



NSW
GOVERNMENT
SCHEDULE 2

North Wilton Precinct

August 2019

Published by NSW Department of Planning, Industry and Environment

dpie.nsw.gov.au

Title: North Wilton Precinct

Subtitle:

First published: August 2019

© State of New South Wales through Department of Planning, Industry and Environment 2019. You may copy, distribute, display, download and otherwise freely deal with this publication for any purpose, provided that you attribute the Department of Planning, Industry and Environment as the owner. However, you must obtain permission if you wish to charge others for access to the publication (other than at cost); include the publication in advertising or a product for sale; modify the publication; or republish the publication on a website. You may freely link to the publication on a departmental website.

Disclaimer: The information contained in this publication is based on knowledge and understanding at the time of writing (August 2019) and may not be accurate, current or complete. The State of New South Wales (including the NSW Department of Planning, Industry and Environment), the author and the publisher take no responsibility, and will accept no liability, for the accuracy, currency, reliability or correctness of any information included in the document (including material provided by third parties). Readers should make their own inquiries and rely on their own advice when making decisions related to material contained in this publication.

Contents

Figures	2
Tables	2
1. Introduction	3
1.1 Name and Application of this Schedule.....	3
1.2 Structure of this Schedule	3
2. Development Planning and Design	6
2.1 The North Wilton Precinct – Vision.....	6
Key Development Objectives for North Wilton.....	7
2.2 Referenced Figures.....	7
3. Additional Development Controls	14
3.1 Precinct and Subdivision Design.....	14
3.2 Precinct Road Hierarchy and Pedestrian Cycle Network	14
3.2.1 Precinct Road Hierarchy.....	14
3.2.2 Pedestrian Cycle Network Plan	17
3.3 Residential Controls	20
3.3.1 Introduction	20
3.3.2 Residential Lots Adjacent to the Land Zoned E2 Environmental Conservation	20
3.3.3 Acoustic Amenity and Precinct Interface	21
3.4 Special Urban Areas	24
3.5 Lakeside Activity Hub Development Principles	26
3.6 Local Centre Development Principles	30

Figures

Figure 1-1.....	4
Figure 1-2.....	5
Figure 2-1.....	8
Figure 2-2.....	9
Figure 2-3.....	10
Figure 2-4.....	11
Figure 2-5.....	12
Figure 2-6.....	13
Figure 3-1.....	15
Figure 3-2.....	17
Figure 3-3.....	19
Figure 4-1.....	21
Figure 4-2.....	23
Figure 4-3.....	25
Figure 4-4.....	29
Figure 4-5.....	32

Tables

Table 1-1.....	3
Table 3-1.....	16

1. Introduction

1.1 Name and Application of this Schedule

This Schedule forms part of the Wilton Growth Area Draft Development Control Plan 2019 (also referred to as the DCP).

This Schedule applies to all development on the land in North Wilton Precinct shown in Figure 1-1. This Schedule and related amendments to the DCP give effect to the provisions of this Schedule for land within the North Wilton Precinct as shown on the Land Application Map.

1.2 Structure of this Schedule

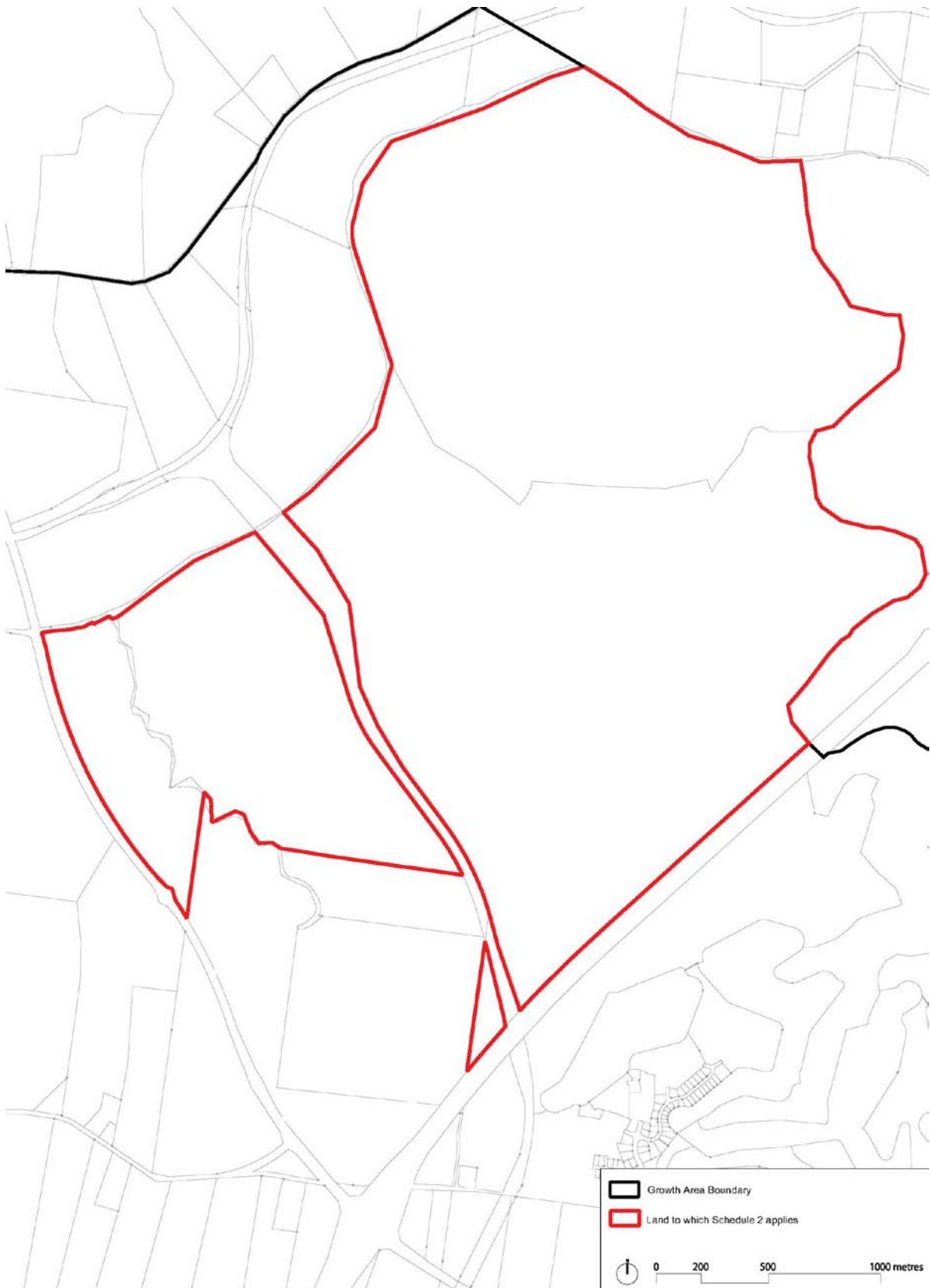
This Schedule should be read in conjunction with the main body of the DCP and is in addition to the main body of the DCP. In the event of an inconsistency between this Schedule and the main body of the DCP, this Schedule takes precedence. Table 1-1 summarises the structure of Schedule 2 – North Wilton Schedule.

Table 1.1

Part	Summary
1 – Introduction	Identifies the land to which the Schedule applies
2 – Development, Planning and Design	Establishes an overall vision and Structure Plans for North Wilton. Provides specific figures that support the controls in Part 2 and Part 3 of the main body of the DCP in relation to the North Wilton Precinct.
3 – Site Specific Controls	Provides specific figures, objectives and controls for development.

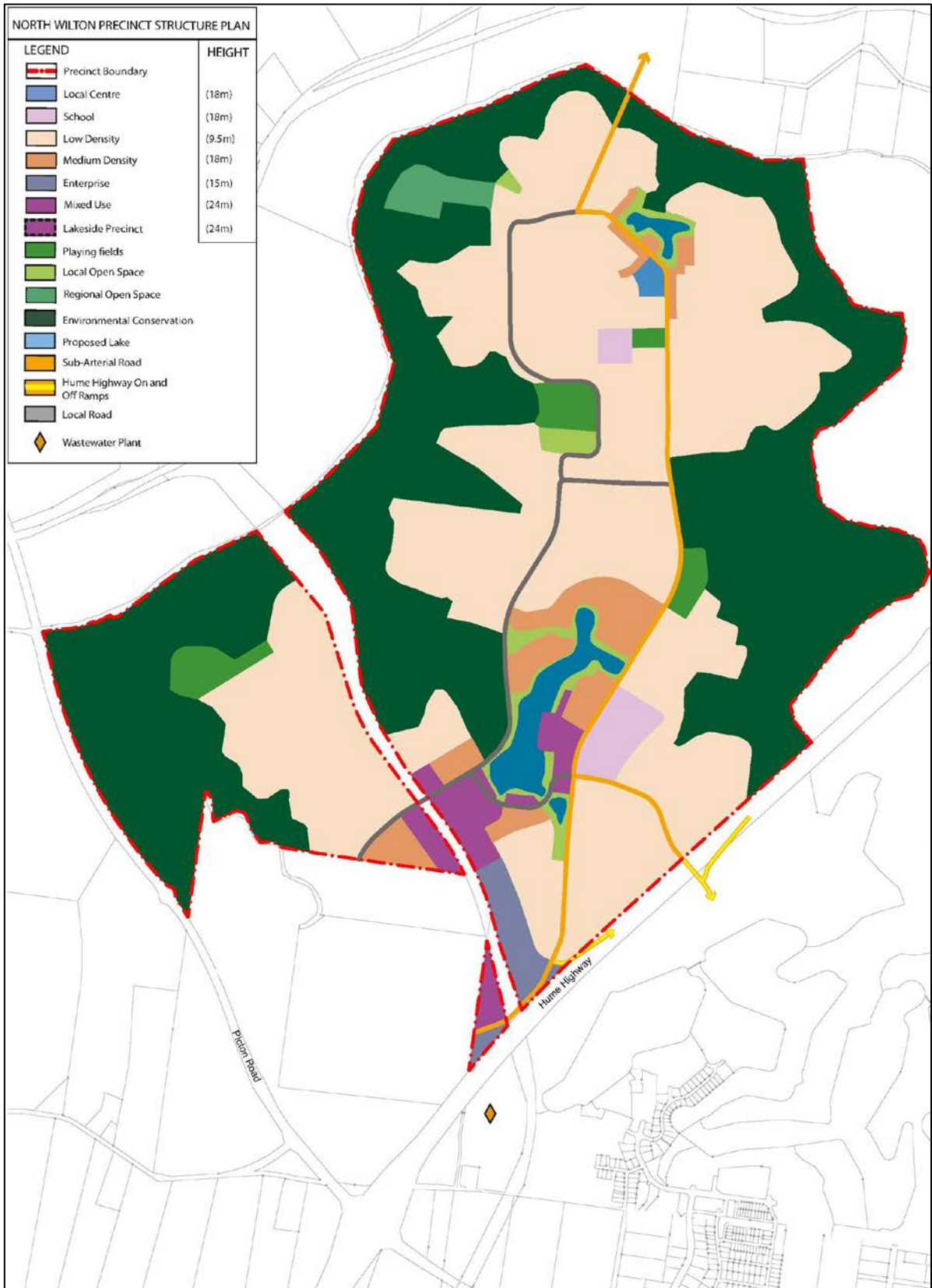
Additional notes to readers are provided throughout this document. These notes are not part of the formal provisions of the DCP but are intended to provide additional guidance and explanation of the provisions. If further guidance is required on the interpretation of provisions in the DCP, readers should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

Figure 1-1



Land Application Map

Figure 1-2



North Wilton Precinct Structure Plan

2. Development Planning and Design

Note: This Part establishes the vision for the North Wilton Precinct.

2.1 The North Wilton Precinct – Vision

The vision for the North Wilton is to deliver a new, vibrant and sustainable master planned community as part of the overall Wilton New Town. The North Wilton Precinct will incorporate a series of thoughtfully planned villages with high local amenity, job opportunities and connections to essential facilities. This will be achieved in a manner that responds to the unique characteristics of the Precinct including the waterways of the Nepean River and Allens Creek, native vegetation, ridge lines and the backdrop of the Razorback Ranges.

The Lakeside Activity Hub, adjacent to an expansive lake, will be the focus of activity and daily life for the Precinct. It has been designed to accommodate a range of land uses including commercial, residential, civic, recreation, education and social infrastructure. The amenity and direct association with the large lake will be a key attraction for people to visit and businesses to establish in the Hub.

Education and learning facilities will be provided to help build a new community for North Wilton. North Wilton will offer opportunities for the full range of education opportunities from early childhood learning to schooling through to higher level tertiary education with state-of-the-art learning facilities for its future students and residents, at the time when the first families move into their new homes.

The bushland areas of the Nepean River and Allens Creek frame North Wilton and provide a curtain of natural landscape that will be preserved for the enjoyment of the wider Wilton Community. Sporting fields and local parks will be thoughtfully integrated with the natural landscape to provide residents with a unique open space offering.

A key aspect is highly walkable neighbourhoods, connected by a network of pedestrian and cycling paths, residents will be able to conveniently access the wide range of land use activities across the site. This will include shared paths that take advantage of the natural setting of the bushland area, the Nepean River and integrate with the wider pedestrian and cycling network.

The housing choice, employment opportunities, education facilities, infrastructure and leisure activities available to North Wilton residents will make this Precinct a highly functional, desirable and self-contained community to live.

Residents of North Wilton will have direct access to their homes with the construction of a new south bound off-ramp from the Hume Highway to the existing Niloc Bridge, duplication of Niloc Bridge and a north bound on-ramp to the Hume Highway. The main north-south spine road is aligned on the highest point of the site to create an elevated entry that maximises the views across the project, particularly to the expansive lake in the foreground and the Razorback Mountain Range backdrop.

The integration of the new off ramp, on-ramp, Niloc Bridge and internal road network will allow residents direct access into and out of North Wilton and provide a road network where residents can safely avoid the freight movements associated with the Picton Road and Hume Highway Interchange.

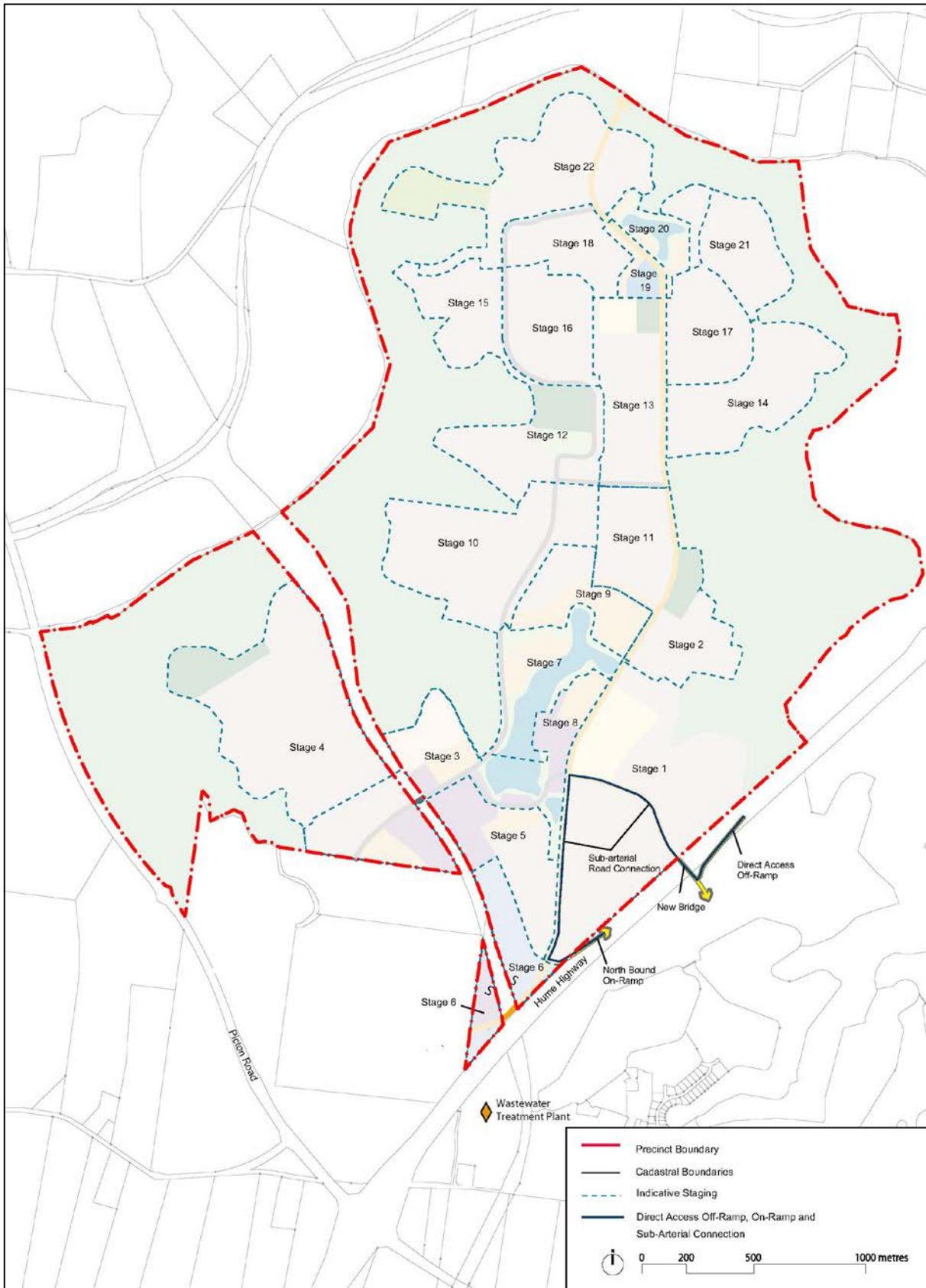
Key Development Objectives for North Wilton

1. To ensure all development achieves a high standard of urban and architectural design quality.
2. To promote housing that provides a high standard of residential amenity.
3. To ensure housing targets are met through the provision of a range of housing types that offer greater diversity and affordability.
4. To create walkable neighbourhoods with good access to public transport.
5. To maximise opportunities for local employment and business.
6. To create vibrant, successful town and local centres.
7. To provide social infrastructure that is flexible and adaptable.
8. To maximise opportunities for future residents to access and enjoy the outdoors.
9. To protect and enhance conservation areas.
10. To ensure the timely delivery of critical infrastructure.
11. To service the future educational needs of North Wilton through the delivery of quality places of learning.

2.2 Referenced Figures

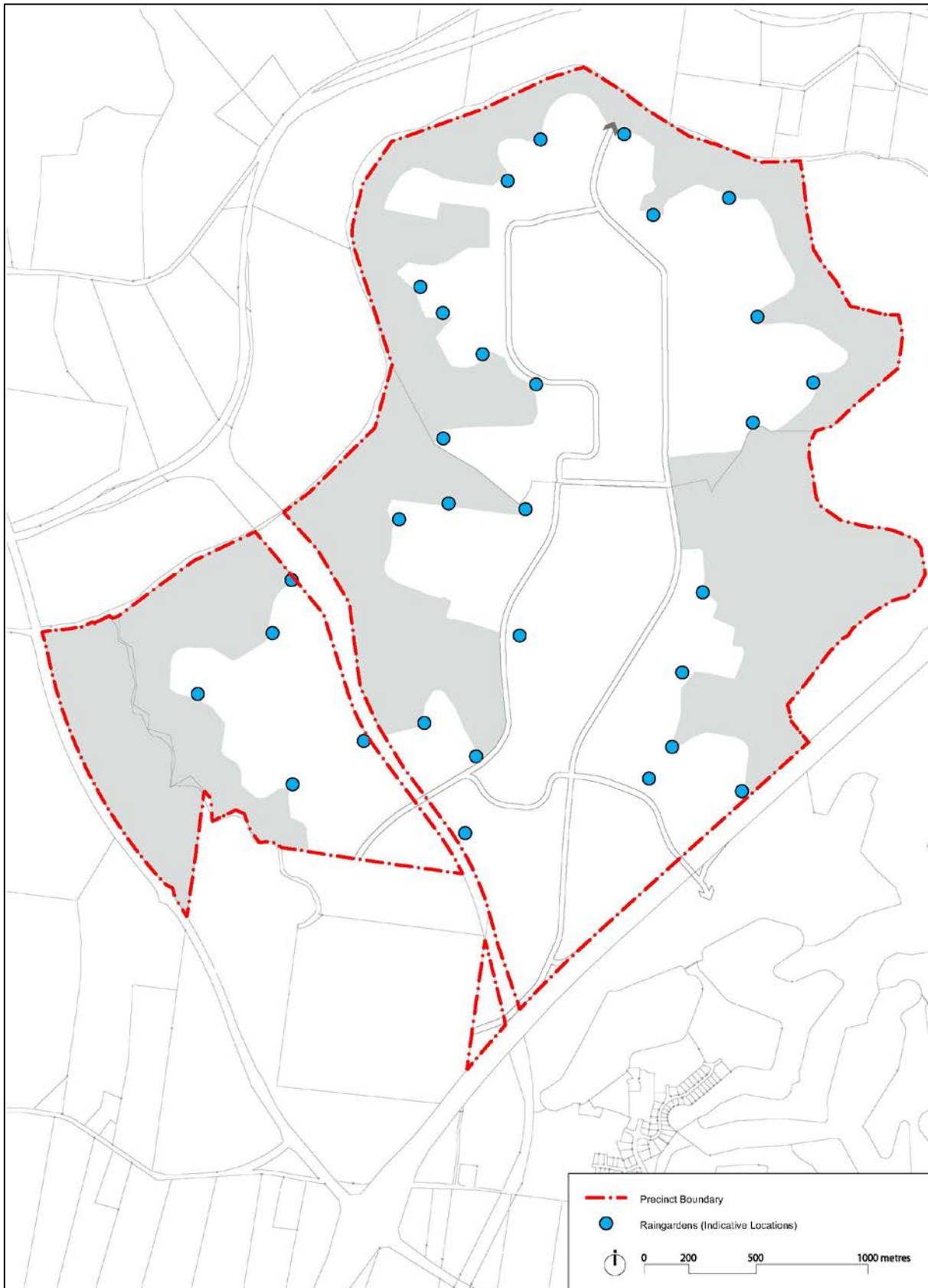
Note: The referenced figures below support the objectives, controls and design principles for the subdivision planning and design in Part 2 of the main body of the DCP.

Figure 2-1



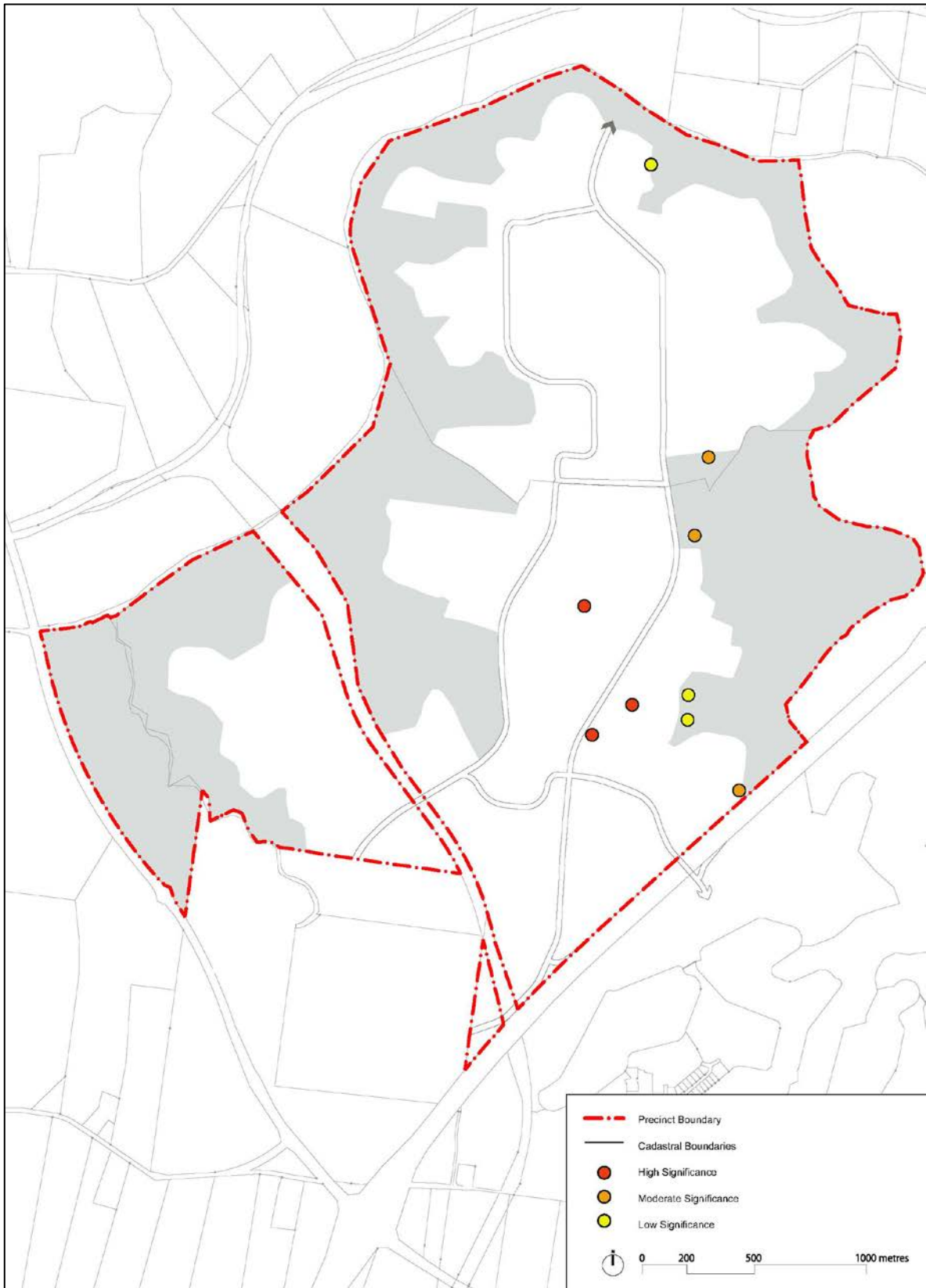
Staging Plan

Figure 2-2



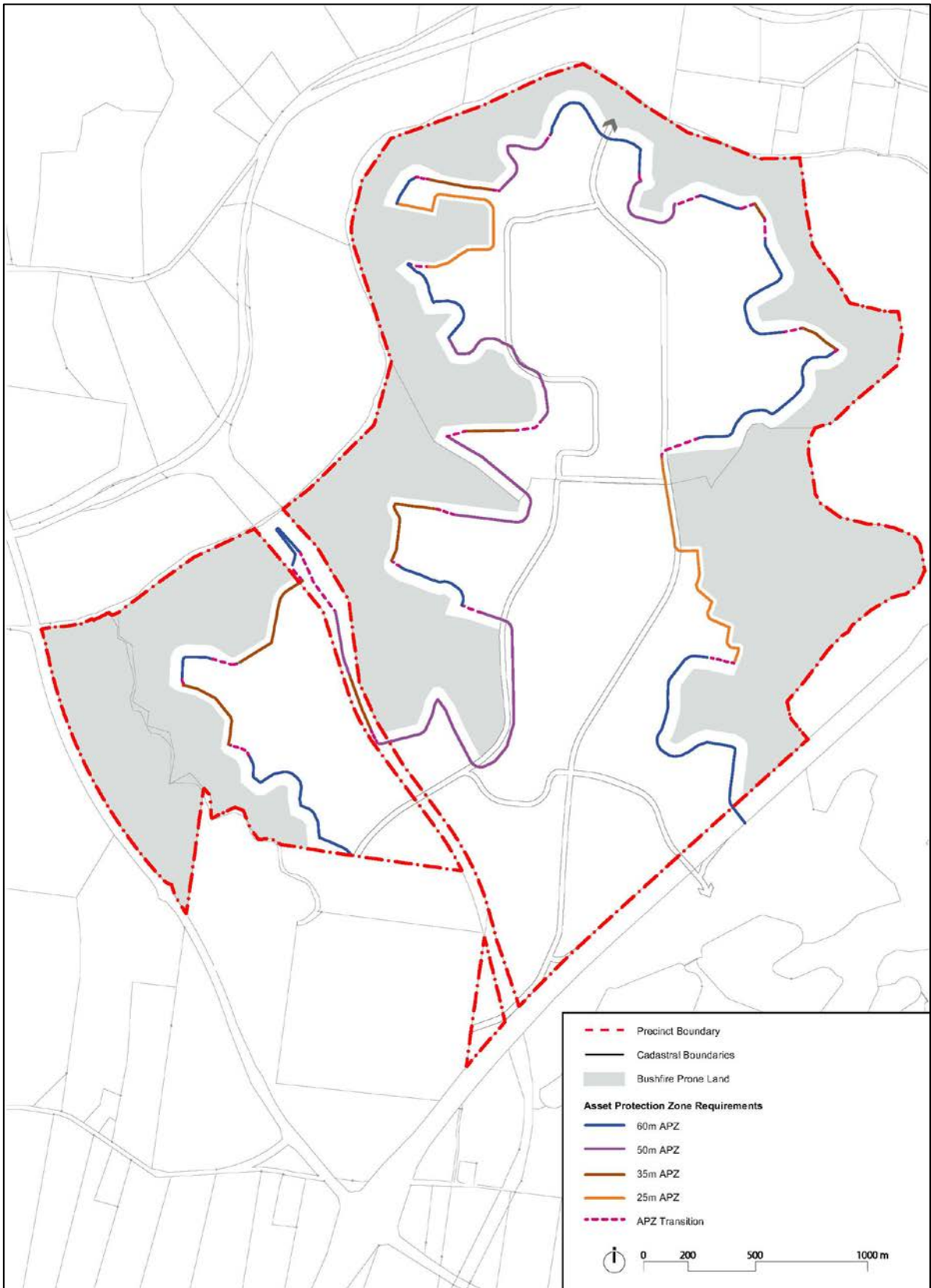
Water Cycle Management Strategy

Figure 2-3



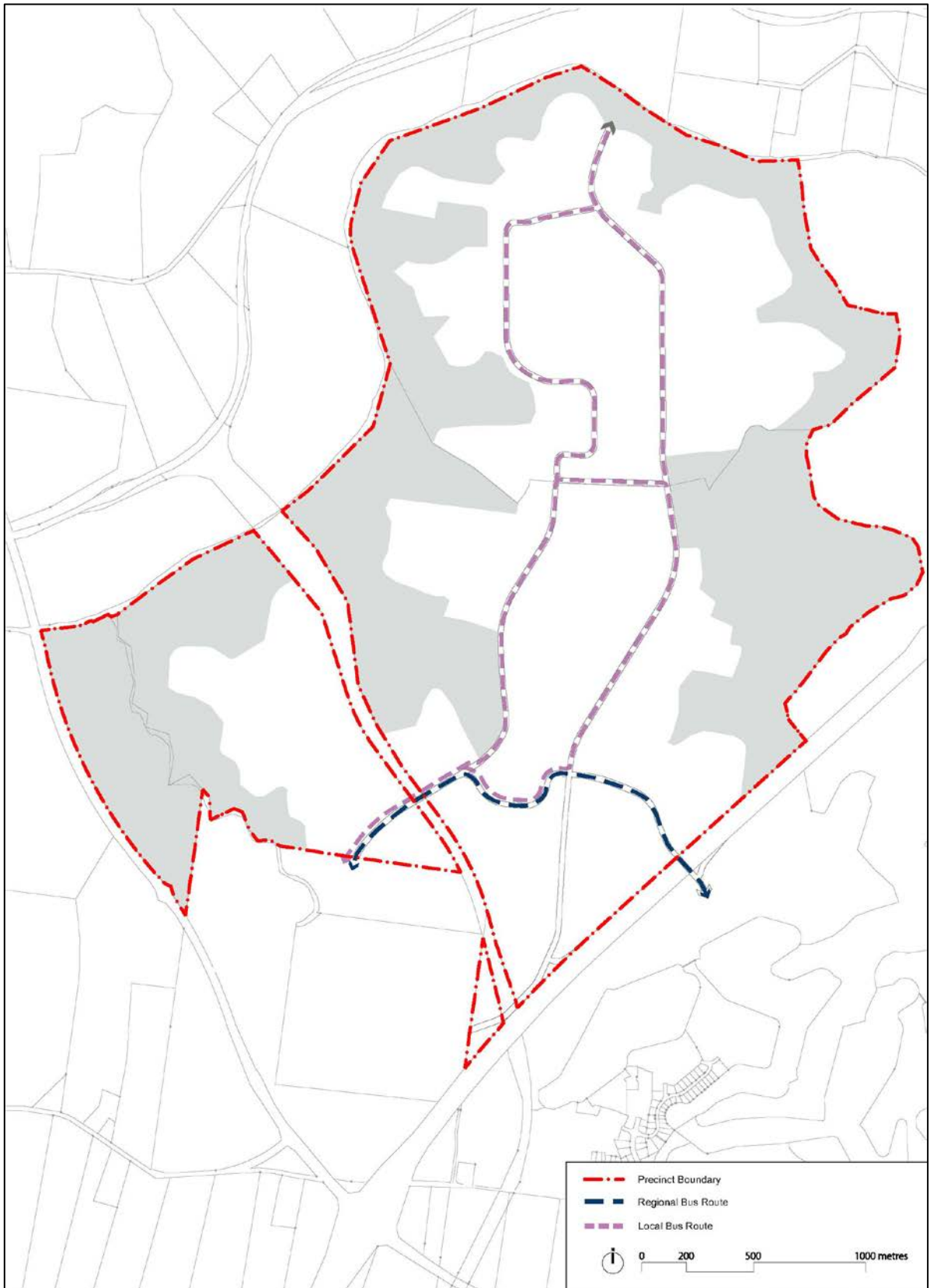
Aboriginal and European Cultural Heritage Sites

Figure 2-4



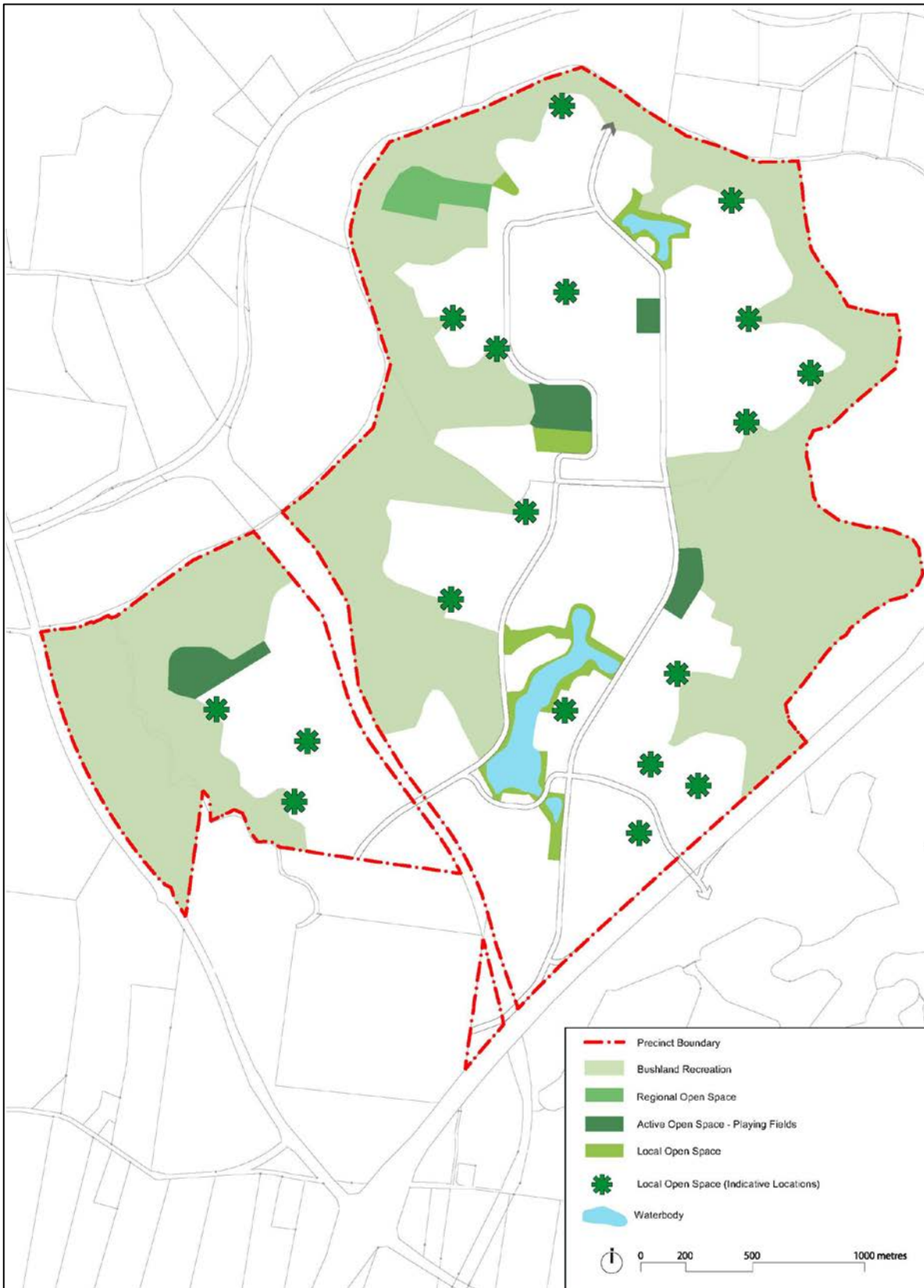
Bushfire Risk and Asset Protection Zone Requirements

Figure 2-5



Public Transport Plan

Figure 2-6



Open Space Recreation Network

3. Additional Development Controls

3.1 Precinct and Subdivision Design

Note: The referenced figures below support the objectives, controls and design principles for the subdivision planning and design in Part 3 of the main body of the DCP.

3.2 Precinct Road Hierarchy and Pedestrian Cycle Network

3.2.1 Precinct Road Hierarchy

This Section applies to areas identified in Figure 3-1 of this Schedule as well as any roads not identified in Figure 3-1 or Figure 1-2 of this Schedule.

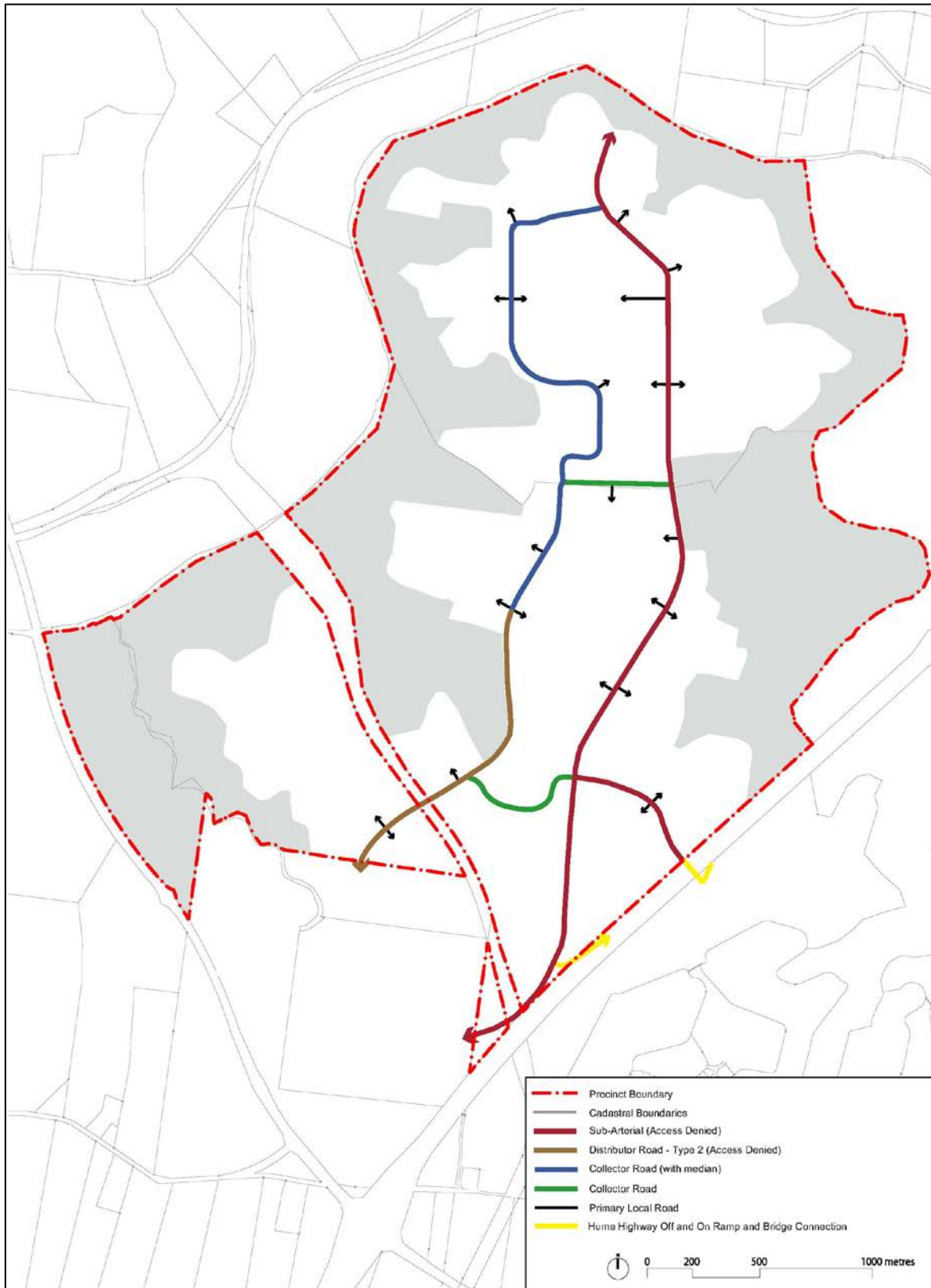
Objectives

- a. To provide a clear hierarchy of road types which recognise the need to integrate pedestrian, cycling and vehicle movements within the Precinct.
- b. To promote safe, attractive and interactive streetscapes which respond to their surroundings and their role in the wider transport network.

Controls

1. Streets are to be provided generally in accordance with the cross-sections in Section 3.1.1 of the main body of the Wilton Growth Area DCP and Figure 3-2 below.
2. Principles of CPTED (Crime Prevention through Environmental Design) (Appendix G of this DCP) are to be incorporated in the design of the access and movement system.

Figure 3-1



Precinct Road Hierarchy Plan

Table 3-1

Verge			Carriageway				Verge			Total
Services	Footpath	Planting	Parking	Lane	Lane	Parking	Planting	Footpath	Services	
0.6	1.5	1.4	2.1	2.75	2.75	2.1	1.4	1.5	0.6	16.7
3.5			9.7				3.5			

Notes

The carriageway is measured from face of kerb to face of kerb.

The lane width consists of a 2.1m parking allocation and a 2.75m travel lane

No linemarking or other delineation is required if the minimum parking bay width is proposed. If linemarking or other\ delineation is proposed, the parking bay width shall be increased to 2.3m.

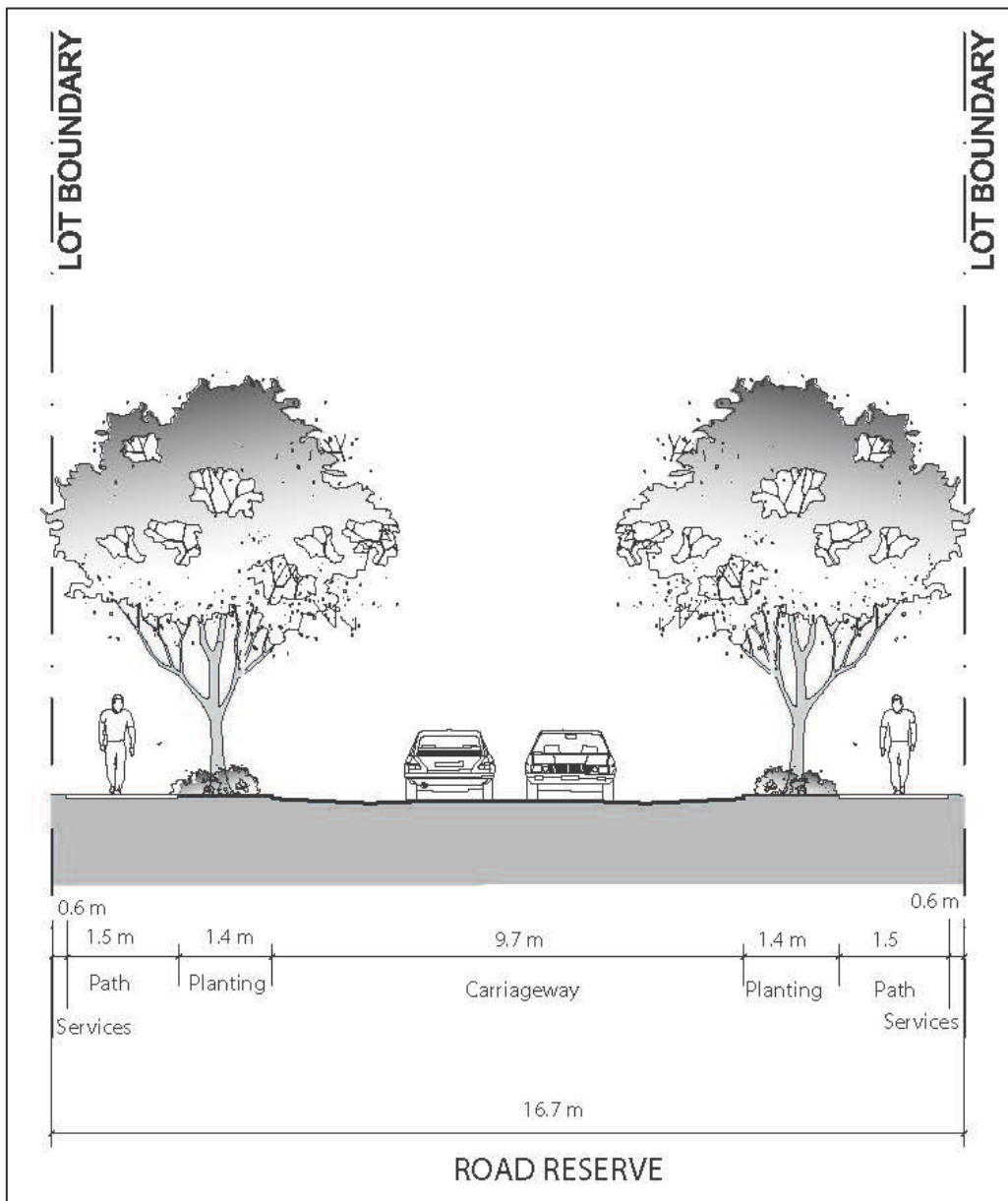
Tree species selection and spacing of trees will need to take into consideration the location of the trees and the impact on on-street activities such as street sweeping and garbage collection.

Consideration will be given to appropriate means of using verge planting bays for water sensitive urban design purposes.

For roads adjacent to riparian corridors or other similar non-residential land the verge on the non-residential side may be reduced to 1.0m wide. However, the verge width may be required to be wider if trunk services are proposed to be located in this verge area.

Where planting / parking bays are proposed within the carriageway are on one side of the road only, the lane widths shall be increased to 3.0m.

Figure 3-2



Primary Local Road (Typical Minimum Cross Section)

3.2.2 Pedestrian Cycle Network Plan

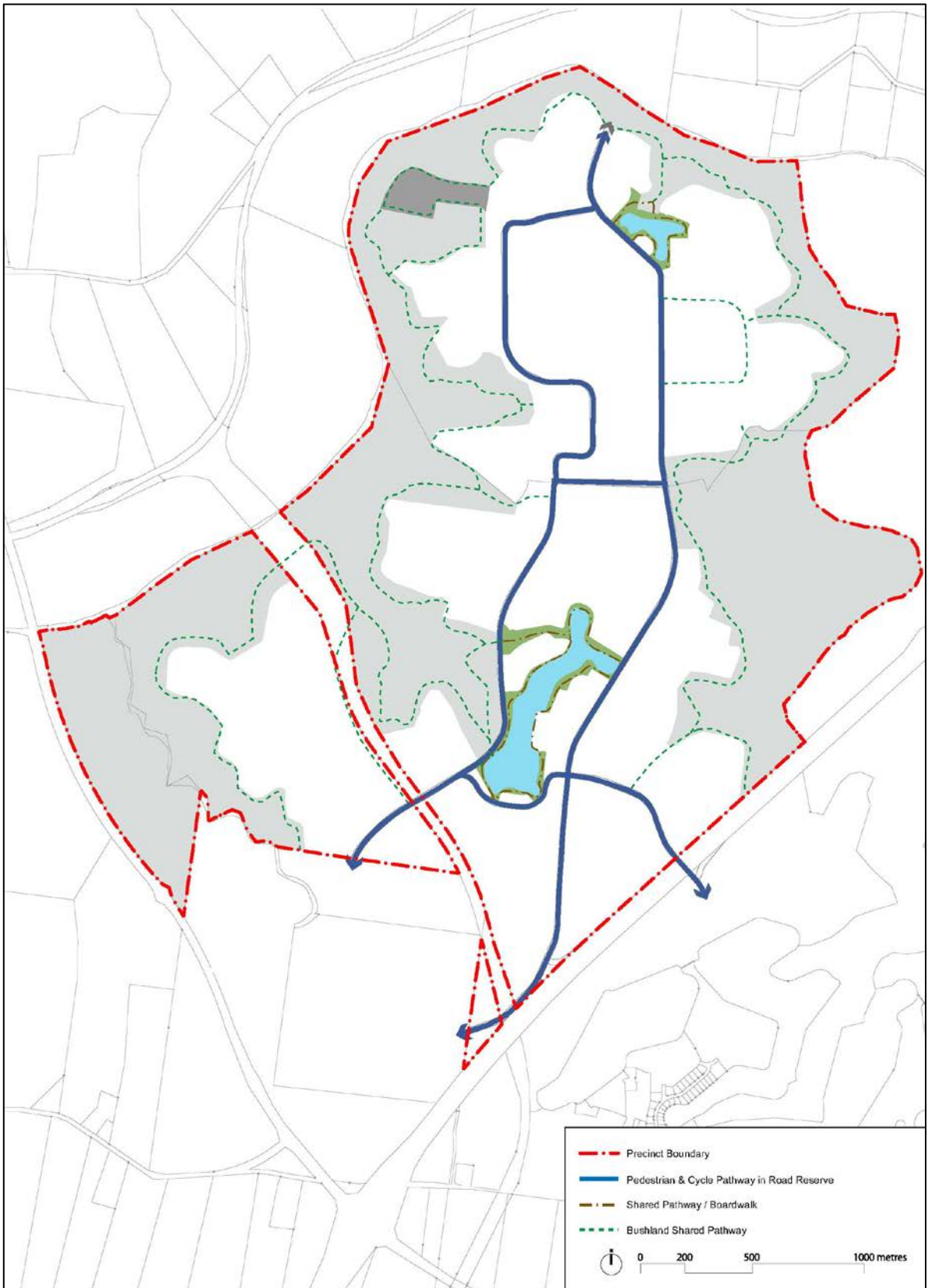
Objectives

- To provide a convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the site.
- To encourage residents to walk or cycle, in preference to using motor vehicles, as a way of gaining access to the schools, shops, and local community and recreation facilities.
- To promote the efficient use of land by allowing pedestrian pathways and cycleways to be located within parks and corridors wherever practical.

Controls

1. Key pedestrian and cycleway routes are to be provided generally in accordance with Figure 3-3. The design of cycleways located within the road reserve is to be a minimum of 2m on Road Type 1 Sub-Arterial Roads and 1m on Road Type 2 Distributor Roads and Road Type 3 and 4 Collector Roads.
2. The minimum width of off-street shared pedestrian and cycle pathways is to be 2.5m.
3. All pedestrian and cycleway routes and facilities are to be consistent with the Planning Guidelines for Walking and Cycling (DoP & RTA 2004) and Council's Pedestrian Access and Mobility Plan 2003.
4. Pedestrian and cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.
5. Pedestrian and cycle shared paths and facilities within the bushland area are to provide access to the wider community. Pedestrian and cycle shared paths are to be a maximum width of 2.5m.
6. The use of bird hides, look outs, informal resting spots and the like are encouraged to provide opportunities for increased activation within the bushland area.

Figure 3-3



Pedestrian Cycle Network Plan

3.3 Residential Controls

3.3.1 Introduction

This Part stipulates objectives and controls in addition to those parts of Part 2 and Part 3 in the main body of the DCP, specific to residential development in the North Wilton Precinct. These controls will ensure that an appropriate level of amenity will be provided to lots within the North Wilton Precinct.

3.3.2 Residential Lots Adjacent to the Land Zoned E2 Environmental Conservation

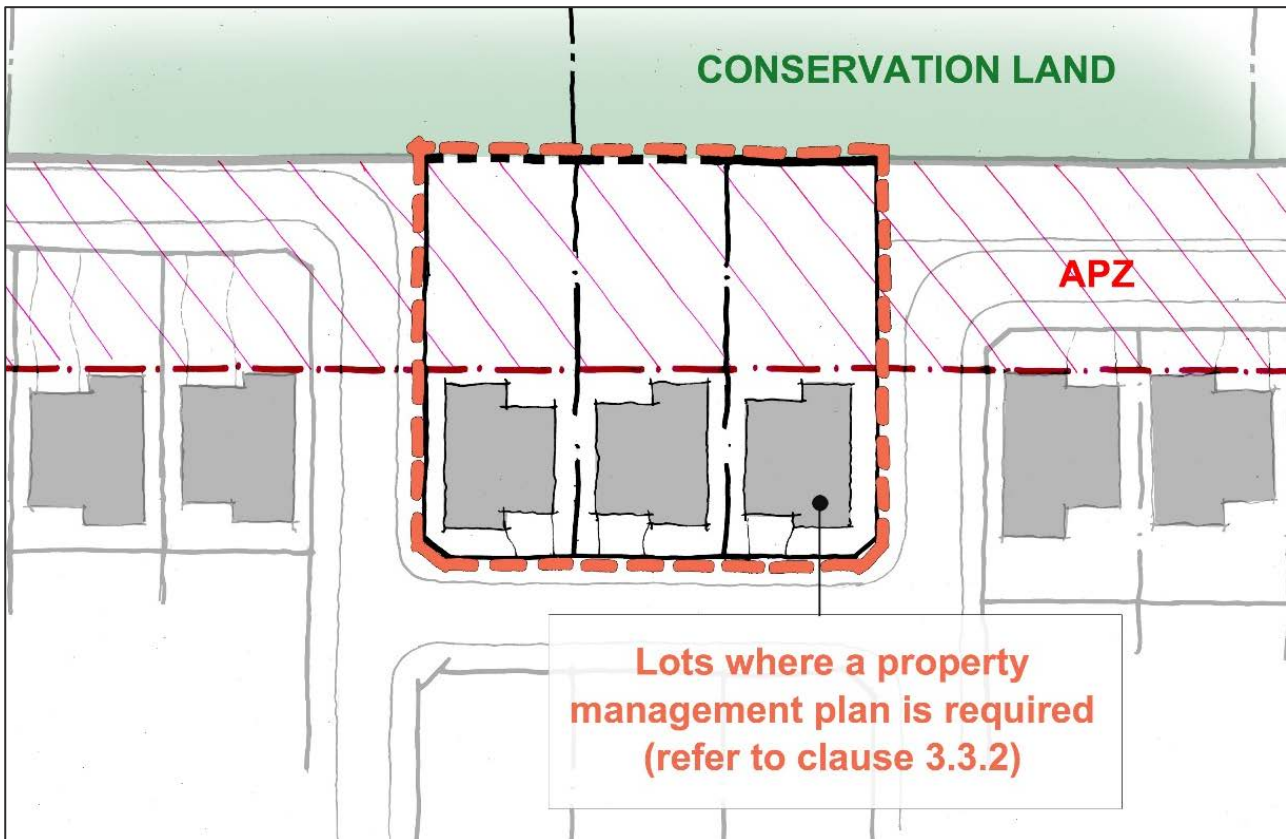
Objectives

- a. To ensure adequate management of land zoned E2 Environment Conservation
- b. To ensure passive surveillance of land zoned E2 Environment Conservation
- c. To ensure appropriate protection of non-certified vegetation with land zoned E2 Environmental Conservation and to ensure appropriate clearing of vegetation under the 10/50 code.

Controls

1. Any fence which separates or partly separates the land zoned UD Urban Development and E2 Environmental Conservation shall be of a style that allows passive surveillance of the land zoned E2 Environmental Conservation.
2. A Property Management Plan (PMP) under Section 113B of the Threatened Species Act 1995 (TSC Act) must be prepared for any lot created zoned UD Urban Development that immediately abuts or includes land zoned E2 Environmental Conservation as identified in Figure 4-1. The PMP is to prevent the clearing of vegetation within the E2 zoned land under the 10/50 Vegetation Clearing Code of Practice or equivalent.
3. The PMP is to be submitted to the Office and Environment and Heritage for comment. Approval must be sought in accordance with S113B of the TSC Act prior to issue of the Subdivision Certificate for the UD/E2 lot. The PMP is to be registered on the legal title of the lot that is zoned UD and E2. This is to be shown on the Subdivision Certificate.
4. The minimum rear setback of any habitable structure is to be at least 15 m from the zone boundary between the UD Urban Development and E2 Environmental Conservation zone.

Figure 4-1



Lots requiring a Property Management Plan

3.3.3 Acoustic Amenity and Precinct Interface

Objectives

- a. To minimise the impacts of noise from major transport infrastructure.
- b. To achieve an acceptable residential noise environment whilst maintaining well designed and attractive residential streetscapes.

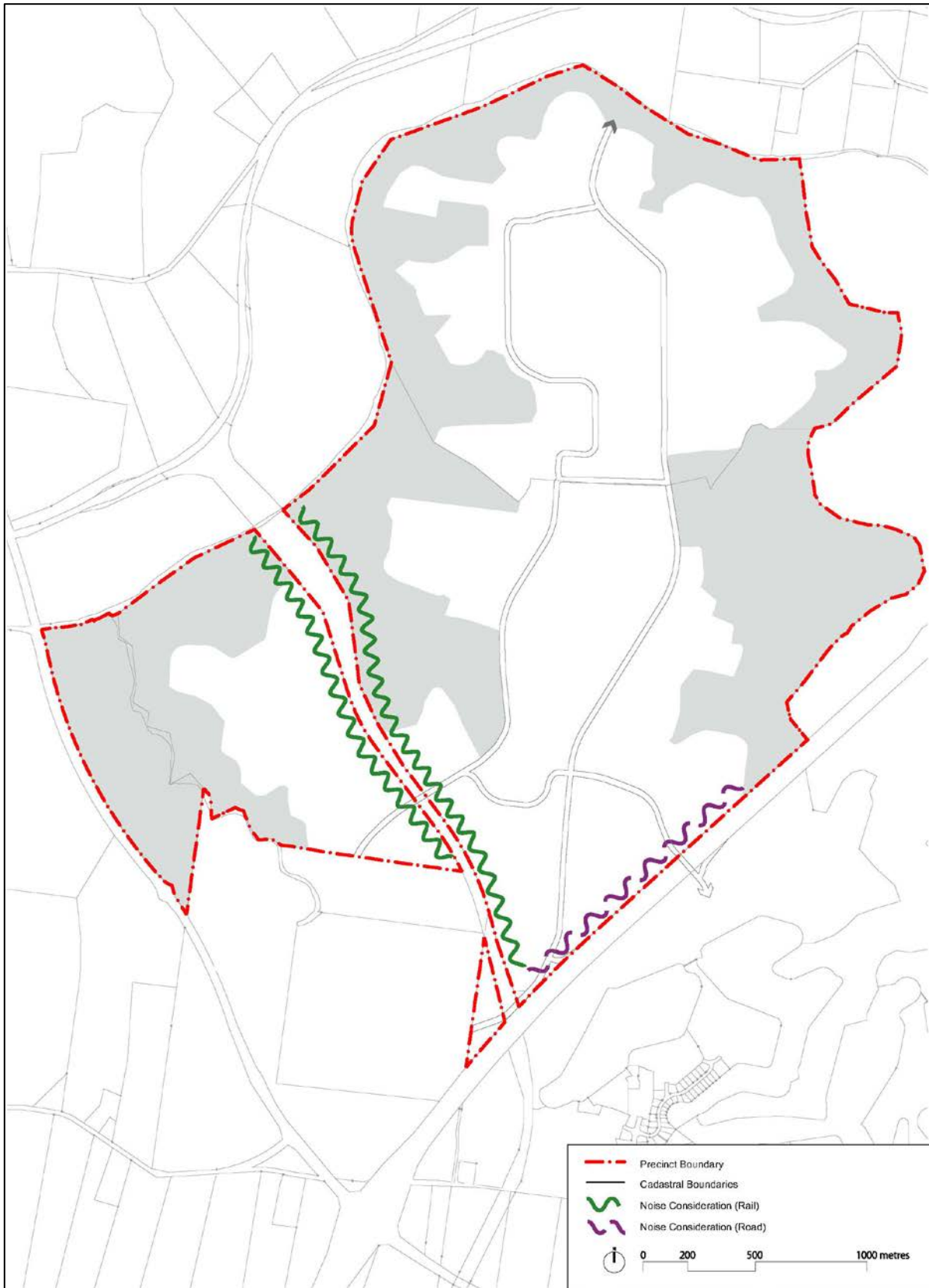
Controls

1. For residential subdivisions that:
 - a. are adjacent to arterial or sub-arterial roads, or
 - b. are potentially impacted upon by a nearby industrial / employment area, or
 - c. are on steep (> 1:10) or elevated land within 100m of an arterial or sub-arterial road;

an acoustic report is required to be submitted as part of a subdivision application demonstrating that the proposed subdivision design and any required acoustic attenuation can comply with *Development Near Rail Corridors and Busy Roads - Interim Guideline* (Department of Planning 2008). An acoustic report is also required for any non-residential use to be undertaken within a residential area.

2. All industrial / commercial / employment development is to comply with the *Noise Policy for Industry 2017* (EPA 2017).
3. Development Applications for residential buildings within the areas shown on Figure 4-2 that are:
 - a. 70m from the tracks of the proposed Maldon to Dombarton Railway; and,
 - b. 20m from the edge of the Hume Highway Corridor;
4. must be accompanied by an acoustic report outlining the noise attenuation measures proposed to attenuate noise within dwellings and in external Principal Private Open Space areas in accordance with the noise criteria in *Development Near Rail Corridors and Busy Roads - Interim Guideline* (Department of Planning 2008).
5. If the Maldon to Dombarton Railway is not constructed, then an acoustic report will not be required.

Figure 4-2



Noise Consideration Plan

3.4 Special Urban Areas

This Part stipulates objectives and controls in addition to those parts of Part 2 and Part 3 in the main body of the DCP, specific to residential development in the North Wilton Precinct. These controls will ensure that an appropriate level of amenity will be provided to lots within the North Wilton Precinct.

This Part applies to the Special Urban Areas identified in Figure 4-3 of this Schedule.

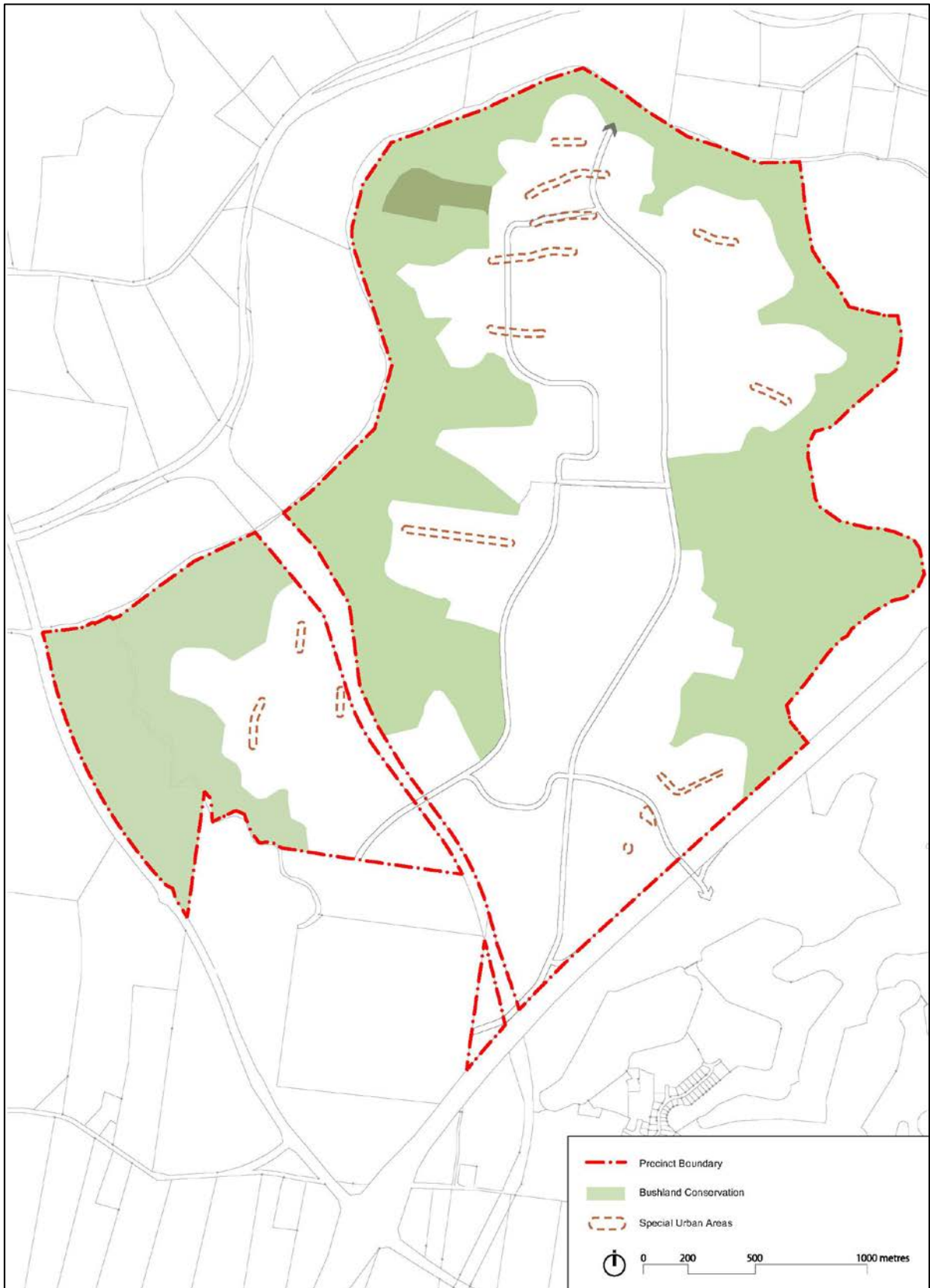
Objectives

- a. To encourage development in and around special areas that is compatible with the particular character and significance of each Special Urban Area,
- b. To reinforce the specific attributes and qualities of each Special Urban Area, including areas of high amenity, landscape character and scenic values.

Controls

1. A place-based design approach is to be undertaken when utilising a Special Urban Area that creates special places:
 - a. that responds to the unique characteristics of each Special Urban Area, including trees, landscape features and views and vistas, and
 - b. that delivers good urban design outcomes that will improve the quality and amenity of the urban environment.
2. Development is to be consistent with the residential scale and character of the surrounding area.
3. When considering whether to incorporate Special Urban Areas into the urban design, the Special Urban Area must be integrated with the road, pedestrian and cycle networks of the surrounding neighbourhood areas and/or within the front or rear of lots.
4. Any removal of vegetation within Special Urban Areas, as a result of detailed design, is to be supported by evidence that demonstrates that it is not possible to achieve a good urban design outcome, including but not limited to:
 - a. Detailed engineering design;
 - b. Detailed tree survey and assessment, including current health and likely survival; and,
 - c. Road and dwelling alignment.

Figure 4-3



Special Urban Areas

3.5 Lakeside Activity Hub Development Principles

This section applies to the Lakeside Activity Hub identified on and Figure 1-2.

Objectives

- a. To create a vibrant mixed-use precinct, as the lifestyle focus of the North Wilton Precinct, that delivers a range of uses and activities including commercial, residential, civic, recreation, education and social infrastructure.
- b. To provide for the local convenience needs of the local community.
- c. To provide a visual gateway to the Precinct.
- d. To encourage design excellence in built form and public domain design and delivery.
- e. To complement and support the role and function of the adjacent Wilton Town Centre.
- f. To create an urban form that encourages healthy living through pedestrian linkages and active street frontages.
- g. To promote uses and activities that are complementary and integrate with the lake to generate a discernible lifestyle hub.

Controls

1. The design, layout and configuration of the Lakeside Activity Hub should be consistent with the relevant objectives of the DCP and to the satisfaction of Council.
2. In accordance with Section 2.2 of this Schedule, a Detailed Neighborhood Plan prepared for land identified as a 'Detailed Neighborhood Plan Area' must consider the design principles outlined below.
 - a. A development application can be determined without the preparation of a Detailed Neighbourhood Plan if the works are works related to the delivery of the lake, associated structures, services (e.g. water and sewer) and necessary infrastructure:

Built Form and Land Use

3. Local retail convenience shopping shall provide a supermarket no greater than 2,500m², with supporting specialty retail provision complementary to the Wilton Town Centre.
4. The Lakeside Activity Hub is to:
 - a. Create an attraction around the lake with activities and uses that foster community identity, ownership and pride, including the potential provision of a swimming beach, and
 - b. Create a vibrant centre that provides for the daily retail convenience/needs of the community.
5. Create a well-defined Lakeside Activity Hub to position activity along primary streets, increase surveillance which promotes safety and ownership of public spaces.
6. Promote opportunities for housing and lifestyle diversity

Transport, Access and Parking

7. Public spaces are to be created as shared pedestrian spaces promoting public gathering and integrated with movement networks. Public spaces should facilitate business, residential and recreational uses.
8. Streets along with pedestrian and cycle paths are to connect quality public spaces and landmarks.
9. Visual and physical linkages to the surrounding area through landscaping, open space corridors and architectural form are to be incorporated into the design of the Lakeside Activity Hub.

Public Domain

10. Buildings should be located and designed to maximise solar access to the public domain.
11. A wider footpath and/or increased building setbacks should be considered on the southern side of east-west roads or pedestrian connections to maximise opportunities for outdoor retail activities (such as outdoor cafes and dining).
12. Spaces for different uses (residents, children, workers, visitors) are to be provided, inclusive of indoor and outdoor spaces, and be designed to support and connect with one another
13. The physical characteristics of the landscape are to be integrated into the built form outcomes along and surrounding the Lakeside Activity Hub.
14. Open space areas should allow a mix of passive recreation and active pursuits such as walking, cycling and running.
15. Public spaces within the Lakeside Activity Hub should be designed for a variety of activities, including promenades along the lake frontage with the mixed-use activities, allowing people to interact and socialize (e.g. outdoor eating and recreating).
16. Street tree planting may include appropriate use of exotic species in key locations to provide contrast to the 'rural, native character established elsewhere throughout the Precinct.
17. Good quality street furniture, lighting, paving, planting and the like should be provided.
18. Consideration of local climatic conditions:
 - a. Use of the lake to provide relief from the hot and dry summer through thoughtful landscaping, utilising shade trees.
 - b. Opportunity for landscaping to mitigate 'heat-island' effect is to be integrated into the landscaping of the Lakeside Activity Hub.
19. Diversity of experience is to be provided through:
 - a. Ensuring a pleasant experience with 'way-finding' elements;
 - b. Creating a harmonious, integrated and connected experience;
 - c. A diversity of convenience retail and business offerings to prolong visitation;
 - d. Use of uniform materials to create a strong identity;
 - e. Quality public realm to create lasting impressions and a sense of place.
20. Pedestrian amenity and convenience should be provided through:
 - f. Multiple pedestrian and cyclist access points into the Lakeside Activity Hub.
 - g. Appropriate tree planting and shading structures for a high level of amenity.

Healthy Living

21. Pedestrian and cycle paths around the lake open space area are to connect with fitness and exercise stations and the broader recreational pathway network to encourage a range of recreational pursuits.
22. The lake should be designed to incorporate a straight section (approx. 800m) to facilitate recreational rowing activities.
23. The lake should be designed generally in accordance with Figure 1-2 of this Schedule and be approximately 11 hectares in size with a minimum width dimension of 70m for the majority of the lake.

Figure 4-4



Lakeside Activity Hub Development Principles

3.6 Local Centre Development Principles

This section applies to the northern Local Centre identified on Figure 1-2 of this Schedule.

Objectives

- a. To facilitate the development of the Local Centre retail, commercial, mixed use areas and other community uses which provide access to shopping, employment and services for residents of the northern neighbourhoods of North Wilton.
- b. To encourage a high standard of development and a quality and attractive environment within the Local Centre.
- c. To create an urban form that encourages pedestrian linkages and active street frontages.
- d. To identify key urban design principles for the Local Centre.

Controls

1. The design, layout and configuration of the Local Centre should be consistent with the relevant objectives of the DCP and to the satisfaction of Council.
2. In accordance with Section 2.2 of this Schedule, a Neighborhood Plan prepared for land identified as a 'Detailed Neighborhood Plan Area' must consider the design principles outlined below.
 - a. A development application can be determined without the preparation of a Detailed Neighbourhood Plan if the works are works related to the delivery of the lake, associated structures, services (e.g. water and sewer) and necessary infrastructure:

Built Form and Land Use

3. The Local Centre shall have a maximum supermarket gross floor area of 2,500m² (plus specialty shops).
4. Active street frontages are encouraged to be provided to perimeter roads and to the adjacent Northern Lake.
5. Public places within the Local Centre are encouraged to be defined by active frontages.
6. Built form adjacent to the Northern Lake is to address the Northern Lake to maximise amenity and contribute to passive surveillance.
7. Development on the southern side of the Local Centre is to integrate with the proposed school.
8. Residential uses within the Local Centre are encouraged including shop top housing.

Transport, Access and Parking

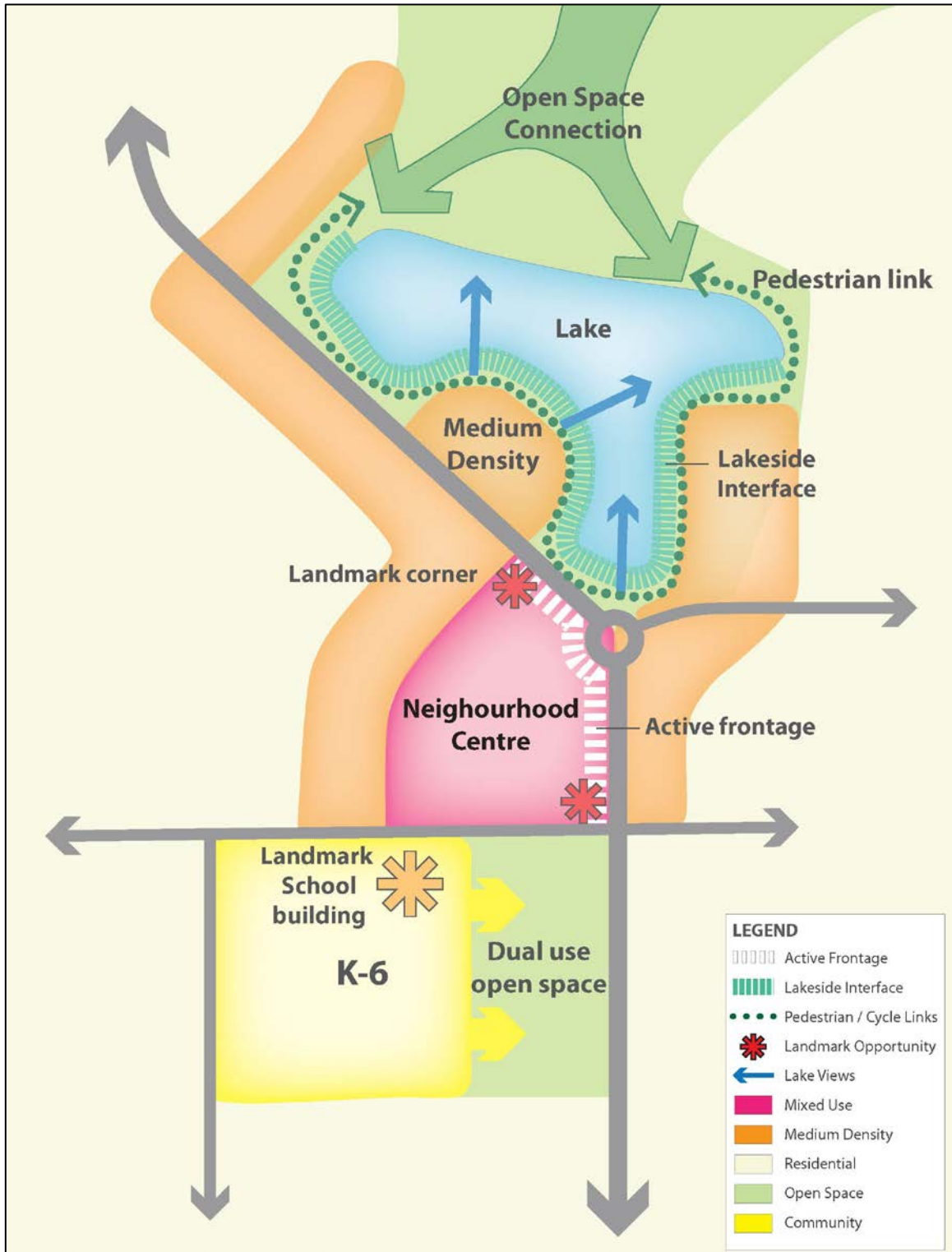
9. A main street retail focus shall be provided within the Local Centre.
10. A north-south link is encouraged per Figure 4-5 to be provided within the Local Centre and link retail activity to public open spaces.
11. View corridors to open space, the Northern Lake and community facilities shall be considered in the design of the Local Centre.
12. Vehicular access to the Local Centre is to be primarily via perimeter streets.
13. Loading areas that are adjacent to residential lands are to include visual and acoustic screening to protect the amenity of residents.
14. Off-street parking areas are to be appropriately screened from public streets and residential areas.

15. Off-street surface parking areas are to provide an adequate amount of shade, either by trees or shade canopies to provide amenity and minimise microclimate (heat island) impacts.

Public Domain

16. Building should be located and designed to maximise solar access to the public domain.
17. A wider footpath and/or increased building setbacks should be considered in areas adjacent to public domain areas, including the Northern Lake, open space and roads, to maximise opportunities for outdoor retail activities (such as outdoor cafes and dining).
18. Street tree planting may include appropriate use of exotic species in key locations to provide contrast to the 'rural, native character established elsewhere throughout the Precinct.
19. Good quality street furniture, lighting, paving, planting and the like should be provided.

Figure 4-5



Local Centre Development Principles