

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

~~19 February 2014~~ 14 November 2022

Part 2.6 must be read in conjunction with Part 1

Refer to Part 3.2 – 3.7 for residential development in residential zones

Refer to Part 3.8 for non residential development in residential zones

Key for the text colours

This document provides all the proposed changes to the existing Part 2.6 of the Liverpool Development Control Plan 2008. Different text colours are used to enhance the legibility as explained in Table 1 below.

Table 1 – Key for the text colours

Text colours	Reason/ Interpretation
Black Text	Existing text to remain
Red Text (with strikethrough)	Existing text to be deleted
Green Text	Proposed new text

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Liverpool Development Control Plan 2008

Part 2.6 Holsworthy Station Area

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1. Preliminary

Applies to

1. This Part applies to land identified ~~on Appendix 4~~ in Figure 1, being the Holsworthy Local centre.
2. Part 1 also applies.
3. Controls on Non Residential Development in Residential Zones in this locality are in Part 3.8.
4. Controls on Non Business Development within Business Zones in this locality are in Part 6.

Background

The Holsworthy Station Area was rezoned under Liverpool LEP 1997 Amendment No 45. The area was originally subject to Liverpool DCP No. 43, which came into force on 27th February 2002. A portion of the site was developed between 2002 and 2008. The Holsworthy Local Centre is the remaining area that is not yet developed and is accordingly incorporated into this DCP in Section 3 - Controls for Private Domain. ~~The remaining area that is not yet fully developed and is accordingly incorporated into this DCP.~~

Objectives

To ensure that:

- a) A high quality standard of development is carried out.
- b) The development of land parcels is co-ordinated.
- c) A framework for a high quality amenity and character for the new neighbourhood is set.
- d) The environmental integrity of the area is protected.
- e) High quality landscaped areas are provided in public spaces.

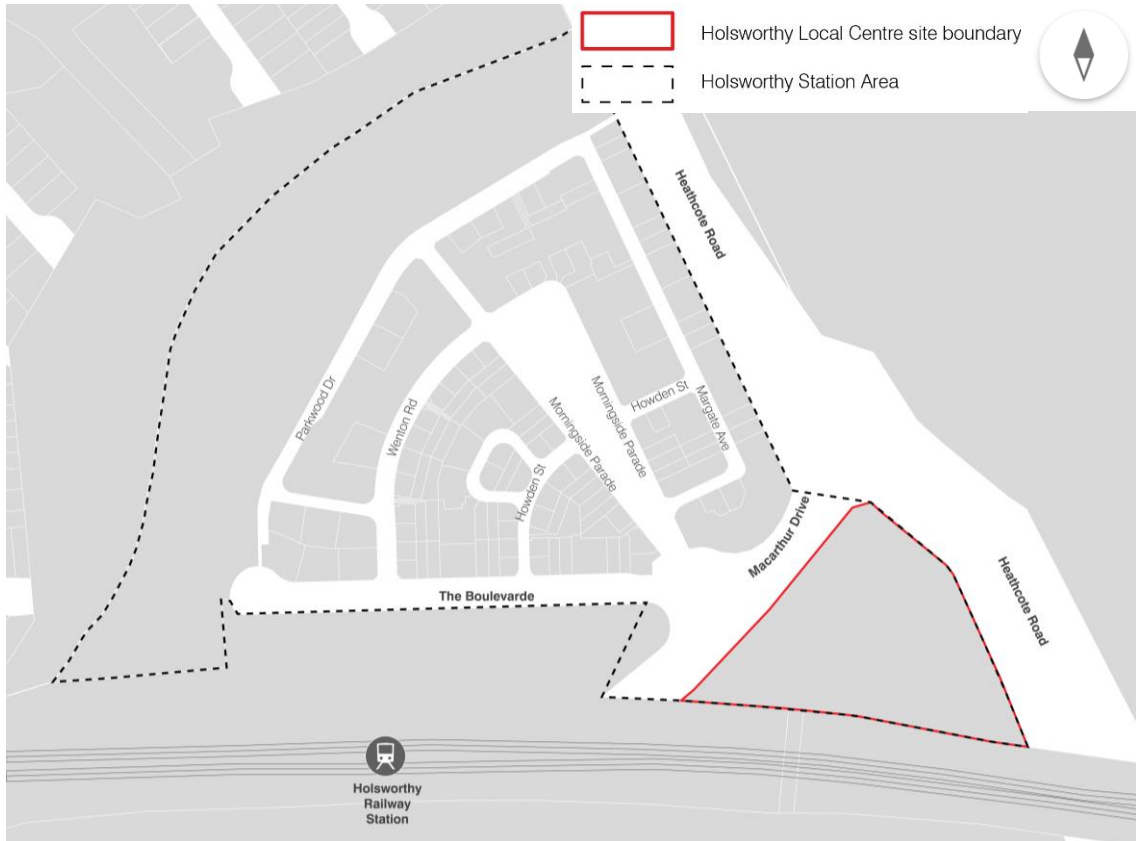


Figure 1 – Land to which this Part applies

2. Controls for Public Domain

2.1 Streets and Pathways

Objectives

- ~~a) To provide an attractive residential street environment.~~
- a) To provide for the safe and efficient circulation of traffic.
- b) To provide for the safe and efficient movement of pedestrians with particular regard to the provision of clear and safe access routes for people who have a disability.
- c) To provide for efficient movement of local bus services and direct pedestrian access for all members of the community including those with disabilities.
- d) The town centre development shall provide for a strong visual and physical connection with the Holsworthy station precinct to provide for adequate pedestrian circulation.
- e) To provide connectivity in the street layout.
- ~~f) To provide for adequate drainage paths.~~
- f) To provide for the safe and efficient movement of cyclists.
- g) Encourage Water Sensitive Urban Design (WSUD) and provide a dedicated allocated space for vegetation/planting along the streets.
- h) To provide streets that prioritise pedestrians, cyclists and use of public transport.

Controls

Pedestrian

1. Streets other than those shown in **Figure 1** shall be located and designed to the satisfaction of Council.
2. A pedestrian accessibility and safety plan shall be prepared with any development application for the local centre, clearly showing how pedestrians and cyclists can connect safely and efficiently between the town centre and Holsworthy station.
3. The pedestrian/cyclist pathway shall have clear sight lines and incorporate CPTED principles.
4. Activate the street edge to encourage activity and safety with the street and pedestrian network.
5. Ensure that street trees and other plantings within the road reserve integrates with the pedestrian network.

Roads

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

Subdivision

- ~~1. All applications to subdivide and/or develop land shall be generally in accordance with the street layout shown in Appendix 1.~~
- ~~2. Streets other than those shown in Appendix 1 shall be located and designed to the satisfaction of Council.~~

Variations to street layout

- ~~1. To approve a development application which proposes to change the location of the streets shown in Appendix 1 or locate streets that are not shown in Appendix 1, Council must be satisfied that:
 - ~~— The streets provide for a safe movement system.~~
 - ~~— Intersections are “safety-designed”.~~
 - ~~— Other property owners are not unduly disadvantaged by the change.~~
 - ~~— Street location does not close off options for future development of adjoining land.~~
 - ~~— Drainage paths are adequately maintained.~~
 - ~~— The requirements of servicing authorities are met.~~~~
- ~~2. For changes or additions to the proposed road system, which Council considers minor, Council will consult with affected property owners prior to determining the application.~~

2.2 ~~Open Space & Environment Protection~~ Public Open Space

Objectives

- a) To ensure adequate provision and distribution of public open space to meet the needs of the residents, workers and visitors.
- b) To provide primary active retail frontages along Macarthur Drive centred around a new public plaza.
- c) To provide links between the open space areas and community and retail facilities.
- ~~b) To retain and integrate existing landscape elements, such as vegetation and topographic features, in the design of new development~~
- ~~c) To provide links between the open space areas and community and retail facilities.~~
- ~~d) To ensure adequate provision for native riparian vegetation to maintain and improve the ecological sustainability of Harris Creek.~~
- ~~e) To provide a link for other biological areas and communities.~~
- ~~f) To preserve, enhance and protect native bushland.~~

Controls

1. A new central plaza should be provided along Macarthur Drive which must:
 - i. Be a minimum size of 1,000sqm;
 - ii. Be provided with a minimum of 50% of direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June (mid winter);
 - iii. Include a combination of soft and hard landscaping with tree plantings for shading and cooling;
 - iv. Be activated with retail uses overlooking and facing the plaza;
 - v. Be visible and accessible from Macarthur Drive and the station precinct;
 - vi. Include universal design provisions; and
 - vii. Include passive irrigation measures for tree planting and vegetation within the public domain.
- ~~1. Where the removal of remnant vegetation on land zoned RE1 – Public Recreation or E2 Environment Protection is proposed this may invoke the provisions of State Environmental Planning Policy No 19 Bushland in Urban Areas. It is advisable to consult Council in this regard.~~
- ~~2. Open space areas are to be generally provided as shown on Liverpool LEP 2008 Map.~~
- ~~3. The open space zone adjacent to Harris Creek shall be dedicated in full to Council within six (6) months of the issue of the subdivision certificate for the creation of the open space. The open space shall be embellished to Council's satisfaction prior to such dedication.~~
- ~~4. The environmental protection zone adjacent to Harris Creek shall be dedicated in full to Council within six (6) months, after a Management Plan has been approved by the Department of Natural Resources (DNR) and implemented by the applicant. This plan will include the measures to fund, restore, enhance and improve, and the maintenance of the riparian vegetation, upon completion of any flood mitigation works, agreed upon by Council and DNR.~~

3. Controls for Private Domain

3.1 **Holsworthy Local Centre** Site Planning

Objective

- a) To provide an attractive, accessible mixed-use centre providing for retail, commercial, residential, recreation, community facilities and public transport adjacent to Macarthur Drive, Holsworthy.
- b) The site must function as a local, neighbourhood centre that allows for a range of uses including retail, commercial, residential, community and recreation uses to support the existing and future community.
- c) Reduce visual and built form impacts on neighbouring low scale residential properties to the west.

Controls

1. The location of the centre shall be as shown in Appendix Figure 2.
- ~~2. The maximum gross leasable retail floor area within the centre shall not exceed 7,250sqm. The maximum gross leasable floor area for commercial use shall not exceed 1,200sqm.~~
- ~~3. The design of the centre shall comply with the urban design guidelines as depicted in the Holsworthy Local Centre Principles Plan (refer to Appendix 3) and, in doing so, recognise and provide for the following:
 - ~~— The centre shall be compatible with the adjoining residential area.~~
 - ~~— The centre shall be capable of permitting individual shops to trade outside normal business hours.~~
 - ~~— The centre's car parking area and its surrounds are landscaped to Council's satisfaction.~~
 - ~~— The design and location of the centre's loading area minimises any adverse impacts on the amenity of the adjoining residential area.~~
 - ~~— Convenient and inclusive access is provided between the retail centre and points of access to public transport.~~
 - ~~— All areas of the centre are to be safe and secure.~~
 - ~~— The design of the centre's Macarthur Drive precinct addresses that street in such a manner as to create a distinct "main street" identity.~~
 - ~~— Inclusive pedestrian access is provided to the centre by way of Macarthur Drive.~~
 - ~~— Principles of Crime Prevention Through Environmental Design (CPTED) are to be incorporated into the design of the centre.~~~~
- ~~4. A minimum 2 m wide landscape strip is required along the site frontages to enhance the streetscape as shown in Appendix 3. The design of the centre and architectural elements will minimise the impact of building bulk, loading docks and hard paved areas. Landscaping is required to soften the visual impact of the centre, as appropriate.~~

- ~~5. The character of the buildings, and the scale and bulk of the overall site's development shall be made to relate to a human scale of proportion by observance of the following requirements:

 - ~~— Any parapet walls provide visual relief by the incorporation of variations to height and mass in elevation.~~
 - ~~— Concepts of articulation are observed in the form of detail work stepping, and increased facade articulation.~~
 - ~~— Entry points to the centre are visually obvious and inviting, with features such as protruding porches, verandahs or canopy form structures assisting this purpose.~~~~
- ~~6. Residential development is encouraged in conjunction with the retail and commercial development. In this regard, Council may consider a variation of the building height limit (refer to Appendix 3).~~
- ~~7. Signage for the site development is to be an integral part of the overall concept that provides for consistency.~~
- ~~8. One pole or pylon sign not exceeding 5m in height from the ground level is permitted. The sign is not to exceed 5sqm in area. The sign is to be located within an area of 5m, (frontage dimension) by 3m (depth dimension) on either side of the ingress / egress points, subject to compliance with site distance requirements.~~
- ~~9. Signs are not permitted at locations where they are hazardous to traffic.~~
- ~~10. Roof signs or fins above the roofline are prohibited.~~
- ~~11. Signage is not to extend laterally beyond or vertically above the top of the wall to which it is attached and is not to cover any windows or architectural features.~~
- ~~12. Appropriate directional signage will be provided in the vicinity of the interchange, walking paths, the Local Centre, and adjoining residential areas.~~

2. Development shall incorporate elements as shown in the key principles diagram in **Figure 3**.



Figure 2 – Location of Holsworthy Local Centre (site boundary in red)















- | | | | |
|---|---|---|---|
|  | Holsworthy Local Centre site boundary |  | Preferred location for public plaza |
|  | Primary retail frontage |  | High quality landscaping and public domain on Macarthur Drive |
|  | Secondary retail frontage |  | Maximum building heights |
|  | Landscape setback |  | Preferred location for vehicular and servicing access |
|  | Built form setback |  | Existing easement on site |
|  | Pedestrian and cyclist access through site | | |
|  | Alternate direct pedestrian access to railway station subject to agreement by the relevant rail authority | | |

Figure 3 – Holsworthy Local Centre Principles

3.2 Building Design

Objectives

- a) To promote high architectural quality on the site.
- b) To ensure that new developments have facades which define and enhance the public domain and desired street character.

- c) To ensure that building elements are integrated into the overall building form and facade design.
- d) To allow for generous lobbies with good access to the retail at ground and to Holsworthy station.

Controls

1. Blank facades are to be avoided on the Macarthur Drive frontage and minimised on the Heathcote Road frontage.
2. Residential buildings are to be designed to minimise overlooking of defence lands to the south.
3. The minimum floor to floor height for ground floor commercial development is to be 4.5m.
4. The maximum height of any podium is to be 8m above ground level.
5. The following controls are illustrated in **Figure 5** and apply to the tower component above the podium level.
 - i. The maximum permissible street frontage length of a residential building should be 48m, after which a separation distance of minimum 6m should be required between buildings.
 - ii. If the building length exceeds 35m, it should be broken into two or more components so no length is longer than 35m, before which a minimum 3x3m inset is to be provided for all levels.

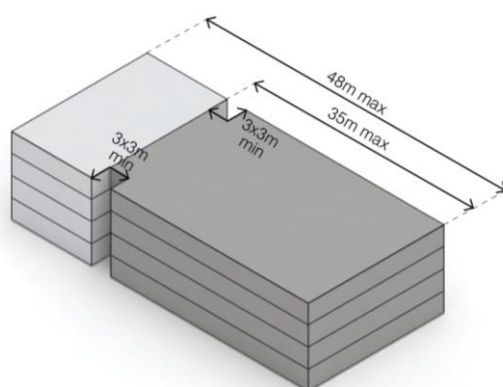
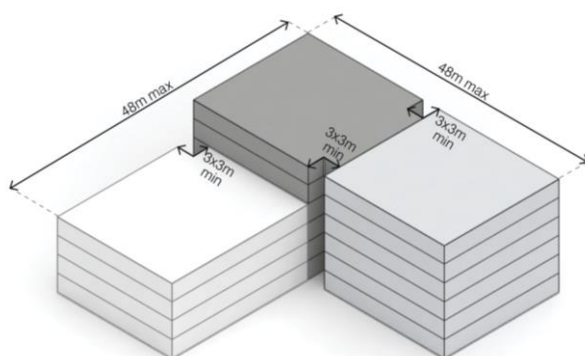


Figure 5 Maximum building dimensions

3.3 Setbacks

Objectives

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

Controls

1. Minimum 6m landscape setback from the boundary along the north eastern Heathcote Road frontage, as per the Holsworthy Local Centre Design Principles diagram at **Figure 3**.
2. Minimum 2m built form setback from the boundary along Macarthur Drive to provide public domain works.
3. Tower component to be setback a further 3m to provide separation from retail uses at ground level.
4. An average building setback of 3m is to be achieved along the southern boundary adjacent to the railway line, with no more than 45% of the building mass being located on the boundary line.

3.4 Car Parking and Access

Objectives

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

Controls

1. Direct public pedestrian access is to be provided between the public space along Macarthur Drive, the station, existing residential neighbourhoods to the northwest and future connections to the east.
2. Vehicular and servicing access is to be provided off Macarthur Drive in the south western corner of the site.
3. Carparking is to be provided below ground or wholly integrated into the design of the development while ensuring deep soil planting can be achieved.

3.5 Landscaping

Objectives

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

Controls

1. Extensive planting is to be provided within the setback along Heathcote Road (subject to the agreement of TfNSW).
2. Deep soil zones should be incorporated on the site and integrated in the building design and car parking layout.
3. High quality landscaping is to be provided between the road carriageway and the site, along Macarthur Drive. *Note: this includes land off site and is to be discussed with Council.* Landscaping on Macarthur Drive should include the following:
 - i. Canopy trees, terrace planting and lawn areas. *Note: Street trees and open space planting should provide generous shade for pedestrians during summer and allow adequate sunlight during winter'*
 - ii. Paved areas for through site access and passive recreation.

3.6 Security and privacy

Objectives

- a) To provide privacy for residents and neighbouring development.
- b) To ensure that the development is sensitive to adjoining development.

Controls

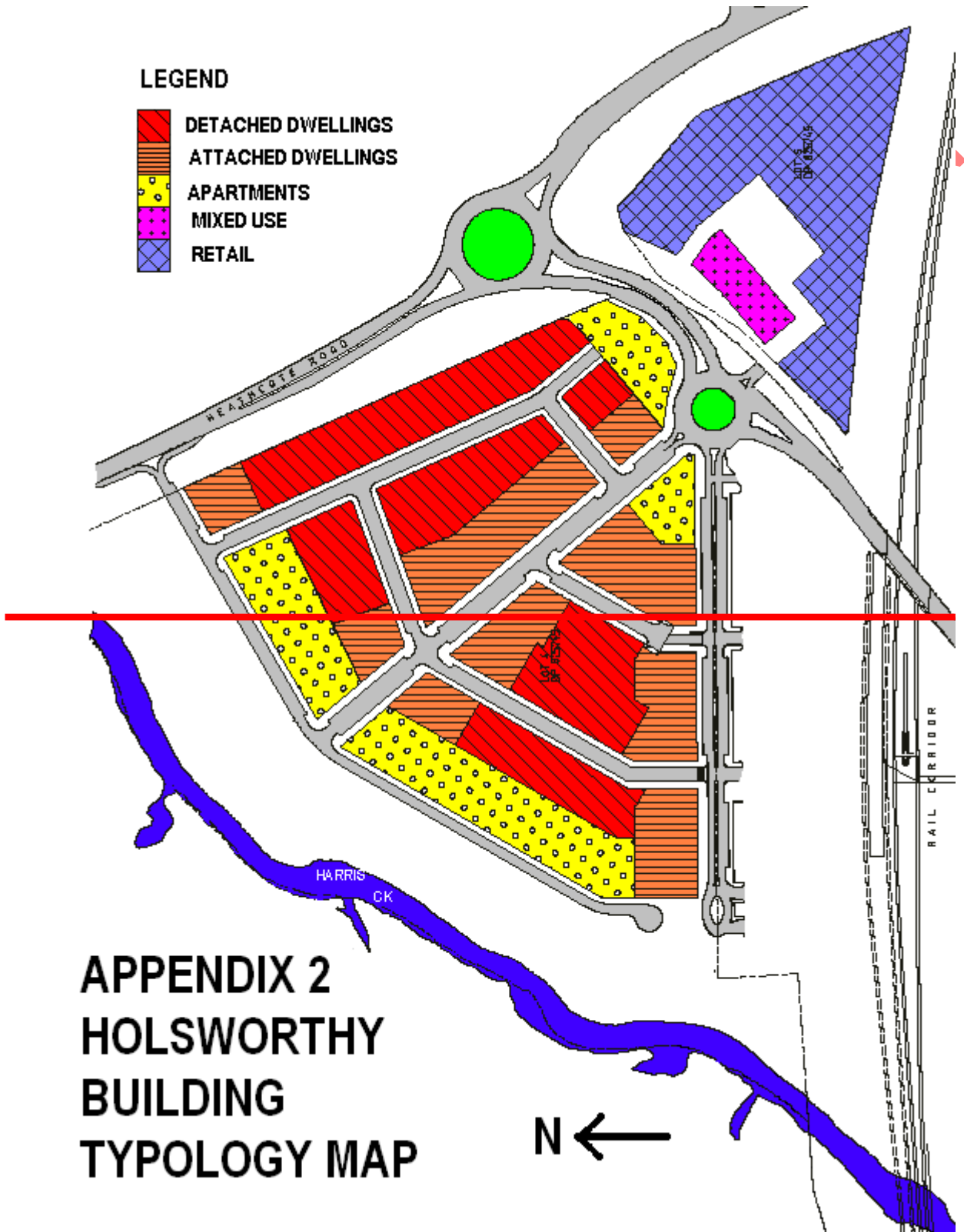
1. No surveillance or communication equipment or products are to be erected on buildings above podium level without prior approval from the Department of Defence.

Appendix 2 - Holsworthy Building Typology

Approximate Scale 1:3300

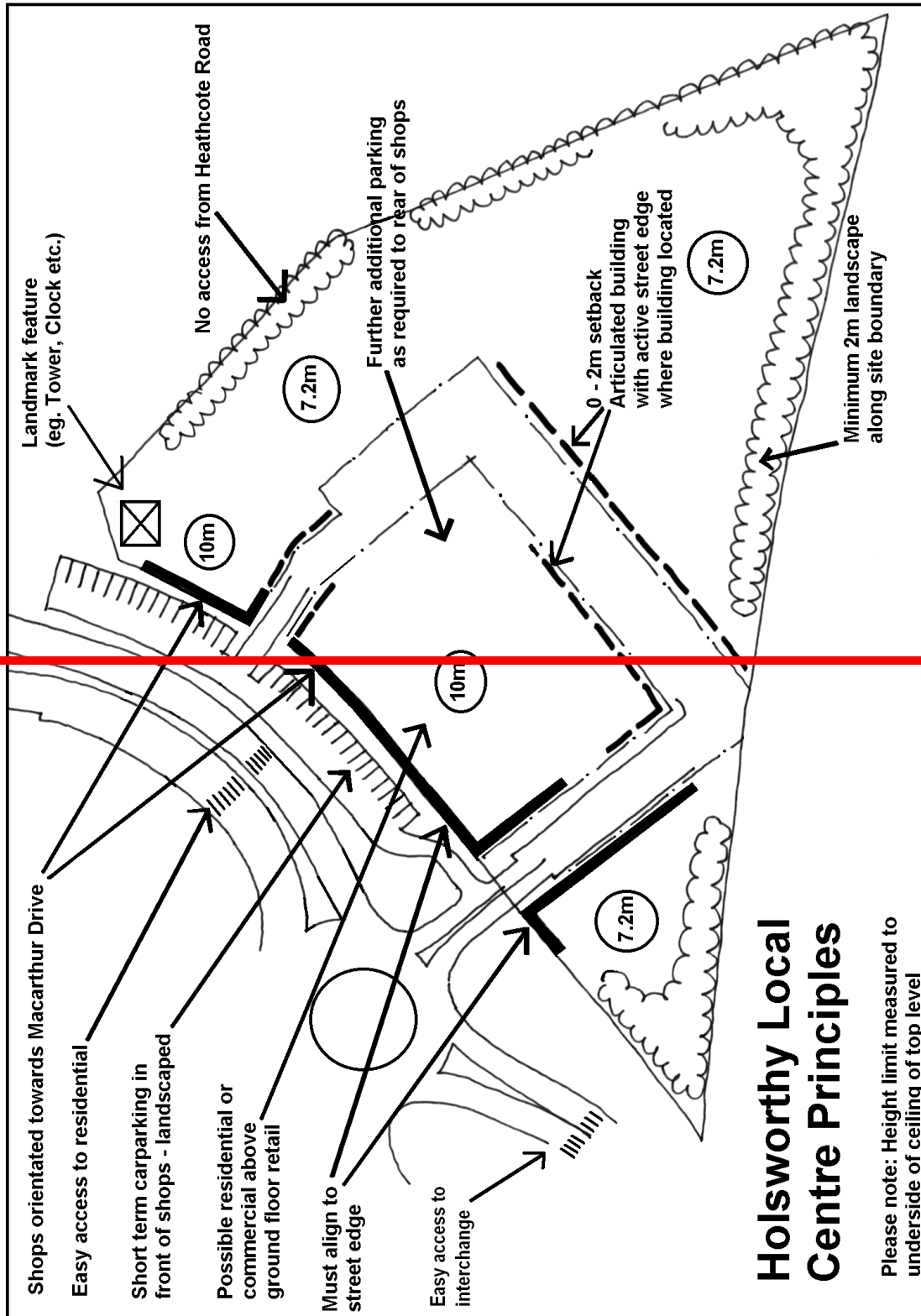
LEGEND

-  DETACHED DWELLINGS
-  ATTACHED DWELLINGS
-  APARTMENTS
-  MIXED USE
-  RETAIL



APPENDIX 2 HOLSWORTHY BUILDING TYPOLOGY MAP

Appendix 3 - Holsworthy Local Centre Principles



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