

**Liverpool Development Control Plan 2008**  
**Part 2.6**  
**Development in the**  
**Holsworthy Local Centre**

**Part 2.6 must be read in conjunction with Part 1**

Refer to Part 6 for Development in E1 Local Centre

# Liverpool Development Control Plan 2008

## Part 2.6 Holsworthy Local Centre

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# 1. Preliminary

## Applies to

1. This Part applies to land identified in **Figure 1**, being the Holsworthy Local centre.
2. Part 1 (General controls for all development) also applies.
3. Controls on Non commercial development within the Local Centre Zone are in Part 6.

## Background

The Holsworthy Station Area was rezoned under Liverpool LEP 1997 Amendment No 45. The area was originally subject to Liverpool DCP No. 43, which came into force on 27th February 2002. A portion of the site was developed between 2002 and 2008. The Holsworthy Local Centre is the remaining area that is not yet developed and is accordingly incorporated into this DCP.

## Objectives

To ensure that:

- a) A high quality standard of development is carried out.
- b) Traffic mitigation measures are implemented.
- c) Design responds to Security of the Holsworthy Army Base
- d) Sufficient visual privacy to residential development in the vicinity of the development is provided.
- e) Waste mitigation measures are implemented and protect the amenity of the area.
- f) The development of land parcels is co-ordinated.
- g) A framework for a high quality amenity and character for the new neighbourhood is set.
- h) The environmental integrity of the area is protected.
- i) High quality landscaped areas are provided in public spaces.

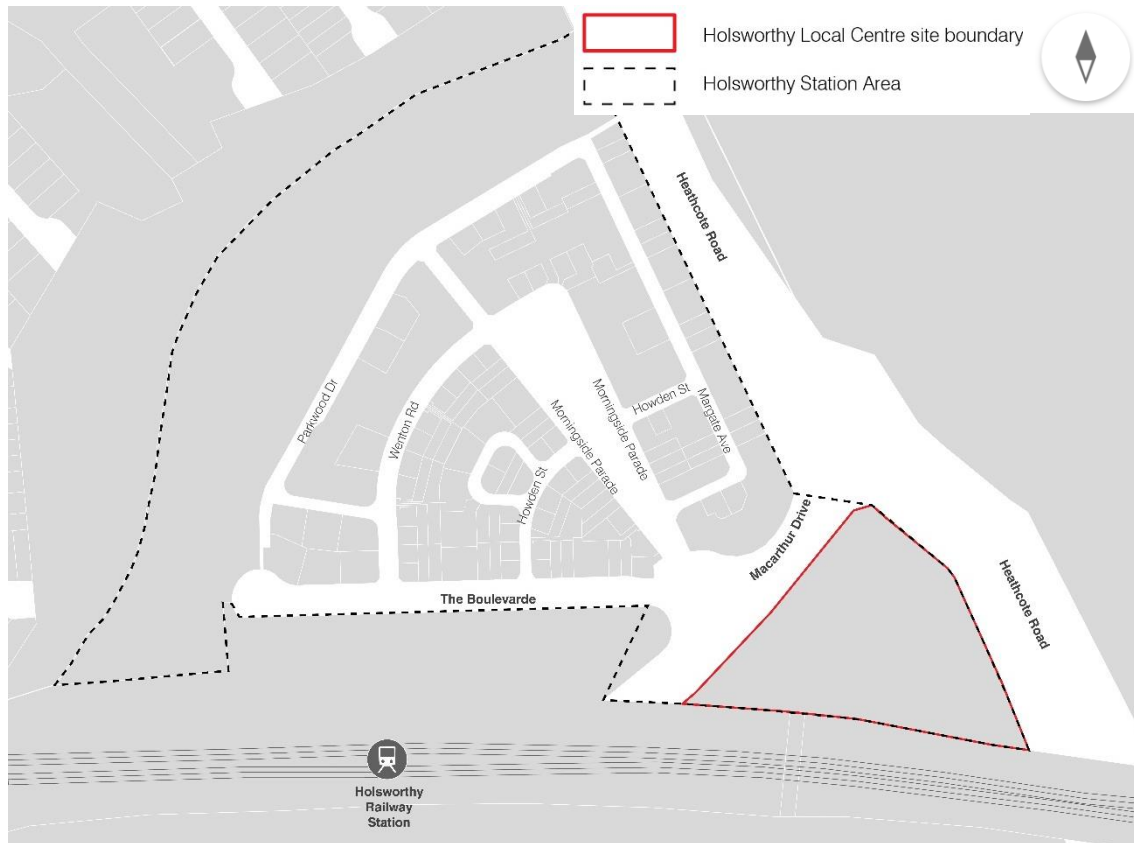


Figure 1 – Land to which this Part applies

## 2. Controls for Public Domain

### 2.1 Streets and Pathways

#### Objectives

- a) To provide for the safe and efficient circulation of traffic including visitors, occupants, emergency vehicles, waste vehicles and loading/unloading commercial vehicles.
- b) To provide for the safe, efficient and prioritised movement of pedestrians with particular regard to the provision of clear and safe access routes for people who have a disability.
- c) To provide for efficient movement of local bus services and direct pedestrian access for all members of the community including those with disabilities.
- d) The town centre development shall provide for a strong visual connection with the Holsworthy station precinct to provide and encourage adequate pedestrian circulation.
- e) To provide connectivity in the street layout.
- f) To provide for the safe and efficient movement of cyclists.
- g) Encourage Water Sensitive Urban Design (WSUD) and provide a dedicated allocated space for vegetation/planting along the streets.
- h) To provide streets that prioritise pedestrians, cyclists and use of public transport.
- i) To ensure streets and pathways are activated and embellished.

## **Controls**

### **Pedestrian**

1. Streets other than those shown in **Figure 1** shall be located and designed to the satisfaction of Council and informed by the Western Sydney Street Design Guidelines.
2. A pedestrian accessibility and safety plan shall be prepared with any development application for the local centre, clearly showing how pedestrians and cyclists can connect safely and efficiently between the town centre and Holsworthy station.
3. The pedestrian/cyclist pathway shall have clear sight lines and incorporate CPTED principles.
4. Activate the street edge to encourage activity and safety with the street and pedestrian network including footpaths, seating, shelter, drinking facilities for both humans and animals and planting.
5. Ensure that street trees and other plantings within the road reserve integrates with the pedestrian network and do not obstruct pedestrian or vehicular sight lines.

### **Roads**

1. Road access to the Holsworthy Local Centre shall be clear, legible and generally in accordance with **Figure 3**.
2. The future intersection treatment of the existing Macarthur Drive roundabout shall be designed to meet expected traffic flow to ensure the safe and efficient operation of the road network.
3. Transport for NSW shall be consulted prior to determination for any development application regarding any intersection treatment for the local centre.

## **2.2 Public Open Space**

### **Objectives**

- a) To ensure adequate provision and distribution of public open space to meet the needs of the residents, workers and visitors.
- b) To provide primary active retail frontages along Macarthur Drive centred around a new public plaza.
- c) To provide links between the open space areas and community and retail facilities.
- d) To ensure public art is integrated into the design of public open spaces.

### **Controls**

1. A new central plaza shall be provided along Macarthur Drive which must:
  - i. Be a minimum size of 1,000sqm;
  - ii. Be provided with a minimum of 50% of direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June (mid winter);
  - iii. Include a combination of soft and hard landscaping with tree plantings for shading and cooling;
  - iv. Be activated with retail uses overlooking and facing the plaza including direct pedestrian access.

- v. Be visible and accessible from Macarthur Drive and the station precinct;
  - vi. Include universal design provisions; and
  - vii. Include passive irrigation measures for tree planting and vegetation within the public domain.
2. Public art is to be proposed and integrated onto any blank wall facades or electrical substations within any proposed public space as an option for activating public spaces. Public art may be proposed elsewhere in addition to blank walls and electrical substations.
  3. Trees shall be planted which screen views to Holsworthy Army Base.

## **3. Controls for Private Domain**

### **3.1 Site Planning**

#### **Objective**

- a) To provide an attractive, accessible mixed-use centre providing for retail, commercial, residential, recreation, community facilities and public transport adjacent to Macarthur Drive, Holsworthy.
- b) To function as a local centre that allows for a range of uses including retail, commercial, residential, community and recreation uses to support the existing and future community.
- c) To reduce visual, built form on neighbouring low scale residential properties to the west.
- d) To minimise traffic impacts upon the locality including to visitors, the commuter carpark, residents, emergency vehicles and waste collection vehicles.

#### **Controls**

1. The location of the centre shall be as shown in **Figure 2**.
2. Development shall incorporate elements as shown in the key principles diagram in **Figure 3**.
3. Development shall generally be consistent with the building height and layout as shown in **Figure 4**
4. Development through its design shall encourage pedestrian and cycling access from the development to the railway station.





Figure 4 – Site overview and building layout/height

## 3.2 Building Design

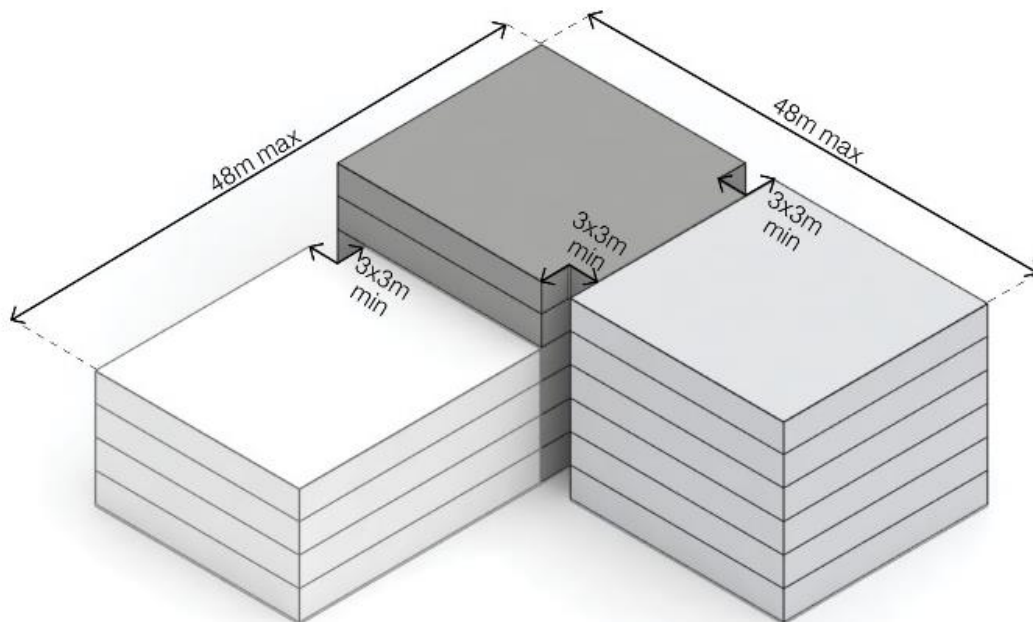
### Objectives

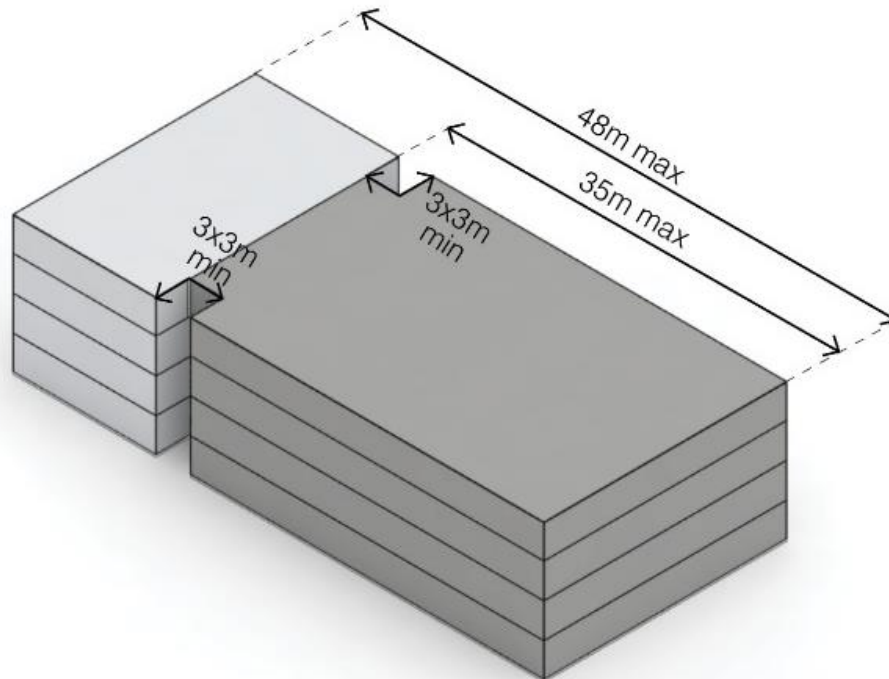
- a) To promote high architectural quality on the site.
- b) To ensure that new developments have facades which define and enhance the public domain and desired street character.
- c) To ensure that building elements are integrated into the overall building form and facade design.
- d) To allow for generous lobbies with good access to the retail at ground and to Holsworthy station.
- e) To minimise visual impact to adjoining residential uses.
- f) To maximise solar access to the site and surrounding land uses.

### Controls

1. Blank facades are to be avoided on the Macarthur Drive frontage and minimised on the Heathcote Road frontage.
2. Buildings are to be designed to minimise overlooking of defence lands to the south from the commercial and residential component of development on the subject site. Refer to 3.6 (Security and Privacy).
3. Non-residential uses are to provide primary active retail frontages along Macarthur Drive and centred around a new public plaza.

4. The main entry points to any retail premise on the ground level along Macarthur Drive shall be provided at street level and not require the use of stairs or a ramp to enter the commercial premises.
5. The design of developments shall comply with Disability (Access to buildings- Premise-Buildings) Standards 2010.
6. Design buildings to comply with Australian Standards (SS1428 Parts 1 & 2) Design for Access and mobility).
7. The minimum floor to floor height for ground floor commercial development is to be 4.5m.
8. The maximum height of any podium is to be 8m above ground level.
9. The following controls are illustrated in **Figure 5** and apply to the tower component above the podium level.
  - i. The maximum permissible street frontage length of a residential building shall be 48m, after which a separation distance of minimum 6m shall be required between buildings.
  - ii. If the building length exceeds 35m, it should be broken into two or more components, so no length is longer than 35m, before which a minimum 3x3m inset is to be provided for all levels.





**Figure 5 Maximum building dimensions**

### **3.3 Setbacks**

#### **Objectives**

- a) To provide adequate space for landscaping and public domain works.
- b) To ensure that the development is sensitive to adjoining development.
- c) To provide adequate separation between different land uses.
- d) To maintain an effective landscape buffer along Heathcote Road and the rail corridor to protect against noise impacts.
- e) To allow for a high-quality built form and landscaping treatment that reflects the unique gateway location of the site into the Liverpool Local Government Area as viewed from the rail corridor and Heathcote Road.
- f) To ensure that streetscape amenity is achieved along Macarthur Drive.
- g) To ensure an adequate level of security is maintained to Holsworthy Army Base.

#### **Controls**

1. Minimum 6m landscape setback from the boundary along the Heathcote Road frontage, as per the Holsworthy Local Centre Design Principles diagram at **Figure 3**.

2. Minimum 2m built form setback from the boundary along Macarthur Drive to provide public domain works.
3. Residential tower component to be setback a further 3m to provide separation from retail uses at ground level.
4. An average building setback of 3m is to be achieved along the southern boundary adjacent to the railway line, with no more than 45% of the building mass being located on the boundary line. Screen tree planting is to occur within the southern boundary setback with a mature tree height a minimum of 15m to obscure views to Holsworthy Army Base.

### **3.4 Car Parking and Access**

#### **Objectives**

- a) To provide convenient, accessible, and safe onsite car parking for residents and visitors.
- b) To ensure that car parking and pedestrian access is integrated into the development.
- c) To ensure that street character, landscaping, pedestrian amenity, and safety are not compromised.

#### **Controls**

1. Direct public pedestrian access is to be provided between the public space along Macarthur Drive, the station, existing residential neighbourhoods to the northwest and future connections to the east.
2. Vehicular and servicing access is to be provided off Macarthur Drive in the southwestern corner of the site.
3. Carparking is to be provided below ground or wholly integrated into the design of the development while ensuring deep soil planting can be achieved.
4. The development shall nominate and incorporate street level drop off and pick up locations which are easily identifiable on Macarthur Drive or on site at street level, for use by private vehicles and public transport including ride sharing and taxi's as well as a bicycle parking area.

### **3.5 Landscaping**

#### **Objectives**

- a) To reduce the amount of impervious areas.
- b) To enhance the existing streetscape and soften the visual appearance of the development.
- c) Assist in improving the climate of the local environment.

#### **Controls**

1. Extensive planting is to be provided within the setback along Heathcote Road (subject to the agreement of TfNSW) and along the southern/southwestern elevation adjoining the railway corridor.
2. Deep soil zones should be incorporated on the site and integrated in the building design and car parking layout.

3. High quality landscaping is to be provided between the road carriageway and the site, along Macarthur Drive. *Note: this includes land off site and is to be discussed with Council.* Landscaping on Macarthur Drive should include the following:
  - i. Canopy trees, terrace planting and lawn areas. *Note: Street trees and open space planting should provide generous shade for pedestrians during summer and allow adequate sunlight during winter'*
  - ii. Paved areas for through site access and passive recreation.
  - iii. Footpath, shelter, seating areas to be provided.

### **3.6 Security and privacy**

#### **Objectives**

- a) To provide privacy for residents and neighbouring development.
- b) To ensure that the development is sensitive to adjoining development.
- c) To minimise overlooking of Holsworthy Army Base.

#### **Controls**

1. No surveillance or communication equipment or products including drones, cameras, listening devices or the like are to be installed without prior approval from Department of Defence and are only to be proposed on the ground floor including commercial premises or public open space. Internal cameras on all levels may be proposed.
2. Any habitable floor area of apartments orientated towards the southern/southwest boundary (adjacent to the railway and not obstructed by another building), shall incorporate design features on windows, balconies, decks and other features that prevent overlooking into the Army Base. These measures may include (but not limited to) fixed screen/louvers, glass blocks, frosted glass, blade, vertical fins, offset vent windows and the like. These design measures to prevent overlooking are to be provided in future DAs.
3. Any external communal open space, either public or private, orientated towards the southern/south-western boundary (Railway line), above ground level, is to incorporate fixed screening devices, or other similar measures to prevent overlooking into the Army base. Any external area accessible by the public including open space/ communal areas are to be located on the commercial level or ground residential level only.
4. No external staircase is to be provided on the south/southwestern elevation.
5. No public access is to be provided to areas of buildings which provide a vantage point to overlook Defence lands to the south. This includes limiting roof access to authorised maintenance staff only, no opening windows for windows which are south facing and not obstructed by another building and no public access to external structures such as platforms, staircases or balconies that would allow for the installation of listening devices or provide views overlooking Defence lands to the south and south/west.

## **4. External agency consultation**

### **Objectives**

- a) To ensure external agency consultation occurs.
- b) To ensure that the development is designed to the satisfaction of relevant state agencies.

### **Controls**

1. As per or in addition to external referrals required in accordance with any State Environmental Planning Policy, Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulation 2021, external referrals for any development application must occur to Transport for New South Wales, Bankstown Airport, NSW Rural Fire Service, Sydney Water, APA Group (Gorodok Pty Ltd) and the Department of Defence.

### **4.1 APA Group (Gorodok Pty Ltd)**

Gorodok Pty Ltd (APA) has one pipeline located APA has one pipeline located adjoining the southern boundary of the subject site being the Moomba to Sydney Ethane Pipeline

### **Objectives.**

- a) To ensure that the development is notified to APA Group (Gorodok Pty Ltd).

### **Controls**

1. APA seeks to limit sensitive uses from establishing within the ML so as to retain a high level of compliance with applicable safety standards. AS2885 defines a sensitive use.
2. A Safety Management Study (SMS) is required as per AS2885. The purpose of an SMS is to assess the risk associated with a change in land use, including both construction risks and ongoing land use risks. The SMS will also develop appropriate controls to reduce risks to 'as low as reasonably practicable' (ALARP). The cost of undertaking an SMS is to be borne by the proponent.
3. APA's pipeline and associated easement are located along the southern boundary of the site and within Railway land. Any proposed works or earthworks within the easement must be approved prior to works occurring, by APA.

## 4.2 Department of Defence

The Liverpool Military Area (LMA), including Holsworthy Barracks, is a primary Defence facility and a significant contributor to Australia's long term Defence capabilities and national security. The Government is committed to retaining Holsworthy as an ongoing base for significant Special Operations capabilities. Holsworthy Barracks is also the staging location for all domestic operations.

The LMA is a major operational and support hub for Army acting as the primary east-coast base for consolidated special operations capabilities and related training. Holsworthy Training Area, which adjoins Holsworthy Barracks.

### **Objectives.**

- a) To ensure that the development is designed to minimise overlooking upon the operations of Holsworthy army base.
- b) To ensure any development application is notified to the Department of Defence.

### **Controls**

1. Any development application on the subject site must take into consideration the noise impacts from flight operations associated with current and future operations out of the Liverpool Military Area. Given the nature of Defence capabilities using the airfield there is a greater likelihood of night flying operations; these typically increase noise impacts.  
  
A Noise Impact Assessment Report is to be submitted with any development application which incorporates strict recommendations beyond a minimum standard. The Noise Impact Assessment Report is to determine the impact of noise and vibration resulting from Defence activities to the south. The building should be designed to incorporate appropriate acoustic treatments to mitigate the anticipated level of noise and vibration.
2. The consent authority is to be satisfied that the development will meet the indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021—2015, Acoustics—Aircraft noise intrusion—Building siting and construction as applicable.
3. Any development application is to adequately demonstrate mitigation measures through design to ensure potential consequences from residential and commercial development being within close proximity to a working military establishment are mitigated.
4. A development application form is to be submitted to Airservices Australia for their assessment and coordinate with aviation and local stakeholders (6AVN, DASA, Pol Air, NSW RFS, Toll Ambulance, Sydney Airport (SACL), Aerial Management (Bankstown and Camden Airports)).
5. The developer is to install and maintain approved red obstacle lighting (if required) to delineate tall structures within the proximity of an active aerodrome.

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**LIVERPOOL CITY COUNCIL**

Ground Floor, 33 Moore Street,  
Liverpool NSW 2170



1300 36 2170



[www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au)



[lcc@liverpool.nsw.gov.au](mailto:lcc@liverpool.nsw.gov.au)



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