Liverpool Development Control Plan 2008

Part 2.10

Moorebank East Precinct

November 2025

Part 2.10 must be read in conjunction with Part 1

Refer to Part 6 for development in the E3 zone.

LIVERPOOL CITY COUNCIL

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Liverpool Development Control Plan 2008

Part 2.10 Moorebank East Precinct

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1. Preliminary

Applies to

1. Part 2.10 applies to the land, shown in Figure 1 which comprises of:

Moorebank East Precinct site	Lot and DP	Address
Site A	LOT 1 DP 1246745	Lot 1, 146 Newbridge Road Moorebank
Site B	LOT 2 DP 602988	124 Newbridge Road Moorebank
Site C	LOT 2 DP 1246745	Lot 2, 146 Newbridge Road Moorebank
Site D	LOT 3 DP 1246745	Lot 3, 146 Newbridge Road Moorebank
Site E	LOT 2 DP 1278607	Lot 2 Newbridge Road Moorebank

2. Part 1 applies to the land shown in Figure 1.
3. Parts 3.1 – 3.7 do not apply to the land.
4. Part 3.8 applies.
5. Additional controls on land zoned E3 Productivity Support in this locality are in Part 6.

Figure 1: Land to which this plan applies

Background

Moorebank East Precinct

The Moorebank East Precinct is a collection of five sites that are located along the western side of the Georges River, on the eastern border of the Liverpool Local Government Area (LGA).

The precinct is bounded by the Georges River to the east, Brighton Lakes Golf Club to the south, Wurrungwuri Reserve to the west and Newbridge Road to the north.

The Moorebank East precinct has historically been used as follows:

Site	**Historical Land Use**
124 Newbridge Road:	Previous retail uses including a garden centre and landscaping material supplies
146 Newbridge Road:	Previous sand extraction industry.
Lot 2 Newbridge Road:	Contains a former non-putrescible landfill which operated across the site between 1972 and 1979.

2. Objectives and Social, Environmental and Economic Benefits

Applies to

The following objectives apply to all sites within the Moorebank East Precinct.

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 can 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:

a) Ensuring that development creates a 'people place' by giving priority to people and human relationships through housing mix and safety.

b) To increase the range of housing opportunities available.

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 and floodplain 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 Western Sydney regional parkland and the Hinchinbrook Creek Corridor.

g) Promoting the conservation of flora and fauna, including the retention of Cumberland Plain Woodland.

h) Promoting the development of place and a quality built environment with people and human relationships as a central consideration.

i) To ensure that future development will not detract from the level of residential amenity and environmental quality enjoyed by residents of adjoining properties

j) To ensure that future residents and occupants of the site will enjoy a high standard of residential amenity and environmental quality

k) To ensure that future development responds sympathetically to existing streetscape, riverscape and townscape values

l) To provide a possible location for a commercial centre and recreational facilities

Economic Benefits

To establish economic capital that is accessible and meets the needs of the community by:

a) Ensuring appropriate accessibility to employment.

b) Ensuring infrastructure is sufficient to meet current and predicted need.

3. Controls for Public Domain

Applies to

The following objectives and development controls apply to all sites within the Moorebank East Precinct.

3.1 Street Network

Background

The Moorebank East precinct is to be an accessible precinct with a clearly identifiable hierarchy of streets. There is to be a network of active transport paths that will help connect the precinct to the immediate surrounding areas including to Newbridge Road and Brickmakers Drive.

Objectives

a) To provide for attractive residential and commercial street environments.

b) To ensure safe, efficient and direct access to commercial, residential and recreational areas.

c) To provide for an efficient circulation of bus services and convenient pedestrian access.

d) To minimise the amount of through traffic in residential areas.

e) To ensure safety for pedestrians.

f) To guarantee adequate accessibility for emergency vehicles.

g) To integrate development with the surrounding public transport network.

Controls

1. The road layout for Moorebank East is to be consistent with Figure 2.
2. Street sections are to comply with Figures 3 – 4.
3. The street network is to be clearly legible with signposts showing street names and property numbers.
4. Street layouts at key locations are to be designed to ensure pedestrian safety.
5. Kerb ramps are required at all intersections where footpaths are provided
6. Footpaths must be provided along at least one side of every street.
7. A street network plan is to be submitted for all subdivision applications showing street and intersection types and any other proposed street treatments.
8. Local streets shall front open space and avoid back fences to open space and other public areas.
9. All plans must indicate street types and intersection treatments.
10. Pedestrian access shall be provided from Lot 2 of 146 Newbridge Road to Newbridge Road, Moorebank via Lot 1 of 146 Newbridge Road Moorebank.
11. Driveways are not to be located with 6m of the tangent point of any intersection.

12. Barrier kerbs shall 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).
    - Barrier kerb shall be installed for the entire length of bus zones and for 10m on the approach of the bus stop.

13. Roll kerbs may be used in other locations to the above.

14. Street Types

    The following streets are provided:

Collector Street (Link Road)

This street provides a connection between Brickmakers Drive and Davy Robinson Drive.

Local Streets

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

Figure 2: Street Network

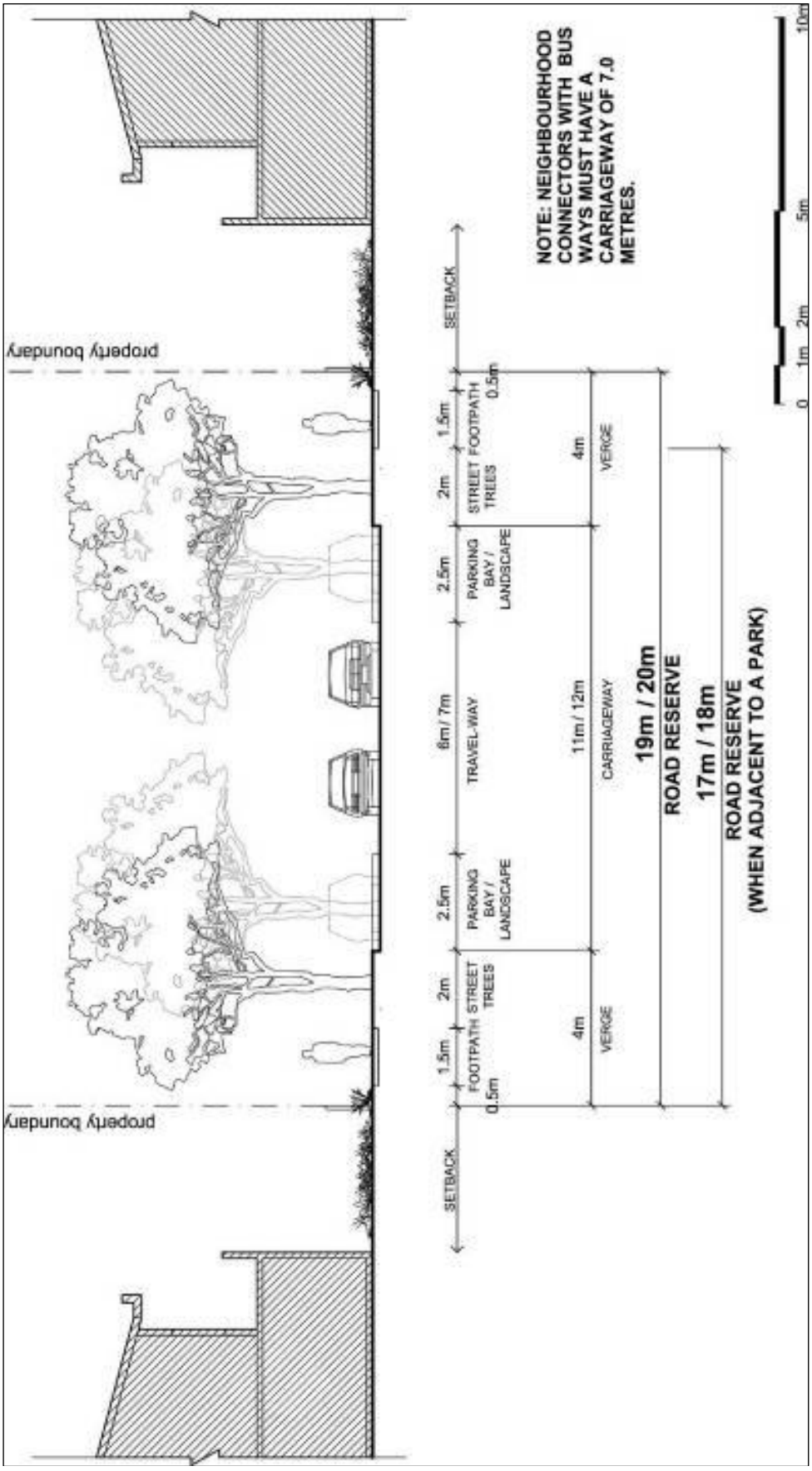


Figure 3: Collector Street

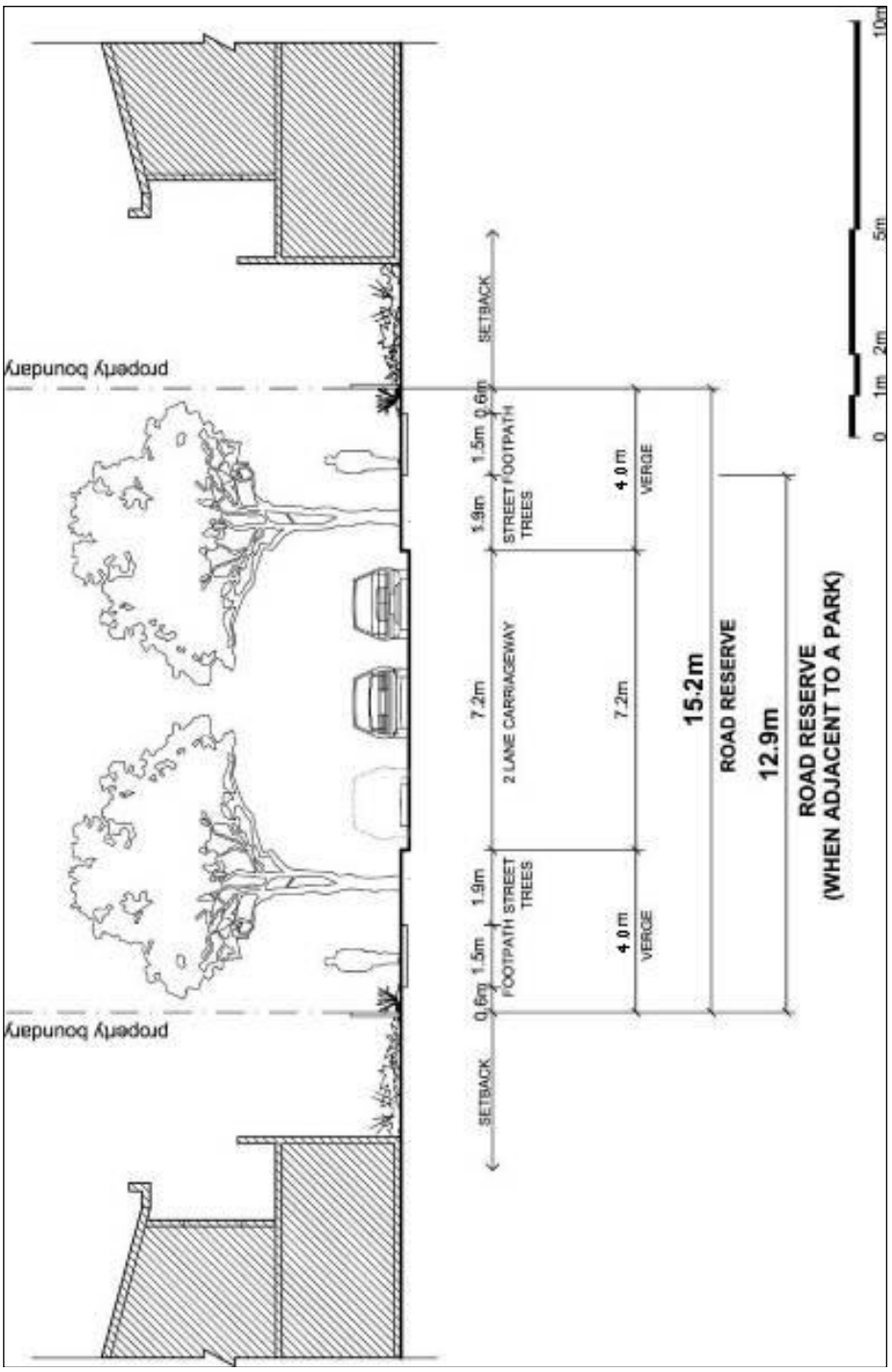


Figure 4: Local Street

3.2 Pedestrian and Cyclist Amenity

Background

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

Vehicle crossings over footpaths need to be managed and minimised to ensure that they do not detract from the quality of the public domain, disrupt pedestrian or cycle movement, or threaten user safety.

Objectives

a) To encourage walking and cycling as opposed to the use of private vehicles for local trips.

b) To provide a permeable and interconnected network of streets and pathways that gives safe, convenient and legible access both within and beyond the site.

c) To minimise and prevent, where possible, vehicular crossings over a pedestrian or cyclist pathways.

Controls

1. Vehicle access to developments is to be designed and located to minimise conflicts with pedestrians and cyclists on footpaths, particularly along high volume pedestrian streets.
2. Wherever practicable, vehicle access to developments is to be a single crossing, perpendicular to the kerb alignment.
3. Where practical, pedestrian and cycle paths in open space areas should be located close to streets on the edge of open spaces to take advantage of street lighting and allow for casual surveillance by residents and drivers. Where this is not practical, paths should be well - lit and visible from the road.
4. Pedestrian and cycle paths are to link the key facilities within and outside the area, such as the open space network.
5. Shared pedestrian/cycle links, cycle ways public roads and lanes are to be clearly and frequently signposted to indicate their shared status.
6. Designated cycle lanes on streets are to be clearly indicated by line – markings on the road surface and/or by signs beside the road.
7. Shared pedestrian and cycle paths are to be a minimum of 2.5m wide.
8. Designated pedestrian – only paths are to be a minimum of 1.5m wide.
9. Pedestrian and Cycle facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all. An appropriate level of pedestrian lighting to ensure security and contribute to the legibility of streets.
10. Pedestrian and cycle paths, and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with AS 1428:1 – 4.

3.3 Streetscape and Street Trees

Background

Street furniture should maximise pedestrian comfort, convenience and amenity. Further street furniture should 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

Street Furniture

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 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 a development application.

Street Tree Planting

4. Street trees shall be required to be planted in conjunction with the creation of a new street or the extension of an existing street.
5. One street tree shall be planted for each residential dwelling created.
6. Street trees shall be planted along the street frontage for any non-residential development.
7. Street trees shall be planted prior to the release of a subdivision certificate.
8. Trees shall be provided with protection to ensure their survival during the construction of buildings in the street. Refer to Figure 5 for details.
9. 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.
10. Intensive planting shall be provided along the Collector Street (Spinnaker Drive) between Lot 1 and Lot 2 of 146 Newbridge Road Moorebank.

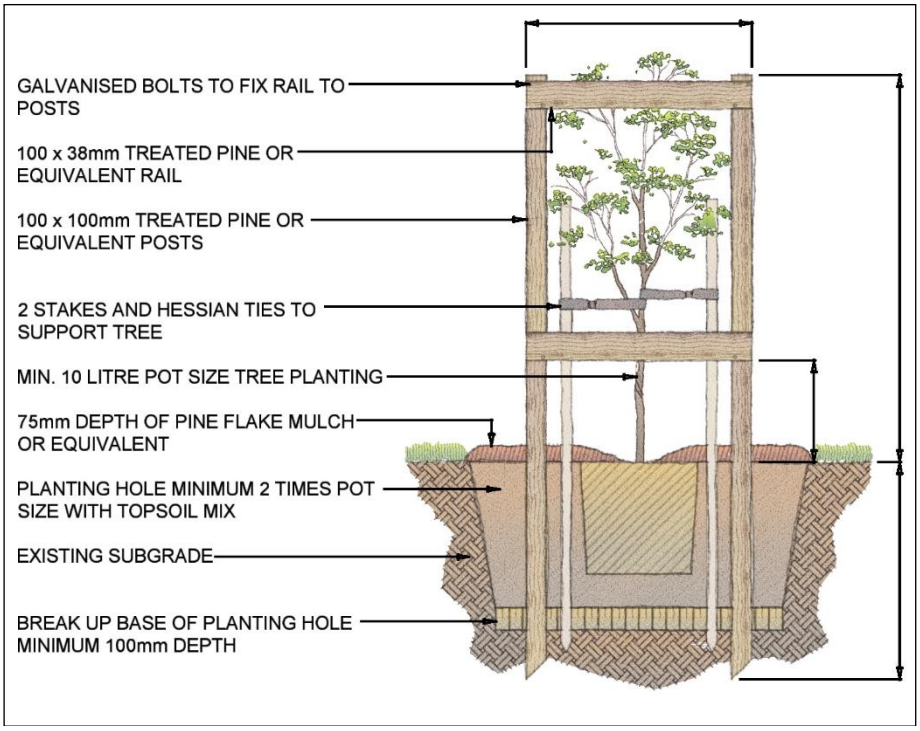


Figure 5: Tree Protection

3.4 Open Space

Background

Public Open Spaces can play an important role in meeting recreational and social needs. Public Open Space within the Moorebank East precinct should include continuous foreshore access and pedestrian and cycle connections throughout.

Public spaces should be designed to promote vibrant social interaction, civic pride and a sense of public ownership and belonging. Landscaped areas and open space within the public domain play a major role in setting the character of the locality. These areas should make the neighbourhood pleasant and welcoming to be convenient to the needs of the community.

Objectives

a) To provide public access to the Georges River Foreshore for residents.

b) To ensure adequate provision and distribution of public space to meet the need of the residents.

c) To provide for adequate links between major open space, community, recreational, and retail facilities.

Controls

1. Direct public active transport access (Pedestrian, bicycle etc) is to be provided between all lots of 146 Newbridge Road and 124 Newbridge Road Moorebank, particularly providing access to, and along, the Georges River Foreshore.
2. Public active transport access (Pedestrian, bicycle etc) is to be provided, along the western boundary of Lot 3 of 146 Newbridge Road Moorebank, to the Georges River foreshore.
3. Local parks provided within residential areas, are to be a focal point for development and activity.
4. Ensure that development which surrounds open space is orientated towards the park to offer casual surveillance.
5. Perimeter streets should be provided to all parks on at least three sides of the park. Where a street frontage is not provided the development must front the park to provide surveillance.
6. Sufficient lighting to be provided within local parks.

3.5 Views and View Sharing

Background

The Moorebank East Precinct provides opportunity for views of the natural environment including the Georges River. It is important to ensure that there are equitable opportunities for residential lots to be designed around the natural environment of the precinct and surrounding area.

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. View corridors are to be identified, maintained and improved where possible.

3.6 Foreshore Access

Objective

To provide public access to land along the Georges River foreshore for the community and Council maintenance equipment.

Controls

1. A 10m wide access shall be dedicated free of charge to Council to link a public road with land zoned RE1 - Public Recreation along the Georges River foreshore at the northern end of 146 Newbridge Road Moorebank to permit access by the public and Council maintenance vehicles.
2. A right of way access shall be provided free of charge to Council to link a public road with land zoned RE1 - Public Recreation along the Georges River foreshore at the southern end of 146 Newbridge Road Moorebank to permit access by the public and Council maintenance vehicles.

3.7 Drainage

Objective

To provide appropriate on-site stormwater system which can be economically maintained.

Controls

1. Sites within the Moorebank East Precinct should be generally drained towards the Georges River.
2. An onsite detention basin is required to avoid any increase in peak stormwater discharge from the drain on the western boundary of the Moorebank East precinct.
3. Gross pollutant traps and water quality control ponds are to be provided to remove suspended sediment, nutrients and bacteria.

4. Controls and objectives for site A - Lot 1, 146 Newbridge Road Moorebank

Applies to

The following objectives and development controls apply to Lot 1 of 146 Newbridge Road Moorebank only.

4.1 Landscaping

Objectives

a) To ensure non-residential development is constructed to be compatible with local public spaces and residential development.

b) To minimise the impact of bulk and scale of non-residential development on residential development, roads and open spaces.

c) To minimise large hard surface areas to reduce urban heat.

d) To provide tree canopy to align with Council's Tree Management Policy and a Technical Guideline.

Controls

1. Trees are to be planted along the northern elevation (Newbridge Road) and southern elevation (Spinnaker Drive) which grow to a minimum height of 8m.

2. A minimum of 10% of the site area is to be tree canopy cover.

3. The species of trees to be planted on site and the trees nominated locations are not to impact upon sight lines for pedestrians and vehicles, including trucks, entering or exiting the site.

4. A Landscape Plan prepared by a suitably qualified Landscape Architect is to be submitted with the initial development application for construction which nominates the location, type, container size and mature height of all trees to be planted.

5. The initial development application for construction of any building on the subject site is to be lodged with an Ecological Assessment which includes the biodiversity values of the site including vegetation in the eastern and western parts of Lot 1 mapped as Threatened Ecological Community (TEC) Castlereagh Ironbark Forest.

6. Any development application is to include measures to mitigate indirect impacts upon the C2 Environmental Conservation zone land to the west of the subject site including shading, runoff, littering and trampling.

7. Potential direct and indirect impacts to threatened species or threatened ecological communities are avoided or minimised, and any unavoidable impacts should be offset in accordance with the Biodiversity Offset Scheme.

4.2 External colours and finishes

Objectives

a) To ensure non-residential development is compatible with residential development and open space areas.

b) To minimise opportunities for graffiti.

c) To provide pleasant spaces for the community.

d) A high-quality standard of development is carried out.

e) Visual, acoustic and privacy amenity is retained to adjoining residential developments.

Controls

1. All external walls including the east and west elevation side walls are to be either painted, finished with artwork or incorporate architectural features (I.e windows or cladding).
2. No external wall is to be left blank (I.e: As natural concrete or similar).
3. Any Pylons/support posts, including Pylons within parking areas are to be painted or finished with artwork.
4. Public art is to be provided which is integrated into the design and function of the development to embellish and enliven the public domain.
5. Any public art provided on site is to be designed in consultation with a local artist.
6. Car parking areas, loading/unloading docks, roller doors or to be designed to not be intrusive from the public domain (road, public space etc).
7. Louvers or similar are to be used for void areas/levels.
8. Any building fronting the southern elevation (Spinnaker Drive) is to include active frontages (Such as pedestrian access, windows and balconies).
9. Buildings are to be designed to minimise overshadowing to the private open space of residential dwellings including residential dwellings to the south adjoining Spinnaker Drive.

4.3 External lighting and security

Objectives

a) To ensure external lighting is not obtrusive upon residential developments, pedestrians or vehicles.

b) To minimise light pollution.

Controls

1. Any external lighting is to be in accordance with the relevant Australian Standards, including for brightness, and is not to be obtrusive upon residential developments, pedestrians or vehicles.

2. No flashing lights or flashing electronic signage, is permitted on site or any building.

3. Security measures such as boom gates, fencing and gates are to be provided on all levels to ensure that the site is secured to exclude public pedestrians and vehicles outside hours of operation.

4. Vehicle and pedestrian access to the lower ground floor (loading dock level) and top level (light Industry) are to be restricted to between 5:00am and 10:00pm. Security measures (Such as boom gates, fencing and gates) are to be implemented to ensure that the levels are inaccessible outside of these hours.

5. Security cameras and alarms are to be provided on site, particularly to all vehicle parking and loading/unloading areas.

6. Security deterrents such as warning signs are to be provided in highly visible areas of the site on all levels.

7. The void area on the lower ground floor fronting Newbridge Road is to include security lighting.

8. A Plan of Management is to be submitted with any development application for the site.

9. The site, inclusive of non-active frontages (I.e: The lower ground floor fronting Newbridge Road) is to demonstrate design considerations to ensure the site is adequately designed in accordance with CPTED Principles.

4.4 External site fencing

Objectives

a) To ensure fencing provides adequate security.

b) To ensure fencing is compatible with the surrounding area including traffic, pedestrians, open space and residential developments.

Controls

1. All boundary fencing is to be a maximum of 1.8m high.

2. No Chainwire, Colourbond fencing or similar fencing material is permitted.

3. All boundary fencing is to be open ‘pool type’ fencing in black colour or similar and is not to impact upon flood paths.

4. Details of boundary fencing fronting Newbridge Road are to be provided to Transport for New South Wales for comment.

4.5 Flood management

Objectives

a) To ensure safe evacuation of visitors and staff during flood events.

b) To ensure access to the site is closed during flood events.

c) To ensure waste and debris is mitigated during time of flood.

Controls

1. Stormwater runoff during the pre-construction, construction, and post-construction phases is not to directly discharge into the permanent water body. Effective mitigation measures are be implemented to prevent potential environmental impacts.
2. Rainwater harvesting measures are to be incorporated as part of any development to enhance sustainable water use and reduce runoff.
3. Urban runoff is to be captured and diverted into a biofiltration system before being released into the main water body.
4. Treated stormwater is to only enter the water body at low energy or velocity to prevent erosion and sedimentation issues.
5. An Operational Plan of Management is to be submitted with any development application. The Operational Plan of Management is to include, however is not limited to, measures to ensure:
    - That the site is evacuated prior to an imminent flood, including visitors and staff.
    - No vehicles are to be on site during periods of flood.
    - No access to the site by pedestrians or vehicles is permitted during periods of flood.
    - Boom gates or similar are to be provided to restrict access to the site during times of flood.
    - Buildings are to be constructed of flood compatible materials including to any plant and service rooms.
    - Signage, lights or similar warning systems are to be implemented on site to warn visitors that access to the site is closed due to potential flood event.
    - A schedule is to be developed and submitted with any development application for regular maintenance and testing of flood gates, alarms, flood compatible materials, plant rooms and the like.
6. Future development of the site shall be carried out in compliance with Council's DCP and Flood Risk Management Manual (2023) (As amended/superseded).
7. A Flood Impact Risk Assessment report is to be submitted with the initial development application for construction on the site with recommendations regarding flood events including evacuation prior to flood events occurring. Shelter in Place is not permitted for the site.
8. A comprehensive Flood Emergency Response Plan (FERP) must be prepared to ensure the safe evacuation of people during floods up to and including the Probable Maximum Flood. The FERP is to be generally consistent with the FERP prepared by Tooker + Associates within section 15 of the Flood Impact

Assessment and Flood Emergency Response Plan, prepared by Tooker + Associates dated May 2025.

9. The FERP should be developed in consideration of the findings from the Georges River Evacuation Modelling report by Molino Stewart (March 2022) and comply with the NSW Flood Manual (2023) toolkit: 'Support for Emergency Management Planning Guideline EM01' (As amended/superseded). The NSW State Emergency Service (NSW SES) should be consulted during the preparation of the FERP.

10. All levels/areas (Including any waste storage and loading/unloading areas) of the development are to include, at a minimum, loudspeakers and visual warning systems capable to alert staff and visitors on site during an emergency (I.e: Flooding).

11. The initial development application for construction on the site is to be referred to the NSW State Emergency Services for correspondence.

4.6 Traffic management

Objectives

a) To ensure safe, efficient and direct access to commercial, residential and recreational areas.

b) To provide for an efficient circulation of bus services and convenient pedestrian access.

c) To minimise the amount of through traffic in residential areas.

Controls

1. Vehicular movements, including entry and exit points, for any development application are to be designed in consultation with Transport for New South Wales. A maximum of one combined vehicular crossover for entry and exit is permitted on Newbridge Road, Moorebank.

2. Traffic control signals, as required by DA-611/2018 and DA-611/2018/A, are to be constructed and operational at the intersection of Brickmakers Drive and Promontory Way, prior to any Occupation Certificate for any development on the subject site being issued.

3. Architectural plans are to demonstrate that active transport modes (I.e Walking or cycling) facilitate connection to the broader Moorebank East Precinct and are designed so as to encourage use and benefit from casual surveillance.

4. All vehicles are to enter and exit the site in a forward direction.

5. Light vehicles (I.e: Cars) are to enter and exit from Spinnaker Drive, Moorebank only.

6. All heavy rigid vehicles (Trucks etc) are to enter and exit from Newbridge Drive only. The initial development application is to be submitted satisfying section 2.119 (Development with frontage to classified road) within State Environmental Planning Policy (Transport and Infrastructure) 2021 (As amended).

7. A minimum of 1 raised pedestrian crossing is to be provided on Spinnaker Drive, Moorebank adjacent to the subject site.

4.7 Waste management

Objectives

a) To ensure waste collection does not impact upon residential developments, pedestrians, vehicles.

b) To minimise waste impacts upon the vicinity.

Controls

1. A construction waste management plan is to be provided with any development application.

2. An Operational Plan of Management is to be submitted with any development application. The Operational Plan of Management is to include, however is not limited to, the measures to ensure:

    - All commercial and industrial waste services (Including supplying and collection of bins) are to be implemented by a licensed private waste contractor (or multiple contractors).
    - A private waste service to any commercial or industrial premise must be in place at all times while the non-residential uses are operating.
    - Waste services must be delivered with a frequency sufficient to avoid negative health outcomes, such as the breeding of insects, or the generation of odours associated with decay.
    - No waste bins or materials awaiting disposal, recycling or processing are to be placed in any public place, including on kerbsides, nature strips, footpaths or any part of any public road.
    - The collection of waste and storage of waste bins is not to impact upon traffic movements on site and not to be located in allocated parking spaces.
    - All shopping trolleys must be 'geo-fenced' (I.e: Automatic locking mechanism of the shopping trolley wheels) once the shopping trolleys reach the boundary of the site.
    - Waste storage areas, including the bins, are to be completely enclosed and vermin proof. Lids of the bins are to remain closed unless waste is being added to the bin
    - Signage, being predominantly picture based, is to be fitted within each premises waste area and within any waste area for the site to easily identify where different typed of waste is to be disposed of.
    - No litter is to be left on the ground either in the bin room or external areas. Car park areas are to be cleaned for litter at a minimum of twice per week.
    - Customer bins within premises are to be emptied regularly to avoid overflow.
    - Waste impacts and shopping trolleys are adequately managed to minimise amenity concerns to the surrounding area.

3. Each retail premises is to demonstrate a dedicated internal waste area of a sufficient size for the size and operation of the premises and is to include separate waste and recycling bins.
4. Any stormwater pits or trench drains within the waste storage areas, or within 15 metres of where waste or recycling will be emptied into a waste removal truck, must be fitted with a 'fine grade' drain cover, to prevent the ingress of items of litter into the stormwater system.

5. Controls and objectives for site B - 124 Newbridge Road Moorebank

Applies to

This section applies to site B – 124 Newbridge Road Moorebank (Lot 2 DP 602988) only.

5.1 Removal of Fill

Background

The Moorebank East precinct is to be an accessible precinct with a clearly identifiable hierarchy of streets. There is to be a network of active transport uses that will help connect the precinct to the immediate surrounding areas including to Newbridge Road and Brickmakers Drive.

Objectives

a) To ensure flooding impacts are minimised on the community.

b) To ensure safety for pedestrians, vehicles and the vicinity.

c) To guarantee adequate accessibility for emergency vehicles.

Controls

1. Any Development Application on Site B (124 Newbridge Road Moorebank - Lot 2 DP 602988) is to include provisions for the removal of 35,000m^3 of fill from the area indicated in **Figure 6**.

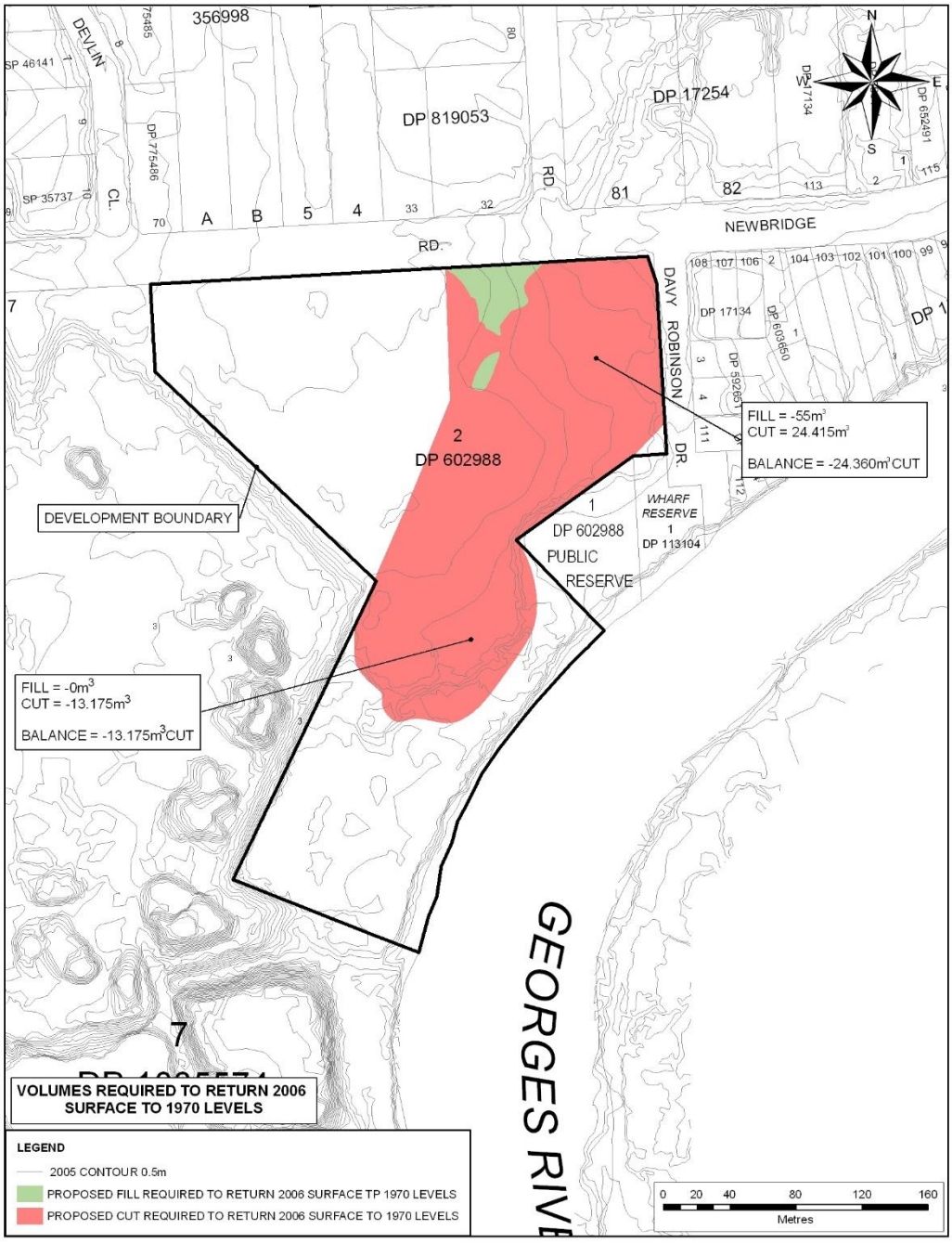


Figure 6: Area of fill to be removed

6. Controls and objectives for site C - Lot 2, 146 Newbridge Road Moorebank

Applies to

The following objectives and development controls under section 3 (Controls for public domain) apply to all sites within the Moorebank East Precinct.

6.1 Subdivision, Frontage and Allotment Size

Objectives

a) To provide a range and mix of lot sizes to suit a variety of dwellings types distributed throughout the area.

b) To locate higher density in places of greatest amenity, such as near parks, other open spaces and along transport nodes.

c) To ensure that the density of development and siting of dwellings maintain a high standard of privacy.

d) To ensure lots are oriented to optimise solar access to facilitate micro-climate management, including the application of energy conservation principles.

e) To ensure all dwellings address the street.

f) To ensure that lot size and dimensions take into consideration the physical characteristics of the land, in a way, which promotes retention of existing vegetation and reduces the incidence of damaging earthworks and retaining wall construction.

g) To ensure passive surveillance of public space through the effective and functional layout designs of new developments.

h) To ensure that the dwelling siting minimises impacts on views from adjacent existing residential development.

Controls

1. 25% of lots must be 300sqm or greater
2. At least 25% of lots must be less than 300sqm
3. Any lot greater than 400sqm should have a frontage of at least 12m.
4. All development needs to be in accordance with Council's adopted residential subdivision design principles.

Dwelling Mix

Objectives

a) To ensure development provides a mix of dwelling types and sizes to accommodate a range of household types and needs.

b) To provide for a variety of residential dwelling mix, sizes and layouts within each residential development.

Controls

1. A maximum of 216 dwellings are permitted on the site.

2. Subdivision, lot sizes and orientation are to address the principles in Figures 7 and 8.

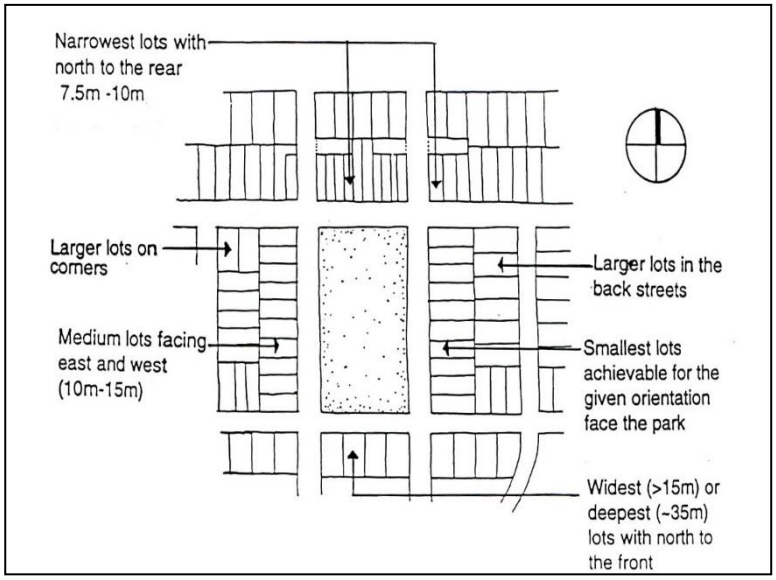


Figure 7 Highest density generally located in accessible places with highest amenity

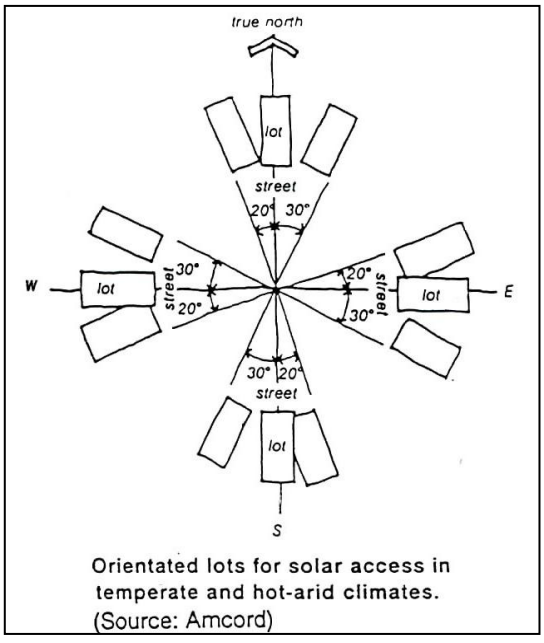


Figure 8 Lot Orientation

3. Lot sizes and dimensions are to take into account the slope of the land to minimise earthworks/retaining wall construction and the retention of existing trees.

4. Minimum allotment width is 6m.

5. Any application for subdivision creating allotments of 6m width must be accompanied by an application for a dwelling house on each of those allotments.

6. On east-west lots, houses and private open space are to be sited generally in accordance with Figure 9.

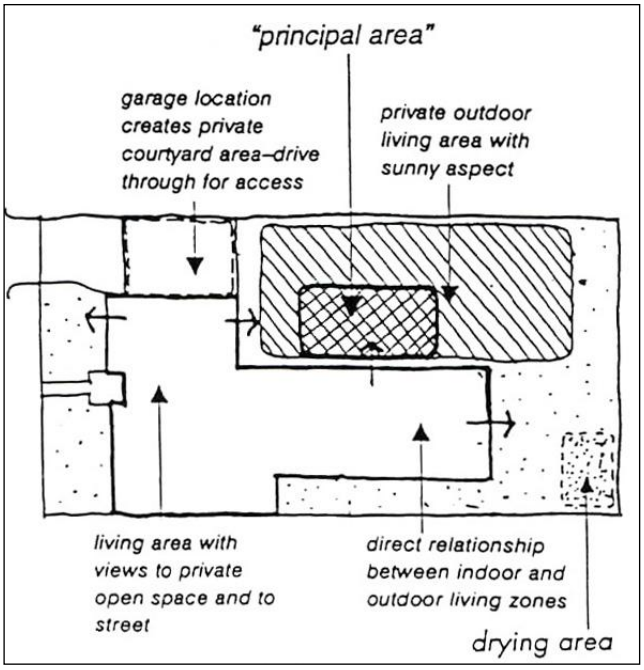


Figure 9 Private open space considerations on an east-west lot

6.2 Site Planning

Objectives

a) To ensure that the dwelling house is sensitive to site attributes, such as streetscape character, natural landform, drainage, existing vegetation, land capability, slope, solar access and if relevant, heritage items.

b) To ensure privacy for residents and neighbours.

Controls

1. The dwelling layout must be designed around the site attributes such as slope, existing vegetation, land capability and/or solar access (See Figure 10).
2. There must be a direct link from at least one living area to the principal private open space.
3. The siting of windows of habitable rooms on the first floor shall minimise overlooking to the principal private open space of neighbouring properties.
4. Stormwater from the site must be able to be drained satisfactorily. Where the site falls away from the street, it may be necessary to obtain an easement over adjoining property to drain water satisfactorily to a Council stormwater system. Where stormwater drains directly to the street, there may also be a need to incorporate on-site detention of stormwater where street drainage is inadequate. Refer to Water cycle management in Part 1 of Liverpool DCP.

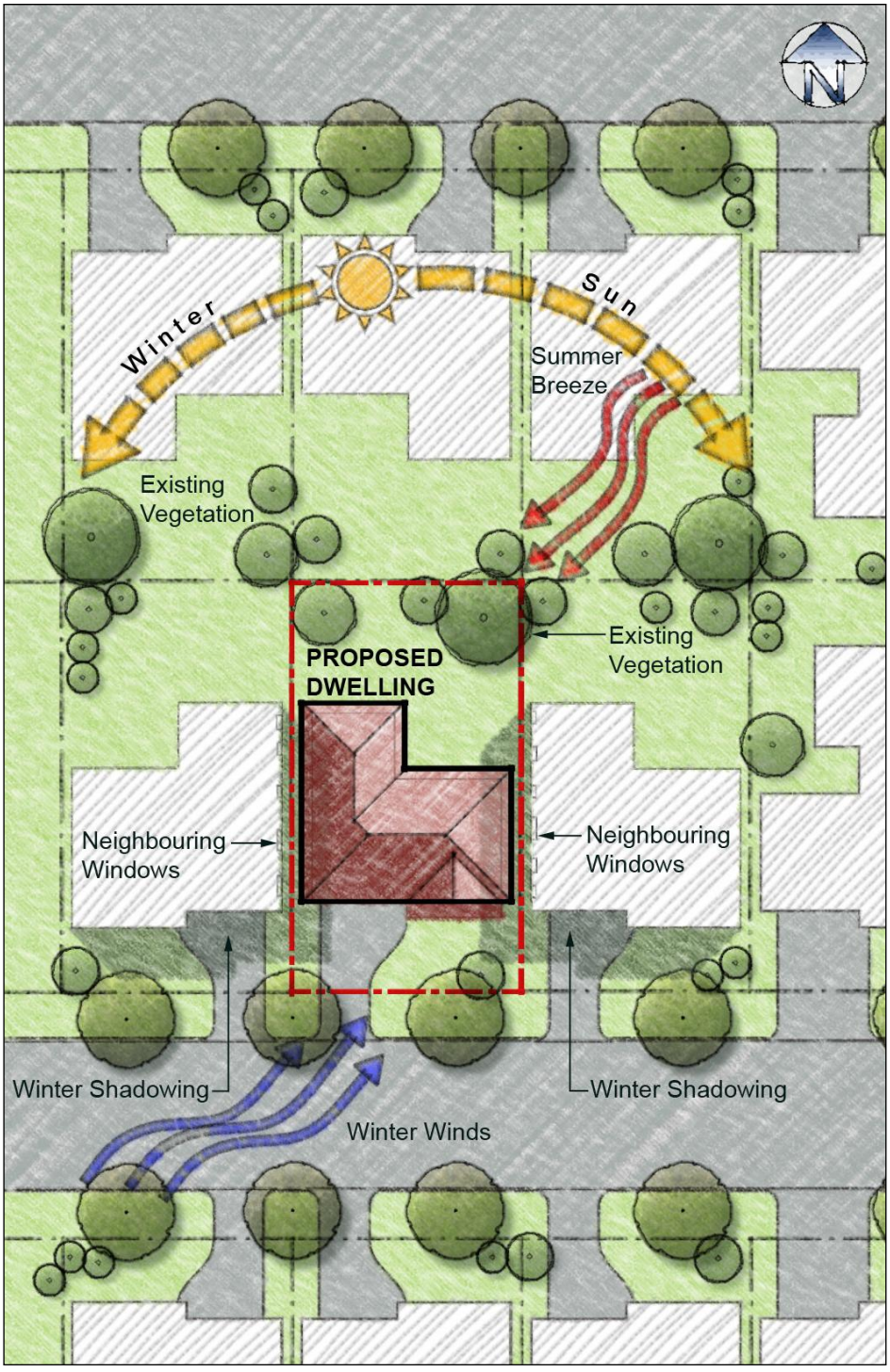


Figure 10 Site Analysis

6.3 Setbacks

Front and Secondary Setbacks

Objectives

a) To ensure appropriate front setbacks.

b) To contribute to the creation of attractive and memorable streetscapes that has a consistent character.

c) To reduce the potential visual effects of garages on dwelling facades and streetscapes.

d) To provide adequate space for landscaping or open space.

Controls

1. Dwelling houses shall be setback in accordance with Table 1.

Table 1 Setbacks

Height	Front Setback	Secondary Setback
Ground floor	4.5m	2.5m
First floor	5.5m	2.5m

2. Garages must be set back a minimum of 1m behind the main face of the dwelling. (The main face is the first wall of a habitable room)
3. Verandahs, balconies, eaves and other sun control devices may encroach on the minimum front and secondary setback by up to 1m.
4. The secondary setback is the longest length boundary.
5. Garages that address the secondary frontage must a have minimum setback of 5.5m.
6. Corner sites shall provide a frontage to both streets and should articulate their corner location with an architectural feature such as a wrap around verandah, bay window, corner entry or roof feature.

Side and Rear Setbacks

Objectives

a) To maximise private amenity within the dwelling.

b) To minimise the impacts of development on neighbouring properties in regard to views, privacy and overshadowing.

c) To ensure that dwellings are sited so as to provide for solar access and both visual and acoustic privacy.

Controls

1. Dwellings shall be setback from the side and rear boundaries in accordance with Table 2.

Table 2 Side and Rear Setbacks

Item	Side Setback	Rear Setback
Single storey dwelling houses	0.9m	5.0m
Second storey component of dwelling houses	1.2m	8.0m
Living room doors (including family rooms and rumpus rooms)	4.0m	5.0m

Note: Building encroachments may only occur if it is seen as beneficial for open space, solar access and the internal layout of the dwelling. The dwellings living areas should open out to open space.

Zero lot lines

1. Walls are generally to be 180mm clear of the side boundary to allow for gutter and eaves overhang.
2. The length of a zero lot line wall is limited to 50% of the adjacent side wall boundary.
3. No windows are permitted in a zero lot line wall.
4. A maintenance easement of at least 700 mm shall be provided on the adjoining boundary.

6.4 Landscaped Area and Private Open Space

Landscaped area is defined in Liverpool LEP 2008.

Private open space is an area within the site (usually at the rear) that is set aside for outdoor activities. Clotheslines, BBQ areas, pergola (unroofed structure), patio, garden sheds and pools can be included in the private open space.

Principal Private open space is an area that is directly accessible from at least one living room and is included in the private open space calculations (the principal private open space area may be paved or sealed).

Landscaped Area

Objectives

a) To provide an area to allow vegetation to mature.

b) To reduce the impact to neighbouring properties and natural waterways from stormwater runoff.

c) To reduce the amount of impervious areas.

d) To enhance the existing streetscape and soften the visual appearance of the dwelling.

e) To maximise the amount of landscaped area within the front setback of the dwelling.

f) Note: All proposed developments require a landscape plan to be submitted with the development application.

Controls

1. A minimum of 20% of the site area shall consist of Landscaped Area, this may include lawn, deep rooted trees, garden beds and mulched areas.
2. A minimum unincumbered area of 5 x 6m shall be provided in rear setback to accommodate deep rooted trees.
3. A minimum of 50% of the front setback area shall be landscaped area.
4. A minimum unincumbered area of 3 x 5m shall be provided in front setback to accommodate deep rooted trees.

Private Open Space

Objectives

a) To ensure that a minimum amount of Private Open Space is provided for outdoor activities.

b) To ensure that Private Open Space is clearly defined for private use.

c) To ensure that Private Open Space is private, landscaped, screened from overlooking and receives an adequate amount of solar access.

Controls

1. Each dwelling must provide a minimum of 50 m^2 of Private Open Space.
2. Areas less than 2.5m in width does not qualify as Private Open Space.
3. Private open space areas are not permitted within the primary street setbacks.
4. The Private Open Space shall include the principal private open space, which is directly accessible from the main living area of a dwelling with a minimum dimension of 4 x 6 m
5. The Principal Private Open Space must receive 3 hours of sunlight to at least 50% of the area between 9:00am and 5:00pm on 21 June.

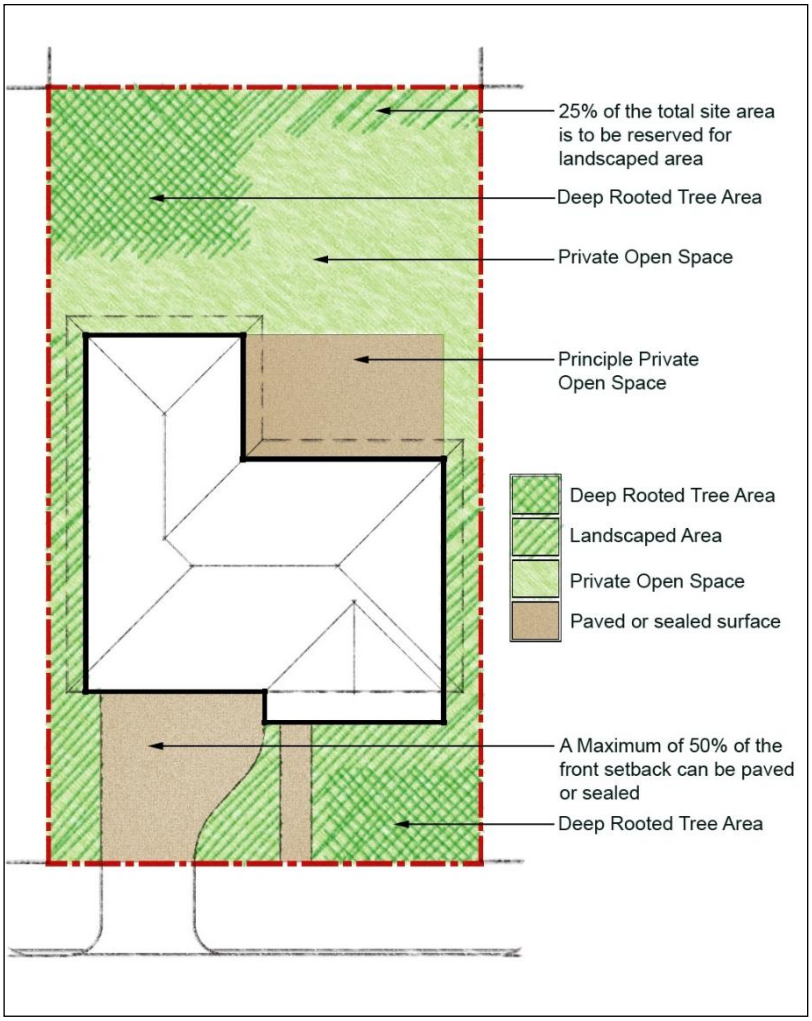


Figure 11 Landscaped Area

6.5 Cut and Fill, Building Design, Streetscape and Layout

Cut and Fill of Land

Objectives

a) To reduce the incidence of change in natural ground levels.

b) To encourage the architectural designs of dwellings which suit the contours of the land.

c) To provide controls for cut and fill of land designed to minimise the incidence of soil erosion and subsequent sedimentation of waterways.

d) To ensure that development on adjoining properties is not threatened or prejudiced by proposed cut and fill practices.

e) To discourage and eliminate, where possible, the construction of retaining walls on allotment boundaries.

f) To minimise overshadowing of neighbouring dwellings, their private open space or any solar panelling.

Controls

1. The maximum cut on a site must not exceed 600mm.
2. All retaining wall structures shall be masonry construction and designed by a suitably qualified person, or constructed as specified by the manufacturer of the product. The retaining wall shall be constructed wholly inside (within) the boundary of the site.
3. All slab constructions for dwellings that are above natural ground level are to be constructed using dropped edge beams to retain fill. The maximum fill within the confines of the slab must not exceed 1 m. All fill must be contained within the dwelling footprint.
4. Contaminated fill, either imported or found on site is not permitted.

   Note: In the event of approval being granted to the erection of retaining wall(s) to contain proposed cut, Council will require the completion of such retaining wall(s) PRIOR TO the release of the occupation certificate.
5. Where an applicant considers that an allotment has characteristics which warrant exemption from this policy, an application for exemption may be made by the submission of a development application to Council for consideration. In addition to normal requirements the submission should include:

   - A plan showing existing contours (at 0.5m intervals) of the subject site and all adjoining sites.
   - A plan showing future contours (after proposed cut and fill) of the subject site and all adjoining sites.
   - Full details of any proposed retaining wall(s).

   Note: In the event of approval being granted to the erection of retaining wall(s) to contain proposed cut and fill, Council will require the completion of such retaining wall(s) PRIOR TO the commencement of any building works.

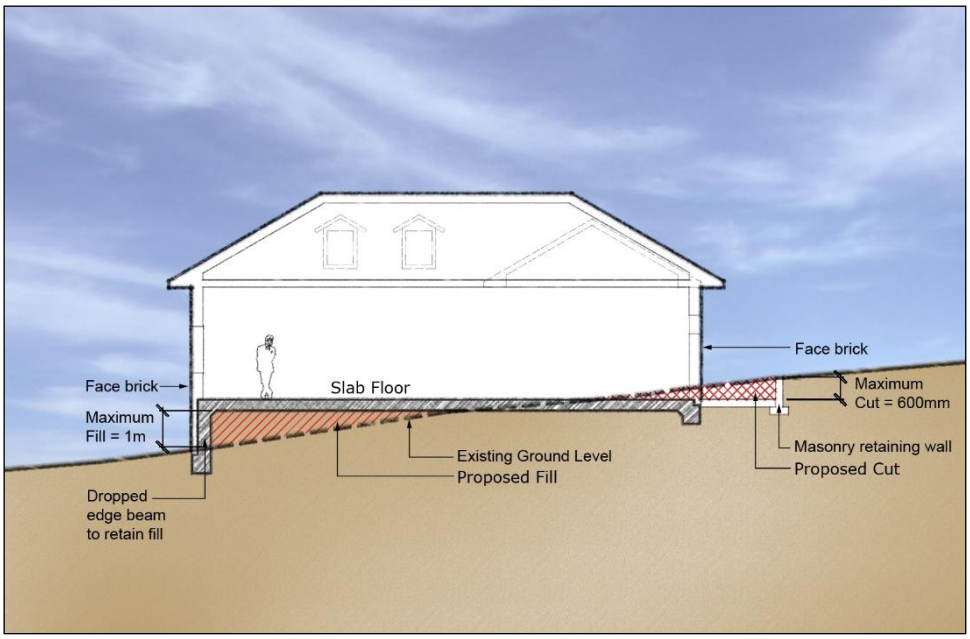


Figure 12 Cut and Fill requirements for a dwelling

Building Design and Appearance

Objectives

a) To encourage designs that will enhance the character of the neighbourhood.

b) To promote variation of building facade and design.

c) The building enhances the streetscape through the use of suitable built form design and landscaping.

d) To ensure buildings address all street frontages.

e) To discourage garages and in particular garage doors, from visually dominating the streetscape.

f) To ensure that the building design, detailing, colour and finish shall add visual interest to the street and shall compliment the street.

g) To ensure habitable rooms address the street.

h) To encourage balconies over garages in two storey dwellings.

Controls

Dwellings

1. All dwellings are to be orientated to the street (See Figure 13).
2. The front pedestrian entrance must be visible from the street.
3. The front Building facades shall be articulated, this articulation may include front porches, entries, wall indents, changes in finishes, balconies and/or verandahs.
4. For two storey developments, the side walls shall be articulated if the wall has a continuous length of over 10m.
5. Eave overhang must provide for sun shading and protect windows and doors. Eaves should have a minimum overhang of 400 mm and be provided to a minimum of 70% of the dwelling.
6. Dwellings that face two street frontages or a street and public space must address both frontages by the use of verandahs, balconies, windows or similar modulating elements.
7. Balconies facing the street on two storey dwellings are encouraged (See Figure 13).

Two storey dwellings

To break up the bulk of two storey dwellings balconies built above garages are encouraged

Garages and Carports

1. The maximum width of garage doors or carports must be no greater than 50% of the building frontage width.
2. Garages and carports must be designed to be the minor element of the façade.

3. Garage roofs shall be incorporated into the roof design of the house. Separate roofs for garages are discouraged, unless actually separated from the dwelling.
4. Garages and carports are to be compatible with the building design in terms of height, roof form, detail, materials and colours.
5. Carports may be built in front of the garage *only if* the carport is:
   - No larger than 5.5 x 6m.
   - Built of a similar colour and materials of the house.
   - Setback 2m from the front property boundary.
   - Compatible with the local streetscape.
6. The conversion of garages to living space may only be permitted if:
   - At least one car parking space is provided behind the front setback.
   - The additional living area does not result in the building exceeding the maximum permitted floor space ratio.

Figure 13 Example of Building Appearance (Indicative Only – Not to Scale)

Internal Design of Dwellings

Objectives

a) The internal design must contribute to personal safety and to the protection of property by permitting casual surveillance of public spaces from private windows and entries.

b) To provide passive surveillance from rooms addressing the street or any adjoining open space.

c) To locate amenity rooms (such as laundries, bathrooms, toilets) to the side and rear of the development.

d) To encourage the internal design of the dwelling to take advantage of cross ventilation.

e) That each dwelling shall provide a sufficient amount of storage for elements such as garden and sports equipment.

Controls

1. All dwellings shall have habitable rooms located to the front of the dwelling for security and surveillance to the street.
2. Living rooms should take advantage of northern aspects.
3. Access to private open space must be from at least one living room.
4. The internal layout of the dwelling must incorporate cross ventilation.
5. Bathrooms, ensuites, laundries and walk in wardrobes should be located to the side or rear of the dwelling.
6. Each dwelling must provide a minimum storage area of $8m^3$.
7. Locate active use rooms or habitable rooms with windows overlooking communal/public areas (e.g. playgrounds, gardens).
8. The main living area must receive at least 3 hours of sunlight between 9.00am and 5.00pm on 21 June.

6.6 Landscaping and Fencing

Objectives

a) To retain existing mature trees within the site in a way which ensures their ongoing health and vitality.

b) To provide privacy, summer shade and allow winter sun.

c) To enhance the existing streetscape and visual appearance of dwellings.

d) To encourage landscaping that is appropriate to the natural, cultural and heritage characteristics of its locality.

e) To ensure the visual impact of development is minimised and integrated into the streetscape.

Controls

1. A minimum of one tree is to be provided within the front setback area of every residential dwelling. This may include existing trees that are to be retained within the front setback area. Newly planted trees are to have a minimum pot size of five litres.
2. Trees planted on the northern side of private open space and habitable rooms are to be deciduous.
3. Planting of vegetation at the front of higher density development must consider the need for passive surveillance. Excessively dense vegetation that creates a visual barrier must be avoided.
4. Any tree with a mature height over 8 m should be planted a minimum distance of 3 m from the building or utility services.
5. A landscape plan must be lodged with all Das, and is to provide the following details
    - The location of any existing trees on the property, specifying those to be retained and those to be removed.

- The location of any trees on adjoining properties that are likely to be damaged as a result of excavations of other site works.
- The position of each shrub and tree species proposed to be planted.

Fencing

Objectives

b) To provide a clear transition between public and private areas.

c) To provide a visual element within the streetscape.

d) To ensure fencing enhances the streetscape.

Controls

1. Wall finishes must have low reflectivity.
2. Where noise insulation is required, consider the installation of double-glazing or other noise attenuation measures at the front of the building rather than construction of a high solid form fence.

Primary Frontage

1. The maximum height of a front fence is 1.2m.
2. Fences should not prevent surveillance by the dwelling's occupants of the street or communal areas.
3. The front fence must be 30% transparent.
4. Front fences shall be constructed in masonry, timber, metal picket fencing and/or vegetation and must be compatible with the proposed design of the dwelling.
5. The maximum height of the front fence is 1.2m.

Secondary Frontage

1. Side fences and walls must be a maximum of 1.8m in height, and constructed of masonry, timber and/or landscaped (see Figure 13).
2. For side walls or fences along the secondary frontage, a maximum height of 1.2m is required for the first 9m measured from the front boundary, the remaining fence / wall may then be raised to a maximum of 1.8m (see Figure 12). The secondary setback is the longest length boundary.
3. Side fencing must not be constructed of sheet metal.

Boundary Fences

1. The maximum height of side boundary fencing within the setback to the street is 1.2m.
2. Boundary fences shall be lapped and capped timber or metal sheeting.

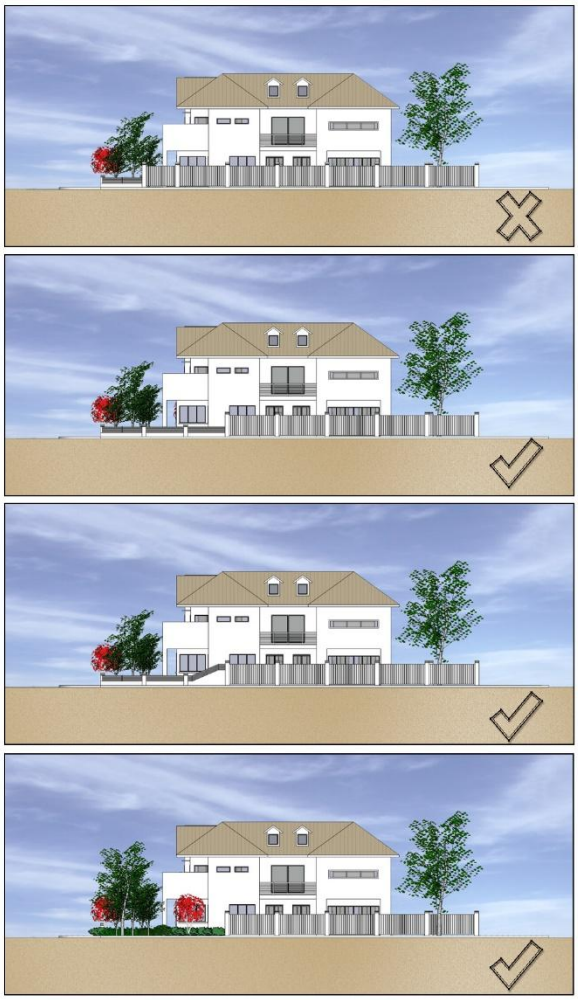


Figure 14 Fence types

6.7 Car Parking and Access

Car Parking

Background

The provision of on-site parking is required for all residential allotments. On-site parking is to be provided in a way that does not compromise the appearance of dwellings from the street.

Objectives

a) To provide sufficient and convenient parking for residents and visitors.

b) To ensure that parked vehicles do not create traffic or pedestrian hazards, and do not degrade landscaped areas such as grass verges.

c) To reduce the visual impact of garages, carports and parking areas on the streetscape and improve dwelling presentation.

Controls

1. Two car parking spaces shall be provided for each dwelling.

2. At least one car parking must be provided behind the front setback.
3. A car parking space is to have a minimum dimension of 2.5 x 5.5m.
4. A single garage is to be a minimum of 3m wide internally and unobstructed.
5. All parking spaces for adaptable housing units shall comply with *AS 2890:1* for disabled car parking.

Internal Driveways

Background

Where private driveways are used they are designed to minimise their impact on the streetscape and on the environment.

Objectives

a) To provide safe and convenient access to garages, carports and parking areas.

b) To create a pleasant, low maintenance place.

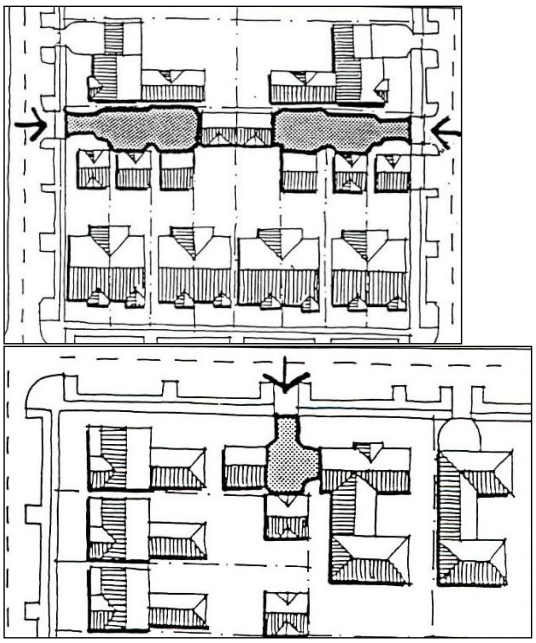
c) To ensure clearly defined public and private spaces, such that driveways are for the sole use of residents.

d) To ensure casual surveillance of private driveways from dwellings and from the street

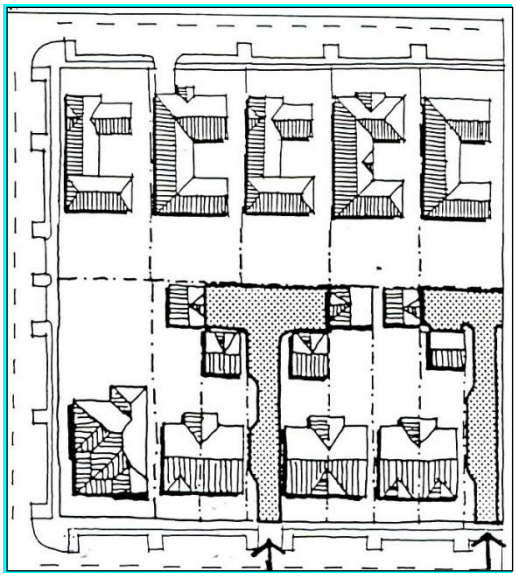
e) To minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths.

Controls

1. The driveway crossing the verge between the property boundary and the kerb is to have a maximum width of 5.5m.
2. Driveways are to have soft landscaped areas on either side, suitable for infiltration.
3. Private driveways are to have the smallest configuration possible to serve the required parking facilities and vehicle turning movements.
4. Private driveways are to be constructed as one of three general types, depending on block geometry and garages to be accessed. (See Figure 13).
5. Higher density development fronting to collector streets is to have rear access through laneways, car courts and the like. Developers are to identify opportunities for rear lanes parallel to collector streets.
6. Corner lots on collector streets are to have access from the street perpendicular to the collector street.
7. At the street entry, the driveway is to be landscaped to have low visual impact and be clearly distinguishable as private access only.
8. Landscaping at driveways should not block lines of sight for pedestrians, cyclists and vehicles.



TYPE 1 – CLOSE
- **Preferable**



TYPE 2 – T-SHAPED
- **Driveway should be from frontage road of the narrow lot dwellings**
- **Use where block geometry or available road frontage precludes "close".**

Figure 15 Private Driveway Options

6.8 Amenity and Environmental Impact

Overshadowing

Objective

To minimise overshadowing of neighbouring dwellings and their private open space.

Controls

Adjoining properties must receive a minimum of three hours of sunlight between 9am and 5pm on 21 June to at least:

- One living room, rumpus room or the like.
- 50% of the private open space.

Privacy

Objective

To site and design buildings in a manner which protects the visual privacy of adjoining dwellings and their private open space.

Controls

1. Habitable room windows facing side boundaries are to be offset by at least 1m from any habitable room windows in an adjoining dwelling (See Figure 16).
2. Habitable room windows on the first floor that face the side boundary are to avoid unreasonable overlooking by having a minimum sill height of 1.5m, except where they face a street or public open space (See Figure 16).
3. Building siting, window location, balconies and fencing must consider the importance of the privacy of on site and adjoining buildings and private open spaces.
4. Landscaping should be used where possible to increase visual privacy between dwellings and adjoining properties.

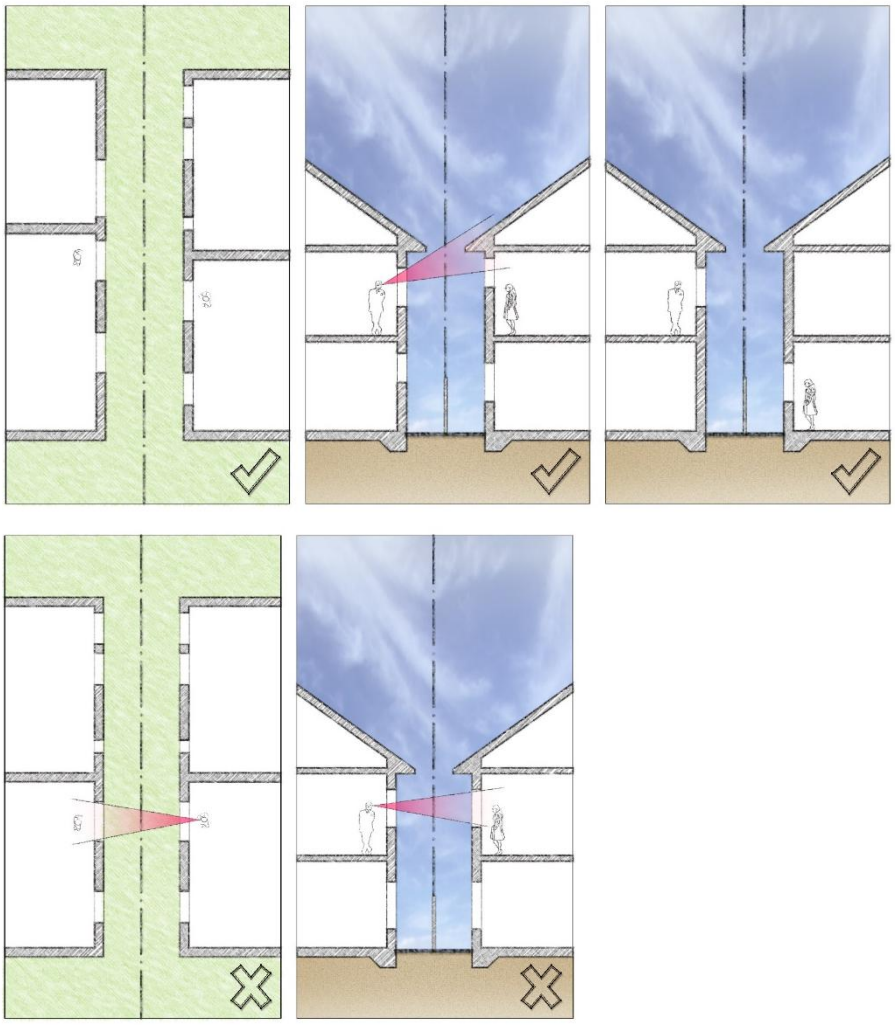


Figure 16 Privacy and Amenity

Acoustic Privacy

Objective

To ensure appropriate noise and vibration attention measures are incorporated into residential development.

Controls

1. Noise attenuation measures should be incorporated into building design to ensure acoustic privacy between on-site and adjoining buildings.
2. Developments in areas adversely impacted upon by traffic related noises must incorporate the appropriate noise and vibration mitigation measures into the design in terms of the site layout, building materials and design, orientation of the buildings and location of sleeping and recreation areas.
3. Where party walls are provided they must be carried to the underside of the roof and be constructed in accordance with Part F5 of the *Building Code of Australia*.
4. The proposed buildings must comply with the Environment Protection Authority criteria and the current relevant Australian Standards for noise and vibration and quality assurance.

6.9 Site Services

Objectives

a) To ensure that the required services are provided.

b) To ensure that the services provided are easily protected or maintained.

Controls

Letterboxes

1. Letterboxes shall to be provided for each dwelling on site, easily accessible from the street, able to be securely locked and provided in accordance with Australia Post's requirements.
2. Freestanding letterbox structures should be designed and constructed of materials that relate to the main building.
3. Residential numbering should be attached to the letterbox so that it is clearly visible from the street frontage. Numbers should be 75mm in height, reflective and in contrast to the backing material.

Waste management

1. Waste disposal facilities shall be provided for development involving residential flat buildings or shop top housing. These shall be located adjacent to the driveway entrance to the site or at the rear if a rear lane is provided.
2. Any structure involving waste disposal facilities shall be located as follows:
   - Setback m from the front boundary to the street.
   - Landscaped between the structure and the front boundary and adjoining areas to minimise the impact on the streetscape.

- Not be located adjacent to an adjoining residential property.
- Details of the design of waste disposal facilities are shown in Part 1.

Frontage works and damage to Council infrastructure

1. Where a footpath, road shoulder or new or enlarged access driveway is required to be provided this shall be provided at no cost to Council.
2. Council must be notified of any works that may threaten Council assets. Council must give approval for any works involving Council infrastructure.
3. Where there are no existing street trees in front of the site and contributions have not been collected for street tree planting it may be a condition of consent that street trees be provided in the footpath area immediately in front of the site.

Electricity Sub Station

In some cases it may be necessary to provide an electricity sub station at the front of the development adjacent to the street frontage. This will involve dedication of the area as a public road to allow access by the electricity provider. The front boundary treatment used elsewhere on the street frontage

6.10 Secondary Dwellings (Granny Flats)

Objective

To provide housing choice within a standard residential lot for the use of a separate dwelling within the existing title.

Controls

1. A Secondary dwelling can be a maximum of one storey high, unless the granny flat is above the garage facing a rear laneway, where the Secondary dwelling must be one storey high above the garage.
2. A Secondary dwelling should be attached to the main dwelling, as provided by Part 2 of the DCP. However, Council may consider applications for detached granny flats on a merit base.
3. A Secondary dwelling should compliment the main dwelling design by using the same style of construction and a similar colour.

Note: Secondary dwellings are included in the overall floor space ratio of a property, and only one Secondary dwelling is permitted per lot.

LIVERPOOL CITY COUNCIL

LIVERPOOL THE GREAT SOUTH WEST

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