

Liverpool Development Control Plan 2008
Part 2.13
Land Subdivision in
Pleasure Point

19 February 2014

Part 2.13 must be read in conjunction with Part 1
Refer to Part 3.8 for non residential development in residential zones

Liverpool Development Control Plan 2008

Part 2.13 Pleasure Point

Table of Contents

1. Preliminary	4
2. Controls for Public Domain	6
2.1 Street Network	6
2.2 Pedestrian and Cyclist Paths	12
2.3 Streetscape and Street Trees	12
2.4 Open Space	12
2.5 Views and View Sharing	14
2.6 Bushfire Protection	12
2.7 Creek Corridors	17
2.8 Stormwater Quantity and Quality Management	17

Table of Figures

Figure 1 Land to which this part applies	4
Figure 2 Street Network	7
Figure 3 Collector Street	9
Figure 4 Local Street	10
Figure 5 Asset Protection Road	11
Figure 6 Tree Protection	13
Figure 7 View Sharing	14
Figure 8 Land to which a 25 metre setback applies	16
Figure 9 Bushfire Trail	16

1. Preliminary

Applies to

1. This Part applies to land identified on Figure 1.
2. Part 1 also applies to the land identified in Figure 1.
3. The controls in this part relate to the subdivision of land in Figure 1.
4. Controls on development in Residential Zones in this locality are in Parts 3.1, 3.2, 3.3, 3.4 and 3.8.

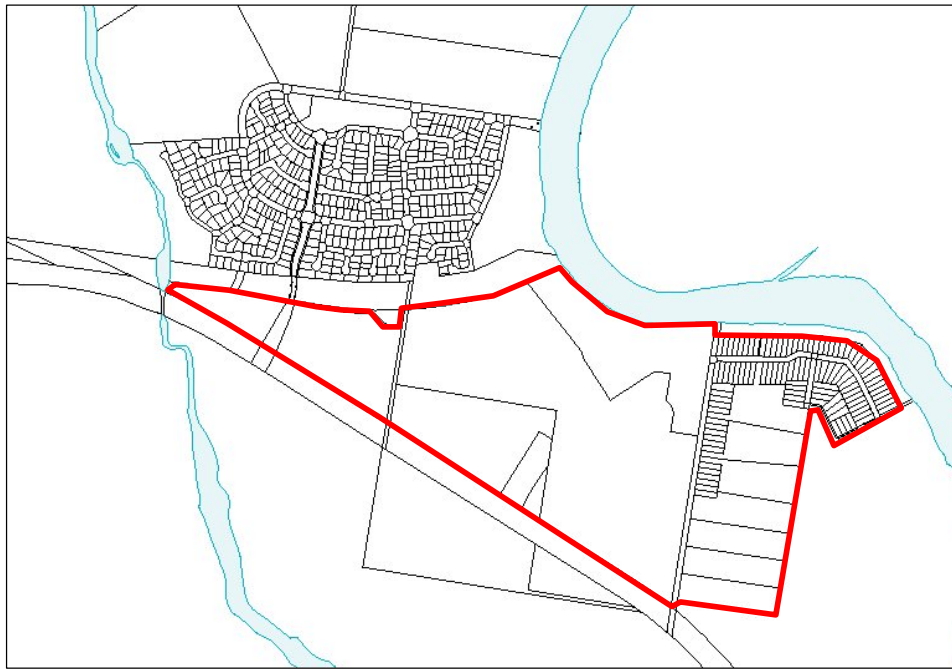


Figure 1 Land to which this part applies

Background

The Pleasure Point area currently consists of a small amount of residential development east of Pleasure Point Road and is adjacent to the residential area of Voyager Point. The development of the land between these two areas will provide a contiguous residential area. Road access to the combined residential area will remain using The Avenue and Pleasure Point Road. It is appropriate to link these two areas to minimise the need to use Heathcote Road to travel between the two areas. It will also facilitate pedestrian access to East Hills Station. A through road linking The Avenue and Pleasure Point Road will also provide a more efficient bus route through the locality.

Objectives

Accessibility

To ensure a clear relationship between accessibility and land use by:

- a) Promoting a movement system that gives appropriate priority to: walking, cycling, public transport, and private vehicles.

- b) Guaranteeing a movement system that relates accessibility demand to location of development type.
- c) Ensuring that servicing is able to be carried out appropriately.
- d) Ensuring movement priorities, traffic speeds and street and road designs are appropriate to the location and give priority to pedestrians and children.
- e) Guaranteeing adequate accessibility for emergency vehicles.
- f) Building upon existing movement patterns and infrastructure by utilising the existing street layout.
- g) Providing safe access during flooding events.

Social Benefits

To establish affordable and accessible facilities and resources that allow people to maintain wellbeing, live and recreate by ensuring that development creates a 'people place' by giving priority to people and human relationships through housing mix and safety.

Environmental Benefits

To ensure a clean, safe and healthy environment that builds on existing resources and produces quality built and natural assets by:

- a) Establishing appropriate drainage management that, contributes positively to the area.
- b) Developing solutions to manage environmental issues on-site.
- c) Ensuring that waste disposal is effective and efficient and that recycling is utilised at every opportunity.
- d) Ensuring a high standard of water and air pollution management and water quality.
- e) Maintaining and enhancing the quality of the natural environment.
- f) Connecting and enhancing vegetation corridors and providing links between the Georges River and Holsworthy.
- g) Promoting the development of place and a quality built environment with people and human relationships as a central consideration.

Economic Benefits

- a) To ensure appropriate accessibility to employment.
- b) To ensure infrastructure is sufficient to meet current and predicted need.

2. Controls for Public Domain

2.1 Street Network

The development of the locality will involve new residential development south of the East Hills railway line, which will provide a contiguous residential area. Road access to the combined residential area will remain using The Avenue and Pleasure Point Road. It is appropriate to link these 2 areas to minimise the need to use Heathcote Road to travel between the 2 areas or for development at Pleasure Point to have pedestrian access to East Hills Railway Station.

This link should be capable of carrying public transport.

In addition to these links there will be a local street network. Detailed street sections are provided in Section 2.2.

Internal Link road

Objectives

- a) To provide an internal link, which joins the various residential precincts.
- b) To minimise the need to use Heathcote Road to travel between the 2 areas or for development at Pleasure Point to have pedestrian access to East Hills Railway Station.
- c) To provide a for a more efficient bus route through the locality.
- d) To provide safe, legible and efficient access within the locality.
- e) To promote a movement system that, where appropriate, gives priority to walking, cycling and public transport.

Controls

The internal road link shall be provided in accordance with Figure 2.

Local Street Network

Objectives

- a) To encourage a low-speed traffic environment.
- b) To develop a comprehensive street network that links the site to the surrounding residential, commercial and employment areas.
- c) To provide a comprehensive pedestrian and cycle network linking residential areas with parks, recreation areas.
- d) To create a high quality safe environment for walking and cycling.

Controls

- 1. Subdivision plans are required to comply with the fixed streets identified in Figure 2.
- 2. Provide a grid-like street network pattern to facilitate walking and cycling and enable direct local vehicle trips within the neighbourhood. Cul-de-sacs will only be supported other than where alternative street patterns are not achievable.
- 3. Design safe pedestrian crossing points.
- 4. All intersections are to be designed in accordance with the RTA Austroads standards.
- 5. Street sections are to comply with Figures 3, 4 and 5.

6. The internal link road shall have a minimum travel-way width of 7m to accommodate a bus route.
7. Local streets shall front open space and avoid back fences to open space and other public areas.
8. All streets are to be legibly signposted with streets names and property numbers
9. 1.5m footpaths are to be provided on both sides of all streets.
10. All Development Applications for subdivision are to detail the proposed kerb type.
11. Barrier kerbs are to be used:
 - On any street frontage to open space.
 - At all intersections (between the potential driveway location on one frontage to the potential driveway location on the alternative street frontage). Driveways are not to be located within 6m of the tangent point of any intersection.
12. Roll kerbs may be used in other locations to the above.

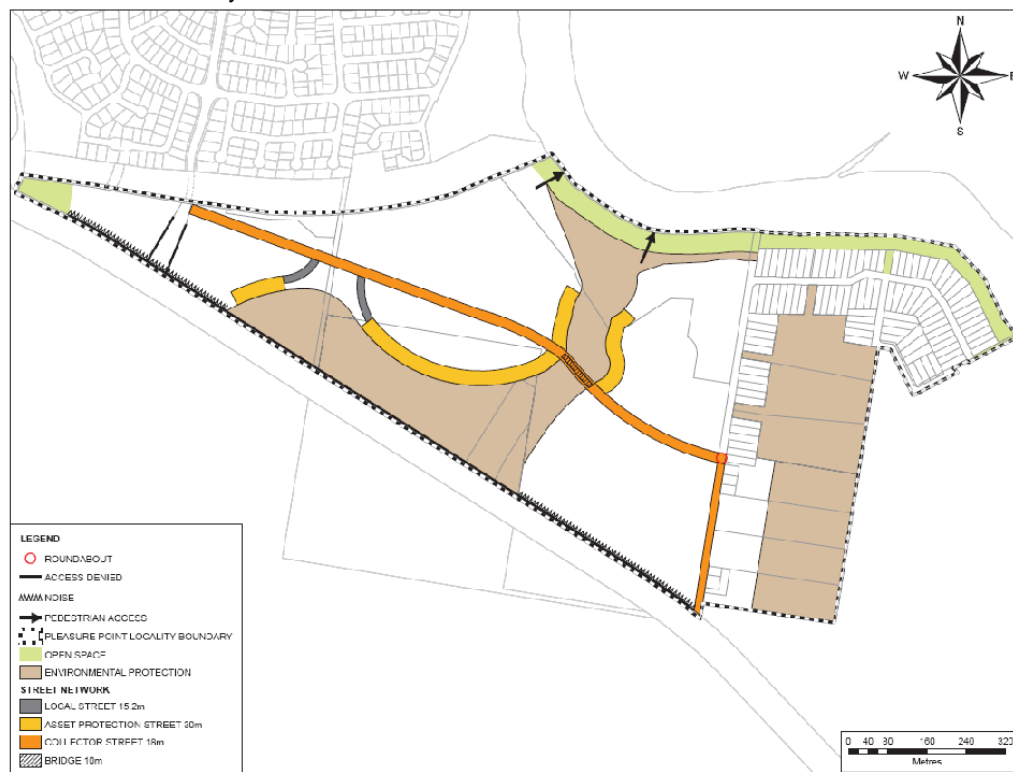


Figure 2 Street Network

Street Types

The following types of streets are provided:

Collector (Internal Link Road)

This street provides a connection from The Avenue to Pleasure Point Road. It will also be the public transport route. Refer to Figure 3.

Local Streets

These streets are designed for slow residential traffic. The road reserve is 15m wide. Refer to Figure 4.

Asset Protection Road:

This road is situated between the proposed urban areas and adjoining conservation areas that may be prone to bush fires. Pedestrian and cycle paths will encourage recreational use in what will be a scenic environment. Appropriate night lighting is important on this road to allow for incidental surveillance along the bushland fringe. Asset protection roads will have a road reserve of 30m, 20m of which is taken by the carriageway, road verges and a dedicated cycleway. The remaining 10m is proposed to be grassland and scattered trees and may serve a passive recreation purpose. Refer to Figure 5.

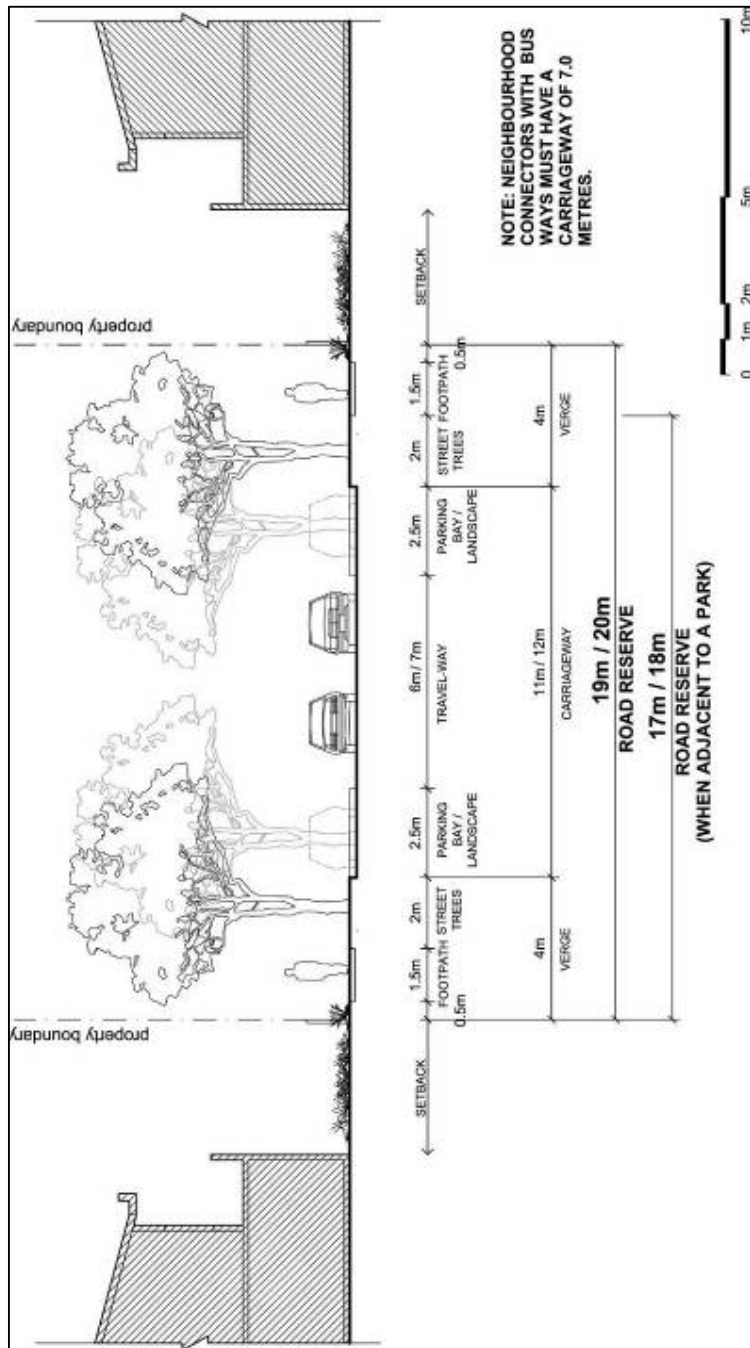


Figure 3 Collector Street

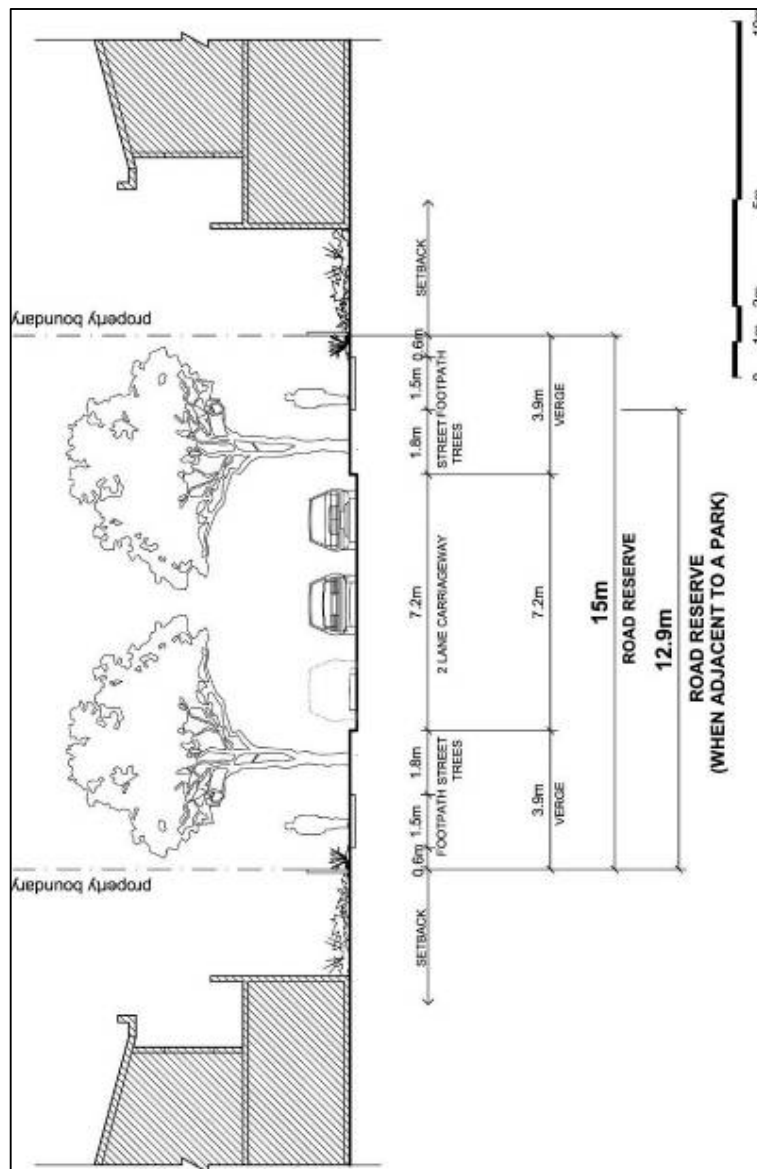


Figure 4 Local Street

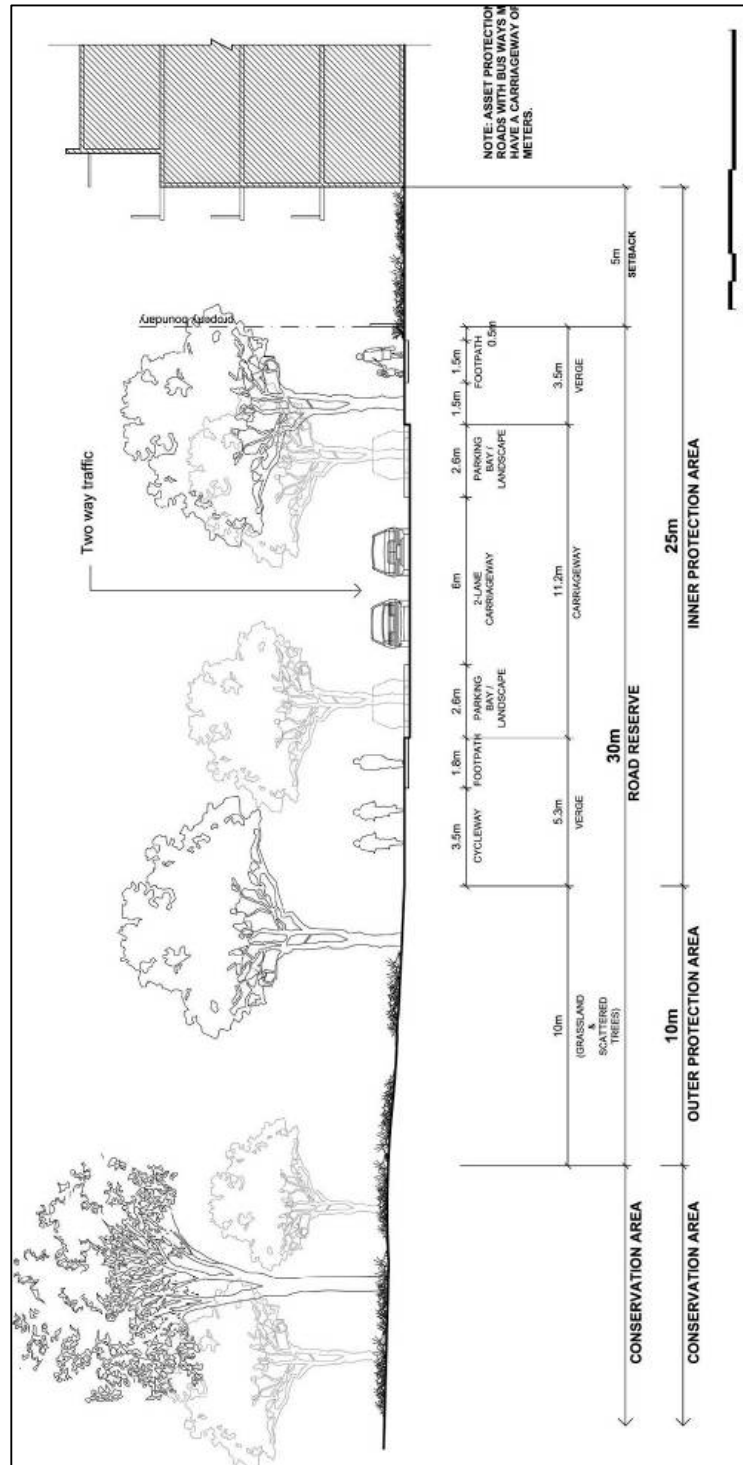


Figure 5 Asset Protection Road

2.2 Pedestrian and Cyclist Paths

Background

Pedestrian and cycle facilities in public spaces provide linkages to social and cultural activities and educational facilities, and should be characterised by excellence of design appropriate to the area.

Objectives

- a) To encourage walking and cycling for local trips.
- b) To provide a permeable and interconnected network of streets and pathways that gives safe, convenient and legible access to areas of attraction both within and beyond the suburb.

Controls

1. Pedestrian and cycle paths shall be provided in conjunction with the subdivision of land, creation of streets and development of open space in accordance with Figure 6.
2. Shared pedestrian/cycle links, cycle ways, public streets and lanes shall be clearly and frequently signposted to indicate their shared status.
3. Designated cycle lanes on streets shall be clearly indicated by line-markings on the road surface and/or by signs beside the road.
4. Shared pedestrian and cycle paths shall be a minimum 2.5m wide.
5. Designated pedestrian-only paths shall be a minimum of 1.5m wide and located in accordance with Figures 3 - 4.

2.3 Streetscape and Street Trees

Background

Street furniture should maximise pedestrian comfort, convenience and amenity, create visual harmony and be used to define spaces, streets, paths and gateways. Opportunities for public art in significant public domain locations should be explored as part of the development process.

Objectives

- a) To create a sense of identity for the area.
- b) To enhance public spaces so that they are vibrant, safe and welcoming.
- c) To facilitate cultural identity through art and design in public places.
- d) To create quality streetscapes that is visually attractive and integrates with surrounding street layout.

Controls

1. Street furniture is to be incorporated into the design of all public spaces and should be consistent in design and style.
2. Street furniture is to be located so as not to impede mobility, generally in accordance with AS 1428:1 - 4.
3. The location and detailing of all proposed street furniture is to be indicated on the Landscape Plan, to be submitted with the DA.

Street Tree Planting

1. Street trees shall be required to be planted in conjunction with the creation of a new street or the extension of an existing street.
2. One street tree shall be planted in the verge space outside of each allotment created.
3. The street trees shall be planted prior to the release of the subdivision certificate.
4. The trees shall be provided with protection to ensure their survival during the construction of buildings in the street. Refer to Figure 6 for details.
5. Trees and shrubs on individual streets must be of a uniform species. On streets adjacent to bushland, species indigenous to the area must be planted.

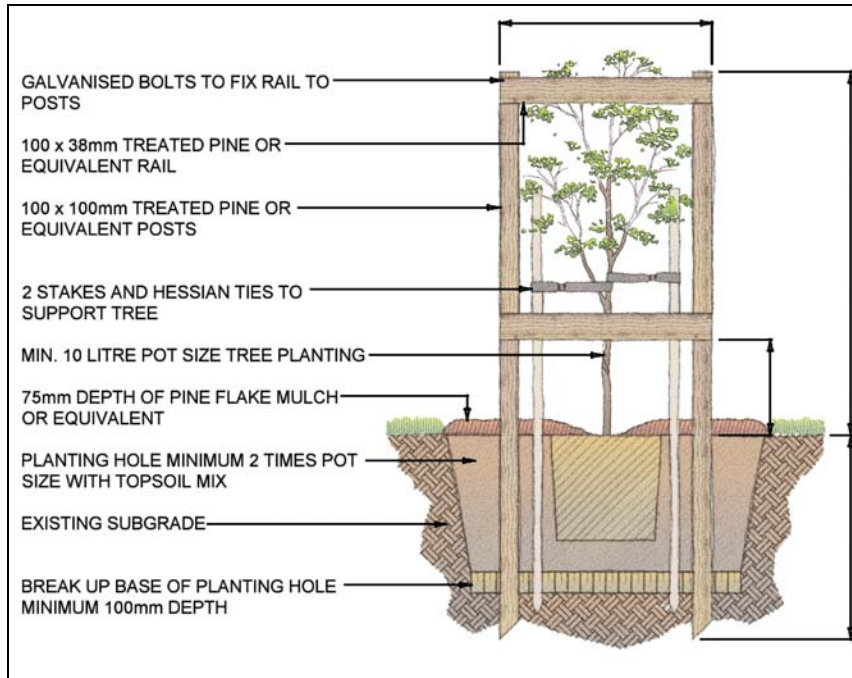


Figure 6 Tree Protection

2.4 Open Space

Background

Pleasure Point has remnants of extensive woodland that has unfortunately been degraded over time. It is intended to preserve the remaining remnant woodland portions. Given the high ecological and amenity value of these remnant portions of canopy trees should be retained. It is also intended to build public spaces that provide for vibrant social interaction and civic pride within the locality.

Objectives

- a) To provide for a high quality environment
- b) To provide for a high amenity subdivision by retaining as many mature trees as is possible.
- c) To create a series of linked public spaces which are attractive and memorable.
- d) To preserve mature trees, saplings and natural bushland.
- e) To provide public access to the Georges River Foreshore for residents.

Controls

1. Land identified for open space under *Liverpool LEP 2008* shall be dedicated to Council in conjunction with the subdivision of adjoining residential land.
2. Direct vehicle and pedestrian connection shall be provided between the land identified as RE1 along the Foreshore and with future residential subdivision of the adjoining land via a public road.
3. The street network should be designed to avoid removal of large stands of existing trees.
4. The street network should be designed to preserve mature trees within the verge of the road reservation.
5. Public roads should be located between private allotments and open space areas.
6. Open Space is to be designed in accordance with Planning for Bushfire Protection 2006 to minimise potential impacts of bushfire on life and property.
7. To create visually interesting streetscapes through the use of native plantings and street plantings.

2.5 Views and View Sharing

Background

Pleasure Point has several view points, and potential views to natural bushland and to the Georges River or Williams Creek. It is important to ensure that there are equitable opportunities for lots with potential views.

Objectives

- a) To provide for equitable view sharing.
- b) To provide for a subdivision pattern that maximises view points.
- c) That view points should be located prior to subdivision.

Controls

1. Lots should be designed as per Figure 7 to maximise view sharing.
2. Higher density lots should be located at potential view point areas.

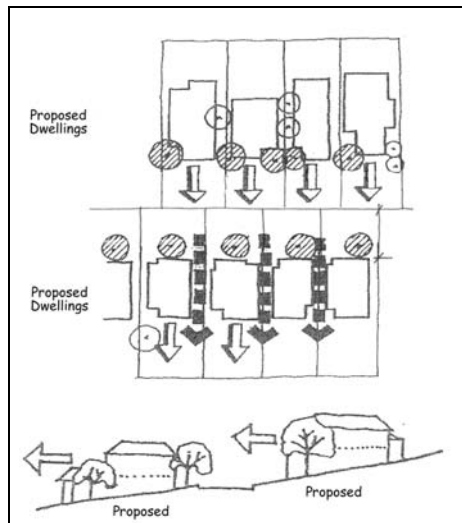


Figure 7 View Sharing

2.6 Bushfire Protection

Background

Pleasure Point is adjacent to a significant bushland area (eastern portions of Pleasure Point) and any development adjacent to the bushland will require bushfire management measures.

Objectives

- a) To reduce the potential for loss of life or property in the event of a bushfire and provide a safer environment.
- b) To ensure that development in bushfire prone areas is accessible by emergency services at all times.
- c) To ensure that development in bushfire prone areas is designed to enhance the survivability of the building and is prepared for its defence in the event of a bushfire.
- d) Implement an ongoing maintenance regime to manage surrounding vegetation and asset protection zones to reduce possible bushfire fronts and protect the development.

Controls

- 1. A 25 metre setback applies to the rear boundary of all lots adjacent to DP 239468 (see Figure 8)
 - a. Within the 25 metre rear setback area:
 - i. Any above ground structures are to be limited to a 15 square metre footprint and constructed of non-combustible material.
 - ii. Landscaping is to include fire resistant species.
 - iii. Fixed water systems are to be installed.
 - b. For properties directly adjoining DP 239468 the rear fence shall be:
 - i. 1.8m high
 - ii. Consist of see through construction e.g. cyclone wire
- 2. A fire trail parallel to Pleasure Point Road shall be provided as part of any development of lots 4 - 7 DP 239468. The trail shall link to Pleasure Point Road through lots 4 - 7 and meet the requirements of section 4.3.3 of *Planning for Bushfire Protection 2006*.
- 3. This track is to be located as shown on Figure 9. Gates must be provided in side boundary fences to allow passage of fire trucks and equipment along the trail in the event of fire.
- 4. Any area west of the bushfire trail is to be treated as a fuel reduced zone.



Figure 8 Land to which a 25 metre setback applies

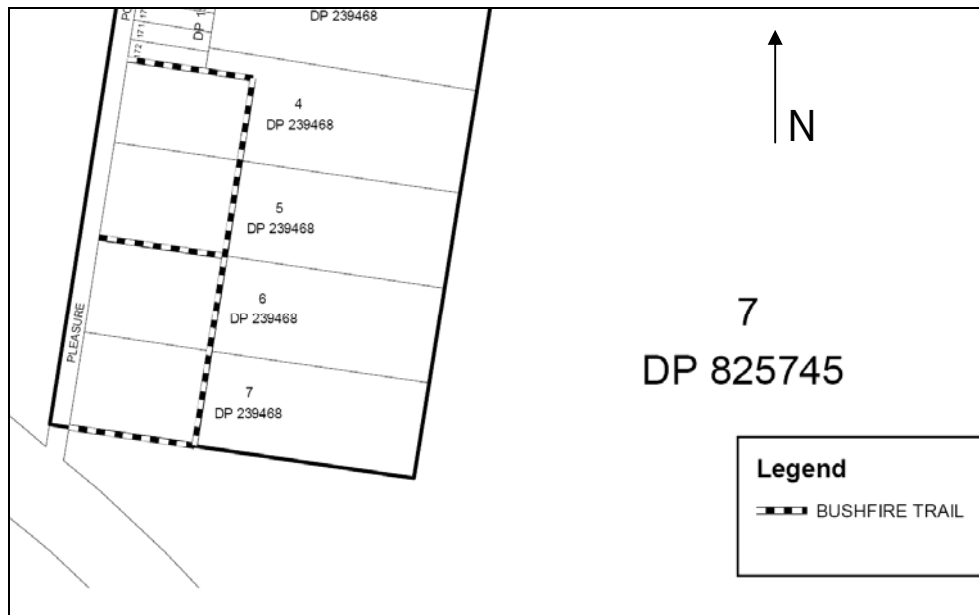


Figure 9 Bushfire Trail

2.7 Creek Corridors

Objectives

- a) To protect and enhance native vegetation.
- b) To protect and enhance archaeological and cultural values.
- c) To protect and enhance aquatic habitats.

Controls

1. Provide for the protection of the creek environment, including water quality, soil stability and creek bed habitat.
2. Bush fire asset protection zones are to be incorporated into boundary road design and outside the conservation areas and creek zones.
3. Avoid the removal of existing trees in the following zones:
 - RE1 - Recreation - Public
 - W1 – Natural Waterways
 - E3 – Environmental Management
4. Service utilities can only be provided within Creek Corridors if no other practical or feasible opportunity exists to cross the corridor at designated crossing points, such as streets and pedestrian crossings.

2.8 Stormwater Quantity and Quality Management

The site drains partly to Williams Creek and partly to a gully that drains to the Georges River.

Stormwater quantity and quality management are intended to reduce the impact of rapid stormwater conveyance on streams and wetlands, remove pollutants to improve water quality, retain habitats, conserve water, integrate landscape and recreational opportunities and protect downstream development from inundation.

Water quality detention / bio-retention basins will be an integral part of stormwater management.

Objectives

- a) To provide an urban water management system for both stormwater quantity and quality
- b) To minimise hydrological impacts on the environment.
- c) To protect and enhance the natural water systems and water quality.
- d) To manage floods, attenuate flows and maximise integration of Water Sensitive Urban Design strategies where appropriate.
- e) To ensure no net increase in peak discharges exiting the site.
- f) To mitigate flood damage to the built environment, inundation of dwellings and stormwater damage to properties.
- g) To provide an urban water management system that will be economically maintained and to ensure that arrangements are in place for on-going maintenance.

Controls

1. Part of the site drains to a gully west of Pleasure Point Road and is zoned E3 Environmental Management. It is not intended that this be transferred to public ownership but rather kept in private ownership in conjunction with residential purposes in the adjoining R2 zone. Development for residential development in the R2 zone shall ensure that the peak discharge of stormwater does not exceed the pre-development flows and that water quality is not degraded.
2. A Stream and Riparian Management Plan (SRMP) is to be prepared as part of the Water Cycle Management Plan and submitted with the subdivision Development Application for the full extent of each creek corridor within the subdivision being developed. These SRMPs are to be prepared in consultation with Council and Department of Water and Energy and require the approval of Council.
3. The SRMPs are to include the following:
 - Plans showing, in detail, the existing creek channels, creek vegetation (including remnant native vegetation), geomorphic features and aquatic habitats (reed beds, snags etc).
 - Detailed plans of any channel modification and stabilisation works.
 - A longitudinal stream survey section (if stream works are proposed) of the existing and proposed creek channel bed in sufficient detail to identify changes in bed level and hydraulic features (i.e. pools and riffles).
 - Details on the staging and sequencing of any works within the creek zone.
 - Recommendations on how to address the modified drainage system and reaches.
 - A vegetation management plan is to be incorporated into the SRMP for the establishment of creek corridors. It must use natural and assisted regeneration and planting of locally native vegetation (trees, shrubs and groundcover species).
4. The proposed Internal Link Road crossing of the creek must be designed to facilitate the movement of aquatic and terrestrial species, and are to incorporate features that allow for light penetration beneath the structure.
5. The design of any structures crossing the creek in the E3 zone are to ensure the following:
 - 1% AEP flood conveyance.
 - Flora and fauna connectivity.
 - Scour protection.
6. Provide off line water quality control bio-retention systems to trap pollutants and fine sediment.
7. Provide structural water quality management devices, including, gross pollutant and sediment traps and litter management devices.
8. Where any construction adjacent to a creek, natural watercourse, drainage depression, or an enclosed drainage system is proposed, the DA should be consistent with the SRMP and is to be accompanied by a full hydrologic and hydraulic assessment. The assessment is to include:
 - External and internal catchment hydrology for rainfall events including the 1.5, 5, 20 and 100 year ARI design event.
 - An estimation of the capacity of the existing drainage system.
 - Predicted extents of flood inundation, depths, and velocities of predicted flood flows to allow effective hazard categorisation.

9. Where drainage routes pass through a property, adequate provision must be made for the passage of stormwater runoff with adequate freeboard to building floor levels. In the event of Council being requested to approve the location of a piece of infrastructure on its land, it will require:
 - Documentation that such an activity will not prejudice the use of the land for the purpose for which it exists.
 - Possible preparation or amendment to the Plan of Management for the land, and if this action is necessary a fee may be required.



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