accordance with Figure 18. Upper levels are to be setback a minimum of 2m as indicated in Figure 18.
4. Buildings are to be designed to step with the topography.
5. To achieve diversity and interest in architectural character, buildings along the High Street are to be divided into components. Buildings more than 45m long must be designed with distinct 'building components' which are to:
    a) have a distinct architectural character to adjacent components
    b) not exceed 25m in length
    c) reflect the building's internal organisation
    d) have separate pedestrian entry.
6. Vehicle entrances are not permitted from the High Street or Kent Road.
7. Plant and lift overruns are to be designed as simple compact forms that are visually unobtrusive and integrated into the overall architectural design.

Retail

8. Ground floor retail is to be provided as indicated in Figure 18 with frontages to the Community Plaza, Main Street and Kent Road.
9. Retail uses in Precinct 1 are intended to be small scale 'high street' tenancies to promote activation.
10. The maximum area of any single retail tenancy is 1,000m2.

11. Retail tenancy windows must be narrow (<10m) to maintain fine grain and maximise activation.
12. Ground level retail uses should not be more than 0.5m from footpath level.
13. Residential uses are not permitted at ground level along the High Street, except west of the Community Plaza where residential uses may occupy 50% of the frontage.
14. Provide a continuous 3m wide awning over the extent of ground retail uses and building entries in Precinct 1. Awnings are to be between 3.2m – 4.2m above footpath level and a maximum fascia height of 0.5m.
15. Lighting is required below the awning to supplement the street lighting.

Community Building

16. The Community Building at the end of the Community Plaza is to be designed as a landmark building and is to be designed with a strong sculptural form.
17. The Community Building shall incorporate a degree of transparency at grade to allow for visual connection to the public domain.
18. The Community Building is to be a minimum of 1,400 m2, located within the first 3 storeys (10m) of the building, and be clearly identifiable as community space.

Community Plaza

19. The Community Plaza is to be a minimum of 1,700 m2 and achieve the following:
    a) Be designed as a principle gathering space to act as the second heart of Orchard Hills.
    b) Be designed to support community events through the provision of adaptable space, variations in levels where appropriate to enable formal and informal seating and the inclusion for fixtures for example water and power supply.
    c) Include play elements integrated into the landscape design and enable informal play.
    d) Integrate the interpretation of local indigenous history into the landscape design and public domain.
    e) Be fronted by speciality retail, café and restaurant uses including the opportunity for alfresco dining along the southern edge.
    f) Protect residential amenity through the preparation of a Plaza Management Plan.
    g) Ensure at least 50% of the Community Plaza receives 4hrs of sunlight on June 21.

6.2 Precinct 2

Development within Precinct 2, is to be undertaken in accordance with the built form outcomes shown in Figure 19, character statement and development controls in this Section.

Figure 19 Precinct 2

Development within Precinct 2 is to deliver the following:

Character Statement

West of the metro station, larger blocks facilitate opportunities for larger format retail uses, and provide the optimal location for supermarkets and shops that can provide for the daily food needs of the local community.

Kent Road will be a pedestrian-focused street, with the main traffic flows being diverted east and west of the town centre.

Retail uses at the ground level and first floor commercial uses activate the street.

Both ends of Kent Road are marked by tall towers providing key visual markers in the landscape to the entry of the town centre. A consistent street wall height visually ties together a diverse range of buildings with residential uses above the retail and commercial uses.

Central communal courtyards provide a quiet space for the residents contrasting with the activity on the street.

A. Objectives

a. Reinforce new Kent Road as the as the primary shopping precinct with expansive retail frontages and continuous ground-level activation.

b. Promote a pedestrian experience with wider footpaths, pedestrian laneways planting, shade and human-scale design.

c. Concentrate retail convenient to the Metro station to ensure a lively and engaging public domain.

d. Create a high-amenity public domain with space for seating, street trees and continuous awnings.

B. Controls

Built form

1. Built form is to be consistent with Figure 19 with respect to setbacks and building layout.
2. All buildings are to provide a 6-storey street wall in accordance with Figure 19. Upper levels are to be setback a minimum of 2m as indicated in Figure 19.
3. To achieve diversity and interest in architectural character, buildings along the main street are to be divided into components. Buildings more than 45m long must be designed with distinct ‘building components’ which are to:
    a) have a distinct architectural character to adjacent components
    b) not exceed 25m in length
    c) reflect the building’s internal organisation
    d) have separate pedestrian entry.
4. Vehicle entrances are not permitted from Lansdowne Road or Kent Road.
5. Loading and vehicle access is to be provided as indicated in Figure 19.
6. Ensure plant and lift overruns are designed as simple compact forms that are visually unobtrusive and integrated into the overall architectural design.

7. Residential towers at each end of Kent Road are to be landmarks in the landscape and are to be designed with a strong sculptural form.
8. The maximum GFA of the tower footprints are not to exceed 750m2 to ensure slender towers.

Retail

9. Ground floor retail is to be provided as indicated in Figure 19 with frontages to the Community Plaza, High Street and Kent Road.
10. Precinct 2 is to include a supermarket with a minimum gross floor area of 3000m2, along with a range of smaller retail and convenience offerings.
11. Loading and servicing is to be provided in accordance with Figure 19.
12. Larger format retail tenancies are to be screened by smaller tenancies to minimise blank walls adjoining the public domain.
13. Internalised enclosed shopping malls are discouraged, and internal arcades should have minimum widths of 5m and lengths of 15m.
14. Retail uses and food and drink premises should open to the public domain.
15. Residential uses are not permitted at ground level along Kent Road, the lane facing the Metro, and Lansdowne Road.
16. Provide a continuous 3m wide awning over the extent of ground retail uses and building entries in Precinct 2. Awnings are to be between 3.2m – 4.2m above footpath level and a maximum fascia height of 0.5m.
17. Lighting is required below the awning to supplement the street lighting.

6.3 Precinct 3

Development within Precinct 3, is to be undertaken in accordance with the built form outcomes shown in Figure 20, character statement and development controls in this Section.

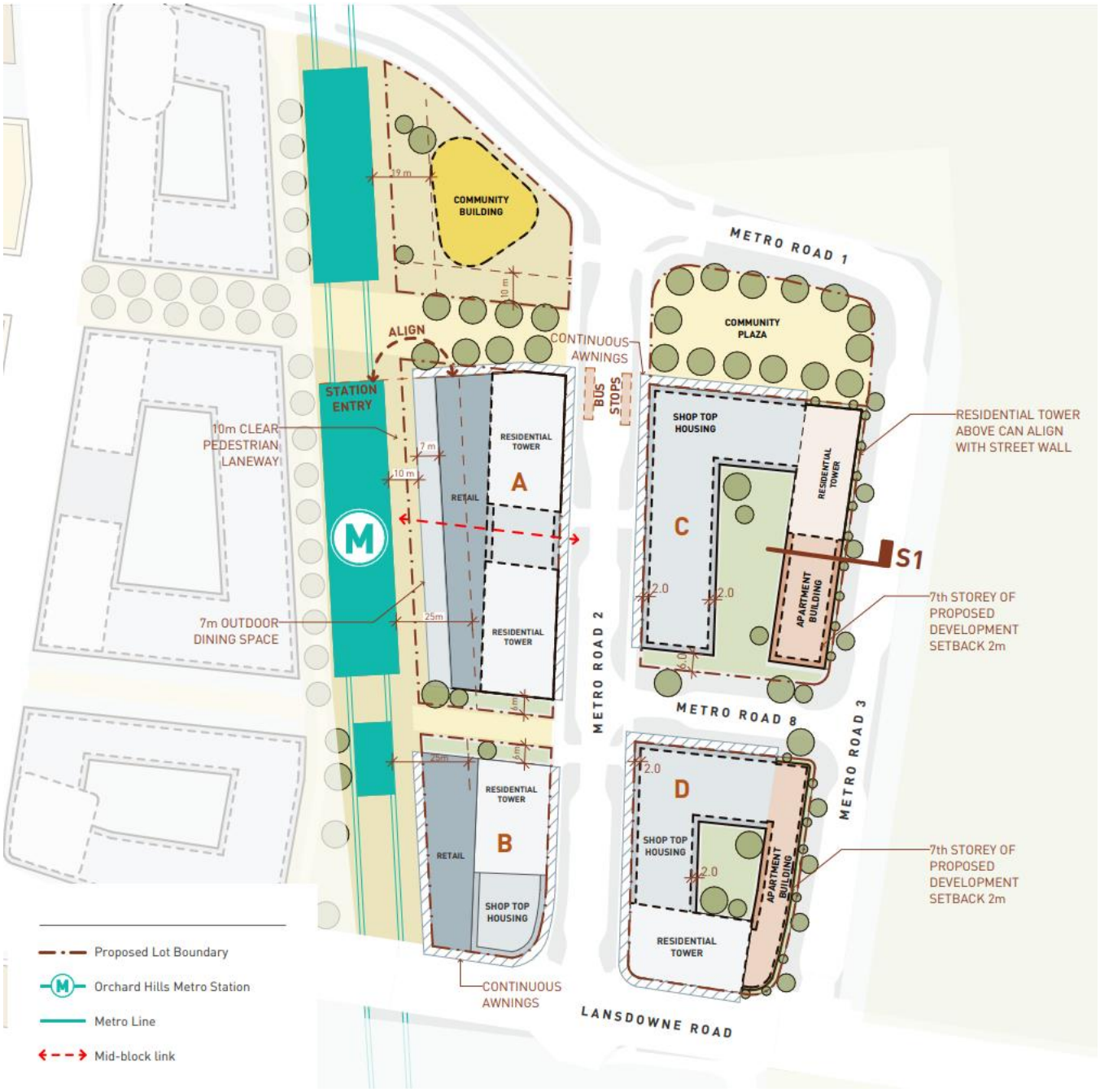


Figure 20 Precinct 3

Development within Precinct 3 is to deliver the following:

Character Statement

Metro Place includes the extension of the "High Street" across to the Metro line and the northern entry of the station. To the north west of the station entry, a mixed-use building containing predominantly community facilities (potential library / community hub) will be provided with an extended ground plan and public domain providing a space for gathering and meeting. This will be an iconic building and provide a strong identity for the Orchard Hills Community.

At the eastern edge, a community plaza functions as a market square which provides a larger open space for weekend markets and events.

Metro Road 2 is the primary transport interchange and widened footpaths allow for increased pedestrian activity with complementary retail uses at ground floor. Restaurants and cafes flank the public domain looking west over the Metro station and north over the square and towards the woodland.

Residential apartments will be located above two levels of retail and commercial uses.

The ground floor residential uses provide an interface overlooking the woodland to the eastern street.

A. Objectives

a. Reinforce new the extension of the High Street as a primary pedestrian thoroughfare and entry to the station.

b. Reinforce the connection to the adjacent bushland and open space.

c. Promote a pedestrian experience with wider footpaths, pedestrian plazas, pedestrian laneways, planting, shade and human-scale design.

d. Concentrate retail close to the Metro station to ensure a lively and engaging public realm.

e. Create a high-amenity public domain with space for seating, street trees and continuous awnings.

f. Provide a residential interface to adjacent bushland.

B. Controls

Built form

1. Built form to be consistent with Figure 20 with respect to setbacks and building layout.
2. All buildings are to provide a 6-storey street wall in accordance Figure 20. Upper levels are to be setback or provide a recessed level to clearly establish a datum line as indicated in Figure 20.
3. To achieve diversity and interest in architectural character, buildings along the main street are to be divided into components. Buildings more than 45m long must be designed with distinct 'building components' which are to:
    a) have a distinct architectural character to adjacent components
    b) not exceed 25m in length
    c) reflect the building's internal organisation
    d) have separate pedestrian entry.

4. Plant and lift overruns are designed as simple compact forms that are visually unobtrusive and integrated into the overall architectural design.
5. The residential tower at the corner of Lansdowne Road and Metro Road 2 is to be a landmark in the landscape and is to be designed with a strong sculptural form.
6. The maximum GFA of the tower footprints is not to exceed 750m2 to ensure slender towers.
7. Residential development adjacent to Orchard Hills Metro station is to be setback a minimum of 25m from the station building.
8. The following controls apply to the east facing residential section of Block C and D fronting Metro Road 3 and Metro Road 8.
    a) The first two floors of the building will be setback a further 3m as shown in Section S1 in Figure 21.
    b) All ground floor apartments should be provided with a primary entry from an adjacent road or path where external levels are appropriate.
    c) Ensure high-quality façade design and finishes, particularly adjacent to pedestrian links.
    d) Ground level courtyards fronting Metro Road 3 are to be provided to all ground floor apartments. The courtyards should be provided with planting 1m deep and palisade fencing to separately define public and private space but maintain passive surveillance.
    e) Front boundary fences of ground floor apartments over 1m are to be open, permeable and balance privacy with views to any landscaped area.

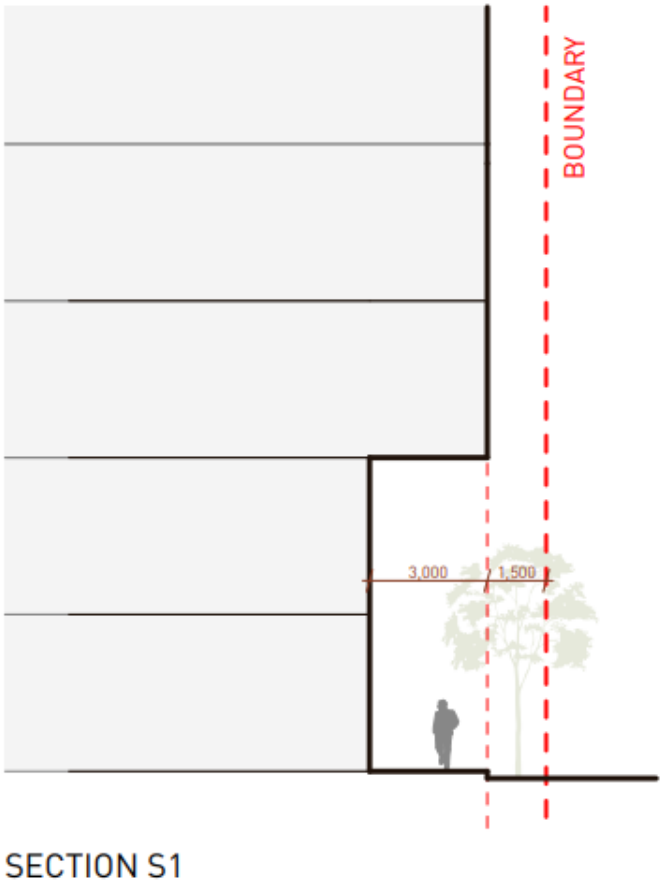


Figure 21 Section S1 Precinct 3

Retail

9. The ground floor of block A and B is to be provided with active retail frontages.
10. Block A or C may incorporate an alternative location for a supermarket.
11. Any large-scale tenancies are to be screened by smaller tenancies to minimise blank walls adjoining the public domain.
12. Internalised enclosed shopping malls are discouraged, and internal arcades should have minimum widths of 5m and lengths of 15m.
13. Retail and food and drink premises are to open to the public domain.
14. Residential uses are not permitted at ground level along the "High Street", the lane facing the Metro and Lansdowne Road.
15. Provide a continuous 3m wide awning over the extent of ground retail uses and building entries in Precinct 3. Awnings are to be between 3.2m – 4.2m above footpath level and a maximum fascia height of 0.5m.
16. Lighting is required below the awning to supplement the street lighting.

Community Building

17. The Community Building at the end of the "High Street" will be designed as a landmark building and is subject to design excellence provisions in the *Penrith Local Environmental Plan 2010.*
18. A minimum of 3000m2 of multi-purpose community floorspace is to be provided.
19. Community, retail or food and beverage uses may occupy the perimeter of the ground floor.
20. The building is to be surrounded by public space (refer to example buildings at Figure 22 and Figure 23).
21. It shall incorporate a degree of transparency at grade to allow for visual connection and include provision of shelter and weather protection.
22. Provide below ground bicycle parking and car parking facilities.
23. Provide improved pedestrian space and enhance tree canopy.

Figure 22 Liverpool Civic Place and Yella Mundie Library (FJC Studio)

Figure 23 The Exchange Darling Square by Kengo Kuma & Associates & Aspect Studio

Community Plaza

24. Provide a Community Plaza that marks the eastern end of the Metro Plaza.

25. The design of the Community Plaza is to:

    a) Be designed to support community events through the provision of an adaptable space, variations in levels where appropriate to enable formal and informal seating and the inclusion of fixtures, for example.

    b) Provide water and power supply.

    c) Provided trees for shade around the perimeter.

    d) Provide a variety of outdoor spaces including exposed, sheltered, sunny, shaded, intimate and expansive spaces.

    e) Enable large temporary markets and provide for staged and/or seated performances.

    f) Allow for the integration of bus stops within the public domain that are separated from the built form and allow good pedestrian movement.

7 Movement, Access and Parking

7.1 Street Network

A. Objectives

a. To ensure that the street network enhances public life within Orchard Hills Town Centre through prioritisation of space within road corridors appropriate to the role and function of each street

b. To ensure streets are designed to accommodate the needs of all users, prioritising pedestrians, cyclists and public transport users.

B. Controls

1. The street network is to be provided generally in accordance with Figure 24, and the relevant street cross sections shown in Figure 5 to Figure 10.

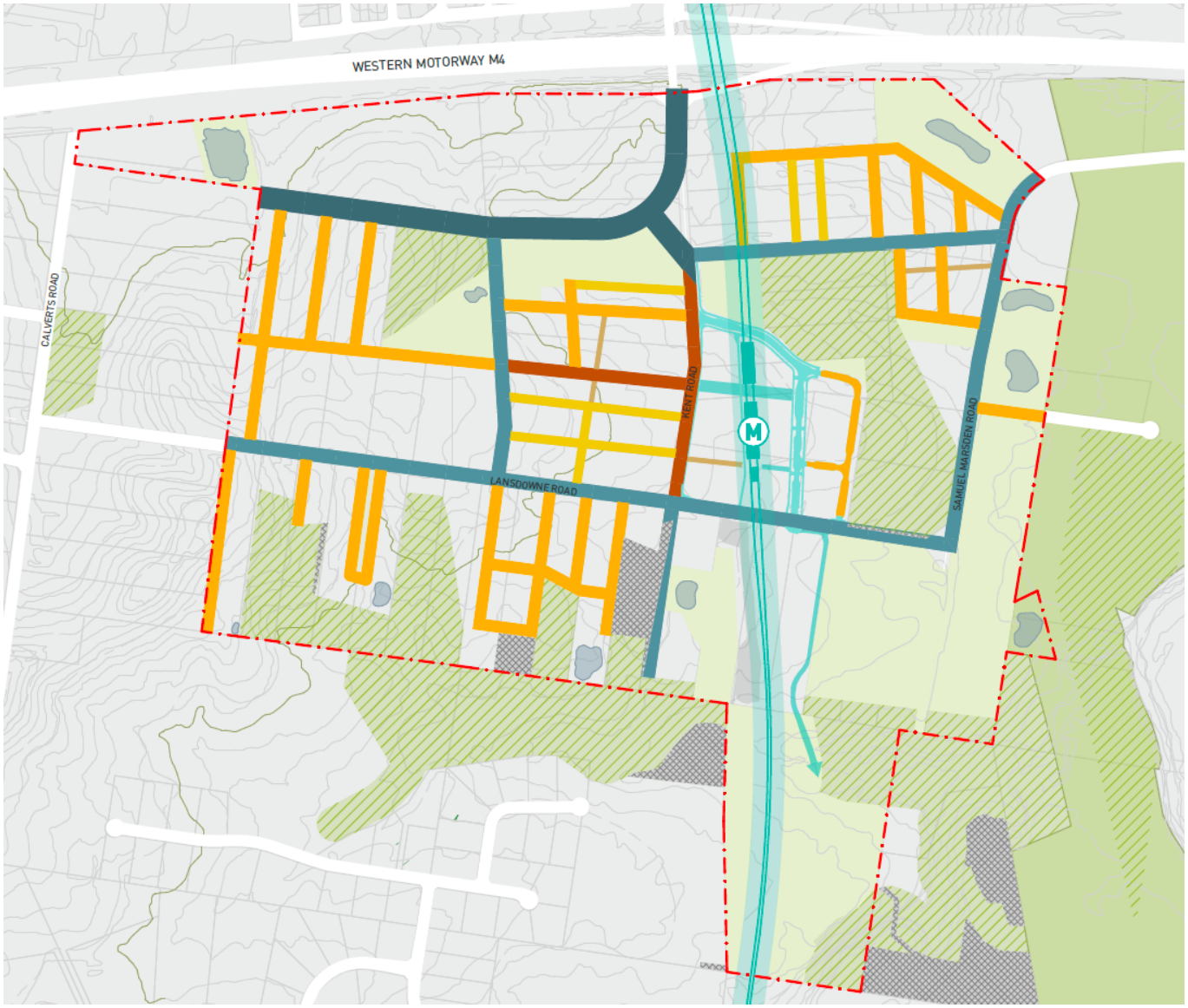


Figure 24 Street Network Map

2. Partial width road construction is permitted subject to the criteria in Section 2.18(3) of this Plan being met, and the final road configuration is consistent with the pre-planned road layout and road type as shown in the Orchard Hills Stage 1 Indicative Layout Plan, Figure 24 and Table 5 of this DCP. Note: In some circumstances where proposed partial width roads straddle existing boundaries, the alignment of the road may need to be slightly offset to ensure the partial road is wholly contained on the applicant's land.
3. Where streets front public open space as identified in the Orchard Hills Stage 1 Contributions Plan, the applicant will be responsible for construction of the full width of the street. Applicants are advised to contact Council.
4. Where streets front drainage land, community facilities or schools, the applicant will be responsible for construction of the full width of the street.
5. Where any variation to the residential street network indicated in Figure 24 is required, it must be demonstrated that the street network is to be designed to achieve the principles in Section 2.18 of this Plan.
6. Where a street type is identified in the Orchard Hills Stage 1 Contributions Plan a variation is not permitted.

7.2 Pedestrian and cycle network

A. Objectives

a. To provide a convenient, efficient, and safe network of pedestrian and cycleway paths to and from shops and centres, public transport, schools, community facilities, open space areas and key focal points in the Precinct.

b. To integrate pedestrian paths and cycleways into the design of new and upgraded streets, open spaces and passive recreation areas.

B. Controls

7. Pedestrian and cycling paths are to be provided in accordance with Figure 25 and relevant street cross sections shown in Figure 5 to Figure 10.

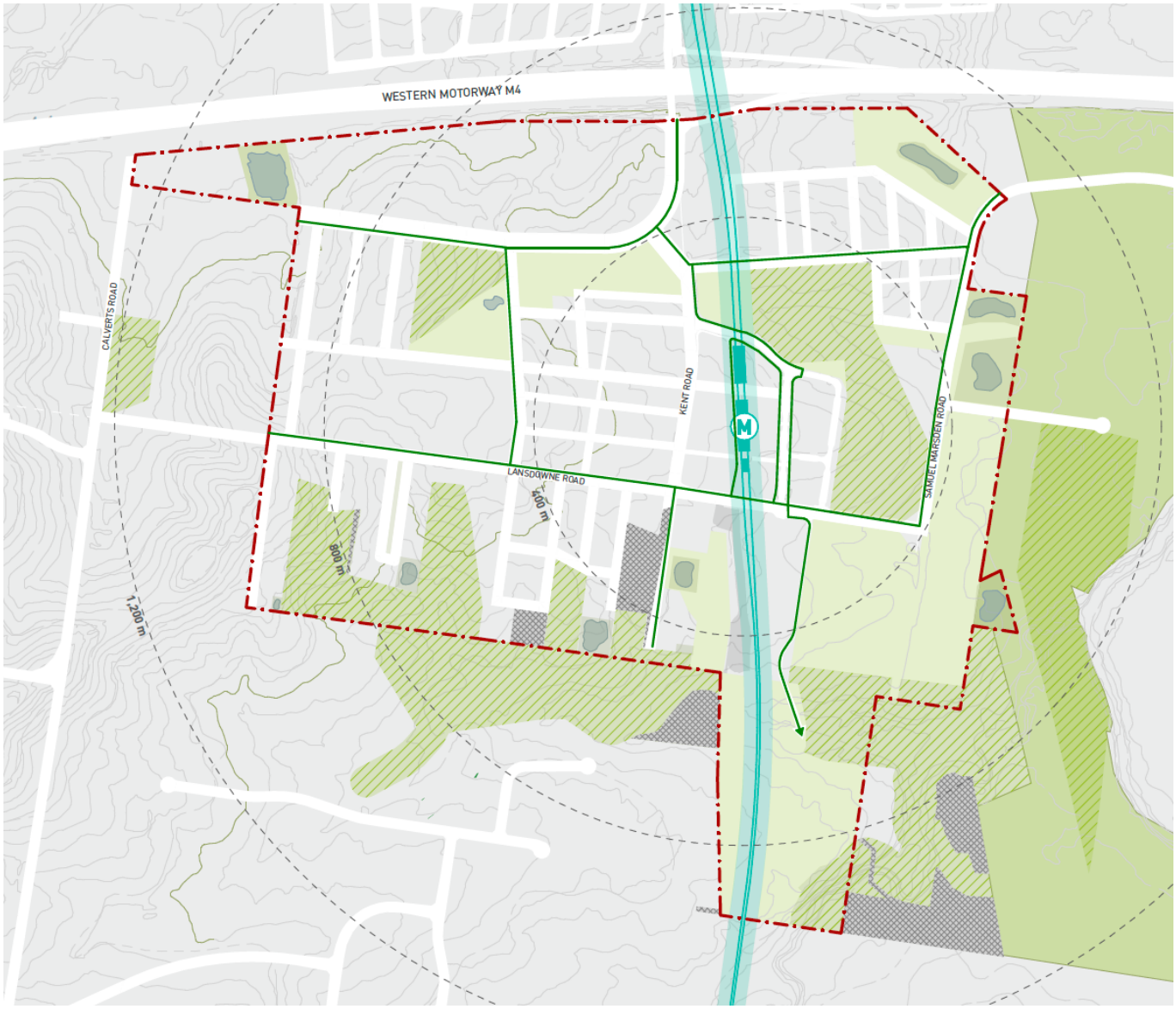


Figure 25 Cycleway Map

7.3 Car Parking

A. Objectives

a. To provide sufficient, safe and secure parking for residents, workers and visitors.

b. To encourage public transport and active transport use.

c. To ensure development encourages and supports increased usage and demand for electric vehicles.

B. Controls

8. For development in the High Density Town Centre Precinct as shown in Figure 26, the maximum car and motorcycle parking rates listed in Table 8 apply.

9. Accessible car parking, car share parking, electric vehicle charging spaces and bicycle parking spaces are to be provided according to the rates listed in Table 9.

10. For development outside the High Density Town Centre Precinct within the reminder of the Stage 1 Orchard Hills Precinct, the maximum car and motorcycle parking rates listed in Table 10 apply.

11. No direct vehicular access is permitted to the Town Centre Bypass Road or the M4 Western Motorway.

12. All development shall make provision for future electric vehicle charging points in off-street car parking areas, or an increased amount of electric vehicle charging points above the minimum rate specified in Table 8. Charging standards are defined by the NSW Electric and Hybrid Vehicle Plan, Future Transport 2056.

13. Travel plans are to be provided and are to include details of measures to reduce car dependency for new developments by encouraging sustainable transport modes. A Travel Plan must be submitted for:

    a) Any residential developments containing 30 or more residential dwellings.

    b) Any commercial or industrial developments which exceeds 3,000m2 in gross floor area (GFA) or accommodates more than 50 employees.

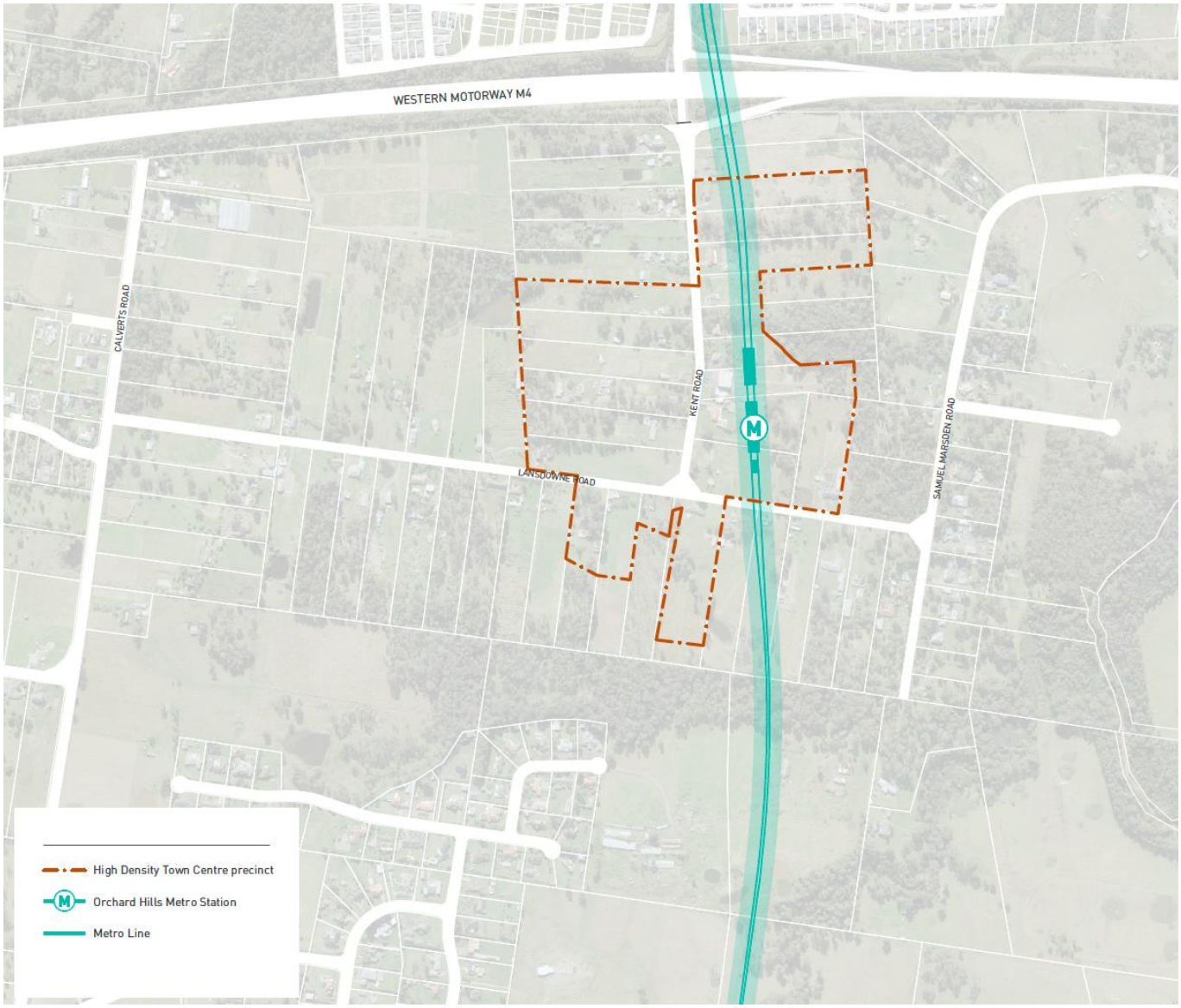


Figure 26 High Density Town Centre Precinct

Table 8 Maximum car and motorcycle parking rates for residential development within the High Density Town Centre Precinct

Land Use/parking type	Maximum parking rate
Detached dwelling, semi-detached and dual occupancies	1 space per dwelling
Attached dwellings and multi-dwelling housing	Studio, 1 or 2 bedrooms – 1 space per dwelling 3 or more bedrooms – 1.5 spaces per dwelling Visitor – 0.25 spaces per dwelling (minimum 1 space) Provision of a car washing space if more than 4 dwellings

Land Use/parking type	Maximum parking rate
Residential flat buildings / Shop-top housing	Studio or 1 bedroom – 0.5 spaces per dwelling 2 or more bedrooms – 1 space per dwelling Motorcycle parking – 1 space per 10 car spaces Visitor – 1 space per 5 apartments Provision of a car washing space if more than 4 dwellings

Table 9 Minimum parking rates for development within the High Density Town Centre Precinct

Vehicle Type	Minimum parking rate
Accessible car parking	1 space per adaptable dwelling 1 space per 20 visitor spaces
Car share spaces	1 space per 60 car spaces provided
Electric vehicle spaces including charging stations	1 space per 60 car spaces provided
Bicycle parking	1 space per dwelling (resident) 1 space per 10 dwellings (visitor)

Table 10 Maximum parking rates for residential development outside the High Density Town Centre Precinct

Land Use/parking type	Maximum parking rate
Detached dwelling, semi-detached and dual occupancies	2 spaces per dwelling
Attached dwellings and multi-dwelling housing	Studio, 1 bedroom – 1 space per dwelling 2 bedroom – 1.5 spaces per dwellings (or part thereof) 3 or more bedrooms – 2 spaces per dwelling Visitor – 1 space for every 5 dwellings

Land Use/parking type	Maximum parking rate
Residential flat buildings / Shop-top housing	Studio, 1 bedroom and 2 bedroom – 1 space per dwelling 3 or more bedrooms – 2 spaces per dwelling Visitor – 1 space for every 5 dwellings Service vehicles – 1 space per 40 apartments

8 Stormwater Management

A. Objectives

a. To protect, maintain or restore waterway health within Wianamatta-South Creek and its tributaries by managing development impacts.

b. To ensure the waterway objectives (flow and water quality) for Wianamatta-South Creek are achieved.

c. To ensure the design and delivery of infrastructure, servicing and development is sustainable through encouraging the use of recycled water, optimising stormwater management and maximising efficiency in the use of potable water.

d. To safely and effectively convey stormwater flows from urban areas to the existing waterways or stormwater treatment infrastructure.

B. Controls

1. Development is to deliver the waterway objectives (flow and water quality) as set out in the *Wianamatta-South Creek Stormwater Management Targets* (NSW Department of Planning and Environment, 2022) and *Technical guidance for Achieving Wianamatta South Creek Stormwater Management Targets* (NSW Department of Planning and Environment, 2022) and *Orchard Hills Stage 1 Integrated Water Cycle Management Strategy* (DesignFlow, 2026)

2. Detention basins and treatment areas are to be located outside the 1% AEP with allowance for climate change flood extent and in line with the locations identified in Figure 27.

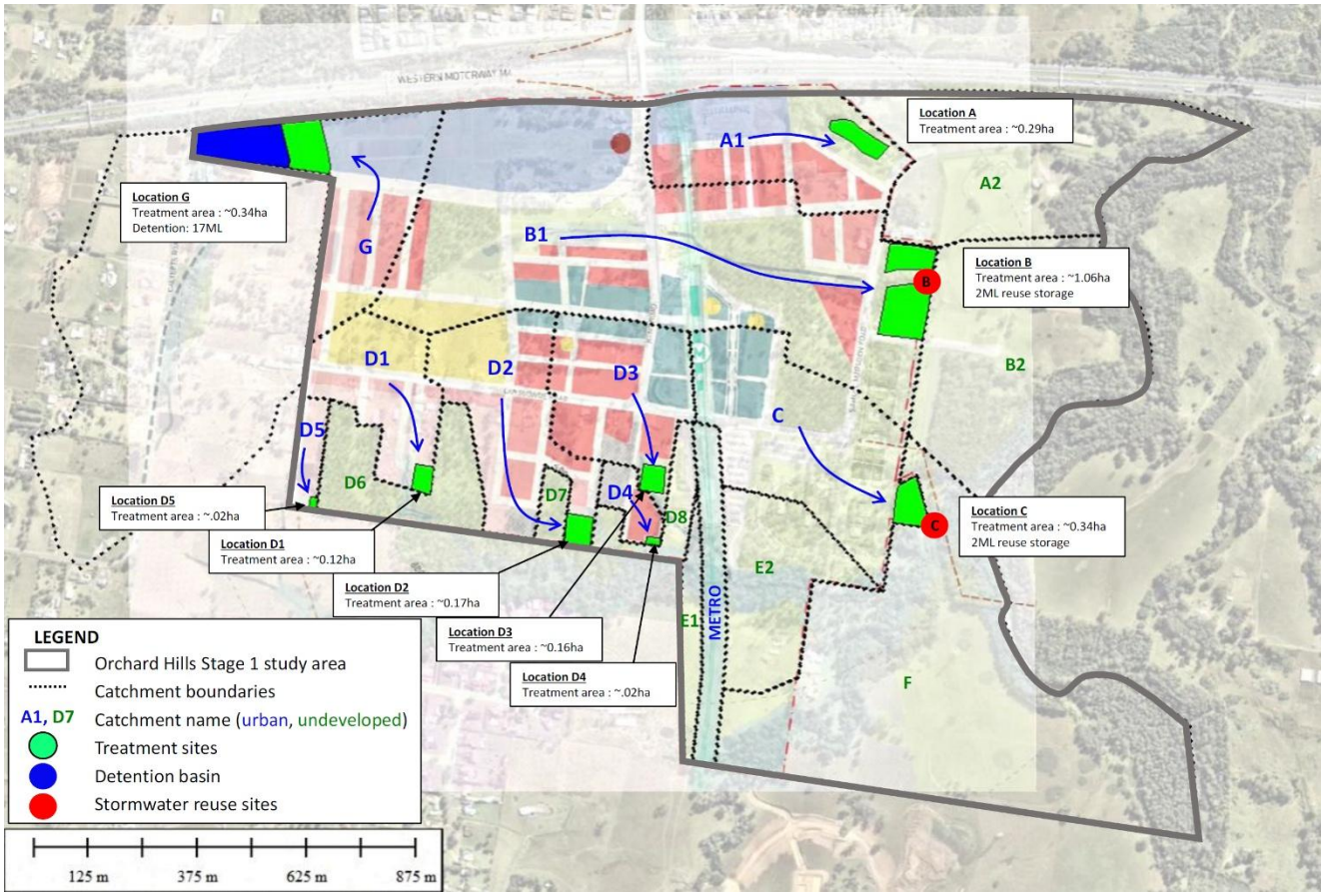


Figure 27 Stormwater Management Strategy

3. Development is to achieve the stormwater quality targets in Table 11 and stormwater flow targets in Table 12.
4. For development within Lot 71/ DP29388 and Lot 72/ DP29388 the road reserve must incorporate water sensitive urban design measures in accordance with Penrith City Council's *Water Sensitive Urban Design Policy* (Penrith City Council, 2013) and *WSUD Technical Guidelines* (Penrith City Council, 2020).
5. Where development is not serviced by a reticulated recycled water scheme at least 80% of its non-potable demand is to be supplied through allotment rainwater tanks.
    c) Houses (detached/semi detached): minimum 3Kl tanks collecting 50% of roof area
    d) Terraced houses: minimum 1.5kl tanks collecting 75% of roof area
    e) Apartments: 100% collected from roof for landscape irrigation. Tank size to be 10% of annual irrigation demands – estimated with 600mm/year irrigation rate)
    f) Commercial buildings: minimum 75% collected from roof area for landscape irrigation. Tank size to be 10% of annual irrigation demands – estimated 600mm/year irrigation year
    g) School buildings: minimum 50% collection from roof area for toilet flushing demands. Tank is to be 10% of annual demand, based on 15l/day per person

Table 11 Wianamatta – South Creek stormwater water quality targets (DesignFlow, 2026)

Parameter	Target – reduction in mean annual load from unmitigated development
Gross pollutants (anthropogenic litter >5mm and course sediment >1mm)	<16kg/ha/y
Total suspended solids (TSS)	<80kg/ha/y
Total phosphorous	<0.3kg/ha/y
Total nitrogen	<3.5kg/ha/y

Table 12 Wianamatta – South Creek stormwater flow targets (DesignFlow, 2026)

Parameter	Target	Flow objectives for 1st and 2nd order streams
Mean annual runoff volume (MARV)	Less than or equal to 2 ML/ha/y at the point of discharge to the local waterway	1.90-2.14 ML/ha/y
90%ile flow	1,000-5,000 L/ha/day at the point of discharge to the local waterway	1,309-2,788 L/ha/day
50%ile flow	5-100 L/ha/day at the point of discharge to the local waterway	50-94 L/ha/day
10%ile flow	0L/ha/day at the point of discharge to the local waterway	2-39% cease to flow

9 Flood Risk Management

A. Objectives

a. To ensure flood risk within Orchard Hills Stage 1 is appropriately managed in accordance with the recommendations of the Orchard Hills *Flood Impact Assessment* (Rhelm, 2026).

B. Controls

1. Development on land within the flood planning area as shown in Figure 28, is to be undertaken in accordance with the Orchard Hills *Flood Impact Assessment* (Rhelm, 2026).

2. All development on land within the flood planning area is to demonstrate consistency with the Flood Planning Considerations and Flood Emergency Response in the Orchard Hills *Flood Impact Assessment* (Rhelm, 2026).
3. To ensure all habitable rooms and basement entries are located above the flood planning level.
4. For the Orchard Hills Stage 1 the relevant flood related terms are provided in Table 13.

Table 13 Flood related terms for Orchard Hills Stage 1

Reference	Terms to be applied to Orchard Hills Stage 1
1% Average Exceedance Probability (AEP)	1% AEP with allowance for climate change
Flood planning level	1% AEP with allowance for climate change plus 0.5m*
Flood planning area	Area below the Flood planning level

* Where the flood planning level as defined in Table 13 exceeds the Probable Maximum Flood (PMF), the PMF is taken to be the flood planning level.

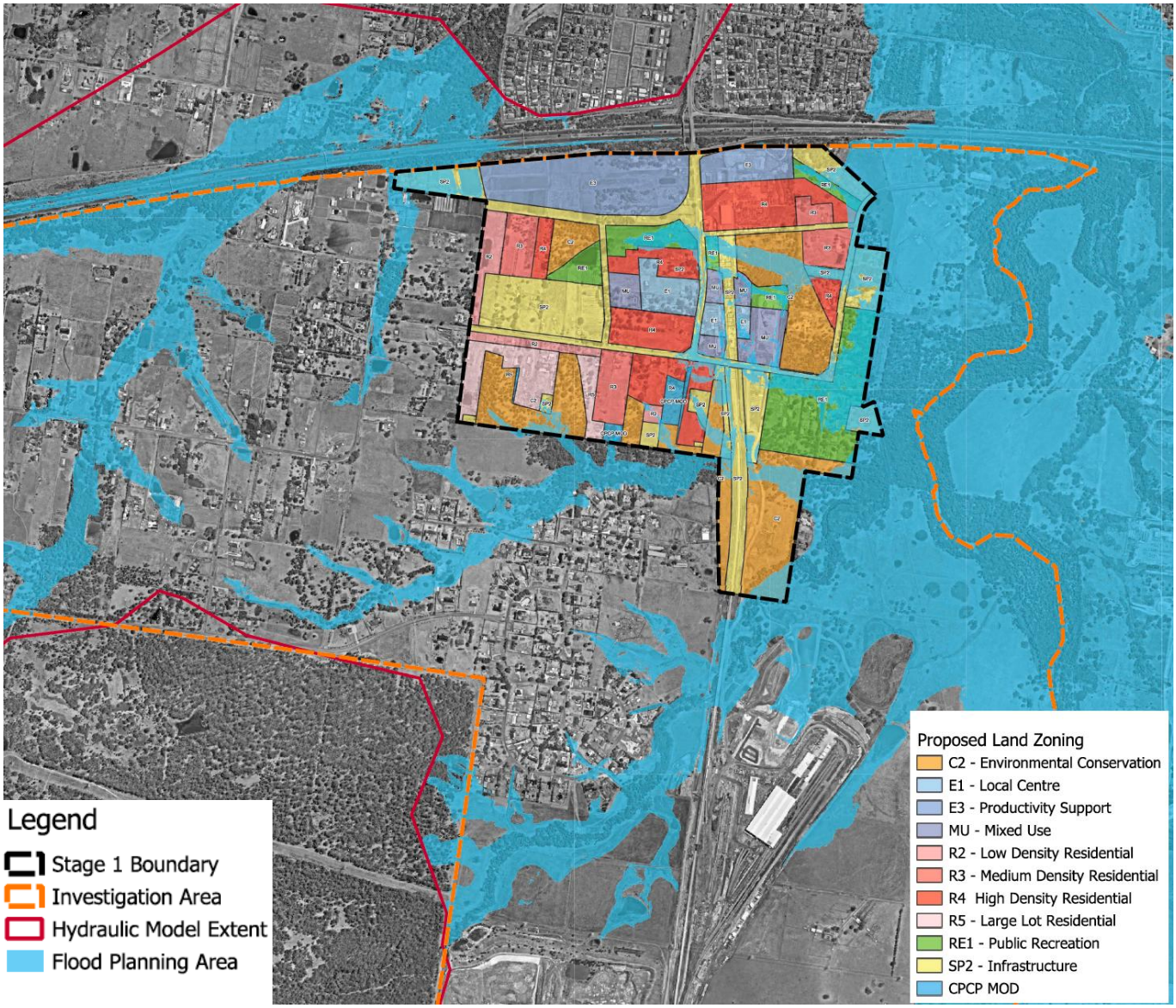


Figure 28 Flood Planning Area

10 Open Space and Community Infrastructure

The following objectives and controls apply to the land identified in Figure 29 and Table 14 to Table 16 to guide the development of public open space and community facilities in the Precinct.

A. Objectives

a. To support the design and delivery of open spaces, community facilities, public domain areas, and recreation networks that:

   i. Are inclusive, functional, accessible, attractive, and comfortable.

   ii. Are well connected to surrounding areas to encourage pedestrian and cycling access both within the precinct and to surrounding areas.

   iii. Protect and enhance local biodiversity, integrate existing vegetation, introduce new plantings of primarily locally endemic species, and provide connectivity with broader ecological networks.

B. Controls

1. New public domain and public open space is to be provided in accordance with Figure 29 and Table 14 and Table 15.

2. Public open space spaces shall comply with the *Greener Places* (NSW Government Architect, 2020), draft *Greener Place Design Guide* (NSW Government Architect, 2020) and the Penrith *Sport and Recreation Strategy* (Penrith City Council, 2020).

3. Open space is to be designed to:

   a) Provide diverse play spaces for various age groups and provide a range of passive open space and active recreation uses.

   b) Include adequate parking, lighting, and waste management facilities.

   c) Retain the existing endangered and critically endangered communities as a natural bushland open space, refer to Figure 29.

   d) Integrate with remnant vegetation and bushland areas and link with riparian corridors where appropriate.

   e) Integrate with planned active transport networks to enhance recreation opportunities throughout the precinct.

4. Open space, community facilities and recreation networks are to be designed utilising the *Connecting with Country Framework* (Government Architect NSW, 2023).

5. Recreation areas and playgrounds are to be designed in accordance with the design principles and requirements in *Everyone Can Play – A Guideline to Create Inclusive Playspaces 2023* (NSW Department of Planning and Environment, 2023).

6. Community facilities are to be provided in accordance with the requirements specified in Table 16.

Table 14 Public Domain

Public Domain Areas	Minimum Size	Function
Community Plaza (market square) (Precinct 3)	3,000 m2	A large civic and community space which provides opportunities for community events, weekend markets and a central community gathering space. The Community Plaza will be paved, tree lined, landscaped public plaza with extensive seating and shade. With outlook to greenspace and bushland, the Community Plaza will provide a high amenity public space for residents, workers and visitors to the Town Centre to spend time. Located close to the Metro and across the road from the community centre, the Community Plaza will be an active community space that creates a welcoming and accessible space for a variety of users.
Community Plaza (Precinct 1)	1,700 m2	The Community Plaza will function as a central meeting place and destination point within the Town Centre. Seating, tree planting and landscaping, will ensure the Community Plaza is an enjoyable place to meet, sit and spend time. Activated by retail uses along High Street, the Community Plaza will be a focal point of the Town Centre.

Table 15 Public Open space

Public Open Space	Minimum Size	Function
Local open space (5 Local Parks)	5000m2 – 2 hectares	A network of connected local parks that includes: • A gateway local open space that links the east and western side of the station along the riparian zone • New local parks at key locations within and around the local centre and Sydney Metro station, to provide significant amenity, activity nodes and public space for residents to enjoy. • New open space located at key viewpoints to protect view lines and landscape character. • Playgrounds, shaded seating areas, walking paths, and water bubblers. • Local open spaces should also include picnic facilities, dog parks or other specialist offerings to meet the needs of future residents, workers and visitors.
District open space (1 District Park)	10 hectares	A district level sporting and recreation area containing: • 3 separate playing fields • 1 double/multipurpose field • 6 outdoor courts, • Playgrounds • Walking/cycling paths, BBQ and picnic facilities, shaded seating areas, amenities, dog park, and outdoor fitness equipment.

Table 16 Community Infrastructure

Community infrastructure	Size	Function
District level multi-purpose community space	5,000m2	A multi-purpose district community centre located in the Town Centre (co-located library floorspace). The multi-purpose facility is to provide for a range of community uses and programs and is to incorporate spaces for creative and performing arts spaces as part of the total GFA. Creative spaces should include flexible, multipurpose spaces that can be used by artists and creatives for creating and making and/or for community-based activities and programs.
Branch Library (co-located with community space)	1,100m2	A minimum of 1,100m2 of library floor space co-located with District Community Facility.

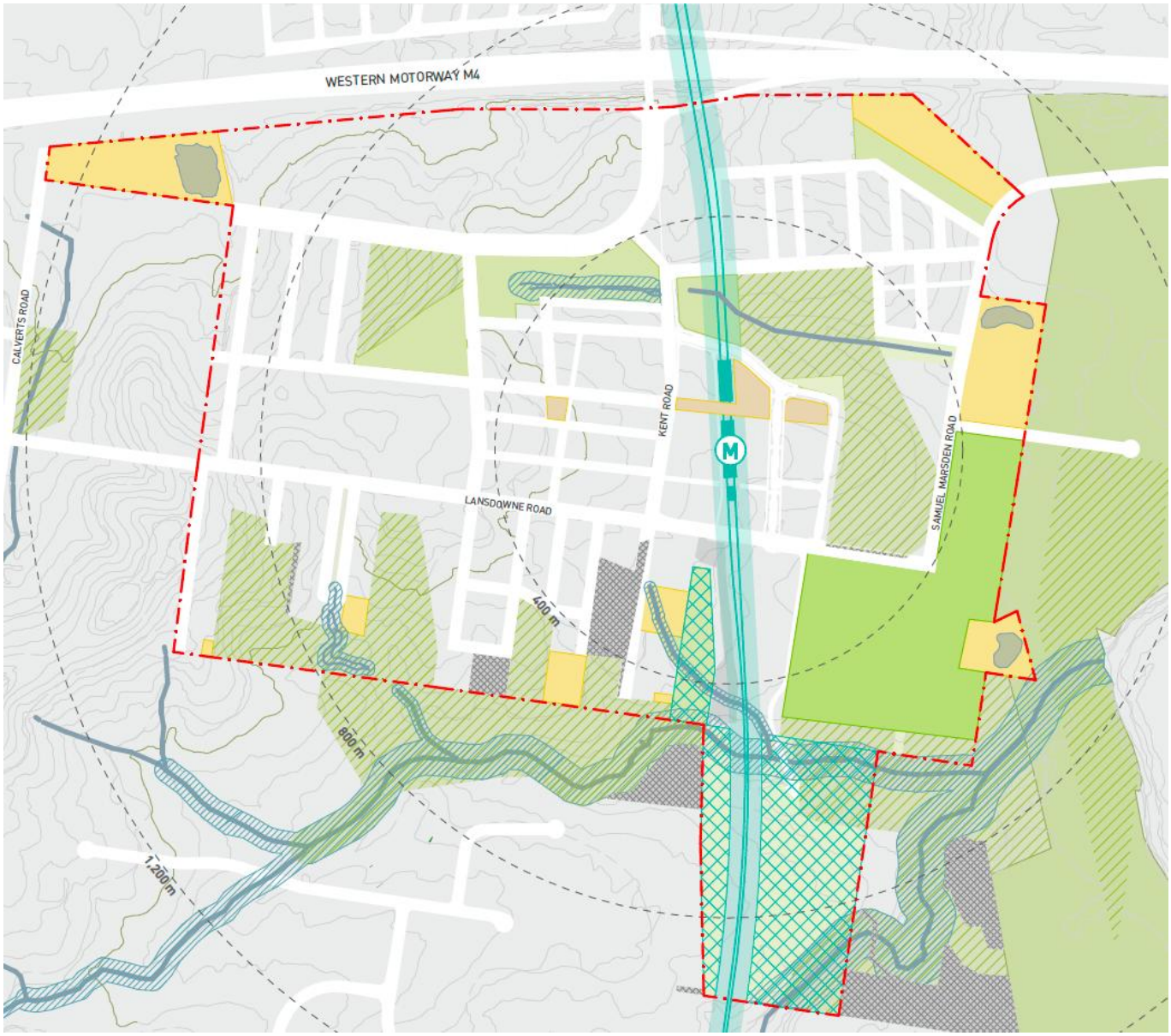


Figure 29 Open space network

11 Public Art

A. Objectives

a. To facilitate the inclusion of public art which creates a sense of place and contributes to a safe and vibrant community.

b. For public art to increase legibility of a space by offering memorable markers that assist with wayfinding in the environment.

B. Controls

1. Significant development, as outlined in Council's *Place making and Public Art Policy* (Penrith City Council, 2011) with an estimated cost of $5 million or more, is to include place making and public art as an integrated approach for public spaces/domain.
2. Public art is to be designed and implemented in accordance with Council's *Cultural Strategy and Action Plan* (Penrith City Council, 2024).
3. A Public Art Strategy is to be submitted as part of the development application for significant development.

12 Built Form

12.1 Front setbacks and street wall heights

A. Objectives

a. To define the street edge and key corners and provide definition between buildings and the public domain.

b. To establish consistent setbacks to streets and public spaces to create a quality public domain, streetscape character and comfortable pedestrian environment.

c. To provide sufficient setbacks for active uses at ground level, including building entries, outdoor dining, weather protection, seating and pedestrian walkways.

d. To provide unencumbered planting space for canopy trees, shrubs and groundcovers to mitigate urban heat.

e. To reduce overshadowing, bulk and visual impacts of buildings to streets and the public domain.

f. To provide a consistent street wall height throughout the centre, ensure upper levels above the street wall are setback and the building mass is fragmented.

B. Controls

1. Minimum front setbacks are to be provided in accordance with Figure 30 and Table 17.
2. The front setback is to be landscaped and contain canopy trees to contribute to the streetscape of the area and helps mitigate urban heat.
3. Setbacks above the street wall height are to be emphasised through variation in architectural features, materials, and design elements.

4. For residential flat buildings in the R4 High Density Residential Zone:
   a) A maximum street wall height of 6 storeys applies.
   b) The setback above the street wall is to be a minimum of 3m from building line.
   c) The building above the street wall is to be fragmented with the GFA of the floor above the street wall being no more than 60% of the floor immediately below.
5. For development in the E1 and MU zone refer to Precinct Controls in Section 6 for street wall heights.

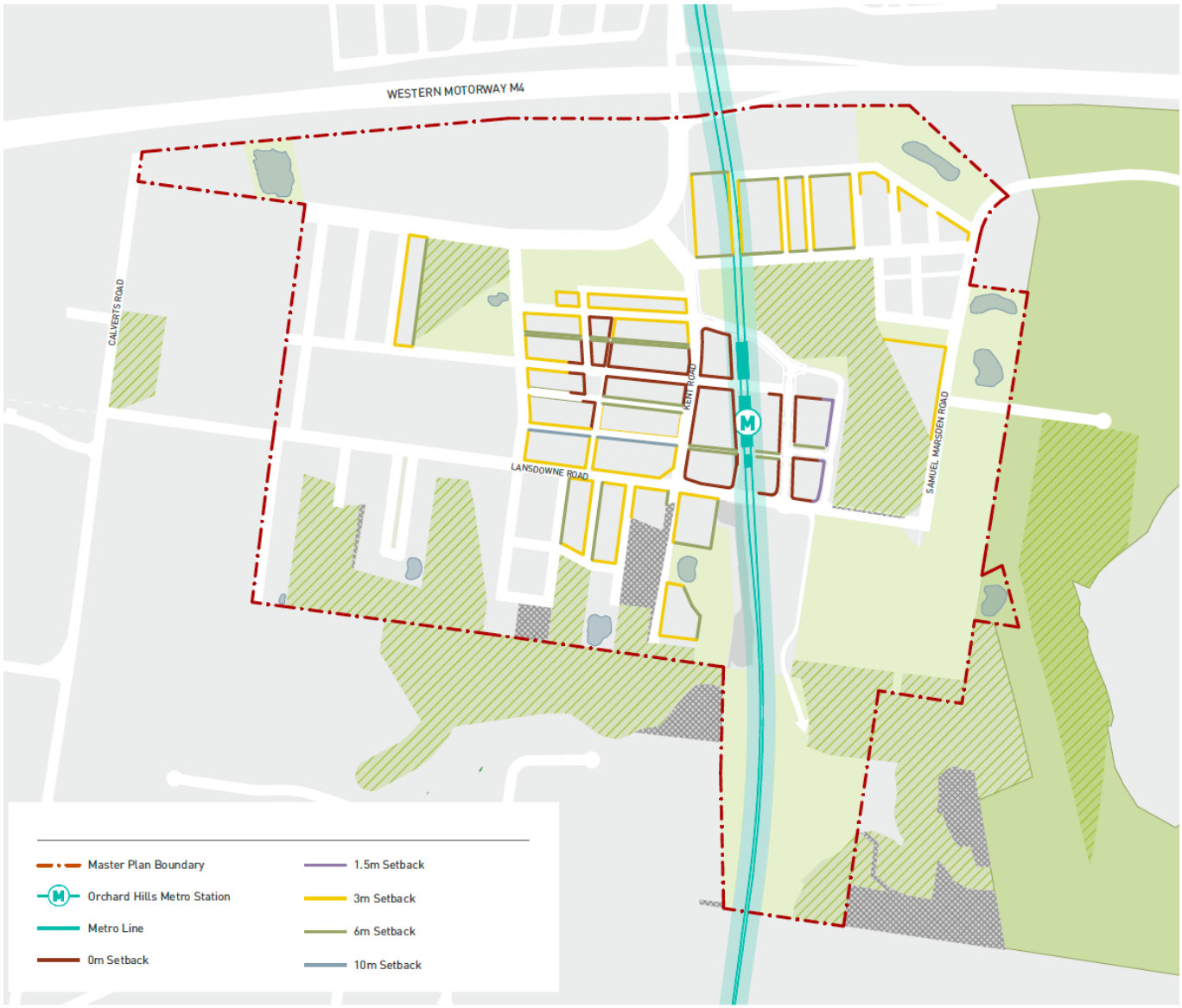


Figure 30 Minimum street setbacks

For areas not shown on Figure 30, the minimum front setbacks apply in Table 17 apply.

Table 17 Minimum front setbacks

Development type	Minimum front setback
Low density residential development in the R2 zone	5.5m
Large lot residential development in the R5 zone	5.5m
Low rise medium density residential development in the R3 zone (medium density housing up to 3 storeys and attached dwellings, manor houses and multi-dwelling housing)	3.5m
Development in the E3 zone	10m

12.2 Side and Rear Setbacks

A. Objectives

a. To provide for variation in built form, breaks in buildings and adequate separation between buildings.

b. To ensure a high level of residential amenity including privacy, ventilation, and solar access.

c. To provide sufficient space for landscaping and tree plantings along the side and rear boundaries.

B. Controls

1. The minimum setback from the side and rear property boundaries for residential apartment development is to comply with the requirements of the *Apartment Design Guide* (NSW Department of Planning and Environment, 2015).

2. The minimum side and rear setbacks for low-rise medium and medium density housing types are to comply with the relevant setbacks and design criteria in the *Low Rise Housing Diversity Design Guide 2020* (NSW Department of Planning Industry and Environment, 2020).

12.3 Minimum Site Frontage

A. Objectives

a. To ensure that sites are of sufficient size to accommodate development, suitable access, and opportunities for planting of trees and landscaping within the site and in adjoining road verges.

b. To ensure suitable vehicular and pedestrian access and parking can be accommodated on site.

B. Controls

1. Development is to achieve the minimum street frontage widths in Table 18.

Table 18 Minimum site frontage

Development type	Minimum Frontage Width
Detached dwellings (up to 2 storeys)	12m
Semi-detached dwellings and dual occupancies (up to 2 storeys)	15m
Large lot residential dwelling	20m
Multi dwelling housing and attached dwellings (up to 3 storeys)	21m
Residential flat buildings, mixed use and shop top housing – less than 5 storeys	25m
Residential flat buildings, mixed use and shop top housing – 5 storeys and above	28m

12.4 Building design

A. Objectives

a. To ensure high quality architecture, design and built form outcomes which respond to and consider climate, topography, landscape, views, and interface with the public domain.

b. To encourage buildings of an appropriate scale that contribute to and enhance the desired neighbourhood character.

c. To provide a range of building types and architectural styles to create architectural diversity and visual interest.

d. To ensure appropriate building lengths and articulation to reduce the bulk and scale of buildings visible from the public domain and complement the desired future character of the area.

e. To ensure buildings are sited and designed to address the street and public domain and minimise impacts on significant views and vistas and significant changes of level at boundaries.

f. To ensure buildings define and reinforce the street edge and enclose spaces to create a secure and protected environment.

B. Controls

1. Buildings are to be designed to address and activate the street and/or open space, and to enhance the public domain through the inclusion of distinct and legible addresses, active uses at ground level, and the use of high quality and durable finishes and materials.

2. Buildings within street blocks are to vary in architectural expression, with a variety of facades, articulation, massing and design character so that the street block presents as a group of buildings rather than a singular architectural design or building.

3. Buildings must be designed to minimise impacts on key views through modulation of built form.

4. Building design is to sympathetically respond to topography, with regular transitions that maximise integration between ground floor level and street level.
5. Ground floor residential apartments are to address the street and provide for direct 'front door' access from the street.
6. All building entrances are to be clearly visible from the street and designed to provide a clear transition from the street to residential interiors.
7. On corner lots, buildings are to be positioned and designed to address both street frontages.
8. Regular building breaks or articulation measures are to be provided for all buildings along the street frontage to provide articulation and modulation in form and minimise bulk and scale.
9. The maximum length of any building over 8 storeys is not to exceed 50m.
10. The maximum gross floor area at ground level for a tower above 8 storeys is 750m2.
11. Building facades are to be articulated into distinctive elements with varied treatments, at a scale or grain that reflects the varied uses and levels of the building.
12. In mixed use buildings, non-residential and residential activities are to be designed to provide separate entrances, circulation, and servicing, such as loading docks.
13. Basement and vehicle entry points must not be externalised and are to be integrated into the design of buildings.
14. Residential apartment development (including shop top housing) is to be designed in accordance with the provisions in Chapter 4 of the *State Environmental Planning Policy (Housing) 2021* and the *Apartment Design Guide* (NSW Department of Planning and Environment, 2015).
15. Low-rise medium and medium density housing development is to be designed in accordance with the design criteria in the *Low Rise Housing Diversity Guide 2020* (NSW Department of Planning and Environment, 2020).

12.5 Active Street Frontages

A. Objectives

a. To define areas where active streets are required.

b. To achieve active street frontages with good physical and visual connections between buildings and the street.

c. To create vibrant streetscapes around areas of high pedestrian traffic.

d. To promote pedestrian activity and safety in the public domain.

B. Controls

1. Active street frontage uses are to be located on all streets (except laneways) at the ground level of all buildings in the MU1 Mixed Use Zone as indicated in Figure 31.
2. Ground floor active street frontage uses must be at the same level as the adjoining footpath and directly accessible from the street.

3. Ground floor residential apartments are not to be located on primary active street frontages. Ground floor residential apartments may be located on secondary active street frontages subject to the apartments having direct ‘front door’ access from the street.
4. Restaurants, cafes and the like are to consider providing openable shop fronts.
5. Continuous awnings are to be provided on active street frontages for all non-residential development.
6. On corner sites, active shop fronts are to wrap around the corner and address both street frontages.
7. Transparency and openings to the street are to be maximised and blank walls, fire exits and building services elements are to be minimised.
8. Large format stores are to be located behind other commercial frontages to ensure continuity of streetscape and to avoid blank walls or inactive frontages to the street, public open space or public plazas.
9. Vehicular access is not to be from a primary active street frontage or adjacent to the primary building entry. Access is to be from a secondary street or laneway where possible.
10. Development sites where vehicle access must be provided along the frontage of a Civic Laneway, or street with an equivalent shared typology (excluding a Residential Way), must demonstrate that vehicle access for freight and servicing activities to that site is able to be managed fully off street.

Note: Active street frontage uses include shop fronts; retail and service facilities with a street entrance; café or restaurants with street entrance; community and civic uses with a street entrance; recreation and leisure facilities with a street entrance; and residential apartments with direct ‘front door’ access from the street.

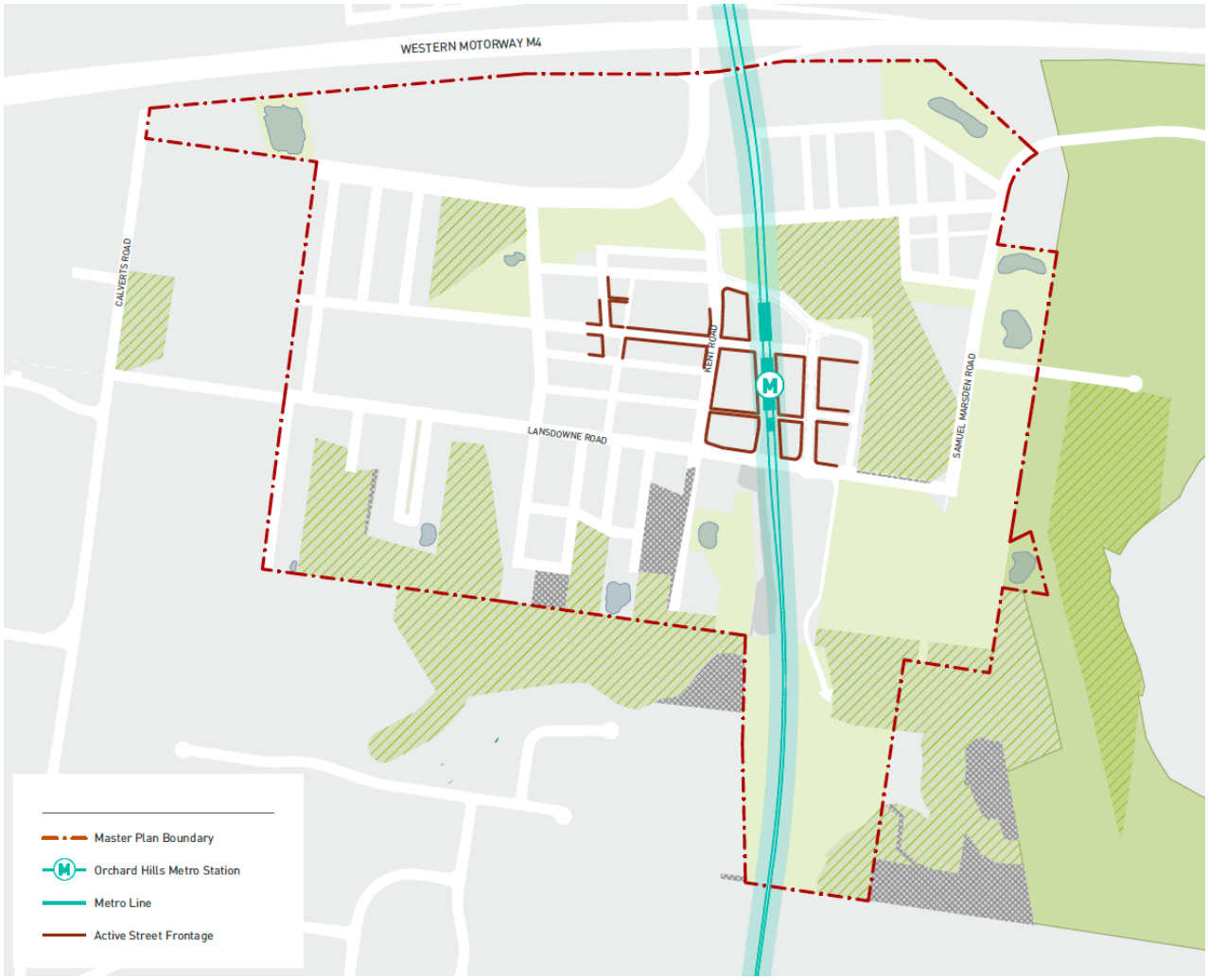
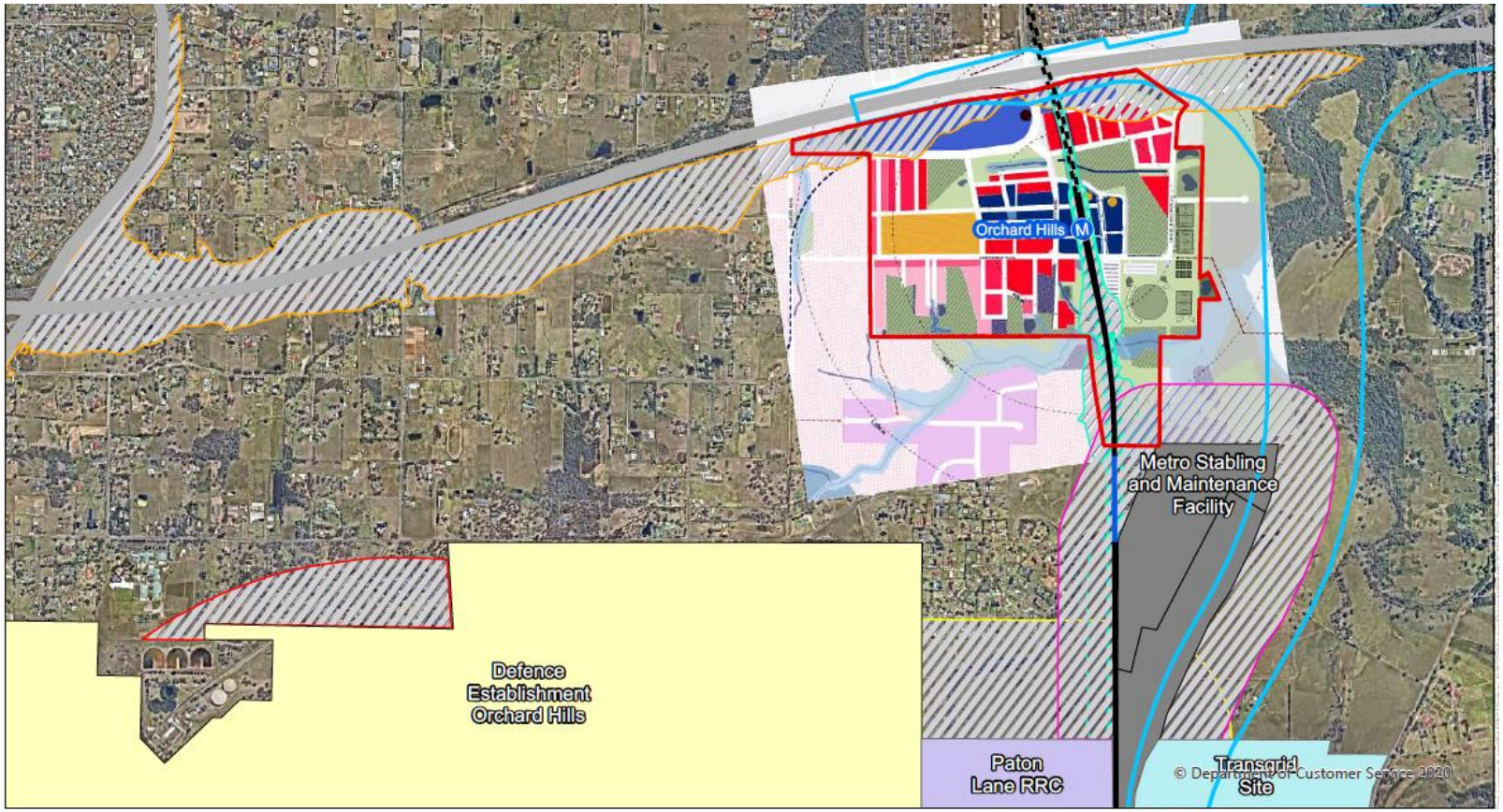


Figure 31 Active Street Frontages

Appendix A – Noise Buffer Areas



Orchard Hills Precinct Plan - Noise Buffer Areas

Orchard Hills Stage 1 Rezoning Area
Outer Sydney Orbital corridor

Metro Alignment
Surface
Tunnel
Viaduct
M Metro Station

Buffer - Metro Stabling and Maintenance Facility
Buffer - Defence Noise
Buffer - Ground-borne Rail Noise
Buffer - Airborne Rail Noise
Buffer - Ground-borne Rail Vibration
Buffer - Airborne Road Noise
Buffer - RRC Noise

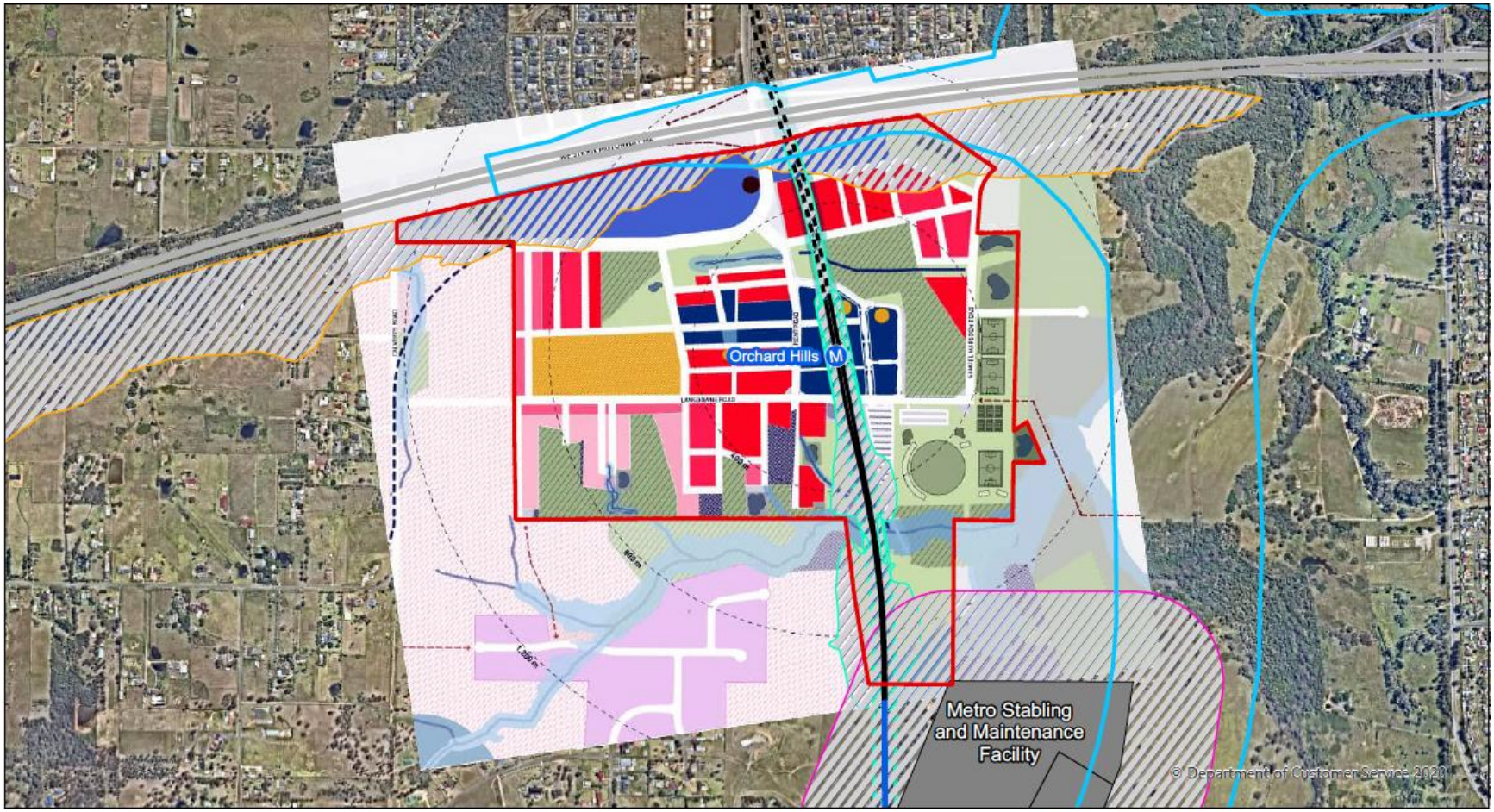
Page 1

N

0 280 560 Meters

AECOM

Source: Nearmap 2023



Orchard Hills Precinct Plan - Noise Buffer Areas

Page 2

N

0 180 360 Meters

AECOM

Orchard Hills Stage 1 Rezoning Area

Outer Sydney Orbital corridor

Metro Alignment

Surface

Tunnel

Viaduct

M Metro Station

Buffer - Metro Stabling and Maintenance Facility

Buffer - Ground-borne Rail Noise

Buffer - Airborne Rail Noise

Buffer - Ground-borne Rail Vibration

Buffer - Airborne Road Noise

Source: Nearmap 2023

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NSW GOVERNMENT