

State Significant Development Application (SSDA)

Proposed Sikh Grammar School – 151-161 Tallawong Road, Rouse Hill (Lots 42 & 43 DP 30186)

Blacktown City Council Growth Centres Precincts Development Control Plan May 2018 (BCC Growth Centres DCP)

<u>BCC Growth Centres DCP Controls</u>	<u>Clause / Control Description</u>	<u>Planning Assessment Compliance</u>	<u>Planning Assessment</u>
1.0 Introduction			
1.1 Name and Application of this Plan	<p><i>This DCP only applies to Precincts where precinct planning has been completed, as shown on Figure 1-1 and listed below:</i></p> <ul style="list-style-type: none"> ▪ <i>The Alex Avenue Precinct as shown in Schedule One.</i> ▪ <i>The Riverstone Precinct as shown in Schedule Two.</i> ▪ <i>The Marsden Park Industrial Precinct as shown in Schedule Three.</i> ▪ <i>The Area 20 Precinct as shown in in Schedule Four.</i> ▪ <i>The Schofields Precinct as shown in Schedule Five.</i> ▪ <i>The Marsden Park Precinct as shown in Schedule Six.</i> ▪ <i>The West Schofields (Townson Road) Precinct as shown in Schedule Seven.</i> ▪ <i>The Riverstone East Precinct as shown in Schedule Eight.</i> 	YES	The Proposed Development is subject to The Riverstone East Precinct (Schedule 8).
1.2 Purpose of this Plan	<p><i>The purpose of this DCP is to:</i></p> <ul style="list-style-type: none"> a. <i>Communicate the planning, design and environmental objectives and controls against which the Consent Authority will assess Development Applications (DAs);</i> b. <i>Consolidate and simplify the planning controls for the Blacktown City Council's Growth Centre Precincts;</i> c. <i>Ensure the orderly, efficient and environmentally sensitive development of the Precincts as envisaged by the North West Growth Centre Structure Plan and State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (the Growth Centres SEPP);</i> d. <i>Promote high quality urban design outcomes within the context of environmental, social and economic sustainability.</i> 	YES	Noted.

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2.0 Precinct Planning Outcomes			
2.3 Subdivision Site Analysis	<p>2.3.1 Flooding and Water Cycle Management</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>to manage the flow of stormwater from urban parts of the Precinct to replicate, as closely as possible, pre-development flows;</i> <i>to define the flood constraints and standards applicable to urban development in the Precinct;</i> <i>to minimise the potential of flooding impacts on development.</i> <p><i>Controls – General</i></p> <ol style="list-style-type: none"> <i>No residential allotments are to be located at a level lower than the 1% Annual Exceedance Probability (AEP) flood level plus a freeboard of 500mm (i.e. within the 'flood planning area').</i> <i>Pedestrian and cycle pathways and open space may extend within the 1% AEP flood level, provided the safe access criteria contained in the NSW Floodplain Manual are met. The Flood Prone Land figure in the relevant Precinct's Schedule shows indicatively the extent of the 1% AEP flood level.</i> <p>Note: <i>Where development is proposed within or adjacent to land that is shown on the Flood Prone Land figure, in the relevant Precinct's Schedule, as being affected by the 1% AEP level, Council may require a more detailed flood study to be undertaken by the applicant to confirm the extent of the flood affectation on the subject land.</i></p> <ol style="list-style-type: none"> <i>Stormwater is to be managed primarily through the street network in accordance with Council's Water Sensitive Urban Design Development Control Plan.</i> <i>Roads on primary drainage lines shown on the Key elements of the water cycle management and ecology strategy figure, in the relevant Precinct Schedule, are to be constructed in the locations shown, and are to be designed in accordance with specifications</i> 	YES	<p>A quantitative and qualitative hydrological assessment (Flood Assessment) has been prepared by Martens (2019). All buildings, pedestrian access, vehicle access and car parking areas, will be above the PMF level and therefore outside of the mapped flood risk precincts, due to strategic building design and drainage solutions to be implemented for the Proposal (refer to Appendix 14).</p> <p>Furthermore, Martens have prepared a Overland Flow Report, which satisfactorily addresses stormwater management across the Site by proposing a compliant Water Sensitive Urban Design (WSUD) strategy for the Proposed Development (refer to Appendix 14).</p>

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	<p><i>of Council in relation to management of stormwater flows and quality.</i></p> <p>5. <i>Roads are generally to be located above the 1% AEP level.</i></p> <p>6. <i>Management of 'minor' flows using piped systems for the 20% AEP (residential land use) and 10% AEP (commercial land use) shall be in accordance with Blacktown Council's Engineering Guidelines for Subdivision and Development. Management measures shall be designed to:</i></p> <ul style="list-style-type: none">▪ <i>prevent damage by stormwater to the built and natural environment,</i>▪ <i>reduce nuisance flows to a level which is acceptable to the community,</i>▪ <i>provide a stormwater system which can be economically maintained and which uses open space in a compatible manner,</i>▪ <i>control flooding,</i>▪ <i>minimise urban water run-off pollutants to watercourses, and</i>▪ <i>meet the standards for a 20% AEP flood level.</i> <p>7. <i>Management of 'major' flows using dedicated overland flow paths such as open space areas, roads and riparian corridors for all flows in excess of the pipe drainage system capacity and above the 20% AEP shall be in accordance with Blacktown Council's Engineering Guidelines for Subdivision and Development. Management measures shall be designed to:</i></p> <ul style="list-style-type: none">▪ <i>prevent both short term and long term inundation of habitable dwellings,</i>▪ <i>manage flooding to create lots above the designated flood level with flood free access to a public road located above the 1% AEP flood level,</i>▪ <i>control flooding and enable access to lots, stabilise the land form and control erosion,</i>▪ <i>provide for the orderly and safe evacuation of people away from rising floodwaters,</i>▪ <i>stabilise the land form and control erosion, and</i>▪ <i>meet the standards for a 1% AEP flood level.</i> <p>8. <i>Where practical, development shall attenuate up to the 50% AEP peak flow for discharges into the local tributaries, particularly</i></p>		
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- Category 1 and 2 creeks. This will be achieved using detention storage within water quality features and detention basins.*
- 9. The developed 1% AEP peak flow is to be reduced to pre-development flows through the incorporation of stormwater detention and management devices.*
 - 10. In general, Council will not support development, including the filling of land, within the floodway due to its function as the main flow path for flood waters once the main channel has overflowed and the possibility of a significant threat to life and property in a major flood.*
 - 11. The trunk stormwater system is to be constructed and maintained by Council in accordance with the Riparian and Water Cycle Management Strategy at Appendix B, and to achieve water quality targets set by the Department of Environment, Climate Change and Water in Table 2-1.*

Table 2-1: Water quality and environmental flow targets

	WATER QUALITY % reduction in pollutant loads				ENVIRONMENTAL FLOWS Stream erosion control ratio ^a
	Gross Pollutants (>5mm)	Total suspended solids	Total phosphorous	Total nitrogen	
Stormwater management Objective	90	85	65	45	3.5-5.0: 1
'Ideal' stormwater outcome	100	95	95	85	1:1

- 12. Where development on land affected by local runoff or local overland flooding – major drainage is proposed, it must be designed in accordance with Council's "Engineering Guide for Development".*
- 13. Where development within the floodway is proposed, it must meet the requirements of the Controls – development within the floodway, below.*

Controls – Development within the Floodway

- 14. In determining any application for development on land designated as being within the floodway or flood fringe, Council will consider the following:*
 - Whether the proposed building materials are suitable;*

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	<ul style="list-style-type: none"> ▪ <i>Whether the buildings are to be sited in the optimum position to avoid flood waters and allow evacuation;</i> ▪ <i>Whether proposed structures or the filling of land are likely to affect flood flows;</i> ▪ <i>Whether earthworks required to maintain the capacity of the floodplain and flood flow velocities will impact on soil salinity and soil stability;</i> ▪ <i>The potential impact of the development, including earthworks, on native vegetation;</i> ▪ <i>The views of other authorities, as considered necessary and whether the applicant has consulted with those authorities and the outcomes of that consultation; and</i> ▪ <i>Consistency with the NSW Floodplain Manual.</i> <p>15. <i>An application lodged for development in a floodway (other than agriculture, cultivation and minor alterations to existing buildings) shall be accompanied by a survey plan to satisfactorily demonstrate that:</i></p> <ul style="list-style-type: none"> ▪ <i>The development will not increase flood hazard or damage to other properties or adversely affect them in any way, by the provision of a report from a professional civil engineer experienced in hydraulics.</i> ▪ <i>The building can withstand the force of flooding, by the provision of a detailed report from a professional structural engineer.</i> <p>16. <i>Applications may be required to indicate that permanent fail-safe, maintenance-free measures are incorporated in the development to ensure the timely, orderly and safe evacuation of people from the area should a flood occur. In addition, it may also be necessary to demonstrate that the displacement of these people during times of flood will not significantly add to the overall community cost and community disruption caused by the flood.</i></p> <p>17. <i>Applications may be required to indicate proposed flood proofing of the structure to the satisfaction of Council.</i></p>		
	<p>2.3.2 Salinity and Soil Management</p> <p><i>Objectives:</i></p> <p>a. <i>To manage and mitigate the impacts of, and on, salinity and sodicity.</i></p>	<p>YES</p>	<p>A Geotechnical and Salinity Assessment has been prepared by Martens (2019) and provides specifications for foundation, retaining wall and pavement</p>

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	<p><i>b. To minimise the damage caused to property and vegetation by existing saline soils, or processes that may create saline soils.</i></p> <p><i>c. To ensure development will not significantly increase the salt load in existing watercourses.</i></p> <p><i>d. To prevent degradation of the existing soil and groundwater environment, and in particular, to minimise erosion and sediment loss and water pollution due to siltation and sedimentation.</i></p> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. Every subdivision development application for land identified in the Areas of potential salinity and soil aggressivity risk figure, in the relevant Precinct Schedule, as having a high risk of salinity or mildly to moderately aggressive soil is to be accompanied by a salinity report prepared by a suitably qualified person. The report is to cover the conditions of the site, the impact of the proposed subdivision on the saline land and the mitigation measures that will be required during the course of construction. The qualified person is to certify the project upon completion of the works. Investigations and sampling for salinity are to be conducted in accordance with the requirements of Site Investigations for Urban Salinity (DNR). Where applicable, the salinity report shall also report on the issues of soil aggressivity and sodicity and any mitigation measures required. All works are to comply with the Western Sydney Salinity Code of Practice 2004 (WSROC).</i> <i>2. A comprehensive Salinity Management Plan must be submitted based on the findings of the site specific investigation and prepared in accordance with the Western Sydney Salinity Code of Practice 2004 (WSROC) and Appendix C.</i> <i>3. All subdivision, earthworks and building works are to comply with the Salinity Management Plan.</i> <i>4. Salinity and sodicity management related to Appendix C is to complement WSUD strategies, improving or at least maintaining the current condition, without detriment to the waterway environment.</i> <i>5. All development must incorporate soil conservation measures to minimise soil erosion and siltation during construction and following completion of development. Soil and Water Management Plans prepared in accordance with Blacktown DCP</i> 	<p>design. It is noted, that the soil profiles encountered across the Subject Site have been identified and categorised as non-saline soil types (refer to Appendix 13).</p> <p>Furthermore, in the Civil Engineering Drawings prepared by Martens (2019), they provide Erosion and Sediment Controls to be incorporated throughout the construction and operational phases of development (refer to Appendix 12).</p>
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	<p><i>and Managing Urban Stormwater - Soils and Construction (Landcom 3rd Edition March 2004 ('The Blue Book')) are to be submitted with each relevant subdivision Development Application.</i></p> <p>6. <i>Salinity shall be considered during the planning, design and carrying out of earthworks, rehabilitation works and during the siting, design and construction of all development including infrastructure:</i></p> <ul style="list-style-type: none"> ▪ <i>To protect development and other works from salinity damage; and</i> ▪ <i>To minimise the potential impacts that development and other works may have on salinity.</i> 		
	<p>2.3.3 Aboriginal and European Heritage</p> <p><i>Objectives:</i></p> <p>a. <i>To manage Aboriginal heritage values to ensure enduring conservation outcomes.</i></p> <p>b. <i>To ensure areas identified as archaeologically or culturally significant are managed appropriately.</i></p> <p><i>Controls:</i></p> <p>1. <i>Development applications must identify any areas of Aboriginal heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that are to be retained and protected (and identify the management protocols for these).</i></p> <p>2. <i>Developments or other activities that will impact on Aboriginal heritage may require consent from the Department of Environment, Climate Change and Water (DECCW) under the National Parks and Wildlife Act 1974 and consultation with the relevant Aboriginal communities.</i></p> <p>3. <i>Any development application that is within or adjacent to land that contains a known Aboriginal cultural heritage site, as indicated on the Aboriginal cultural heritage sites figure, in the relevant Precinct Schedule, must consider and comply with the requirements of the National Parks and Wildlife Act, 1974.</i></p> <p>4. <i>Where the necessary consents have already been obtained from the DECCW, the development application must demonstrate that</i></p>	<p>YES</p>	<p>An Aboriginal Cultural Heritage Assessment Report (ACHAR) was undertaken and prepared for the Subject Site by NGH Environmental (2019). In the Site survey undertaken, there were no Aboriginal sites, or areas of potential concern, that were located.</p> <p>As there are no such previously recorded AHIMS sites within the Subject Site, and no sites identified during the Site survey, mitigation measures including salvage, detailed recording, or changes to the design footprint of the Proposed Development are not considered necessary.</p> <p>NGH Environmental (2019) provide recommendations and best-practice measures to be implemented as part of the</p>

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	<p><i>the development will be undertaken in accordance with any requirements of that consent.</i></p> <p>5. <i>Applications for subdivision and building on the properties identified on the European cultural heritage sites figure, in the relevant Precinct's Schedule, are to be accompanied by a report from a suitably qualified heritage consultant detailing the results of archaeological investigations undertaken to confirm the presence of archaeological material relating to the heritage site. Where archaeological material is identified, the proposal is to address the requirements of the Heritage Act 1977.</i></p> <p>Notes:</p> <p><i>Any works, development or other activity that will impact on a known site of Aboriginal cultural heritage significance may require approval under the National Parks and Wildlife Act, 1974, in addition to any approval requirements of Council under the relevant Precinct Plan. Applicants should consult with DECCW to determine requirements for assessment and approval where developments or other works are to be carried out on or near Aboriginal heritage sites identified on the Aboriginal cultural heritage sites figure, in the relevant Precinct Schedule.</i></p> <p><i>Council or the DECCW may require additional investigations to be undertaken as part of a development application to confirm the presence of Aboriginal cultural heritage on the land.</i></p> <p><i>Where works uncover items that may be Aboriginal cultural heritage, the applicant is to consult with DECCW to determine an appropriate course of action.</i></p>		<p>Proposed Development (refer to Appendix 24).</p>
	<p>2.3.5 Bushfire Hazard Management</p> <p><i>Objectives:</i></p> <p>a. <i>To prevent loss of life and property due to bushfires by providing for development compatible with bushfire hazard.</i></p> <p>b. <i>To encourage sound management of bushfire-prone areas.</i></p> <p><i>Controls:</i></p>	<p>YES</p>	<p>A Bushfire Assessment Report has been prepared by Building Code & Bushfire Hazard Solutions P/L, which is identified as being compliant with applicable Asset Protection Zones (APZs), for which the design and construction of the</p>

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	<ol style="list-style-type: none">1. <i>Reference is to be made to Planning for Bushfire Protection 2006 in subdivision planning and design and development is to be consistent with Planning for Bushfire Protection 2006, except where varied by controls that follow.</i>2. <i>Subject to detailed design at development application stage, the indicative location and widths of Asset Protection Zones (APZs) are to be provided generally in accordance with the Bushfire risk and asset Protection Zone requirements figure in the relevant Precinct Schedule.</i>3. <i>APZs:</i><ul style="list-style-type: none">▪ <i>are to be located wholly within the Precinct;</i>▪ <i>may incorporate roads and flood prone land,</i>▪ <i>are to be located wholly outside of a core riparian zone (CRZ) but may be located within the vegetated buffer (subject to the conditions set out in Appendix B and other controls in the clause),</i>▪ <i>may be used for open space and recreation subject to appropriate fuel management,</i>▪ <i>are to be maintained in accordance with the guidelines in Planning for Bushfire Protection 2006,</i>▪ <i>may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ),</i>▪ <i>are not to burden public land except where consistent with control 4 below, and</i>▪ <i>are to be generally bounded by a public road or perimeter fire trail that is linked to the public road system at regular intervals in accordance with Planning for Bushfire Protection 2006.</i>4. <i>Vegetation outside core Riparian Protection Area, Native Vegetation Protection Areas and Existing Native Vegetation is to be designed and managed as a 'fuel reduced area'.</i>5. <i>Where an allotment fronts and partially incorporates an APZ it shall have an appropriate depth to accommodate a dwelling with private open space and the minimum required APZ. The APZ will be identified through a Section 88B instrument.</i>6. <i>Temporary APZs, identified through a Section 88B instrument, will be required where development is proposed on allotments</i>		<p>School will comply with <i>Planning for Bushfire Protection 2006</i> and relevant Australian Standards (refer to Appendix 25). An Evacuation Plan will be prepared as part of the post approval Conditions of Consent.</p>
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	<i>next to undeveloped land that presents a bushfire hazard. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and shall cease.</i>		
	<p>2.3.6 Site Contamination</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>To minimise the risks to human health and the environment from the development of potentially contaminated land; and</i> <i>To ensure that potential site contamination issues are adequately addressed at the subdivision stages.</i> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>All subdivision Development Applications shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with State Environmental Planning Policy 55 – Remediation of Land and the Contaminated Land Management Act, 1995.</i> <i>Where the Stage 1 Investigation identifies potential or actual site contamination a Stage 2 Detailed Site Investigation must be prepared in accordance with State Environmental Planning Policy 55 – Remediation of Land and the Contaminated Land Management Act, 1995. A Remediation Action Plan (RAP) will be required for areas identified as contaminated land in the Stage 2 Site Investigation.</i> <i>All investigation, reporting and identified remediation works must be in accordance with the protocols of Council's Policy – Management of Contaminated Lands, the NSW EPA's (now DECCW) Guidelines for Consultants Reporting on Contaminated Sites and SEPP 55 – Contaminated Land.</i> <i>Prior to granting development consent, the Consent Authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use. Remediation works identified in any RAP will require consent prior to the works commencing.</i> <i>Council may require a Site Audit Statement (SAS) (issued by a DECCW Accredited Site Auditor) where remediation works have been undertaken to confirm that a site is suitable for the proposed use.</i> 	YES	<p>The investigations entailed throughout the Contamination Report, prepared by DLA Environmental Services, included soil and surface water testing at six (6) various locations which were identified as potential AECs. From the identified locations, contaminants of potential concern that may have occurred as a result of the prior land use, as-well-as the associated fill material on the Subject Site were sampled and tested; however, no such exceedances were recorded in any of the soil samples gathered.</p> <p>It is noted, that recommendations and conclusions drawn from the Contamination Report should be adopted and implemented where necessary across the Site (refer to Appendix 16 & 17).</p>

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	6. <i>Applicants should refer to, and ensure applications are consistent with, Blacktown Development Control Plan.</i>		
3.0 Neighbourhood and Subdivision Design			
3.1 Residential Density and Subdivision	3.1.1 Residential Density <i>Objectives:</i> <ol style="list-style-type: none"> <i>To ensure minimum density targets are delivered.</i> <i>To provide guidance to applicants on the appropriate mix of housing types and appropriate locations for certain housing types.</i> <i>To establish the desired character of the residential areas.</i> <i>To promote housing diversity and affordability.</i> <i>Controls:</i> <ol style="list-style-type: none"> <i>All applications for residential subdivision and the construction of residential buildings are to demonstrate that the proposal meets the minimum residential density requirements of the relevant Precinct Plan and contributes to meeting the overall dwelling target in the relevant Precinct.</i> <i>Residential development is to be generally consistent with the residential structure as set out in the Residential Structure Figure in the relevant Precinct Schedule, the typical characteristics of the corresponding Density Band in Table 3-1.</i> 	N/A	<p>It is noted, that the Proposed Development, for the purposes of an Educational Establishment – Sikh Grammar School, do not comprise any components required to address residential density in accordance with Section 3.1 of the BCC Growth Centres DCP.</p> <p>Notwithstanding, the proposed residential subdivision Development Application (DA) running concurrently to this State Significant Development (SSD) Application has satisfactorily addressed and considered residential density in accordance with Clause 4.1B of the Growth Centres SEPP, for which it is considered to comply with.</p>

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Net Residential Density dw/Ha	Typical Characteristics			
10 - 12.5 dw/Ha	<ul style="list-style-type: none"> Generally located away from centres and transport. Predominantly detached dwelling houses on larger lots with some semi-detached dwellings and / or dual occupancies. Single and double storey dwellings. Mainly garden suburban and suburban streetscapes. (See Figure 3-2). 			
15 - 20dw/Ha	<ul style="list-style-type: none"> Predominantly a mix of detached dwelling houses, semi-detached dwellings and dual occupancies with some secondary dwellings. Focused areas of small lot dwelling houses in high amenity locations. At 20dw/Ha, the occasional manor home on corner lots. Single and double storey dwellings. Mainly suburban streetscapes, the occasional urban streetscape. (See Figure 3-2). 			
25 - 30 dw/Ha	<ul style="list-style-type: none"> Generally located within the walking catchment of centres, corridors and / or rail based public transport. Consists of predominantly small lot housing forms with some multi-dwelling housing, manor homes and residential flat buildings located close to the local centre and public transport. Generally single and double storey dwellings with some 3 storey buildings. Incorporates some laneways and shared driveways. Be designed to provide for activation of the public domain, including streets and public open space through the orientation and design of buildings and communal spaces. Mainly urban streetscapes, some suburban streetscapes. (See Figure 3-2). 			
40+ dw/Ha	<ul style="list-style-type: none"> Generally located immediately adjacent centres and / or rail based public transport Consists of predominantly residential flat buildings, shop top housing, manor homes, attached or abutting dwellings and multi-dwelling housing Generally double and multi-storey buildings Predominantly urban streetscapes with minimal front setback; incorporates laneways and shared driveways. (See Figure 3-2). 			
<p>3. Residential development in the Environmental Living area, on the Residential Structure figure, is to:</p> <ul style="list-style-type: none"> Consist primarily of single dwellings on larger lots, reflecting the environmental sensitivity and visual character of these parts of the Precincts. Emphasise high quality housing design to make the most of the environmental characteristics of the surrounding area. Be designed and located to minimise impacts on flood prone land, and risks to property from flooding. Avoid impacts on Existing Native Vegetation and other remnant native vegetation. Consider relationships to adjoining land uses including public open space and drainage infrastructure. Be designed to respond to constraints from infrastructure corridors such as electricity lines, underground gas pipelines and any Sydney Catchment Authority infrastructure. Consider views to and from the land and surrounding parts of the Growth Centre. 				

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	<p>4. <i>Non-residential development in the residential areas is encouraged where it:</i></p> <ul style="list-style-type: none"> ▪ <i>Contributes to the amenity and character of the residential area within which it is located.</i> ▪ <i>Provides services, facilities or other opportunities that meet the needs of the surrounding residential population, and contributes to reduced motor vehicle use.</i> ▪ <i>Will not result in detrimental impacts on the amenity and safety of surrounding residential areas, including factors such as noise and air quality.</i> ▪ <i>Is of a design that is visually and functionally integrated with the surrounding residential area.</i> 		
	<p>3.1.2 Block and Lot Layout</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> a. <i>To establish a clear urban structure that promotes a 'sense of neighbourhood' and encourages walking and cycling.</i> b. <i>To efficiently utilise land and achieve the target dwelling yield for the relevant Precinct.</i> c. <i>To emphasise the natural attributes of the site and reinforce neighbourhood identity through the placement of visible key landmark features, such as parks, squares and landmark buildings.</i> d. <i>To optimise outlook and proximity to public and community facilities, parks and public transport with increased residential density.</i> e. <i>To encourage variety in dwelling size, type and design to promote housing choice and create attractive streetscapes with distinctive characters.</i> f. <i>To accommodate a mix of lot sizes and dwelling types across a precinct.</i> g. <i>To establish minimum lot dimensions for different residential dwelling types.</i> <p><i>Controls:</i></p> <p><i>Blocks</i></p>	<p>YES</p>	<p>It is noted, that the height, density, scale and setbacks of the Proposal respond to the immediate and surrounding context, in relation to surrounding development, the local and regional topography, the immediate and surrounding streetscape and other features of the public domain. The block and lot layout of the Proposed Development – proposed Lot 12, which is subject to DA consent under a concurrent subdivision DA with Blacktown City Council is considered conducive for the Proposal and exceeds the minimum lot size in accordance with Clause 4.1 of the Sydney Region Growth Centres SEPP and Section 3.1.2 of the BCC Growth Centres DCP.</p>

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	<ol style="list-style-type: none"><i>1. All Residential neighbourhoods are to be focused on elements of the public domain such as a school, park, retail, or community facility that are typically within walking distance.</i><i>2. Subdivision layout is to create a legible and permeable street hierarchy that responds to the natural site topography, the location of existing significant trees and site features, place making opportunities and solar design principles.</i><i>3. Pedestrian connectivity is to be maximised within and between each residential neighbourhood with a particular focus on pedestrian routes connecting to public open space, bus stops and railway stations, educational establishments and community/recreation facilities.</i><i>4. Street blocks are to be generally a maximum of 250m long and 70m deep. Block lengths in excess of 250m may be considered by Council where pedestrian connectivity, stormwater management and traffic safety objectives are achieved. In areas around neighbourhood and town centres, the block perimeters should generally be a maximum of 520m (typically 190m x 70m) to increase permeability and promote walking.</i> <p><i>Lots</i></p> <ol style="list-style-type: none"><i>5. Minimum lot sizes for each dwelling type will comply with the minimum lot size provisions permitted by the Sydney Region Growth Centres SEPP, summarised here as Table 3-2: Minimum lot size by density bands. In certain density bands, variations to some lot sizes may be possible subject to clauses in the Sydney Region Growth Centres SEPP.</i><i>6. Minimum lot frontages applying to each density band will comply with Table 3-3: Minimum lot frontages by density bands. Lot frontage is measured at the street facing building line as indicated in Figure 3-3.</i>		
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Table 3-2: Minimum lot size by density bands

	R2 Low Density Residential					
Minimum Net Residential Target (dwellings/Ha)	11	12.5	15	20	25	30
Dwelling House (base control)	360	300	300	300	300	300
With BEP	360	300	250	225	225	225
As Integrated DA	360	300	250	200	125	125
Locational criteria* (BEP or Integrated DA)	N/A	N/A	225	N/A	N/A	N/A
Studio Dwelling	No minimum lot size as strata development not s					
Secondary Dwelling	450	450	450	450	450	450
Dual Occupancy	600	600	500	500	400	300
Semi Detached Dwelling	300	300	200	150	125	125
Attached Dwelling	X	X	X	375	375	375
Multi Dwelling Housing	X	X	X*	1500	375	375
Manor Homes	X	X	X	600	600	600
Residential Flat Buildings	X	X	X	X	X	X

Table 3-3: Minimum lot frontages by density bands

		Net Residential Density Target (dw/Ha)		
		10 to 12.5dw/Ha	15dw/Ha	20 to 45dw/Ha
Minimum Lot Frontages	Front Loaded	12.5m	9m	7m
	Rear Loaded	4.5m	4.5m	4.5m

7. 7. A range of residential lot types (area, frontage, depth, zero lot and access) must be provided to ensure a mix of housing types

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	<p><i>and dwelling sizes and to create coherent streetscapes with distinctive garden suburban, suburban and urban characters across a neighbourhood.</i></p> <p>8. <i>In density bands $\leq 20dw/Ha$ no more than 40% of the total residential lots proposed in a street block may have a frontage of less than 10m wide.</i></p> <p><i>Note: A street block is defined as a portion of a city, town etc., enclosed by (usually four) neighbouring and intersecting streets.</i></p> <p>9. <i>In density bands $\leq 25dw/Ha$, total lot frontage for front accessed lots greater than or equal to 7m and less than 9m should not exceed 20% of any block length due to garage dominance and on-street parking impacts.</i></p> <p>10. <i>Lots should be rectangular. Where lots are an irregular shape, they are to be large enough and oriented appropriately to enable dwellings to meet the controls in this DCP.</i></p> <p>11. <i>Where residential development adjoins land zoned RE1 Public Recreation or SP2 Drainage, subdivision is to create lots for the dwelling and main residential entry to front the open space or drainage land.</i></p> <p>12. <i>The orientation and configuration of lots is to be generally consistent with the following subdivision principles:</i></p> <ul style="list-style-type: none">▪ <i>Smallest lots achievable for the given orientations fronting parks and open space with the larger lots in the back streets;</i>▪ <i>Larger lots on corners;</i>▪ <i>North to the front lots are either the widest or deepest lots, or lots suitable for residential development forms with private open space at the front. Narrowest lots with north to the rear.</i> <p>13. <i>Preferred block orientation is established by the road layout on the Indicative Layout Plan in the relevant Precinct Schedule. Optimal lot orientation is east-west, or north-south where the road pattern requires. Exceptions to the preferred lot orientation may be considered where factors such as the layout of existing roads and cadastral boundaries, or topography and drainage lines, prevent achievement of the preferred orientation.</i></p>		
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	<p><i>14. An alternative lot orientation may be considered where other amenities such as views and outlook over open space are available, and providing appropriate solar access and overshadowing outcomes can be achieved.</i></p> <p><i>Note: The combination of the lot frontage width and the size of the lot determine the type of dwelling that can be erected on the lot, and the development controls that apply to that dwelling.</i></p> <p><i>Zero Lot Lines</i></p> <p><i>15. The location of a zero lot line is to be determined primarily by topography and should be on the low side of the lot to minimise water penetration and termite issues. Other factors to consider include dwelling design, adjoining dwellings, landscape features, street trees, vehicle crossovers and the lot orientation as illustrated at Figure 19.</i></p> <p><i>16. On all lots where a zero lot line is permitted, the side of the allotment that may have a zero lot alignment must be shown on the approved subdivision plan.</i></p> <p><i>17. Where a zero lot line is nominated on an allotment on the subdivision plan, the adjoining (burdened) allotment is to include a 900mm easement for single storey zero lot walls and 1200mm for two storey zero lot walls to enable servicing, construction and maintenance of the adjoining dwelling. No overhanging eaves, gutters or services (including rainwater tanks, hot water units, air-conditioning units or the like) of the dwelling on the benefited lot will be permitted within the easement. Any services and projections permitted under Clause 4.4 (6) within the easement to the burdened lot dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.</i></p> <p><i>18. The S88B instrument for the subject (benefited) lot and the adjoining (burdened) lot shall include a note identifying the potential for a building to have a zero lot line. The S88B instrument supporting the easement is to be worded so that Council is removed from any dispute resolution process between adjoining allotments.</i></p> <p>3.1.4 Corner Lots</p>		
		YES	The Architectural Plans prepared by PMDL and the Civil

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	<p><i>Objectives:</i></p> <p><i>a. To ensure corner lots are of sufficient dimensions and size to enable residential controls to be met.</i></p> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. Corner lots, including splays and driveway location, are to be designed in accordance with AS 2890 and Council's Engineering Specifications.</i> <i>2. Corner lots are to be designed to allow dwellings to positively address both street frontages as indicated in Figure 3-7.</i> <i>3. Garages on corner lots are encouraged to be accessed from the secondary street or a rear lane.</i> <i>4. Plans of subdivision are to show the location of proposed or existing substations, kiosks, sewer man holes and/or vents affecting corner lots.</i> 		<p>Engineering Plans prepared by Martens have developed the design of corner lots (concerning concurrent subdivision DA) and corners of the proposed Sikh Grammar School in accordance with Council's specific engineering guidelines, for which compliance can be achieved (refer to Appendix 8 - 13).</p>
3.2 Subdivision Approval Process	<p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>a. To facilitate a diversity of housing sizes and products.</i> <i>b. To ensure that subdivision and development on smaller lots is undertaken in a coordinated manner.</i> <i>c. To ensure that all residential lots achieve an appropriate level of amenity.</i> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. The land subdivision approval process is to be consistent with the requirements of Table 3-4.</i> <i>2. Subdivision of land creating residential lots less than 225m² or lots less than 9m wide shall include a dwelling design as part of the subdivision development application. The dwelling design is to be included on the S88B instrument attached to the lot.</i> 	N/A	<p>Noted. The concurrent subdivision DA has satisfactorily considered Section 3.2 of the BCC Growth Centres DCP.</p>

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Approval pathway	DA for Subdivision	DA for Subdivision with Building Envelope Plan	DA for Integrated Housing (Integrated Assessment with subdivision prior to construction of dwellings)	DA for Integrated Housing
	Pathway A1	Pathway A2	Pathway B1	Pathway B2
Application	Lots equal to greater than 300m ²	Lots less than 300m ² and equal to or greater than 225m ² in area, and with a width equal to or greater than 9m*.	Dwelling construction involving detached or abutting dwellings on: lots less than 225m ² , or lots with a width less than 9m*.	Dwelling construction involving common walls (i.e. attached dwellings) on: lots less than 225m ² , or lots with a width less than 9m*.
Dwelling plans required	As part of future DA or CDC	As part of future DA or CDC	Yes as part of subdivision application	Yes as part of subdivision application
Dwelling Design 88B restriction required	No	Yes	Yes, only approved dwelling can be built	Yes, only approved dwelling can be built
Timing of subdivision (release of linen plan)	Pre-construction of dwellings	Pre-construction of dwellings	Prior to the issue of the CC	Post-construction of dwellings
Housing Code applicable	Yes	Yes (for 200m ² lots and above)	No	No

3. *Subdivision applications that create lots smaller than 300m² and larger than or equal to 225m² must be accompanied by a Building Envelope Plan (BEP). An example of a BEP is included at Figure 3-8.*

The BEP should be at a legible scale (suggested 1:500) and include the following elements:

- Lot numbers, north point, scale, drawing title and site labels such as street names*
- Maximum permissible building envelope (setbacks, storeys, articulation zones)*
- Preferred principal private open space*
- Garage size (single or double) and location*
- Zero lot line boundaries*

A BEP should be fit for purpose and include only those elements that are necessary for that particular lot. Other elements that may be relevant to show include:

- Special fencing requirements*

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	<ul style="list-style-type: none">▪ <i>Easements and sewer lines</i>▪ <i>Retaining walls</i>▪ <i>Preferred entry/frontage (e.g. corner lots)</i>▪ <i>Access denied frontages</i>▪ <i>Electricity kiosks or substations</i>▪ <i>Indicative yield on residue or super lots</i> <p>4. <i>Applications for subdivision using approval pathways A2, B1 and B2 require a Public Domain Plan (PDP) to be submitted as part of the application. The purpose of the PDP is to demonstrate how the public domain will be developed as a result of future development on the proposed lots. An example of a PDP is included at Figure 3-9.</i></p> <p><i>The PDP should be a legible scale (suggested 1:500) and include the following elements:</i></p> <ul style="list-style-type: none">▪ <i>Lot numbers, north point, scale, drawing title and site labels such as street names.</i>▪ <i>Indicative building footprints on the residential lots.</i>▪ <i>Location of driveways and driveway crossovers.</i>▪ <i>Verge design (footpath, landscape).</i>▪ <i>Surrounding streets and lanes (kerb line, material surface where special treatments proposed).</i>▪ <i>In laneways, indicative provision for bin collection.</i>▪ <i>Street tree locations. (Sizes and species list can be provided on a separate plan).</i>▪ <i>Demonstrated provision and arrangements for on-street car parking particularly in relation to street tree planting, driveways and intersections.*</i>▪ <i>Extent of kerb line where parking is not permitted.*</i> <p><i>* In principle, not as public domain works</i></p> <p><i>Other elements that may be relevant to show include:</i></p> <ul style="list-style-type: none">▪ <i>Location and type of any proposed street furniture</i>▪ <i>Location of retaining walls in the public domain</i>▪ <i>Electricity substations</i>▪ <i>Indicative hydrant locations at lane thresholds</i>		
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	<i>Information on landscape treatment within the private lot is not required.</i>		
3.3 Construction Environmental Management	<p><i>Objectives:</i></p> <p><i>a. To ensure that the construction of subdivisions, new buildings and other structures and works is done in an environmentally responsible manner.</i></p> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. A Construction Environmental Management Plan is to be submitted to Council or the accredited certifier and approved prior to the issue of a construction certification for subdivision works.</i> <i>2. The Construction Environmental Management Plan is to detail the methods of ensuring the protection of the environment during construction, monitoring and reporting on construction activities, and procedures to be followed in the event of an incident that is likely to cause harm to the environment.</i> <i>3. Construction activities are to be undertaken to ensure that water quality, soil stability, trees and vegetation cover, and heritage sites are protected in accordance with the development consent and to maintain the quality of the natural environment.</i> <i>4. Applicants are to ensure that the management of construction activities is undertaken in accordance with Blacktown Development Control Plan 2006 Part R – Soil Erosion and Sediment Control Guidelines and Part O – Site Waste Management and Minimisation.</i> <i>5. Preservation of trees and native vegetation during construction is to be in accordance with the development consent issued for the development, and with the native vegetation and tree preservation provisions of the relevant Precinct Plan.</i> 	YES	It is expected, that a Construction Environmental Management Plan (CEMP) will be conditioned to be drafted and adopted prior to the issue of a Construction Certificate (CC) in accordance with Council's and the NSW DP&E's Conditions of Consent and any controls outlined in the BCC Growth Centres DCP requiring further adherence.
3.4 Movement Network	<p>3.4.1 Street Layout and Design</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>a. To establish a hierarchy of interconnected streets that give safe, convenient and clear access within and beyond the Precinct;</i> <i>b. To assist in managing the environmental impacts of urban development including soil salinity and stormwater;</i> <i>c. To facilitate energy efficient lot and building orientation; and</i> 	YES	It is noted, that Tallawong Road is subject to future Council road upgrades, as identified by Positive Traffic (2019) within the Traffic and Parking Impact Assessment, which will be more than substantial to cater for the

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	<p><i>d. To contribute to the creation of an interesting and attractive streetscape.</i></p> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. The design of streets is to be consistent with the relevant typical designs in Figure 3-10 to Figure 3-15 and Council's Engineering Guide for Development.</i> <i>2. The typical designs in Figure 3-10 to Figure 3-15 are based on minimum dimensions and the design of streets may need to be modified to incorporate water sensitive urban design measures and to ensure appropriate site drainage, in accordance with Council's Water Sensitive Urban Design (WSUD) Development Control Plan.</i> <i>3. Alternative street designs for local streets and access ways may be permitted on a case by case basis if they preserve the functional objectives and requirements of the design standards.</i> <i>4. Roads in the relevant Precinct are to be constructed in accordance with the hierarchy shown on the Precinct road hierarchy figure in the relevant Precinct Schedule.</i> <i>5. The locations and alignments of all roads are to be generally in accordance with the locations shown on the Precinct road hierarchy figure in the relevant Precinct Schedule.</i> <i>6. Where any variation to the residential street network indicated at the Precinct Road Hierarchy figure, is proposed, the alternative street network is to be designed to:</i> <ul style="list-style-type: none"> <i>▪ create a permeable network that is based on a modified grid system,</i> <i>▪ encourage walking and cycling and minimise travel distances,</i> <i>▪ maximise connectivity between residential areas and community facilities, open space and centres,</i> <i>▪ take account of topography and site drainage, and accommodate significant vegetation,</i> <i>▪ optimise solar access opportunities for dwellings,</i> <i>▪ provide frontage to and maximise surveillance of open space and drainage lands,</i> <i>▪ provide views and vistas to landscape features and visual connections to nodal points and centres,</i> 		<p>traffic anticipated, as a result of the Proposed Development. Furthermore, in its existing state, the proposed traffic volumes are considered acceptable and do not require further consideration (refer to Appendix 18).</p> <p>Additionally, the proposed access roads (half-road construction), which are being assessed in the concurrent subdivision DA, are considered to satisfactorily address anticipated construction and operational traffic volumes, as well as cater for site access arrangements and vehicular movements in accordance with the relevant Council and Australian Standards. Further, the access roads have been designed by Martens (2019) in accordance with Council's relevant engineering requirements for road construction.</p>
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	<ul style="list-style-type: none">▪ <i>maximise the effectiveness of water sensitive urban design measures, and</i>▪ <i>minimise the use of cul-de-sacs. However, if required, they are to be designed in accordance with Council's Engineering Guidelines.</i> <p>7. <i>Variation to the residential street network as permitted under control 4 above will only be approved by Council where the applicant can demonstrate to Council's satisfaction that the proposal:</i></p> <ul style="list-style-type: none">▪ <i>will not detrimentally impact on access to adjoining properties,</i>▪ <i>provides for the management of stormwater to drain to Council's trunk drainage network, without negative impacts on other properties,</i>▪ <i>will not impede the orderly development of adjoining properties in accordance with the relevant Precinct Plan and this Development Control Plan, and</i>▪ <i>does not restrict the ability to provide water, sewer, electricity and other essential services to adjoining properties.</i> <p>8. <i>For changes to the proposed road system which Council considers minor, Council will write to affected property owners and consider any comments of those persons before determining the application. Applicants wishing to amend the proposed road pattern are advised to liaise with affected adjoining owners prior to the submission of the Development Application. By obtaining the prior agreement of adjoining owners to proposed road pattern changes, the time required by Council to determine the application may be reduced.</i></p> <p>9. <i>For changes to the proposed road system which Council considers major, Council may require a formal application for amendment to the DCP map before determining the application.</i></p> <p>10. <i>Where local roads are adjacent to public open space or drainage land, verge widths may be reduced to a minimum of 1m, subject to public utilities, bollards and fencing being adequately provided. Consideration of proposals for reduced verge widths will be solely at the discretion of Council and only where the finished road design levels match with existing levels of open space or drainage</i></p>		
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	<p><i>land and negate the need for any retaining wall or battering. Applications that propose reduced verge widths will be assessed by Council with consideration given to:</i></p> <ul style="list-style-type: none">▪ <i>public access to the reserve</i>▪ <i>impact on existing vegetation and environmentally sensitive areas</i>▪ <i>public amenity</i>▪ <i>public safety</i>▪ <i>impact on ability to provide street tree planting.</i>▪ <i>Where arterial roads are adjacent to public open space or drainage land, the urban border behind the kerb (verge) must be minimum width of 3.5m to accommodate footpath / shared path, utilities, signage, etc.</i> <p><i>11. Except where otherwise provided for in this DCP, all streets and roundabouts are to be designed and constructed in accordance with the minimum requirements set out in Council's Engineering Guide for Development. Where a corner lot fronts a roundabout, the driveway shall be set back 10m from the splay.</i></p> <p><i>12. On steep sloped land, roads that are parallel with the terrain may incorporate split pavement configurations at different levels so as to minimise cut and fill, and provide opportunities for landscaping and the preservation of trees. Where split pavements are proposed, they are to comply with the following:</i></p> <ul style="list-style-type: none">▪ <i>Split level road pavements will only be considered where other design solutions eg. One way cross falls, road centre line re-grading, retaining walls within lot boundary's and widening of road reserves to accommodate wider medians etc, cannot achieve the desired outcome.</i>▪ <i>The proposed split level pavement must be supported by a Road Safety Audit by an RTA accredited Road Safety Auditor.</i>▪ <i>Split level road pavements should be limited to a maximum road length of 80m, unless otherwise approved by Council's Coordinator Engineering Approvals. A minimum road length may be required to achieve the requirements of safety fencing.</i>		
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	<ul style="list-style-type: none">▪ <i>Each "split" road carriageway should be a minimum of 5.5m wide. Note; the carriageway width cannot include the central median in order to comply with requirements of Table 3.1 of Councils "Engineering Guide for development".</i>▪ <i>Batter slopes within a central median shall comply with Council's Engineering Guide for Developments Section 3.20. No retaining walls are to be erected within the road boundary, especially within the central median, unless prior approval has been obtained from Council's Coordinator Engineering Approvals.</i>▪ <i>Safety Barriers are to be installed in accordance with the requirements of Section 6 of the RTA Road Design Guide. Sign-posting and line-marking are to be provided in accordance with RTA requirements.</i>▪ <i>No narrowing of the carriageway width for traveling and parking lanes or of the footpath (as set out in Table 3.1 of Councils Engineering Guide for Development) is permitted in order to reduce the impact of the split carriageway on the total road reserve. Where split carriageways are considered the total road reserve given in Table 3.1 of Councils "Engineering Guide for Development" should be considered as the minimum road reserve required not the maximum.</i> <p><i>13. Residential roads, i.e. minor collector roads, local streets, access road/paths, and shareways shall be designed for and sign posted at a maximum of 50kph (i.e. traffic management must be considered at the subdivision application, with either road layout or speed reducing devices used to produce a traffic environment which reduces traffic speed).</i></p> <p><i>14. The minimum distance from an access place to a collector road is to be 50m if the junction is on the same side of the road or 40m if staggered on the opposite side of the road. The minimum distance between collector roads is to be 100m if the junction is on the same side or 100m if it is staggered on the opposite side of the road.</i></p>		
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	<p>15. Where four way intersections are proposed, traffic is to be controlled, where appropriate, by traffic lights, roundabouts, median strips or signage.</p> <p>16. Any private road is to be designed and built in accordance with Council's Engineering Guide for Development. Details must be shown on the engineering design plans and must be submitted prior to the issue of the occupation or subdivision certificate (whichever occurs first).</p> <p>17. Street trees are required for all streets. Street planting is to:</p> <ul style="list-style-type: none">▪ use the preferred species listed in Appendix D,▪ be consistently used to distinguish between public and private spaces and between different classes of street within the street hierarchy,▪ minimise risk to utilities and services,▪ be durable and suited to the street environment and, wherever appropriate, include endemic species,▪ maintain adequate lines of sight for vehicles and pedestrians, especially around driveways and street corners,▪ provide appropriate shade in summer and solar access in winter, and▪ provide an attractive and interesting landscape character and clearly define public and private areas, without blocking the potential for street surveillance.▪ Despite the requirements of Control 1 above, street trees may be permitted within the road carriageway subject to the findings of a Road Safety Audit. <p>18. Whilst acknowledging the amenity benefit from trees within the carriageway, applications that propose carriageway trees will be assessed by Council with consideration given to:</p> <ul style="list-style-type: none">▪ access and manoeuvrability of garbage trucks, street sweepers and cars,▪ the impact of the root system on the carriageway;▪ ongoing maintenance of the tree and carriageway;▪ the relationship with future driveway access points; and▪ Traffic safety <p>19. Signage, street furniture and lighting is to be:</p>		
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	<ul style="list-style-type: none">▪ <i>designed to reinforce the distinct identity of the development;</i>▪ <i>coordinated in design and style;</i>▪ <i>located so as to minimise visual clutter and obstruction of the public domain; and</i>▪ <i>of a colour and construction agreed by Council.</i> <p>20. <i>Locating entry signage and the like within a public road reserve is subject to Council agreement.</i></p> <p>21. <i>The location and design of signage and street furniture is to be indicated on the Landscape Plan and on engineering construction drawings.</i></p> <p>22. <i>Street lighting is to be designed to meet the current Australian Standards AS/NZS 1158 series.</i></p> <p>23. <i>Where necessary to ensure that access to residential properties is provided in the early stages of development, Council may consent to the construction and operation of temporary access roads.</i></p> <p>24. <i>Temporary access roads are to remain in operation only until such time as the road network has been developed to provide permanent access to all properties.</i></p> <p>25. <i>Access places (refer to Figure 3-13) may be used where:</i></p> <ul style="list-style-type: none">▪ <i>The access place separates residential land from open space or drainage land</i>▪ <i>The road is not a through traffic route (ie it provides access only to residences on it)</i>▪ <i>The maximum number of dwellings serviced by the access place is 10.</i> <p>Note: <i>Where an access street has frontage to open space or drainage land, the footpath must be constructed as part of the access street. Where the access street is adjacent to a sub-arterial or arterial road, the footpath is not required.</i></p> <p>26. <i>Medium-high density local roads (see Figure 3-14) should be used in the R3 Medium Density and R5 High Density Residential Zones and in the B2 Local Centre and B4 Mixed Use zones except where otherwise defined as a town centre road in the relevant Schedules to this DCP.</i></p> <p>27. <i>Typical town centre roads (see Figure 3-15) should be used in all B2 Local Centre and B4 Mixed Use zones as shown on Precinct</i></p>		
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	road hierarchy maps and Indicative Layout Plans in relevant DCP Schedules.		
	<p>3.4.4 Access to Arterial and Sub-Arterial Roads</p> <p><i>Objectives:</i></p> <p>a. To restrict direct property access to higher order roads to provide for the safe and efficient movement of vehicles on these roads.</p> <p><i>Controls:</i></p> <ol style="list-style-type: none"> 1. Vehicular access to arterial roads and sub-arterial roads shown on the Precinct Road Hierarchy figure, in the relevant Precinct's Schedule, may only be made by way of another road. 2. Persons creating allotments adjoining arterial or sub-arterial roads are required to create restrictions on the use of land under Section 88B of the Conveyancing Act 1919 to legally deny direct vehicular access to allotments from the arterial or sub-arterial road. 3. To enable the development of land, such as in situations where access across adjoining properties is required but not yet able to be provided, Council may allow temporary access to arterial or sub-arterial roads where: <ul style="list-style-type: none"> ▪ the development complies with all other development standards; ▪ subdivisional roads generally conform with the road pattern shown on the Indicative Layout Plan; and/or ▪ Council is satisfied that the carrying out of the development will not compromise traffic safety. 4. Where Council grants such consent, the temporary access must be constructed to Council's standards and conditions will be imposed that access to the designated road by way of the temporary access shall cease when alternative access becomes available. 	YES	Access to arterial and sub-arterial roads will be satisfactorily provided by virtue of the access road surrounding the Subject Site and Tallawong Road, for which the Traffic and Parking Impact Assessment prepared by Positive Traffic has considered (refer to Appendix 18).
4.0 Development in the Residential Zones			
4.1 Site Responsive Design	<p>4.1.1 Site Analysis</p> <p><i>At minimum the Site Analysis Plan must show the following features:</i></p>	YES	The Architectural Plans prepared by the PMDL has satisfactorily addressed the

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	<ul style="list-style-type: none"> ▪ <i>the position of the proposed building in relation to site boundaries and any other structures and existing vegetation and trees on the site;</i> ▪ <i>any easements over the land;</i> ▪ <i>the location, boundary dimensions, site area and North Point of the land;</i> ▪ <i>location of existing street features adjacent to the property, such as trees, planting, street lights;</i> ▪ <i>contours and existing levels of the land in relation to buildings and roads; and, whether the proposed development will involve any changes to these levels;</i> ▪ <i>location and uses of buildings on sites adjoining the land;</i> ▪ <i>a stormwater concept plan (where required).</i> 		<p>adjacent features within their site analysis, with regard to the Subject Site and corresponding Proposal for the Sikh Grammar School. The Architectural Plans are located within Appendix 8 of this EIS.</p>
	<p>4.1.2 Cut and fill</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>To minimise the extent of cut and fill within residential allotments.</i> <i>To protect and enhance the aesthetic quality of the area by controlling, the form, bulk and scale of land forming operations.</i> <i>To ensure that fill material is not contaminated and does not adversely affect the fertility or salinity of soil, or the quality of surface water or groundwater.</i> <i>To ensure that the amenity of adjoining residents is not adversely affected by any land forming operation.</i> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>DAs are to illustrate where it is necessary to cut and/or fill land and provide justification for the proposed changes to the land levels.</i> <i>Earthworks shall be undertaken to a maximum of 500mm excavation or fill from the present surface level of the property.</i> <i>Council will assess proposals for excavation or fill greater than 500mm having regard to the visual impact of the proposed earthworks.</i> <i>A Validation Report is required to be submitted to Council prior to the placement of imported fill on site. All fill shall comply with the Department of Water and Energy – "Site Investigation for Urban Salinity" and the DECC Contaminated Sites Guidelines –</i> 	<p>YES</p>	<p>Cut earthworks over the Site has been estimated to be minor (fill is required). Investigations show, that no impacts are expected to groundwater levels, or soil quality, as a result of these works. Additionally, all geotechnical testing and inspections performed during earthworks, would be undertaken via a Level 1 Geotechnical Engineer in accordance with the Site earthworks specification and in accordance with AS3798-1996.</p>

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	<p><i>"Guidelines for the NSW Site Auditor Scheme (2nd edition) – Soil Investigation Levels for Urban Development Sites in NSW".</i></p> <ol style="list-style-type: none"><i>5. Earth moved from areas containing noxious weed material must be disposed of at an approved waste management facility, and transported in compliance with the Noxious Weeds Act 1993.</i><i>6. On sloping sites, site disturbance is to be minimised by use of split level or pier foundation housing designs. Council will consider greater cut for basement garages.</i><i>7. Where cut is proposed on the boundary of a lot, retaining walls are to be constructed with side fence posts integrated with its construction (relevant construction details are required with retaining wall approval). Otherwise retaining walls must be located a minimum of 450mm from the side or rear boundary of the lot containing the cut.</i><i>8. Retaining walls within residential allotments are to be no greater than 600mm high at any point on the edge of any residential allotment. A combined 1200mm maximum retaining wall height is permissible between residential lots (2 x 600mm). Where terraced walls are proposed the minimum distance between each step is 0.5m. A variation to the retaining wall heights can be considered with supporting justification.</i><i>9. The maximum height of voids within individual allotments is 3m, as illustrated in Figure 4-1.</i><i>10. All retaining walls proposed for the site are to be identified in the development application.</i> <p>Note: <i>Filling on lots must be either contained within the 'building footprint' or no closer than 2 metres from a property boundary up to 500mm in depth.</i></p>		<p>It should be noted, that the volumes outlined in Table 5 of the EIS, are based on the final ground surface at the ultimate development stage. Boxing has not been included within the investigations undertaken, for which is expected to be completed at the CC stage. The cut and fill volumes proposed can be located within the Civil Engineering Drawings prepared by Martens (refer to Appendix 12).</p>
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	<p>4.1.3 Sustainable Building Design</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>To maximise microclimate benefits to residential lots.</i> <i>To enhance streetscape amenity.</i> <i>To minimise energy usage and greenhouse emissions and encourage the adoption of renewable energy initiatives.</i> <i>To minimise the use of non-renewable resources and minimise the generation of waste during construction.</i> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>New residential dwellings, including a residential component within a mixed use building and serviced apartments intended, or capable of being, strata titled are to be accompanied by a BASIX Certificate and are to incorporate all commitments stipulated in the BASIX Certificate.</i> <i>Indigenous species are to make up more than 50% of the plant material mix.</i> <i>The majority of plant species are to be selected from the preferred species listed at Appendix D.</i> <i>A landscape plan is to be submitted with every application for multi-dwelling housing and residential flat buildings.</i> <i>The provisions of BASIX will apply with regards to water requirements and usage.</i> <i>The design of dwellings is to maximise cross flow ventilation.</i> <i>Open fireplaces, wood fired heaters and slow combustion stoves are not permitted.</i> <i>The positioning and size of windows and other openings is to take advantage of solar orientation to maximise natural light penetration to indoor areas and to minimise the need for mechanical heating and cooling.</i> <i>Outdoor clothes lines and drying areas are required for all dwellings and can be incorporated into communal areas for multi-dwelling development and residential flat building developments.</i> <i>Design and construction of dwellings is to make use of locally sourced materials where possible.</i> <i>Residential building design is to use, where possible, recycled and renewable materials.</i> 	<p>YES</p>	<p>The <i>Ecologically Sustainable Development Report</i> (Umow Lai, 2019), considers Ecologically Sustainable Development (ESD) opportunities and initiatives, with regard to the Proposed Development (refer to Appendix 28). The Proposed Development would incorporate into its design and operation, a number of ecologically sustainable initiatives, to achieve a high level of environmental sustainability.</p> <p>It is noted, that the Proposal seeks to achieve a minimum NABERS Green Star rating of 4-Star-Green-Star, which is considered a 'Best Practice' outcome.</p> <p>To inform the overall ESD opportunities on the Subject Site, the following documentation was reviewed, including:</p> <ul style="list-style-type: none"> Principles of ESD – Schedule 2, Clause 7(4) of the EP&A Regulation; Green Building Council of Australia, Green Star Design & As-Built v1.2 Rating Tool;
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			<ul style="list-style-type: none"> SSD 9472 – SEARs; and CSIRO projected impacts of climate change.
	<p>4.1.4 Salinity, Sodicty and Aggressivity</p> <p><i>Objectives:</i></p> <p>a. <i>To manage and mitigate the impacts of, and on, salinity.</i></p> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>All development must comply with the Salinity Management Plan developed at the subdivision phase. The actions/works from the Salinity Management Plan must be certified upon completion of the development.</i> <i>Salinity shall be considered during the siting, design and construction of dwellings including: drainage, vegetation type and location, foundation selection and cut and fill activities, to ensure the protection of the dwelling from salinity damage and to minimise the impacts that the development may have on the salinity process.</i> <i>In salinity prone areas materials for pipe infrastructure, foundations and brickwork must have sulphate resistant properties to cope with the saline conditions.</i> <i>Applications for new dwellings must be consistent with any conditions of consent for the subdivision of the land in relation to the management of soil salinity, sodicity and aggressivity, and with the Salinity Management Plan at Appendix C.</i> 	YES	<p>A Geotechnical and Salinity Assessment has been prepared by Martens (2019) and provides specifications for foundation, retaining wall and pavement design. It is noted, that the soil profiles encountered across the Subject Site have been identified and categorised as non-saline soil types (refer to Appendix 15).</p>
4.2 Dwelling Design Controls	4.2.1 Summary of Keys Controls	N/A	<p>It is important to note, that the Subdivision DA running concurrently to this SSD Application has considered the key controls for lots with a frontage between 9-15 m for front accessed dwellings. Accordingly, in the design of the proposed school, PMDL have taken into consideration</p>

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	<table><tr><th colspan="3">Table 4-4: Summary of key controls for lots with frontage width ≥ 9m and ≤15m for front accessed dwellings</th></tr><tr><th>Element</th><th colspan="2">Control</th></tr><tr><td>Front setback (min)</td><td colspan="2">4.5m to building facade line; 3.5m to building façade fronting open space or drainage land 3.0m to articulation zone; 2.0m to articulation zone fronting open space or drainage land 5.5m to garage line and 1m behind the building line</td></tr><tr><td>Side setback (min)</td><td>Detached boundary: Ground Floor: 0.9m Upper Floor: 0.9m</td><td>Lots with a zero lot boundary (side A): Ground Floor: 0m (Side A), 0.9m (Side B) Upper Floor: 1.5m(Side A), 0.9m (Side B)</td></tr><tr><td>Length of zero lot line on boundary</td><td colspan="2">11m</td></tr><tr><td>Rear setback (min)</td><td colspan="2">4m (ground level) and 6m (upper levels)</td></tr><tr><td>Corner lots secondary street setback (min)</td><td colspan="2">2.0m</td></tr><tr><td>Building height, massing and siting</td><td colspan="2">2 storeys maximum (3rd storey subject to clause 4.2.5 (1))</td></tr><tr><td>Site coverage</td><td colspan="2">Single storey dwellings: 60% Lot ≤375sqm, upper level no more than 40% of lot area. Lot >375sqm, upper level no more than 35% of lot area.</td></tr><tr><td>Landscaped area</td><td colspan="2">Minimum 25% of allotment area</td></tr><tr><td>Principal Private Open space (PPOS)</td><td colspan="2">Minimum 20m² with minimum dimension of 4.0m. 50% of the area of the required PPOS (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June)</td></tr><tr><td rowspan="2">Garages and car parking</td><td>Lots ≥9m and <12.5m: Where front accessed, single width garages only. Rear lane or side street accessed double garages permitted. Max. carport and garage door width not to exceed 3m (single) or 6m (double)</td><td>Lots ≥12.5m and ≤15m: Front or rear accessed single, tandem or double garages permitted Triple garages are not permitted.</td></tr><tr><td colspan="2">1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces.</td></tr></table>	Table 4-4: Summary of key controls for lots with frontage width ≥ 9m and ≤15m for front accessed dwellings			Element	Control		Front setback (min)	4.5m to building facade line; 3.5m to building façade fronting open space or drainage land 3.0m to articulation zone; 2.0m to articulation zone fronting open space or drainage land 5.5m to garage line and 1m behind the building line		Side setback (min)	Detached boundary: Ground Floor: 0.9m Upper Floor: 0.9m	Lots with a zero lot boundary (side A): Ground Floor: 0m (Side A), 0.9m (Side B) Upper Floor: 1.5m(Side A), 0.9m (Side B)	Length of zero lot line on boundary	11m		Rear setback (min)	4m (ground level) and 6m (upper levels)		Corner lots secondary street setback (min)	2.0m		Building height, massing and siting	2 storeys maximum (3rd storey subject to clause 4.2.5 (1))		Site coverage	Single storey dwellings: 60% Lot ≤375sqm, upper level no more than 40% of lot area. Lot >375sqm, upper level no more than 35% of lot area.		Landscaped area	Minimum 25% of allotment area		Principal Private Open space (PPOS)	Minimum 20m² with minimum dimension of 4.0m. 50% of the area of the required PPOS (of both the proposed development and adjoining properties) should receive at least 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June)		Garages and car parking	Lots ≥9m and <12.5m: Where front accessed, single width garages only. Rear lane or side street accessed double garages permitted. Max. carport and garage door width not to exceed 3m (single) or 6m (double)	Lots ≥12.5m and ≤15m: Front or rear accessed single, tandem or double garages permitted Triple garages are not permitted.	1-2 bedroom dwellings will provide at least 1 car space. 3 bedroom or more dwellings will provide at least 2 car spaces.			<p>the relevant setback controls of implemented for the Subdivision DA and surrounding residential development, which has ultimately influenced the setbacks applied to the School site (refer to Appendix 8).</p>
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	<p>4.2.2 Streetscape and Architectural Design</p> <p><i>Objectives:</i></p> <p>a. To ensure that buildings are designed to enhance the built form and character of the neighbourhood by encouraging innovative and quality designs that contribute to unified streetscapes.</p> <p>b. To encourage a diversity of house types.</p> <p>c. To provide a clear distinction between private and public space and to encourage casual surveillance of the street.</p>	<p>YES</p>	<p>With regard to the Proposal's overall site configuration; a well-resolved built-form; and potential public realm benefits, the Proposed Development can create a high quality built-form, which is complementary and conducive to the street character on the Tallawong Road and future access road(s)</p>																																						

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	<p><i>d. To reinforce significant street intersections particularly on open space and other key strategic areas through articulation of corner buildings.</i></p> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. The primary street facade of a dwelling should address the street and must incorporate at least two of the following design features:</i> <ul style="list-style-type: none"> <i>▪ entry feature or porch;</i> <i>▪ awnings or other features over windows;</i> <i>▪ balcony treatment to any first floor element;</i> <i>▪ recessing or projecting architectural elements;</i> <i>▪ open verandah;</i> <i>▪ bay windows or similar features; or</i> <i>▪ verandahs, pergolas or similar features above garage doors.</i> <i>2. Corner lot development should emphasise the corner. The secondary street facade for a dwelling on a corner lot should address the street and must incorporate at least two of the above design features. Landscaping in the front setback on the main street frontage should also continue around into the secondary setback.</i> <i>3. Modulation of the façade should be integral to the design of the building, rather than an unrelated attached element.</i> <i>4. Eaves are to provide sun shading and protect windows and doors and provide aesthetic interest. Except for walls built to the boundary, eaves should have a minimum of 450mm overhang (measured to the fascia board). Council will consider alternative solutions to eaves so long as appropriate sun shading is provided to windows and display a high level of architectural merit.</i> <i>5. The pitch of hipped and gable roof forms on the main dwelling house should be between 22.5 degrees and 35 degrees. Skillion roofs, roofs hidden from view by parapet walls, roofs on detached garages, studios and ancillary buildings on the allotment are excluded from this control.</i> <i>6. Front facades are to feature at least one habitable room with a window onto the street.</i> 	<p>street frontages, as well as being a quality contribution to the urban built-form of the surrounding area and wider North West Priority Growth Area, comprising a versatile mix of similar, transitional developments, with respect to residential development adjoining a school site.</p> <p>Accordingly, through generous landscaping and peripheral amenities to help activate the Site and surrounds, the Proposed Development can achieve a suitable fit within the existing and future public realm character and locality, intended and earmarked for the area, for which it would express and exhibit positive economic, social and environmental benefits for the wider community, whilst not impacting on existing and future residential receivers adjoining the Site.</p> <p>In order to facilitate high quality resolution of the building envelope, and to enable the best outcome for a transitional relationship with the adjoining properties, the Proposed Development comprises a legible and efficient floor plan, with respect</p>
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	<p>7. <i>Carports and garages are to be constructed of materials that complement the colour and finishes of the main dwelling.</i></p> <p>8. <i>Streets should be fronted with similar housing types to create a consistent street character. For example, a 'garden suburban' street character will be created where most dwellings are detached on lot widths $\geq 15\text{m}$, perhaps with deeper lots allowing for larger front setbacks and generous landscaping around dwellings. A suburban street character will be created where most dwellings are front loaded, detached or zero lotted on lot widths between 9-15m. An urban street character will be created where most dwellings are zero lotted, attached/abutting on lot widths less than 9m with rear garages. Streetscape design principles are illustrated at Figure 4-3.</i></p>		<p>to the varied building components proposed, as well as incorporating façade articulation to maximise the Site's visual appearance in the form of a conducive, State-of-the-Art, 'First-of-its-kind' Educational Establishment. Additionally, material and colour selections complement an aesthetic, that is not considered to be visually adverse or obtrusive, rather integrates and transitions with adjoining properties and the colour palette of native and exotic flora species located within the wider locality.</p> <p>Underpinned by the subtly expressive architectural language, the building articulation of the Educational Establishment (and associated building components), transition well both horizontally and vertically, with regard to the Site's topography, streetscape and built-form relationships with existing and future planned residential and other permissible development surrounding the Subject Site.</p>
	<p>4.2.3 Front Setbacks</p> <p><i>Objectives:</i></p> <p>a. <i>To enable the integration of built and landscape elements to create an attractive, visually consistent streetscape.</i></p>	<p>N/A</p>	<p>The Proposed Development has been sympathetic to the setback controls for surrounding existing and future planned residential</p>

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	<p><i>b. To encourage simple and articulated building forms.</i></p> <p><i>c. To ensure garages do not dominate the streetscape.</i></p> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. Dwellings are to be consistent with the front setback controls and principles in Tables 4-2 to 4-6 and Figure 4-4.</i> <i>2. On corner lots, front setback controls are to be consistent with Figure 4-6.</i> <i>3. To achieve a desired streetscape character, the building façade front setback for a series of lots can be more or less than the setbacks shown in Tables 4.2 to 4.6 where agreed to as part of the preparation of a Building Envelopes Plan or integrated housing development application at subdivision approval and the front setbacks are attached to the lot titles. However, the front setback to garages must be a minimum of 5.5m.</i> <i>4. Elements permitted in the articulation zone (shown on Figure 4-4, Figure 4-5 and Figure 4.6) include those items listed in control 4.4.2 (1).</i> <i>5. Except for rear loaded garages, the garage line is to have a front set back that is at least 1m behind the building front facade line.</i> 		<p>development with regard to front setbacks.</p>
	<p>4.2.4 Side and Rear Setbacks</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>a. To create an attractive and cohesive streetscape that responds to the character areas.</i> <i>b. To minimise the impacts of development on neighbouring properties.</i> <i>c. To provide appropriate separation between buildings.</i> <i>d. To create opportunities for articulation on the side walls.</i> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. All development is to be consistent with the side and rear setback controls in the relevant Tables 4-2 to 4-6 and principles in Figure 4-7.</i> <i>2. The location of a zero lot line (Side A) is to be determined primarily by topography and should be on the low side of the lot to minimise water penetration and termite issues. Other factors to consider include dwelling design, adjoining dwellings,</i> 	<p>N/A</p>	<p>The Proposed Development has been sympathetic to the setback controls for surrounding existing and future planned residential development with regard to side and rear setbacks.</p>

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	<p><i>landscape features, street trees, vehicle crossovers and the lot orientation as illustrated at Figure 4-7.</i></p> <ol style="list-style-type: none"><i>3. For attached or semi-detached dwellings the side setback only applies to the end of a row of attached housing, or the detached side of a semi-detached house.</i><i>4. Pergolas, swimming pools and other landscape features/structures are permitted to encroach into the rear setback.</i><i>5. The minimum setback to dwellings from a side boundary that adjoins Public Recreation or Drainage land shall be:</i><ul style="list-style-type: none"><i>▪ 3m in the R2, R3 and R4 zones.</i><i>▪ 4.5m in the Environmental Living zone.</i><i>6. For dwellings with a minimum 900mm side setback, projections permitted into side and rear setback areas include eaves (up to 450 millimetres wide), fascias, sun hoods, gutters, down pipes, flues, light fittings, electricity or gas meters, rainwater tanks and hot water units.</i><i>7. No overhanging eaves, gutters or services (including rainwater tanks, hot water units, air-conditioning units or the like) of the dwelling on the benefited lot will be permitted within the easement. Any services and projections permitted under Clause 4.2.4 (6) within the easement to the burdened lot dwelling should not impede the ability for maintenance to be undertaken to the benefitted lot.</i><i>8. For battle-axe lots without a street facing elevation setbacks are to be determined in the context of surrounding lots, built form and the location of private open space. An example is shown in Figure 4-8.</i><i>9. The upper floor of dwellings on battle-axe lots must be setback so as not to impact adversely on the existing or future amenity of any adjoining land on which residential development is permitted, having regard to overshadowing, visual impact and privacy.</i><i>10. For a battle-axe lot with direct frontage to land zoned for a public purpose or a street facing elevation (such as access denied lots), the front setback controls in Section 4.2.3 are to apply to the lot boundary adjoining the public purpose zone, and side and rear</i>		
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	<p><i>setbacks are to apply to lot boundaries determined relative to the front setback boundary as shown in Figure 4-9.</i></p> <p><i>11. For corner lots $\geq 15\text{m}$ lot width with shallow depths (i.e. approximately square corner lots) the rear setback can be varied to be consistent with the side setbacks in Tables 4-5 and 4-6 provided the minimum private open space and solar access requirements to the proposed and adjoining properties are met.</i></p>		
	<p>4.2.5 Dwelling Height, Massing and Siting</p> <p><i>Objectives:</i></p> <p><i>a. To ensure development is of a scale appropriate to protect residential amenity.</i></p> <p><i>b. To ensure building heights achieve built form outcomes that reinforce quality urban and building design.</i></p> <p><i>Controls:</i></p> <p><i>1. Dwellings are to be generally a maximum of 2 storeys high. Council may permit a 3rd storey if it is satisfied that:</i></p> <ul style="list-style-type: none"> <i>▪ the dwelling is located on a prominent street corner; or</i> <i>▪ the dwelling is located adjacent to a neighbourhood or local centre, public recreation or drainage land, a golf course, or a riparian corridor; or</i> <i>▪ the dwelling is located on land with a finished ground level slope equal to or more than 15%, and is not likely to impact adversely on the existing or future amenity of any adjoining land on which residential development is permitted, having regard to overshadowing, visual impact and any impact on privacy; or</i> <i>▪ the third storey is within the roof line of the building (i.e. an attic).</i> <p>Note: <i>Reference should be made to clause 4.3 of the relevant Precinct Plan for statutory height limits.</i></p> <p><i>2. All development is to comply with the maximum site coverage as indicated in the relevant Tables 4-2 to 4-6.</i></p> <p><i>3. Site coverage is the proportion of the lot covered by a dwelling house and all ancillary development (e.g. carport, garage, shed) but excluding unenclosed balconies, verandahs, porches, al fresco areas etc.</i></p>	YES	<p>The Proposed Development is generally consistent with the maximum permitted building height for the Subject Site and surrounding area under Clause 4.3 of the Sydney Region Growth Centres SEPP. Where height limits are exceeded across the Subject Site a Clause 4.6 Variation Request has been prepared to strategically justify the contravention with the relevant Development Standard, as the objectives of the zone and the Development Standard would not be compromised (refer to Appendix 2).</p> <p>The Proposed Development delivers a high quality urban design outcome, achieved through architecture and landscaping that is attentive to the spaces between buildings and the relationship of individual elements within the Site, overall. Similarly, consideration of the street, riparian corridor and adjoining properties, has contributed to</p>

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	<p>4. <i>The ground floor level shall be no more than 1m above finished ground level.</i></p> <p>5. <i>Dwellings on a battle-axe-lot without public open space or street frontage are to be a maximum of 2 storeys high.</i></p>		<p>the Proposed Development site, providing a positive interface with its surrounds.</p> <p>In particular, the School will uplift the streetscape through the provision of an architecturally designed school, set within landscaped grounds, positioned on a site that was previously used for rural / residential purposes. The School would create an appropriate street address through the orientation of buildings and openings to overlook the street, clearly defined building entries, highly articulated facades and the appropriate treatment of level changes.</p> <p>Generous street setbacks comprising significant vegetation planting would soften the appearance of the built-form.</p>
	<p>4.2.6 Landscape Area</p> <p><i>Objectives:</i></p> <p>a. <i>To encourage the use of native flora species and low maintenance landscaping.</i></p> <p>b. <i>To contribute to effective stormwater management, management of micro-climate impacts and energy efficiency.</i></p> <p>c. <i>To ensure a balance between built and landscaped elements in residential areas.</i></p> <p>d. <i>To create the desired street character.</i></p>	<p>YES</p>	<p>The landscape strategy for the School encompasses the entire site, subject to this SSD Application and intertwines with the built-form proposed, to create flexible indoor and outdoor environments that jointly contribute to the high standard and amenity of the proposed Educational Establishment.</p>

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	<p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. The minimum soft landscaped area within any residential lot is to comply with the controls and principles in the relevant Tables 4-2 to 4-6. Figure 4-10 illustrates areas of a lot that can contribute towards the provision of soft landscaped area and principal private open space.</i> <i>2. Plans submitted with the development application must indicate the extent of landscaped area and nominate the location of any trees to be retained or planted.</i> <i>3. Surface water drainage shall be provided as necessary to prevent the accumulation of water.</i> <i>4. Use of low flow watering devices is encouraged to avoid over watering. Low water demand drought resistant vegetation is to be used for the majority of landscaping, including native salt tolerant trees.</i> 		<p>The proposed landscape design for the Site has been influenced by the following:</p> <ul style="list-style-type: none"> ▪ Education SEPP – Schedule 4; ▪ "Better Placed – Design Guide for Schools"; and ▪ BCC Growth Centres DCP 2018. <p>The landscape strategy for the Proposed Development has been satisfactorily addressed within the EIS in Sections 3.2.4 & 7.2.9. The proposed Landscape Plans and Design Report are located in Appendix 11 of this Submission.</p>
	<p>4.2.7 Private Open Space</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>a. To provide a high level of residential amenity with opportunities for outdoor recreation and relaxation.</i> <i>b. To enhance the spatial quality, outlook, and usability of private open space.</i> <i>c. To facilitate solar access to the living areas and private open spaces of the dwelling.</i> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>1. Each dwelling is to be provided with an area of Principal Private Open Space (PPOS) consistent with the requirements of the relevant Tables 4-2 to 4-6.</i> <i>2. The location of PPOS is to be determined having regard to dwelling design, allotment orientation, adjoining dwellings, landscape features, topography.</i> 	<p>YES</p>	<p>The Proposed Development would provide an Educational Establishment, ultimately servicing the needs of a growing community. The built-form would be further promoted by activated open space, by implementing biometric design elements. These include a State-of the Art educational facility, sporting grounds and pedestrian footpaths, which can be accessed by the school cohort as well as passersby in the area.</p>

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	<p>3. <i>The PPOS is required to be conveniently accessible from the main living area of a dwelling or alfresco room and have a maximum gradient of 1:10. Where part or all of the PPOS is permitted as a semi-private patio, balcony or rooftop area, it must be directly accessible from a living area.</i></p> <p>4. <i>Open space at the front of the dwelling can only be defined as PPOS where this is the only means of achieving the solar access requirements of control 1 above. PPOS at the front of a dwelling must be designed to maintain appropriate privacy (for example raised level above footpath or fencing or hedging) and be consistent with the streetscape design controls in Section 4.2.2.</i></p>		<p>With regard to the Proposed Development, a variety of semi-public and private open spaces connect to the built-form and activate the Site.</p> <p>High quality materials and integrated furniture will create flexible spaces for learning, discovery, study and recreation. The public realm and open space will have a distinctively identifiable character unique to the Site, to create a strong sense of place and community pride / sense of ownership with respect to the Proposal.</p> <p>The Proposed Development embraces Sikh Australian identity with a strong outward focus to the surrounding neighbourhood, emphasising core beliefs of the overarching Sikh philosophy.</p>
	<p>4.2.8 Garages, Site Access and Parking</p> <p><i>Objectives:</i></p> <p>a. <i>To control the number, dimensions and location of vehicle access points. To reduce the visual impact of garages, carports, and parking areas on the streetscape.</i></p> <p>b. <i>To provide safe, secure and convenient access to parking within garages, carports and parking areas, with casual surveillance of private driveways from dwellings and from the street.</i></p> <p>c. <i>To minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths.</i></p> <p>d. <i>To provide predominantly on-site parking for residents.</i></p>	<p>YES</p>	<p>The Traffic and Parking Impact Assessment Report prepared by Positive Traffic (2019) utilised the relevant provisions outlined within the BCC Growth Centres Precinct DCP to calculate the parking requirements for the Proposed Development, for which the Proposal is expected to comply in accordance with each building component proposed;</p>

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	<p><i>Controls:</i></p> <ol style="list-style-type: none"><i>1-2 bedroom dwellings will provide at least 1 car space.</i><i>3 bedroom or more dwellings will provide at least 2 car spaces.</i><i>At least one car parking space must be located behind the building façade line where the car parking space is accessed from the street on the front property boundary.</i> <p>Note: <i>A car space may include a garage, carport or other hard stand area constructed of materials suitable for car parking and access. The required car parking spaces specified above may be provided using a combination of these facilities, including use of the driveway (within the property boundary only) as a parking space.</i></p> <ol style="list-style-type: none"><i>Vehicular access is to be integrated with site planning from the earliest stages of the project to eliminate/reduce potential conflicts with the streetscape requirements and traffic patterns, and to minimise potential conflicts with pedestrians.</i><i>Driveways are to have the smallest configuration possible (particularly within the road verge) to serve the required parking facilities and vehicle turning movements and shall comply with AS2890.</i><i>The location of driveways is to be determined with regard to dwelling design and orientation, street gully pits and trees and is to maximise the availability of on-street parking.</i> <p>Notes: <i>Section 3.2 requires plans of subdivision to nominate driveway locations and preferred building envelopes. The design of dwellings should refer to the approved subdivision plans and be consistent with the nominated driveway locations to the greatest practical extent. Controls for driveways and access to corner lots are contained in Section 3.1.4 and Figure 3-7.</i></p> <ol style="list-style-type: none"><i>Driveways are not to be within 1m of any drainage facilities on the kerb and gutter.</i><i>Planting and walls adjacent to driveways must not block lines of sight for pedestrians, cyclists and motorists.</i><i>Driveways are to have soft landscaped areas on either side, suitable for water infiltration.</i><i>Garages are to be designed and located in accordance with the controls in relevant Tables 4-2 to 4-6.</i>		and the operation of each building component (refer to Appendix 18).
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	<p><i>11. Garage design and materials are to be consistent with the dwelling design.</i></p> <p><i>For front loaded garages:</i></p> <p><i>12. Single garage doors should be a maximum of 3m wide and double garage doors should be a maximum of 6m wide.</i></p> <p><i>13. Minimum internal dimensions for a single garage are 3m wide by 5.5m deep and for a double garage 5.6m wide by 5.5m deep.</i></p> <p><i>14. Garage doors are to be visually recessive through use of materials, colours, and overhangs such as second storey balconies.</i></p> <p><i>15. Three car garages are only permitted in the Environmental Living and Large Lot Residential zones where:</i></p> <ul style="list-style-type: none"> ▪ <i>At least one of the garage doors is not directly visible from a public road; or</i> ▪ <i>One of the car spaces is in a stacked configuration; or</i> ▪ <i>The total width of the garage is not more than 50% of the length of the building facade.</i> <p><i>For garages accessed from a laneway or shared driveway:</i></p> <p><i>16. Minimum garage door width of 2.4m (single) and 4.8m (double).</i></p> <p><i>17. All garages, site access and parking will be designed in accordance with the Department of Planning and Environment Delivery Note: Laneways.</i></p>		
	<p>4.2.9 Visual and Acoustic Privacy</p> <p><i>Objectives:</i></p> <p><i>a. To site and design dwellings to meet user requirements for visual and acoustic privacy, while minimising the visual and acoustic impacts of development on adjoining properties.</i></p> <p><i>b. To minimise the impact of noise of other non-residential uses such as parking and sport areas, restaurants and cafes and waste collection and goods deliveries.</i></p> <p><i>Controls:</i></p> <p><i>1. Figure 4-11 provides guidance to applicants on measures to mitigate the impacts of rail and traffic noise within the Precinct.</i></p> <p><i>2. Development will require an acoustic report where it is:</i></p>	<p>YES</p>	<p>A Noise and Vibration Impact Assessment has been undertaken and prepared by Resonate (2019), which considers the potential noise and vibration impacts as a result of the Proposed Development. The Noise and Vibration Impact Assessment outlines mitigation and management measures based on the data collect in accordance with the relevant Noise Policy for Industry</p>

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	<ul style="list-style-type: none"> ▪ <i>adjacent to railway line, arterial or sub-arterial roads; or</i> ▪ <i>potentially impacted upon by a nearby industrial / employment area.</i> <ol style="list-style-type: none"> 3. <i>Direct overlooking of main habitable areas and the private open spaces of adjoining dwellings should be minimised through building layout, window and balcony location and design, and the use of screening devices, including landscaping.</i> 4. <i>Living area windows with a direct sightline to Principal Private Open Space of the habitable room windows in an adjacent dwelling within 9.0 metres are to:</i> <ul style="list-style-type: none"> ▪ <i>be obscured by fencing, screens or appropriate landscaping, or</i> ▪ <i>be offset from the edge of one window to the edge of the other by a distance sufficient to limit views into the adjacent window; or</i> ▪ <i>have sill height of 1.7 metres above floor level; or</i> ▪ <i>have fixed obscure glazing in any part of the window below 1.7 metres above floor level.</i> 5. <i>The design of dwellings must minimize the opportunity for sound transmission through the building structure, with particular attention given to protecting bedrooms and living areas.</i> 6. <i>In attached and semi-detached dwellings, bedrooms of one dwelling are not to share walls with living spaces or garages of adjoining dwellings, unless it is demonstrated that the shared walls and floors meet the noise transmission and insulation requirements of the Building Code of Australia.</i> 7. <i>No electrical, mechanical or hydraulic equipment or plant shall generate a noise level greater than 5dBA above background noise level measured at the property boundary during the hours 7.00am to 10.00pm and noise is not to exceed background levels during the hours 10.00pm to 7.00am.</i> 8. <i>Dwellings along main roads, or any other noise source, should be designed to minimize the impact of traffic noise.</i> 9. <i>The internal layout of residential buildings, window openings, the location of outdoor living areas (i.e. courtyards and balconies), and building plant should be designed to minimise noise impact and transmission.</i> 10. <i>Noise walls are not permitted.</i> 		<p>criterion, which aims to reduce acoustic impacts and any associated potential noise generation on nearby sensitive receivers, as a result of the Proposed Development (refer to Appendix 20).</p> <p>Furthermore, deep-soil landscaping planting proposed by Sym Studio, satisfactorily considers increased landscape planting along potentially impacted sensitive views, which will provide additional landscape screening and increased privacy across the Site (refer to Appendix 11).</p>
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	<p>11. Development effected by noise from rail or traffic noise is to comply with AS2107-2000 Acoustics: Recommended Design Sound Levels and Reverberation Times for Building Interiors.</p> <p>12. Residential development shall aim to comply with the criteria in Table 4-7. Figure 4-12 provides guidance on measures to manage internal noise levels.</p> <table><tr><td colspan="3">Table 4-7: Noise criteria for residential premises impacted by traffic noise</td></tr><tr><td></td><td>Sleeping areas</td><td>Living areas</td></tr><tr><td>Naturally ventilated/ windows open to 5% of the floor area (Mechanical ventilation or air conditioning systems not operating)</td><td>LAeq 15 hours (day): 40dBA LAeq 9 hour (night): 35dBA</td><td>LAeq 15 hours (day): 45dBA LAeq 9 hour (night): 40dBA</td></tr><tr><td>Doors and windows shut (Mechanical ventilation or air conditioning systems are operating)</td><td>LAeq 15 hours (day): 43dBA LAeq 9 hour (night): 38dBA</td><td>LAeq 15 hours (day): 46dBA LAeq 9 hour (night): 43dBA</td></tr></table>	Table 4-7: Noise criteria for residential premises impacted by traffic noise				Sleeping areas	Living areas	Naturally ventilated/ windows open to 5% of the floor area (Mechanical ventilation or air conditioning systems not operating)	LAeq 15 hours (day): 40dBA LAeq 9 hour (night): 35dBA	LAeq 15 hours (day): 45dBA LAeq 9 hour (night): 40dBA	Doors and windows shut (Mechanical ventilation or air conditioning systems are operating)	LAeq 15 hours (day): 43dBA LAeq 9 hour (night): 38dBA	LAeq 15 hours (day): 46dBA LAeq 9 hour (night): 43dBA		
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	<p>4.2.10 Fencing</p> <p><i>Objectives:</i></p> <p>a. To ensure boundary fencing is of a high quality and does not detract from the streetscape.</p> <p>b. To encourage the active use of front gardens through provision of a secure area.</p> <p>c. To ensure that rear and side fencing will assist in providing privacy to private open space areas.</p> <p>d. To ensure that fence height, location and design will not affect traffic and pedestrian visibility at intersections.</p> <p><i>Controls:</i></p> <p>1. Front fencing shall be a maximum of 1m high.</p> <p>2. Front fences and walls are not to impede safe sight lines for traffic.</p> <p>3. Side and rear fences are to be a maximum of 1.8m high.</p> <p>4. Side fences not on a street frontage are to be a maximum of 1m high to a point 2m behind the primary building façade.</p> <p>5. On corner lots or lots that have a side boundary that adjoins open space or drainage, the front fencing style and height is to be continued along the secondary street or open space/drainage land frontage to at least 4m behind the building line of the dwelling. Principles for corner lots are illustrated at Figure 4-13.</p> <p>6. On boundaries that adjoin open space or drainage land, fencing is to be of a high quality material and finish. The design of the</p>	<p>YES</p>	<p>Perimeter fencing has been proposed to be strategically placed around the Site in accordance with the positions identified within the Architectural and Landscape Plans located within Appendix 8 & 11.</p>												

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	<p><i>fencing is to permit casual surveillance of the public space by limiting fence height to 1m or by incorporating see through materials or gaps for the portion of the fence above 1m high.</i></p> <p><i>7. Pre-painted steel or timber paling or lapped/capped boundary fencing is not permitted adjacent to open space or drainage land or on front boundaries.</i></p> <p><i>8. Fencing that adjoins mews or rear access ways is to permit casual surveillance.</i></p>		
4.4 Other Development in Residential Areas	<p>4.4.1 General Requirements</p> <p><i>Objectives:</i></p> <p><i>a. To establish appropriate controls to minimise the adverse effects of non-residential development on surrounding residential development.</i></p> <p><i>b. To maintain consistency in development standards between non-residential and residential land uses and ensure that buildings are similar in height, bulk and scale to surrounding buildings.</i></p> <p><i>c. To ensure that non-residential development is appropriately located.</i></p> <p><i>d. To avoid concentrations of non-residential uses in any particular area where the cumulative impact on residential amenity would be unacceptable.</i></p> <p><i>Controls:</i></p> <p><i>1. Site analysis information as required by clause 4.1.1 is to be submitted with all applications for non-residential development in residential zones.</i></p> <p><i>2. Except as provided for in the specific controls below, non-residential development on residential zoned land is to be located on allotments that have a frontage width of greater than 15 metres.</i></p> <p>Note: <i>The relevant Precinct Plan specifies minimum site area development standards for some non-residential land uses within residential zones.</i></p> <p><i>3. Non-residential development on residential zoned land is to comply with the requirements of Section 4.1 and Clauses 4.2.9 to 4.2.10 of this DCP in relation to residential amenity and sustainable building design.</i></p>	YES	<p>The Architectural Plans prepared by PMDL; Landscape Plans prepared by Sym Studio; and the Civil Engineering Plans prepared by Martens have satisfactorily considered Council's controls and general requirements in accordance with Section 4.4.1 of the BCC Growth Centres DCP, with respect to non-residential development (refer to Appendix 8-13).</p>

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	<ol style="list-style-type: none">4. <i>For all non-residential development, the controls relating to lots with frontages greater than 15 metres in the following clauses of this DCP apply:</i><ul style="list-style-type: none">▪ <i>Clause 4.2.3 Front setbacks;</i>▪ <i>Clause 4.2.4 Side and rear setbacks;</i>▪ <i>Clause 4.2.5 Dwelling height, massing and siting; and</i>▪ <i>Clause 4.2.8 Garages, site access and parking.</i>5. <i>Non-residential development is not permitted on battle-axe allotments.</i>6. <i>The maximum site coverage of buildings is 60% of the total site area.</i>7. <i>The minimum landscaped area for non-residential development is 20% of the total site area of the allotment.</i>8. <i>Provision of car parking for non-residential uses will be assessed by Council on an individual basis but must be sufficient to meet demand generated by staff and visitors.</i>9. <i>Where there is an inconsistency between the general requirements of this clause and the specific controls in clauses 4.4.2 to 4.4.5 prevail.</i>10. <i>Council will have particular regard to the effects of non-residential development in the residential zones. Council will consider whether:</i><ul style="list-style-type: none">▪ <i>the proposed development will be out of character with surrounding residential development, particularly in relation to the height and/or scale of any proposed buildings;</i>▪ <i>the proposed development will contribute to an undesirable clustering of that type of development, or non-residential uses in general, in the area;</i>▪ <i>an undesirable effect on the amenity of the surrounding area will be created;</i>▪ <i>the proposed use will draw patronage from areas outside of the surrounding neighbourhood, and the extent to which that patronage might impact on the amenity of residents through factors such as traffic generation, noise or the overall scale of the non-residential use;</i>▪ <i>a noise nuisance will be created;</i>		
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	<ul style="list-style-type: none"> ▪ <i>the development will generate traffic out of keeping with the locality;</i> ▪ <i>adequate facilities are provided for the purposes of parking, loading and deliveries;</i> ▪ <i>adequate provision is made for access by disabled persons.</i> <p>11. <i>Non-residential development in residential zones should be similar in bulk, scale, height and siting to the surrounding buildings.</i></p> <p>12. <i>Finishes, materials, paving and landscaping are to be consistent with those of surrounding residential development.</i></p>		
	<p>4.4.2 Child Care Facilities</p> <p><i>Objectives:</i></p> <ol style="list-style-type: none"> <i>To ensure all local communities have convenient access to high quality child care services.</i> <i>To ensure that child care centres provide a safe, healthy and active environment for children of all ages.</i> <i>To encourage the provision of facilities to satisfy local demand for child care places, including the provision of more places for children under 2 years of age.</i> <i>To promote design excellence in child care development.</i> <i>To ensure that the amenity and character of residential neighbourhoods is protected and preserved.</i> <i>To ensure that safe access and car parking is provided for staff and visitors.</i> <i>To ensure that the principles of ecologically sustainable development are implemented in the provision of child care services.</i> <i>To provide guidance on preparing a Development Application (DA) for child care centres.</i> <p><i>Controls:</i></p> <ol style="list-style-type: none"> <i>The following controls apply to child care centres in residential zones:</i> 	YES	<p>The Proposed Development includes provisions for an Early Learning Centre (ELC), constituting the Standard Instrument definition of a Child Care Facility.</p> <p>It is noted, that the design of the ELC has been done so to satisfactorily address the relevant controls outlined within the table concerning Child Care Facilities in Section 4.4.2 of the BCC Growth Centres DCP.</p>

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	<table><tr><th>Control</th><th>Requirements</th></tr><tr><td>Distance separation</td><td>The site must not be adjoining or directly across the road from another approved or operating child care centre.</td></tr><tr><td>Minimum allotment size</td><td>900 sqm is recommended</td></tr><tr><td>Minimum frontage width</td><td>26 m is recommended</td></tr><tr><td>Maximum site coverage</td><td>50%</td></tr><tr><td>Minimum landscape area</td><td>30%</td></tr><tr><td>Max no. of storeys</td><td>a) 2 storeys (child care centre ground floor only) b) Any storeys above the ground floor must not be used for purposes other than storage or staff facilities</td></tr><tr><td>Minimum floor to ceiling height</td><td>2.4 m</td></tr><tr><td>Capacity</td><td>40 places for children is recommended with at least 4 places for children under 2 years of age</td></tr><tr><td>Minimum unencumbered indoor play space</td><td>3.25 sqm per child (irrespective of age)</td></tr><tr><td>Minimum unencumbered outdoor play space (excluding landscaping)</td><td>7 sqm per child (irrespective of age)</td></tr><tr><td>Minimum sandpit areas</td><td>0.5 sqm per child or 12 sqm overall (minimum depth of 600 mm)</td></tr><tr><td>Front setback</td><td>6 m</td></tr><tr><td>Front car parking setback</td><td>2 m (Setback must be landscaped)</td></tr><tr><td>Front outdoor play space setback</td><td>1 m (Setback must be landscaped)</td></tr><tr><td>Side setback</td><td>1 m (Side setback must be landscaped)</td></tr><tr><td>Rear setback</td><td>1 m (Rear setback must be landscaped)</td></tr><tr><td>Secondary street frontage setback</td><td>3 m</td></tr><tr><td>Storage facilities setback</td><td>3 m</td></tr><tr><td>Staff car parking</td><td>1 space per employee</td></tr><tr><td>Visitor car Parking</td><td>1 space per 6 children</td></tr><tr><td>Additional dedicated car parking</td><td>Refer to BDCP 2015 for the rate of car spaces required for:</td></tr><tr><th>Control</th><th>Requirements</th></tr><tr><td></td><td>a) Disabled parking and service vehicles b) A designated cook c) Any dwelling component</td></tr><tr><td>Access and parking</td><td>a) All vehicles must enter and exit the site in a forward direction b) Traffic arrangements must allow for the safe 'drop off' and 'pick up' of children c) Stacked car parking arrangements are prohibited d) Underground parking is not permitted in low density residential areas e) Applications to amend the terms of any consent must address the need for additional car parking if children or staff numbers change.</td></tr></table>	Control	Requirements	Distance separation	The site must not be adjoining or directly across the road from another approved or operating child care centre.	Minimum allotment size	900 sqm is recommended	Minimum frontage width	26 m is recommended	Maximum site coverage	50%	Minimum landscape area	30%	Max no. of storeys	a) 2 storeys (child care centre ground floor only) b) Any storeys above the ground floor must not be used for purposes other than storage or staff facilities	Minimum floor to ceiling height	2.4 m	Capacity	40 places for children is recommended with at least 4 places for children under 2 years of age	Minimum unencumbered indoor play space	3.25 sqm per child (irrespective of age)	Minimum unencumbered outdoor play space (excluding landscaping)	7 sqm per child (irrespective of age)	Minimum sandpit areas	0.5 sqm per child or 12 sqm overall (minimum depth of 600 mm)	Front setback	6 m	Front car parking setback	2 m (Setback must be landscaped)	Front outdoor play space setback	1 m (Setback must be landscaped)	Side setback	1 m (Side setback must be landscaped)	Rear setback	1 m (Rear setback must be landscaped)	Secondary street frontage setback	3 m	Storage facilities setback	3 m	Staff car parking	1 space per employee	Visitor car Parking	1 space per 6 children	Additional dedicated car parking	Refer to BDCP 2015 for the rate of car spaces required for:	Control	Requirements		a) Disabled parking and service vehicles b) A designated cook c) Any dwelling component	Access and parking	a) All vehicles must enter and exit the site in a forward direction b) Traffic arrangements must allow for the safe 'drop off' and 'pick up' of children c) Stacked car parking arrangements are prohibited d) Underground parking is not permitted in low density residential areas e) Applications to amend the terms of any consent must address the need for additional car parking if children or staff numbers change.	
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<p>2. <i>Child care centres are not appropriate on the following land:</i></p> <ul style="list-style-type: none">▪ <i>land that has direct frontage to a classified road or an arterial or sub-arterial road (refer to clause 3.1.4);</i>▪ <i>opposite "T" intersections or on bends where sight distances are limited and may create dangerous conditions for vehicle entry to and exit from the site;</i>▪ <i>traffic light intersections;</i>▪ <i>adjacent to entry/exit points onto or directly accessible from roundabouts;</i>▪ <i>on roads that end in a cul-de-sac or dead end;</i>																																																				

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	<ul style="list-style-type: none">▪ <i>The provisions of suitable external lighting for the safety of users of the site.</i> <p><i>Pre-lodgement meeting</i></p> <p>5. <i>Applicants are encouraged to discuss proposals with Council prior to the preparation of a DA. This will ensure that any site issues or design constraints can be identified at an early stage prior to the preparation of any detailed plans or reports.</i></p> <p><i>Prior to pre-lodgement discussion with Council, applicants are advised to familiarise themselves with Council's controls and guidelines, and the requirements of the Education and Child Services National Law and National Regulations and SEPP (Educational Establishments and Child Care Facilities) 2017 to that ensure proposals meet the necessary standards.</i></p> <p><i>Approvals</i></p> <p>6. <i>Development for the purpose of a child care centre requires 2 approvals:</i></p> <ul style="list-style-type: none">▪ <i>Development Application</i> <i>Development Consent is required from Blacktown City Council under the Environmental Planning and Assessment (EP&A) Act 1979. Development Applications for child care centres will be assessed against the provisions of the State Environmental Planning Policy (Sydney Region Growth Centres) 2006, SEPP (Educational Establishments and Child Care Facilities) 2017, BCC Growth Centre Precincts Development Control Plan 2010, and Blacktown Development Control Plan 2015, and will also be considered in relation to the merits of the application.</i>▪ <i>Approval to operate</i> <i>An approval to operate is required from the NSW Department of Education. To obtain an approval, the Education and Care Services National Law requires a child care services operator to comply with the Education and Care Services National Regulations. The Regulations can be found at the Australian</i>		
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	<p><i>Children's Education and Care Quality Authority's website:</i> www.acecqa.gov.au.</p> <p>7. <i>Development Consent is required for child care centres from Blacktown City Council under the Environmental Planning and Assessment (EP&A) Act 1979. Consent from Council is also required for the expansion or alteration of an existing child care centre, including:</i></p> <ul style="list-style-type: none">▪ <i>Physical changes to the building, provision of play space or access arrangements</i>▪ <i>Increasing the approved number of children</i>▪ <i>Amending the hours of operation</i>▪ <i>The establishment of Out-of-School Hours (OOSH) care.</i> <p><i>In the case of alterations to an existing child care centre, a new approval from the NSW Department of Education may be required once Council has provided Development Consent.</i></p> <p><i>Development Application submission requirements</i></p> <p>8. <i>All plans and supporting documentation should be prepared by a suitably qualified consultant.</i></p> <p>9. <i>At a minimum an application for a child care centre must include:</i></p> <ul style="list-style-type: none">a. <i>A site plan</i>b. <i>Architectural plans</i>c. <i>A location analysis plan showing all existing and approved child care centres within a 2 km radius</i>d. <i>A landscape plan and associated documentation to identify existing vegetation and community plant species, and design elements of the site layout including shade measures for play spaces and fencing</i>e. <i>A statement of environmental effects</i>f. <i>A written statement signed by the architect and prospective child care service provider (if available) acknowledging that the plans have been prepared in accordance with the Education and Child Services National Regulations</i>g. <i>A schedule of external materials and colours</i>h. <i>A traffic and parking report</i>i. <i>An acoustic report</i>		
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	<p>j. <i>An operational plan of management for the proposed child care centre</i></p> <p>k. <i>A fire safety and evacuation plan</i></p> <p>l. <i>A waste management plan.</i></p> <p>10. <i>Additional documentation will be required to address specific site or design issues (for example a crime risk assessment report, flora and fauna assessment report or a geotechnical report)</i></p> <p><i>Child care centre guideline</i></p> <p>11. <i>Further detailed requirements for the design of a child care centre in respect of internal design, external design and child safety are provided in Council's Child Care Centre Guide 2016.</i></p>		
	<p>4.4.3 Educational Establishments and Places of Worship</p> <p><i>Objectives:</i></p> <p>a. <i>To ensure appropriate provision and equitable distribution of education, establishments and places of public worship within the Precinct.</i></p> <p>b. <i>To ensure that buildings are not out of character with the type, height, bulk and scale of surrounding buildings.</i></p> <p>c. <i>To encourage the appropriate location of facilities to create community focal points, centres of neighbourhood activity and enhance community identity.</i></p> <p>d. <i>To mitigate the impacts of noise, privacy, increased traffic and nuisance on surrounding residential development.</i></p> <p>e. <i>To foster iconic and landmark building design within each Precinct.</i></p> <p><i>Controls:</i></p> <p>1. <i>Places of worship are to be located within centres or co-located with other community facilities in residential areas so as to create a community focal point, to share facilities such as parking, and to minimise impacts on residential areas.</i></p> <p>2. <i>Places of public worship and educational establishments are preferably to be located on land with frontage to a collector road. Corner site are preferred.</i></p> <p>3. <i>In assessing applications, Council will consider the following:</i></p> <ul style="list-style-type: none"> ▪ <i>the privacy and amenity of adjoining developments;</i> 	<p>YES</p>	<p>The Proposed Development includes provisions for an Educational Establishment (Sikh Grammar School) including an ancillary Place of Public Worship (Gurdwara & Langar), which would also be utilised as a Multi-Purpose Hall for the school curriculum activities and exercises.</p> <p>The design of the proposed building components has been strategically informed by Council's relevant development controls requiring consideration for which supporting consultant documentation in the form of Architectural Plans; Landscape Plans; Traffic and Parking Impact Assessment; and a Noise and Vibration Impact Assessment have been provided and confirm compliance can be achieved with the relevant parameters</p>

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	<ul style="list-style-type: none">▪ <i>the need and adequacy for provision of buffer zones to surrounding residential development;</i>▪ <i>urban design;</i>▪ <i>location;</i>▪ <i>the size of the land where the development is proposed;</i>▪ <i>traffic generation and the impacts of traffic on the road network and the amenity of nearby residents;</i>▪ <i>the availability of parking;</i>▪ <i>the scale of buildings and their capacity; and</i>▪ <i>hours of operation and noise impacts.</i> <p>4. <i>A traffic and transport report/statement is to accompany the Development Application addressing the impact of the proposed development on the local road system and defining car parking requirements.</i></p> <p>Note: <i>Due to the high level of traffic generation and peak nature of traffic volumes accessing these types of land uses, assessment of traffic impacts and pedestrian requirements is required and mitigation measures may need to be incorporated in the design. Such measures may include pedestrian crossings, speed control devices, pedestrian refuges on streets to which the development fronts and the provision of bus and drop off bays. School zones will require additional safety measures such as school crossings, 40 km/h school speed zones and flashing lights in accordance with RTA requirements.</i></p> <p>5. <i>A landscape plan and associated documentation is to be submitted with the Development Application identifying existing vegetation and community plant species and/or existing design elements of the site layout, and the proposed landscaping treatment of the development.</i></p> <p>6. <i>Car parking spaces shall be provided on site in accordance with Table 4-11.</i></p>		and controls they were assessed against (refer to Appendix 8, 11, 18 & 20). The Proposed Development would not cause any adverse impacts on existing and future planned residential receivers within the surrounding and immediate context.
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Table 4-11: Car parking requirements for places of public worship and educational establishments

Land use	Parking requirement
Places of Public Worship	1 space per 4 seats Or 1 space per 10m ² of seating area (whichever is greater)
Primary and Secondary Schools	1 space per staff member Plus 1 space per 100 students
Senior High School	1 space per staff member 1 space per 5 students in Year 12
Tertiary and Adult Educational Establishments	1 space per 5 seats Or 1 space per 10m ² of floor area (whichever is greater)

7. For certain uses, the provision of overflow parking may be necessary particularly where such developments incorporate halls used for social gatherings. Overflow parking areas could be provided on open grassed areas and need not be formally sealed or line-marked. Proposed overflow parking areas are to be clearly shown on plans submitted with the Development Application.
8. Development must be designed to minimise the possibility of noise disturbance to the occupants of adjoining or neighbouring dwellings.
9. Development must be designed to minimise the possibility of noise to the occupants of adjoining or neighbouring dwellings.
10. Where it is likely that a development may cause an adverse noise impact on nearby residential areas, an acoustic report will be required to be submitted to council with the Development application,
11. Development must comply with DECCW noise guidelines in clause 4.2.9.
12. Where appropriate buffers should be put in place to limit noise impacts on the surrounding area.
13. Sources of noise such as garbage collection, machinery, parking areas and air conditioning plants are sited away from adjoining properties and screened/ insulated by walls or other acoustic treatment. Noise levels are not to exceed specified limits at the most affected point of the property boundary.
14. The general hours of operation for places of public worship and educational establishments are between 7am and 9pm.
15. Variation to the approved hours of operation may be approved by Council subject to other requirements or a merit assessment.

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	Note: Legislation covering noise impacts and hours of operation is the Protection of the Environment Operations Act 1997 and the Protection of the Environment (Noise Control) Regulation 2000 (Noise Control Regulation). Applicants should also refer to the Department of Environment, Climate Change and Water website (http://www.environment.nsw.gov.au) for more information regarding noise control.		
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