



Schedule 8 Riverstone East Precinct

Blacktown City Council Growth Centre Precincts
Development Control Plan 2010

May 2021



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1. Introduction

1.1 Name and application of this Schedule

This Schedule forms part of the Blacktown City Council Growth Centre Precincts Development Control Plan (BCC Growth Centre Precincts DCP).

This Schedule applies to all development on the land shown in Figure 1-1 Land Application Map. This Schedule and related amendments to the BCC Growth Centre Precincts DCP give effect to the provisions of the BCC Growth Centre Precincts DCP for land within the Riverstone East Precinct as shown on the Land application map.

1.2 Structure of this Schedule

This Schedule should be read in conjunction with and in addition to the BCC Growth Centre Precincts DCP. In the event of an inconsistency between this Schedule and the BCC Growth Centre Precincts DCP, this Schedule takes precedence. Table 1-1 Structure of this Schedule summarises the structure of this Schedule – Riverstone East Precinct.

Table 1-1 Structure of this Schedule

Part	Summary
1. Introduction	Identifies the land to which the Schedule applies.
2. Notification	Identifies situations where Blacktown City Council needs to refer development applications to relevant agencies.
3. Subdivision planning and design	Establishes an overall vision and Indicative Layout Plan for the future development of the Precinct. Provides Precinct specific figures that support the controls in Part 3 of the BCC Growth Centre Precincts DCP in relation to the Riverstone East Precinct.
4. Neighbourhood and subdivision design	Provides additional objectives and controls for neighbourhood and subdivision design across the Precinct
5. Centres Development Controls	Provides additional controls that apply to specific sites in the Riverstone East Precinct. Establishes additional objectives, controls and design principles for the Riverstone East Village Centre.
6. Site Specific Controls	Specific objectives and controls for development near Nu Welwyn, and for environmental management.

Additional notes are provided throughout this document. These notes are not part of the formal provisions of the DCP, but are intended to provide additional guidance and explanation of the provisions. If further guidance is required on the interpretation of provisions in the DCP, readers should refer to the definitions or contact the consent authority for advice.

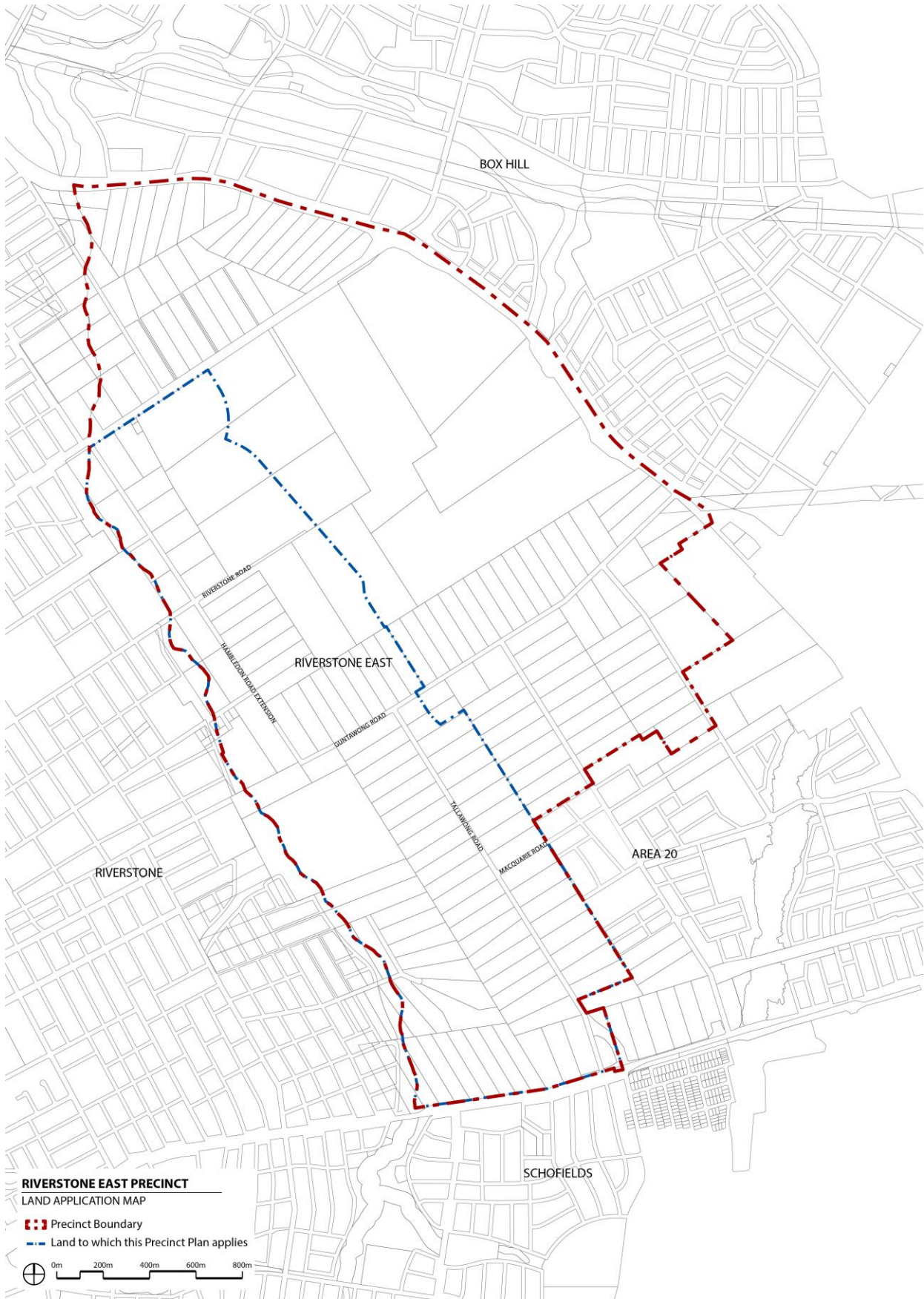


Figure 1-1 Land Application Map

2. Notification

Blacktown City Council shall refer development applications (including subdivisions) to relevant agencies where an agency has an interest or role in the proposal, eg. where a school site is identified on the ILP, the application will be referred to the Department of Education and Communities, and to Transport for NSW (TfNSW) for areas within or adjacent to the transport corridor

3. Subdivision planning and design

3.1 Vision

Planning for the Riverstone East Precinct responds to the need for new and diverse housing in Sydney that is well connected to major centres and employment, protects natural assets and encourages sustainable living. Consideration of the surrounding context, history and natural environment has informed the precinct planning process.

The Precinct will consist of a mix of housing types that allows greater choice for different household types. It is predominantly accommodated with low density housing. Medium density housing is located around the village centre, schools and open spaces. Medium and high density housing is located in proximity to Cudgegong Road station on the Sydney Metro North West in the adjacent Area 20 (Cudgegong Road Station) Precinct, to optimise convenient living near retail, community facilities, schools, recreational facilities and public transport.

Items and places of significant heritage value, particularly Aboriginal Heritage and Nu Welwyn, have been integrated into the planning of the Precinct and protected through a sensitive design approach.

The village centre will support retail, commercial services, and a community facility to promote community interaction. A business enterprise corridor along Schofields Road provides employment uses in a visually prominent and accessible location. The distribution of both active and passive open space uses supports connections to key destination areas including the Sydney Metro North West and a green corridor along First Ponds Creek.

Direct road connections to the nearby Riverstone and Schofields Railway Stations and the Sydney Metro North West ensure regional public transport accessibility. Consideration has also been made for a transport corridor to link the Sydney Metro North West to the west. A safe and permeable street network will promote accessibility, connectivity and social interaction. The provision of cycle ways and pedestrian connections as well as public transport connections to surrounding centres will promote a community that is less dependent on private vehicle use.

Blacktown City Council on 28 April 2021 adopted a DCP amendment to remove the half road located on No.34 Tallawong Road, Tallawong, along the south eastern boundary between the Riverstone East Precinct and Tallawong Station Precinct.

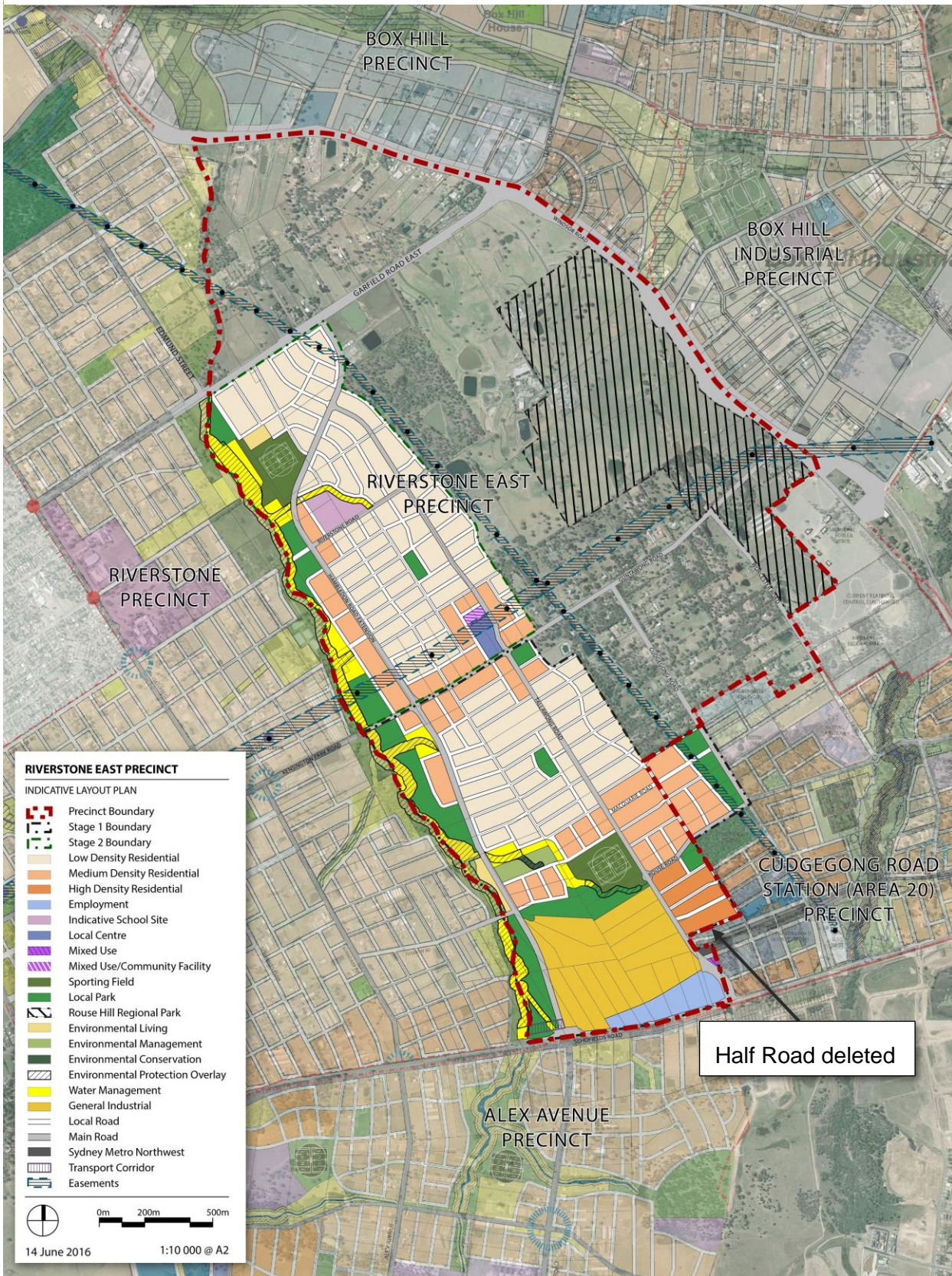


Figure 3-1 Indicative layout plan

3.2 Referenced Figures

The referenced figures below support the objectives, controls and design principles for the subdivision planning and design in **Part 2** of the BCC Growth Centre Precincts DCP as indicated in **Table 3-1**.

Table 3-1 Referenced figures in Part 3

Referenced figure		Section in BCC Growth Centre Precincts DCP	
Figure 3-2	Key elements of water cycle management and ecology strategy	2.3.1	Flooding and water cycle management
Figure 3-3	Flood prone land	2.3.1	Flooding and water cycle management
Figure 3-4	Areas of potential salinity	2.3.2	Salinity and soil management
Figure 3-5	Aboriginal cultural heritage	2.3.3	Aboriginal and European Heritage
Figure 3-6	European cultural heritage	2.3.3	Aboriginal and European Heritage
Figure 3-7	Bushfire risk and asset protection zone requirements	2.3.5	Bushfire hazard management

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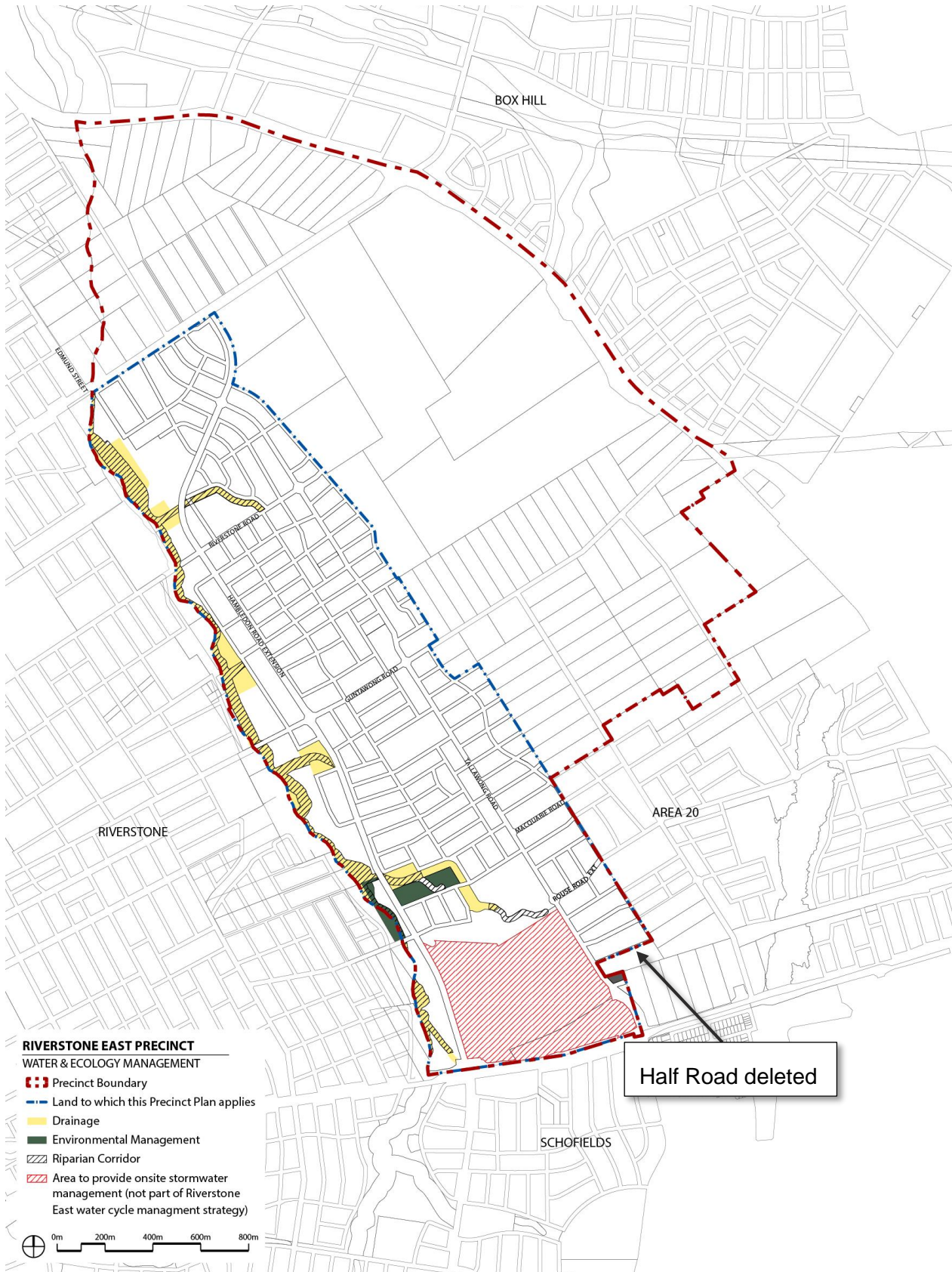


Figure 3-2 Key elements of water cycle management and ecology strategy

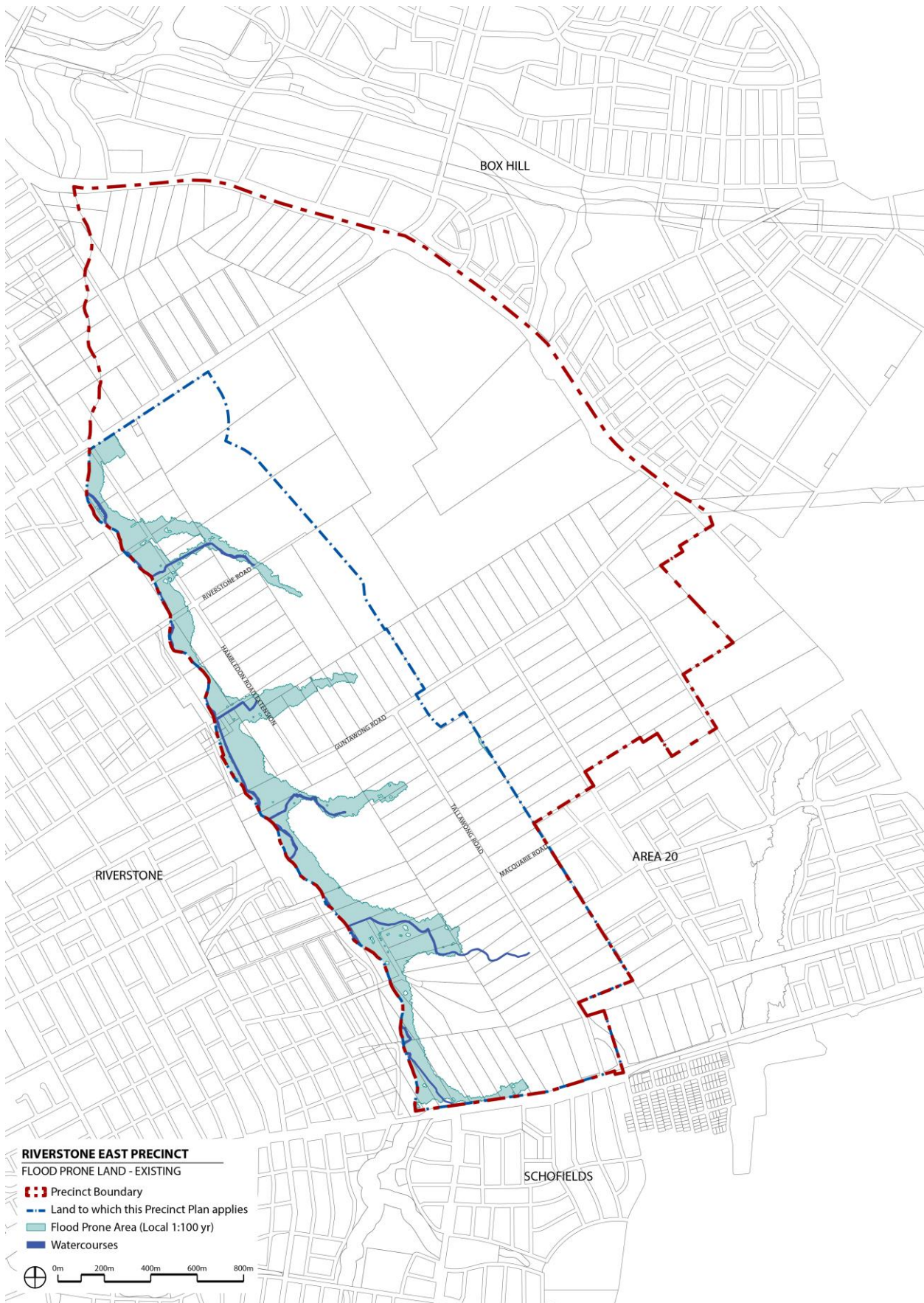


Figure 3-3 Flood prone land

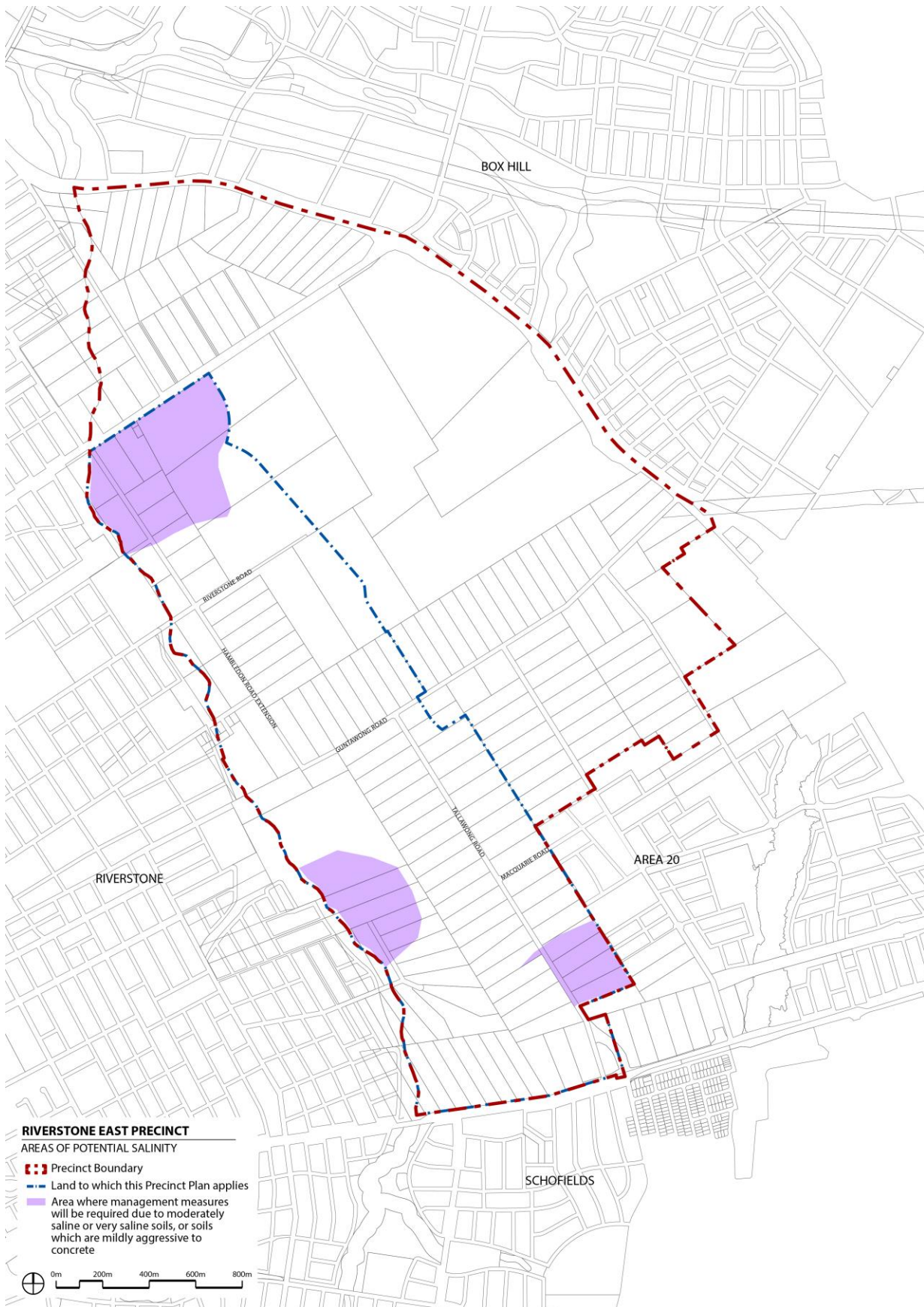


Figure 3-4 Areas of potential salinity

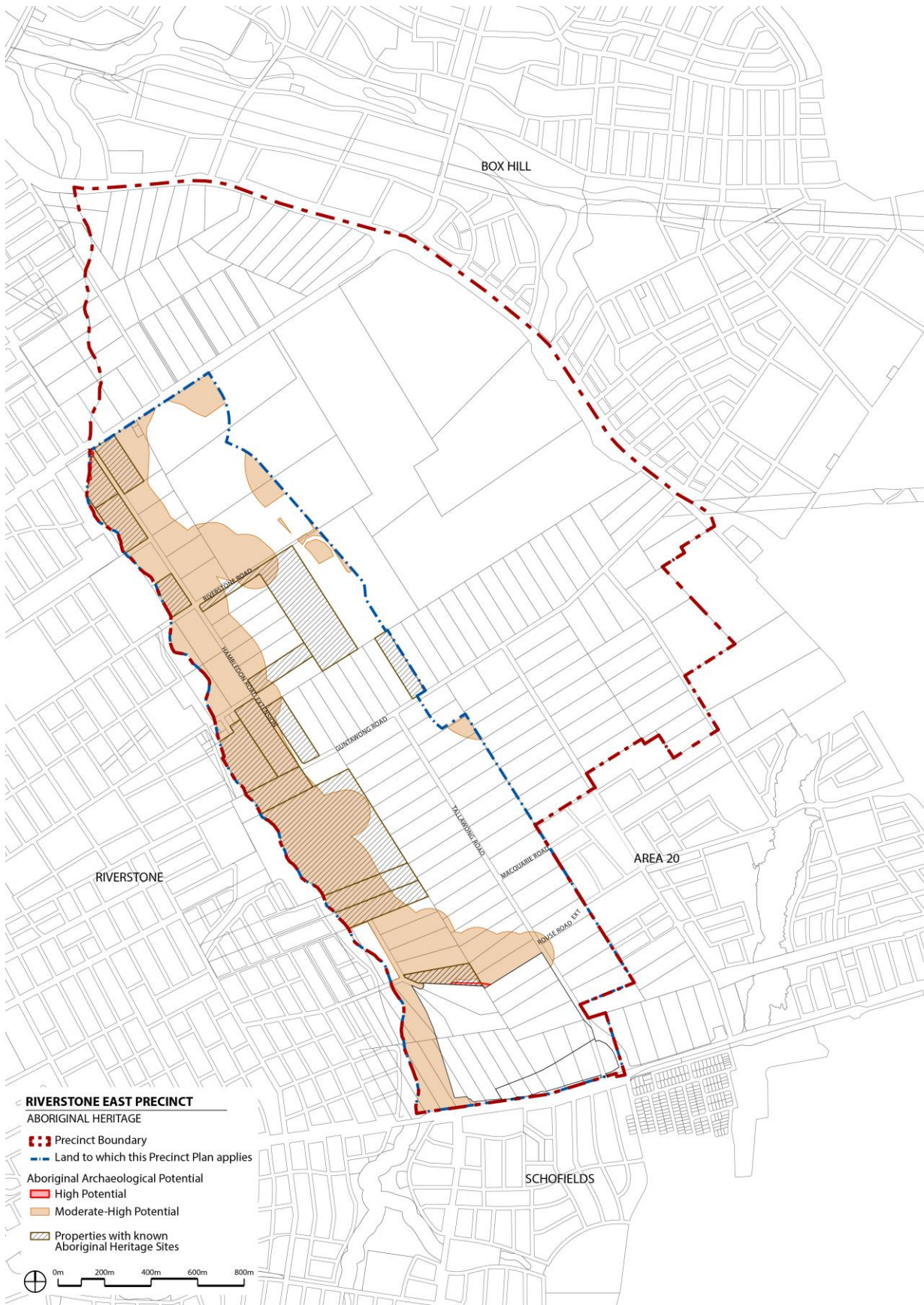


Figure 3-5 Aboriginal cultural heritage

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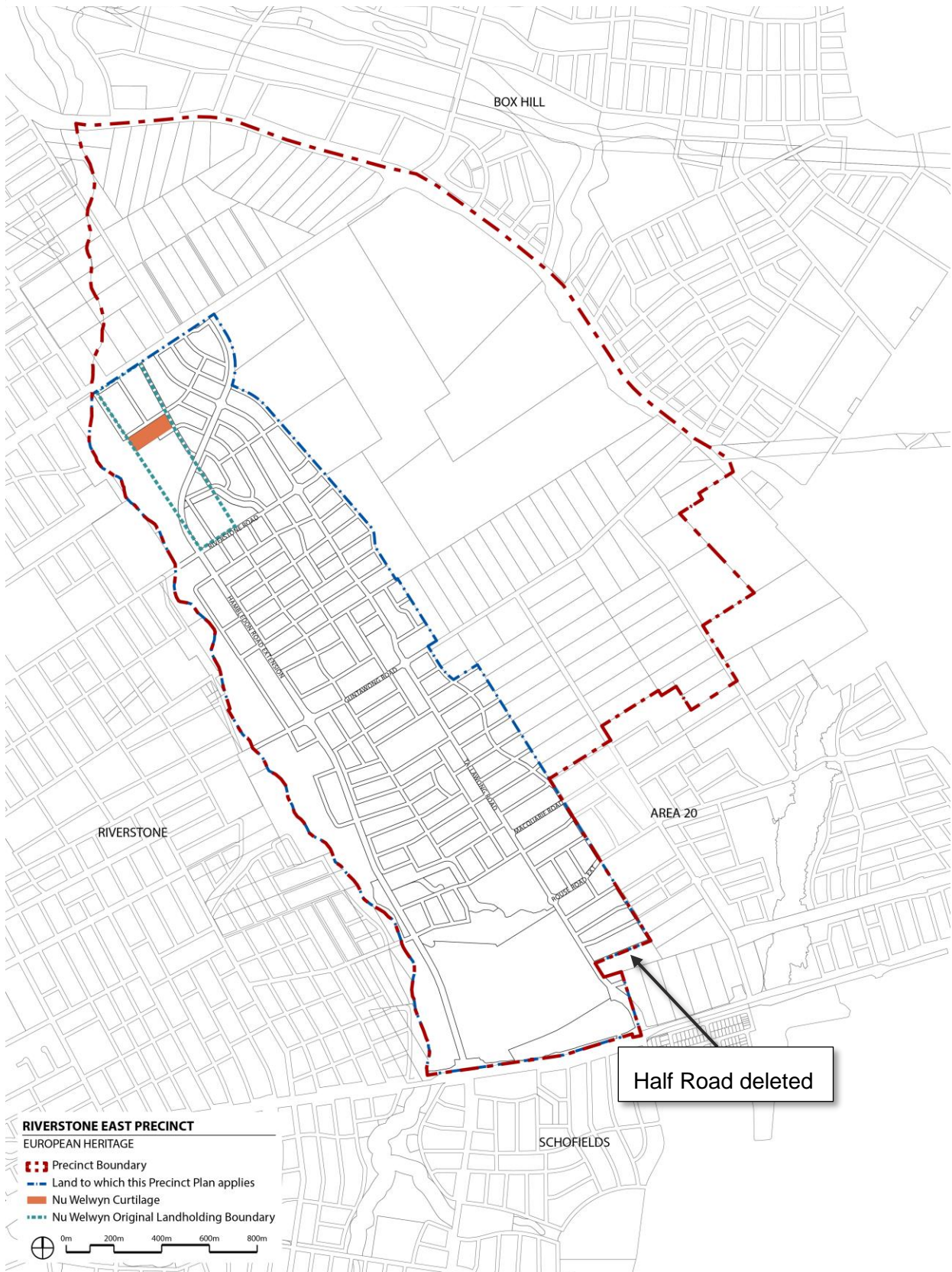


Figure 3-6 European cultural heritage

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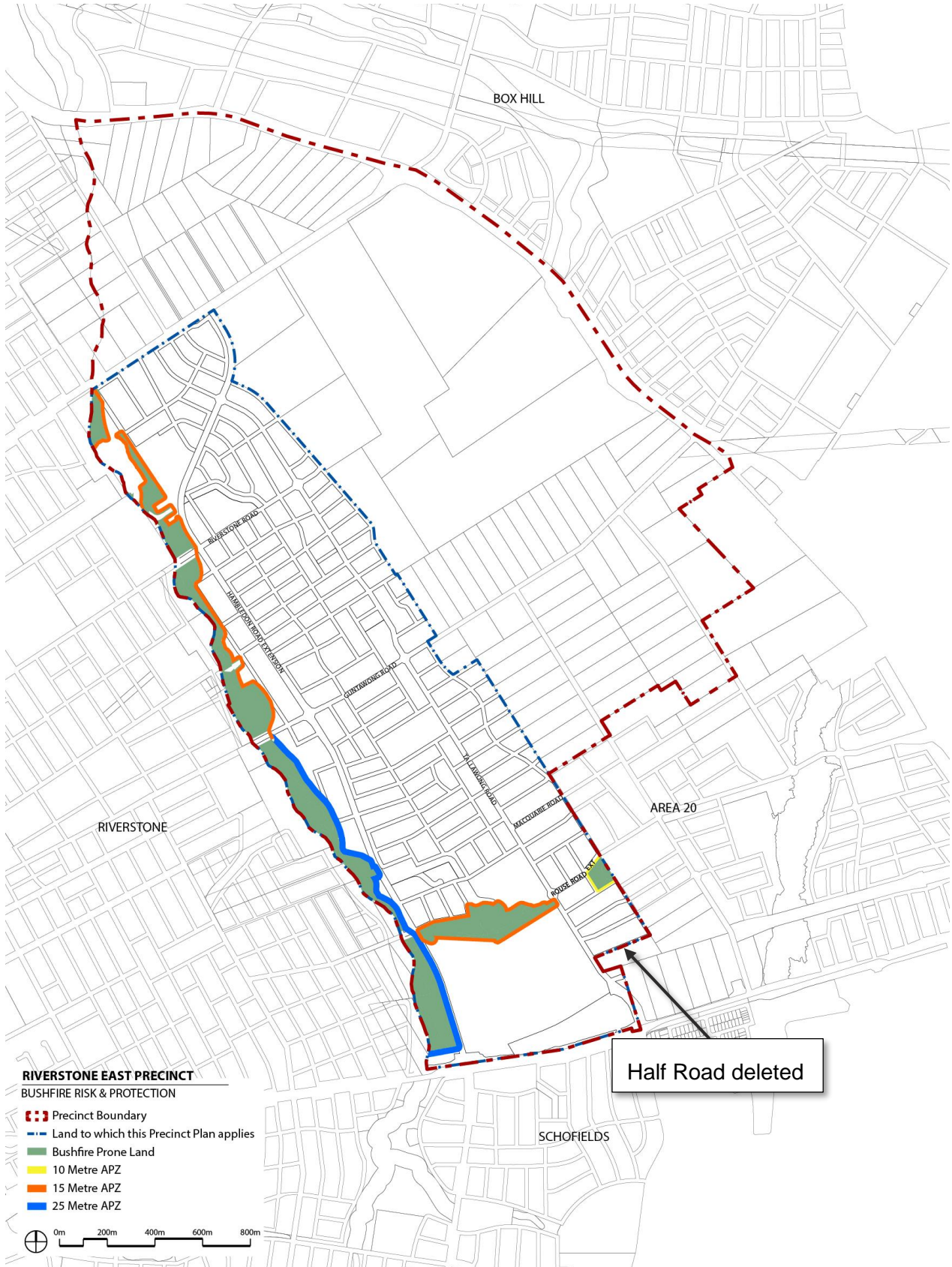


Figure 3-7 Bushfire risk and asset protection zone requirements

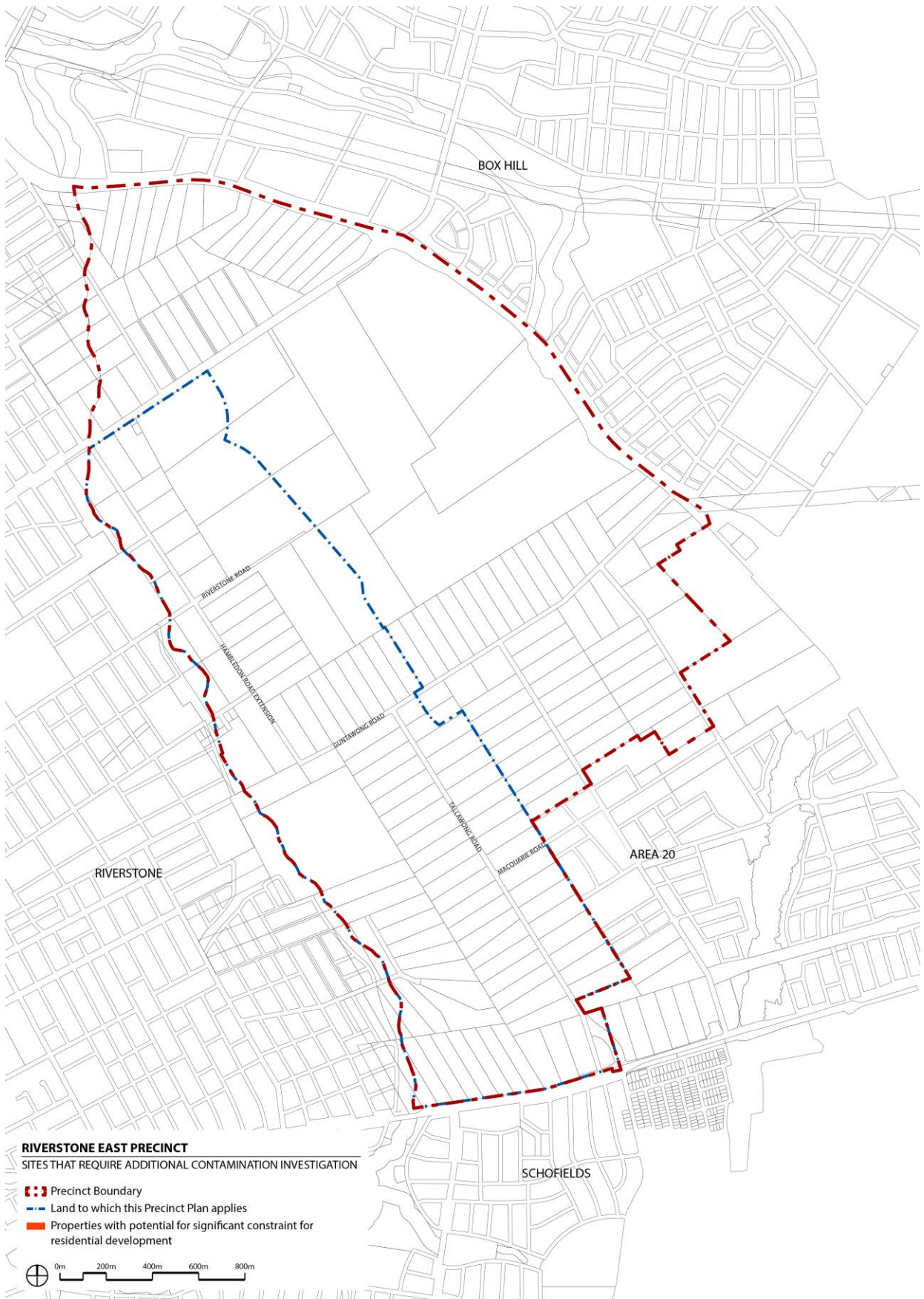


Figure 3-8 Sites that require additional contamination investigation

4. General Precinct Controls

This part provides additional controls to those set out in **Part 3** of the BCC Growth Centre Precincts DCP in relation to neighbourhood and subdivision design.

4.1 Referenced Figures

The referenced figures below support the objectives, controls and design principles for the subdivision planning and design in **Part 3** of the BCC Growth Centre Precincts DCP as indicated in **Table 4-1**.

Table 4-1 Referenced figures in Part 4

Referenced figure		Section in BCC Growth Centre Precincts DCP	
Figure 4-1	Residential structure	3.1	Residential Density and Subdivision
Figure 4-2	Precinct road hierarchy	3.4	Movement Network
Figure 4-3	Bicycle and pedestrian network	3.0	Neighbourhood and subdivision design

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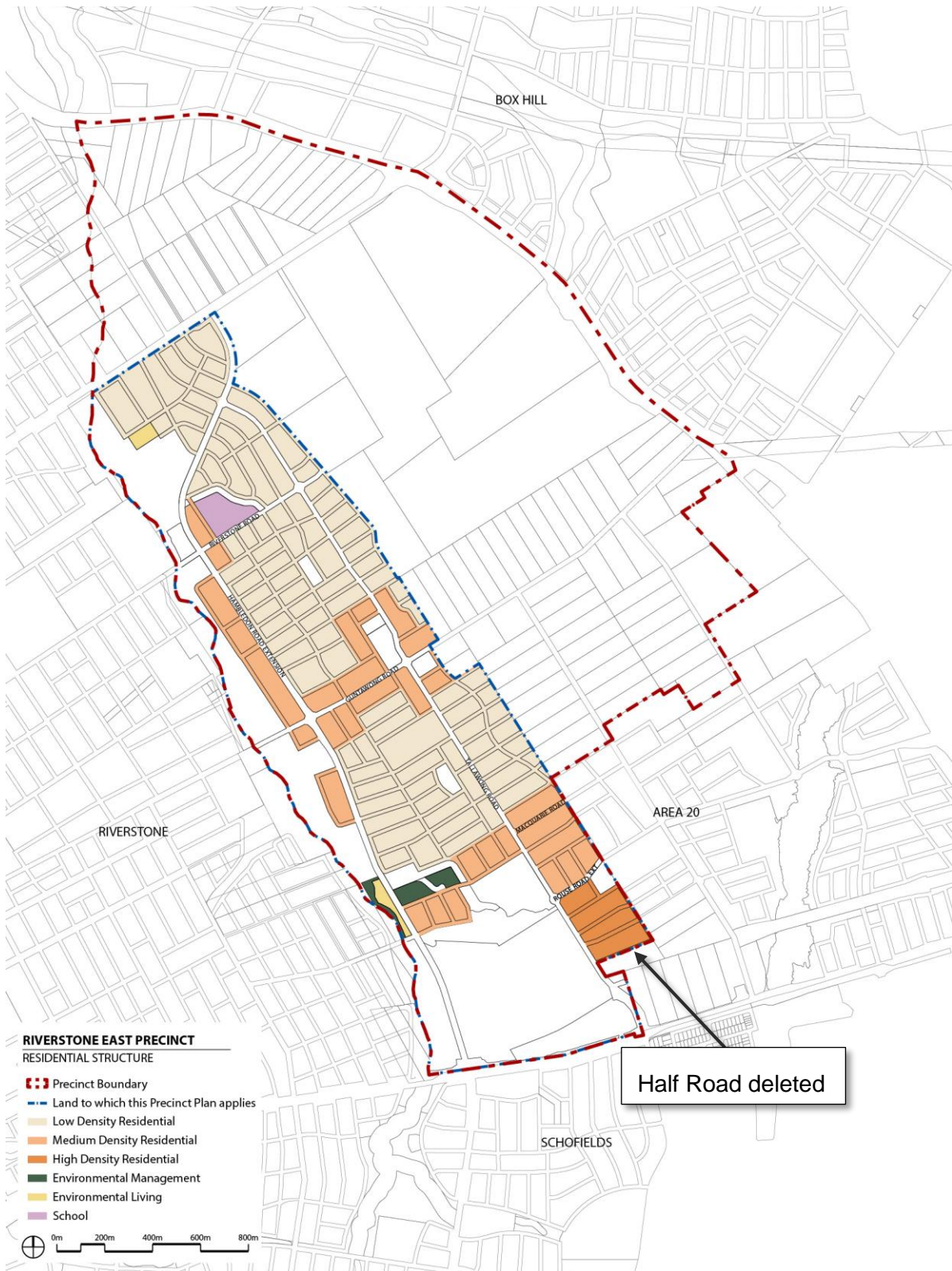


Figure 4-1 Residential structure

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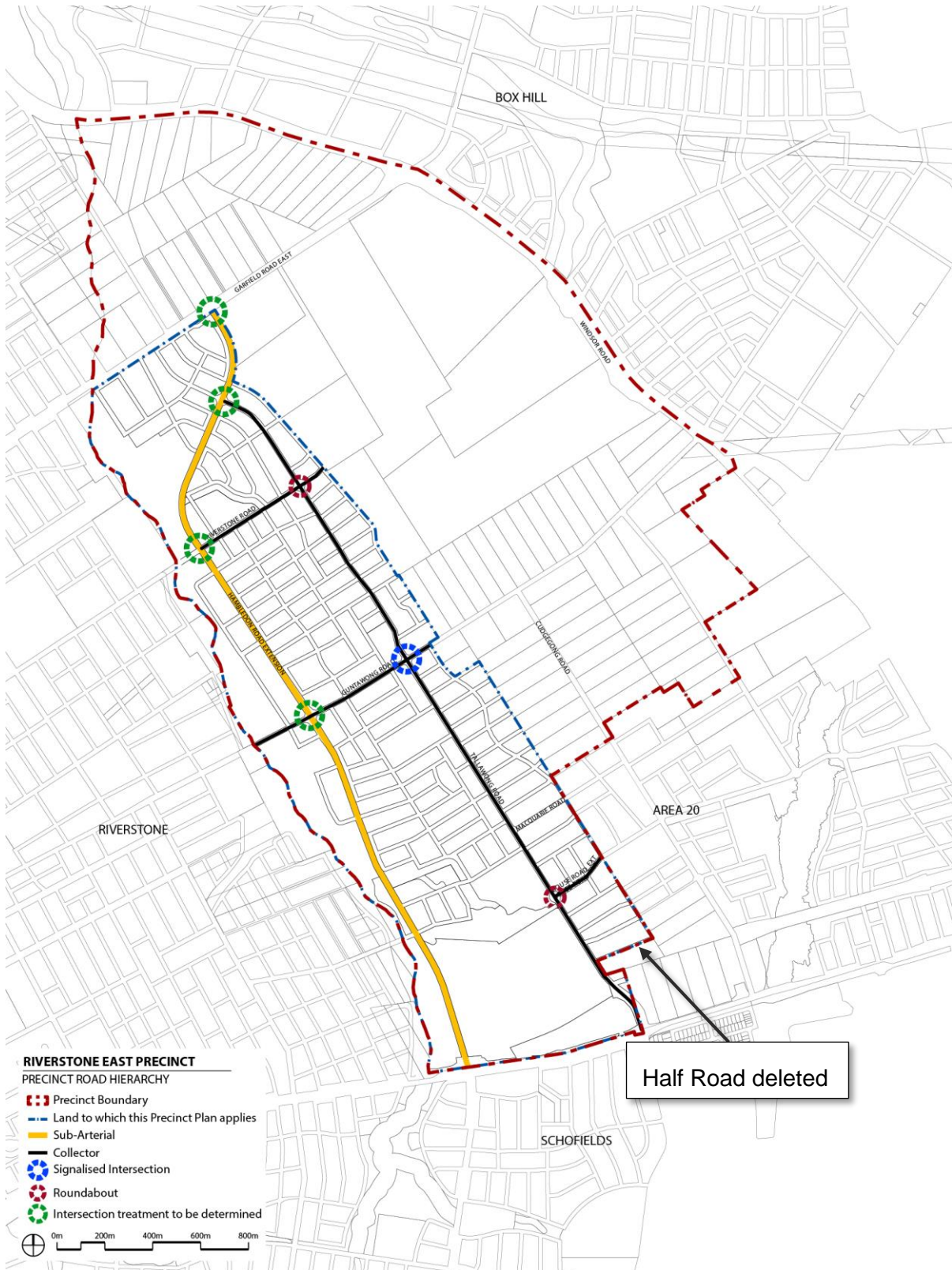


Figure 4-2 Precinct road hierarchy

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Figure 4-3 Bicycle and pedestrian network

4.2 Street network and design

Objectives

- a. To create specific street types that minimise land area requirements whilst enhancing the landscape verge

Controls

1. The street network and road hierarchy is to be provided generally in accordance with **Figure 4-2**.
2. Precinct specific street types are to be designed in accordance with **Table 4-2** and **Figure 4-4** and **Figure 4-5**.
3. Road cross sections for sub-arterial, collector local roads and rear lanes can be found in the BCC Growth Centre Precincts DCP.

Table 4-2 Street Types

Road/ Street Type	Description
Sub-arterial	Sub-arterial roads mediate between regional traffic routes and local traffic routes, and link arterial routes to town centres. Vehicular access to properties are not permitted along these roads, therefore rear access should be provided. Shared paths are provided for pedestrian and cycle use and on-street parking is generally not permitted. Refer to the BCC Growth Centre Precincts DCP for a road cross section.
Collector	Collector roads collect traffic from local streets and carry a higher volume of traffic, linking neighbourhoods and centres and accommodating public transport routes. Amenity and safety is to be maintained by restricting vehicle speeds through traffic-calming measures and intersection design. Intermittent parking with landscaping is permitted on both sides of the street. Refer to the BCC Growth Centre Precincts DCP for a road cross section.
Collector (Rouse Road extension)	A wider collector (22m) is proposed for the portion of Rouse Road extension between Tallawong Road and the open space adjacent to Cudgegong Reserve. This will allow an extra row of tree planting to connect Cudgegong Reserve and the open space through to the open space (playing fields) on the western side of Tallawong Road. Refer to Figure 4-4.
Local	Local streets provide local residential access. These streets are designed to slow residential traffic in order to give priority to pedestrians and cyclists. Amenity and safety is to be maintained by introducing various traffic calming measures. On-street parking is permitted on both sides of the street. Refer to the BCC Growth Centre Precincts DCP for a road cross section.
Street along riparian corridors/ parks	Perimeter streets are located along riparian corridors and parks. When adjoining riparian corridors, the streets form part of the bushfire asset protection zone and allow the provision of shared cycleways that link the open space network. Amenity, safety and emergency access and egress for fire fighting is to be maintained by designing the road in accordance with acceptable solutions as stipulated under Planning for Bushfire Protection 2006. Traffic calming measures are to be introduced and parking is permitted on the dwelling side of the street to allow access for emergency vehicles. Refer to the BCC Growth Centre Precincts DCP for a road cross section (Local Street cross section to be adapted).
Rear lane	Rear lanes provide access to developments fronting sub-arterial and collector roads and also to medium density developments. Rear lanes will provide access for servicing. Laneways must have splayed entrances of 3 metres to allow for garbage trucks.

Road/ Street Type	Description
	Refer to the BCC Growth Centre Precincts DCP for a road cross section.
Service	Slip roads are located parallel to major roads to provide local access to residential areas. Parking is permitted on both sides of the street and a shared carriageway provides access in low density residential areas. Pedestrian access is provided by way of a footpath on one side of the road. Refer to Figure 4-5.

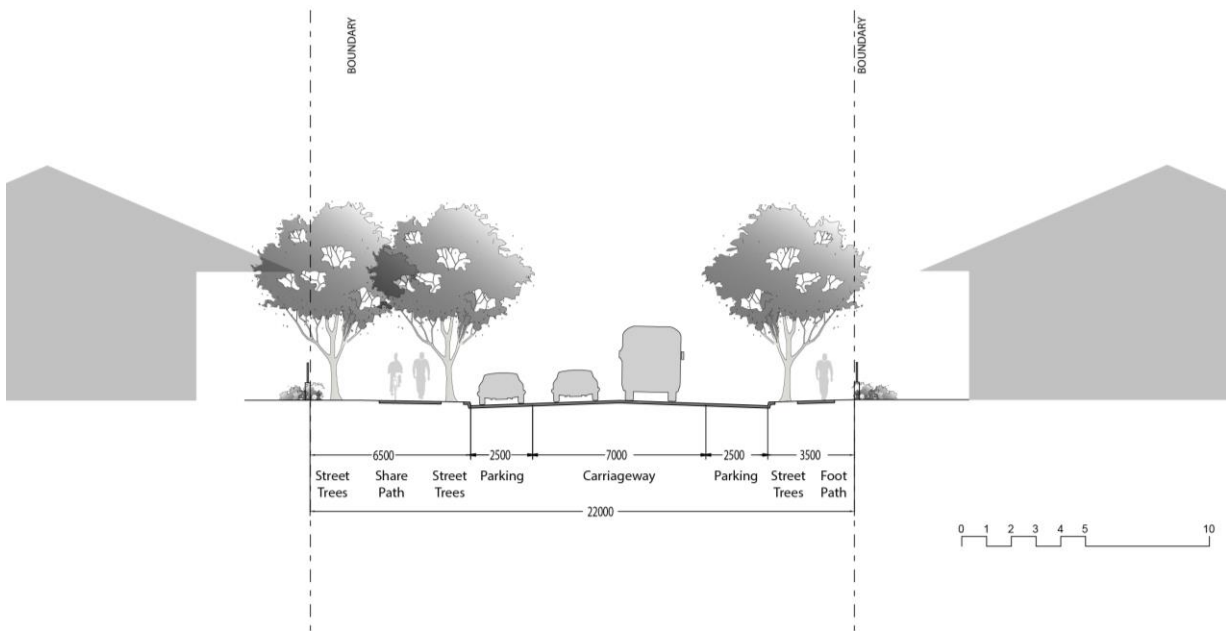


Figure 4-4 Rouse Road extension between Tallawong Road and open space (collector road)

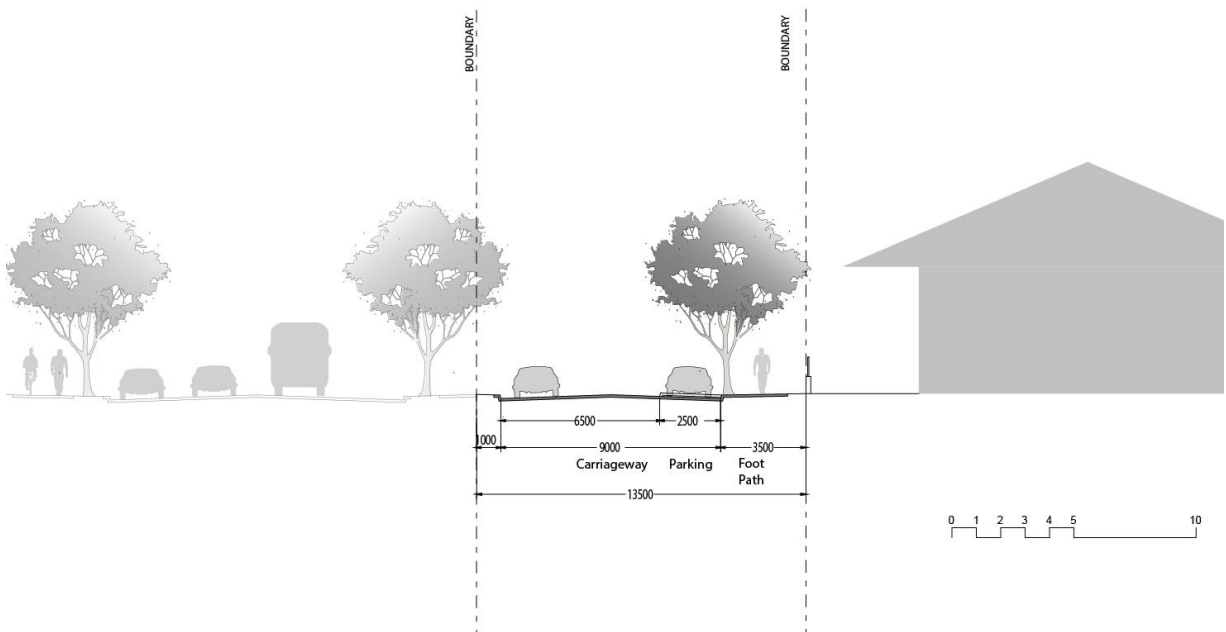


Figure 4-5 Service road

4.3 Information Technology

Objectives

- a. To provide the necessary Information Technology infrastructure, such as high speed internet; and
- b. To ensure that all new development has access to information technology services.

Controls

1. The main network system must be provided in all streets and meet NBNCo requirements.
2. Subdivision developments shall outline a strategy to deliver optic fibre.
3. Solutions to new technology advances will be considered on merit.

4.4 Riparian Protection Area

General

Within land that is in a Riparian Protection Area (refer to **Figure 4-6**) and to the Riparian Protection Areas map that is part of the Growth Centres SEPP, native vegetation is to be conserved and managed in accordance with the Guidelines for Riparian Corridors on Waterfront Land prepared by the NSW Office of Water and dated July 2012 (available at www.water.nsw.gov.au). The guidelines contain the outcomes and requirements for development on land containing a riparian protection area within the Growth Centres.

Environmental flows to the riparian corridor on 26 Oak Street, Schofields will be replicated as close as possible to the natural flow regime via the trunk stormwater system.

4.5 Aboriginal Heritage

Due Diligence

In order to ensure that a person who undertakes activities that may harm Aboriginal objects identified in Figure 3-5 exercises due diligence, a due diligence assessment will be required for those activities.

The Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales is designed to assist individuals and organisations to exercise due diligence when carrying out activities that may harm Aboriginal objects and to determine whether they need to apply for an Aboriginal heritage impact permit (AHIP) under the *National Parks and Wildlife Act 1974*. The Code of Practice outlines a five step assessment process:

- | | |
|---------|--|
| Step 1. | Establish whether the activity will disturb the ground surface or any culturally modified trees. |
| Step 2. | Establish whether there are any (a) relevant confirmed site records on the Aboriginal Heritage Information Management System (AHIMS) sites database or any other sources of information of which a person is already aware, and (b) landscape features that are likely to indicate the presence of Aboriginal objects. |
| Step 3. | Establish whether harm to any Aboriginal objects or landscape features identified in Step 2 can be avoided by the proposed activity; |
| Step 4. | Undertake further desktop assessment and visual inspection to establish whether there are Aboriginal objects present or whether they are likely. |
| Step 5. | Undertake further investigation and impact assessment if required. |

Investigations to support an AHIP application are to be undertaken in consultation with Aboriginal stakeholders including the Darug Aboriginal Cultural Heritage Assessments and the Darug Custodian Aboriginal Corporation.

Consultation and Interpretation

A subdivision development application (DA) is to detail opportunities for ongoing consultation and interpretation of Aboriginal heritage values.

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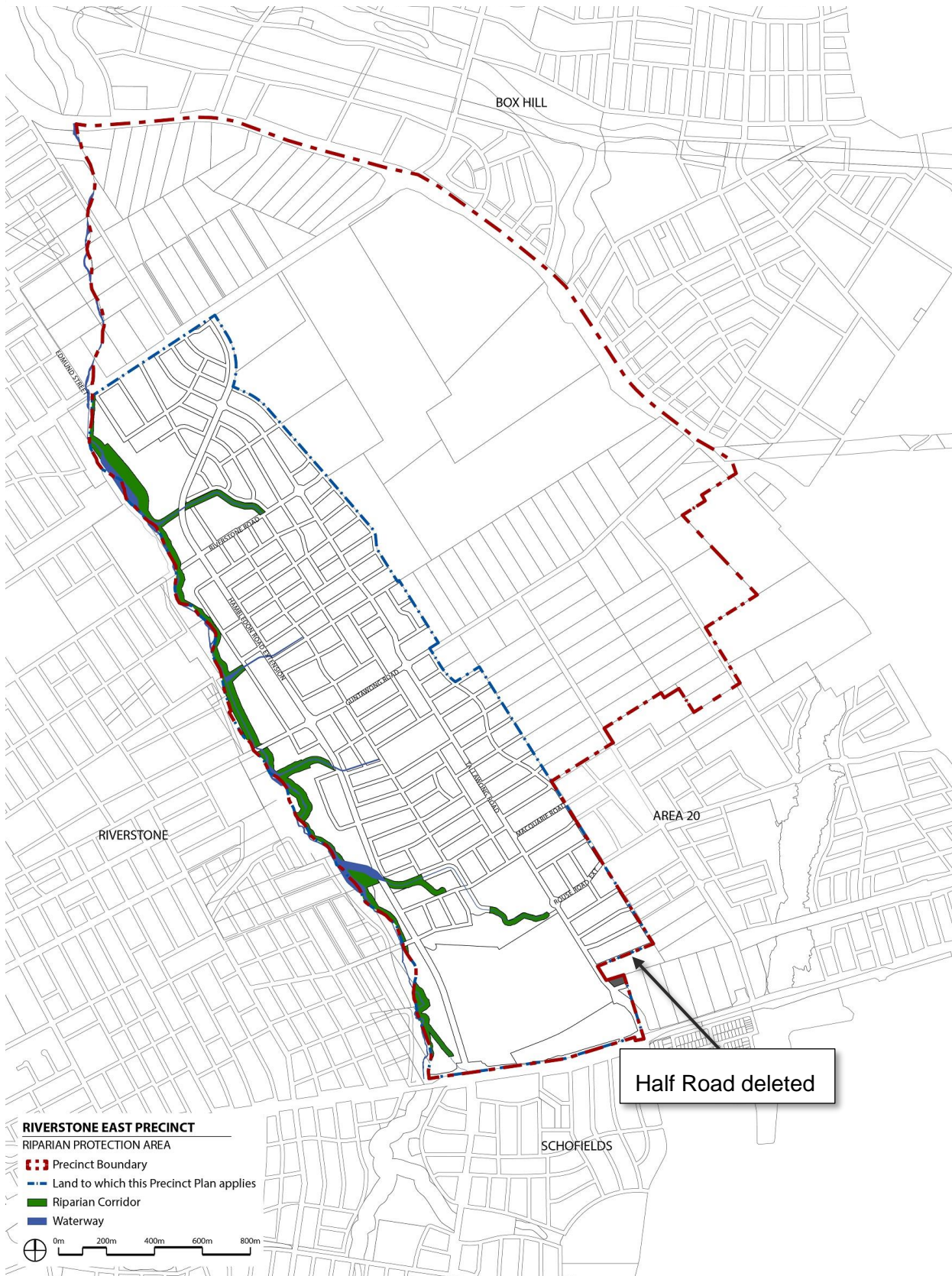


Figure 4-6 Riparian protection area

5. Centres Development Controls

This part contains Precinct Specific Controls for the Riverstone East Village which are additional controls to the Centre controls provided in **Part 5** in the BCC Growth Centre Precincts DCP.

5.1. Riverstone East Village

Future Desired Character Statement

The village centre within the Riverstone East Precinct will support the needs of the surrounding neighbourhood community, provide a focal point for local activity, and will include a community facility. To create a village atmosphere the village should incorporate a range of small scale shops anchored by a supermarket, with shop top housing above. A well-designed streetscape and landscaped areas will create vibrant and high quality pedestrian amenity.

Townhouses, terraces and other medium density dwellings surround the village centre to encourage activity and vibrancy. The village centre maintains visual cohesion with the surrounding low and medium density housing in terms of height, bulk and scale. The design and scale of the village centre reinforces its support role in the hierarchy of centres for the region. Safe and direct pedestrian connections to local schools, sporting fields and parks promote walkability within the neighbourhood.

Car parking does not detract from the amenity or aesthetic of the village centre.

Objectives

- a. To create a vibrant, mixed use village centre that provides a range of small scale retail and business which serve the needs of the people who live and work in the Precinct;
- b. To ensure that the detailed design of the village is undertaken in a co-ordinated manner in order to achieve a high quality urban design outcome;
- c. To create a vibrant village in a medium density residential setting and in proximity to open space and a primary school; and
- d. To minimise adverse impacts including noise, overshadowing and traffic on residential land adjacent to the centre.

Controls

General controls

1. The Riverstone East Village is to be located generally in accordance with Figure 5-1.

Built form

2. The bulk and scale of buildings is to be compatible with the surrounding residential development.
3. There should be no adverse impact on the amenity of the surrounding residential precinct as a result of development within the Village Centre.

Bicycle parking rates

4. Cycle racks should be provided at the rate of 1 space per 300 m² of Gross Floor Area (GFA).

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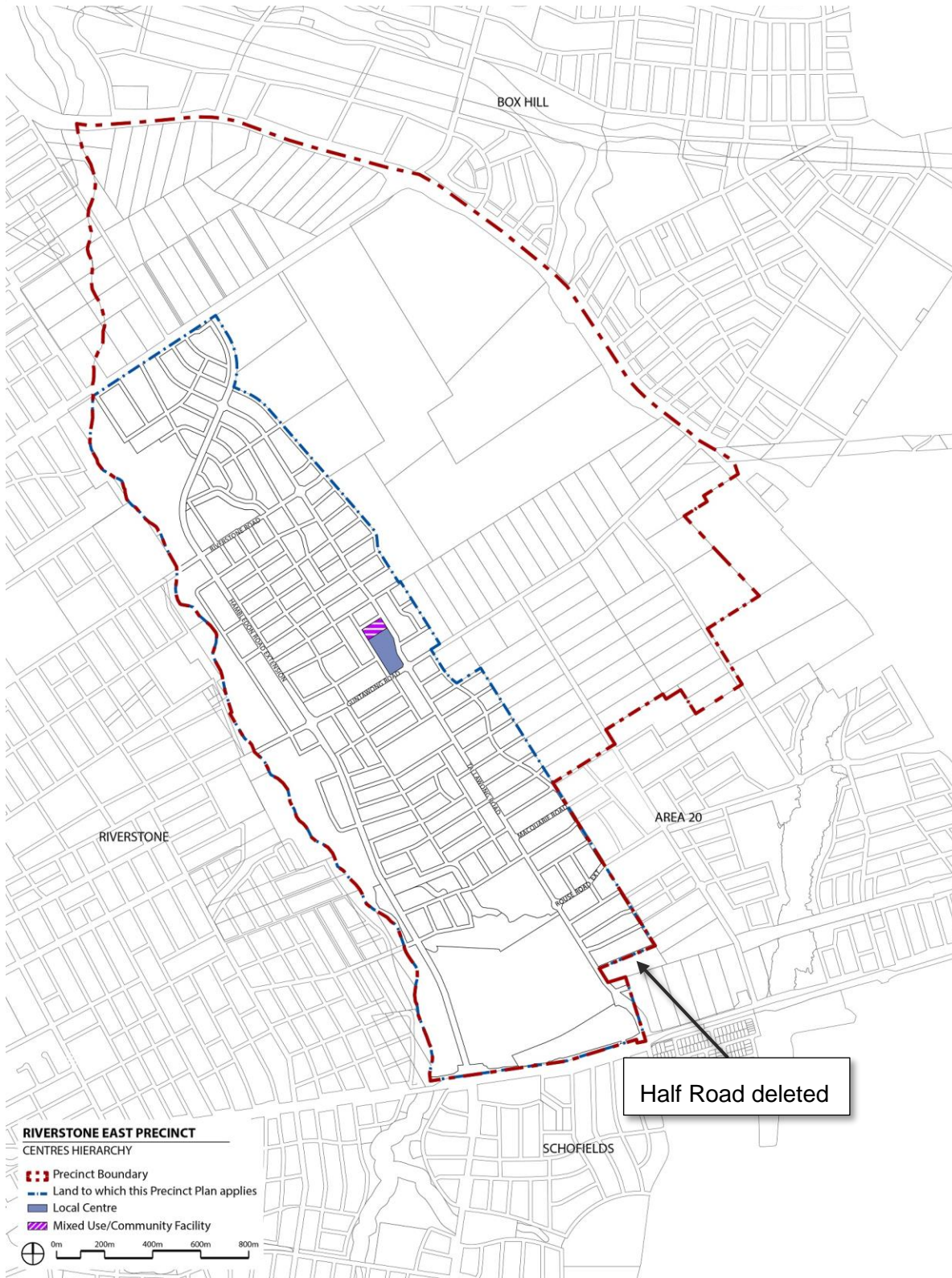


Figure 5-1 Centres hierarchy

6. Site Specific Controls

6.1. Development on and around Nu Welwyn, 4 Clarke Street, Riverstone

Objectives

- a. To protect the rural and visual curtilage of the local heritage item, Nu Welwyn, 4 Clarke Street, Riverstone;
- b. To ensure that development surrounding 4 Clarke Street, Riverstone is compatible with the heritage significance of Nu Welwyn, including its rural setting;
- c. To ensure that heritage items are integrated with the development of the Precinct; and
- d. To provide opportunities for interpretation of the history of the Riverstone East Precinct.

Controls

1. Subdivision of land north of the Nu Welwyn curtilage, within the Nu Welwyn Original Landholding Boundary as mapped in **Figure 3-6** will be subject to a heritage impact assessment, either by way of assessment specific to the proposed development or a more general document such as a conservation management plan, to allow the potential for heritage impacts to be avoided or minimised.
2. A subdivision DA for the land immediately north (referred to in control (1) above) is to provide information that illustrates the following:
 - a. building envelopes;
 - b. fencing;
 - c. landscape plan; and
 - d. protection of trees.
3. Development on the land immediately north (referred to in control (1) above) of the heritage site is to:
 - a. have a minimum lot size of 500m² in accordance with the Lot size map under *State Environmental Planning Policy (Sydney Regional Growth Centres) 2006* (Growth Centres SEPP); and
 - b. have a minimum lot width of 15m.
4. Subdivision of 4 Clarke Street, Riverstone is permitted subject to:
 - a. the preparation of a Conservation and Management Strategy by a qualified heritage consultant and endorsed by Blacktown City Council prior to subdivision approval. The Conservation and Management Strategy is to establish site curtilages, significant trees and features, and development controls for the property;
 - b. new lots having a minimum lot size of 500m² in accordance with the Lot size map under the Growth Centres SEPP; and
 - c. new lots having a minimum lot width of 15m.
5. The interpretation of the original land use by use of street names is encouraged for new roads.

6.2. Environmental Management

6.2.1. Noise mitigation for development adjacent to the Sydney Metro Trains Facility

Objectives

- a. To ensure residential development in proximity to the Sydney Metro Trains Facility (SMTF) is constructed with adequate mitigation measures to minimise the impact of noise.

Controls

1. **Figure 6-1** identifies the areas in which development will need to assess noise impacts from the SMTF. All development applications within this area will require referral to TfNSW.
2. Pre development application lodgement consultation must occur with TfNSW. The acoustic report (see control 3) will be required to be based on the most up-to-date noise impact information as provided by TfNSW.
3. Development will require an acoustic report that assesses noise impacts from the SMTF, to demonstrate that the following criteria are satisfied:
 - a. Where external noise levels from the SMTF exceed the acceptable amenity criteria for the relevant noise amenity area of the receiver (excluding 'Industrial Interface'), as defined in the NSW Industrial Noise Policy, the residential development must be designed to achieve the internal noise criteria as shown in **Table 6-1**.
 - b. Where the internal noise criteria cannot be achieved with windows/doors open, the design of ventilation for these rooms should be such that occupants can leave windows closed, if they so desire, and also meet the ventilation requirements of the Building Code of Australia.
 - c. Design for mitigation of external noise must also include the cumulative impact of industrial noise with other ambient noise such as road and rail traffic.



Figure 6-1 Lots requiring a referral to TfNSW

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Table 6-1 Residential internal noise criteria for industrial noise sources

Time of day	Room type	Leq(15minute), internal noise level, dB(A)
Day/evening 7am – 10pm	Bedrooms	40
	Living rooms and other habitable rooms	40
Night 10pm – 7am	Bedrooms	35
	Living rooms and other habitable rooms	40

6.2.2. Odour

Please see **Section 2.3.7** of the BCC Growth Centre Precincts DCP for advice regarding odour assessment and control.