



Southlakes Estate Development Control Plan

TABLE OF CONTENTS

Part 1	Introduction	3
1.1.	Name of this Plan	3
1.2.	Land to which this Plan applies.....	3
1.3.	Purpose of this Plan	3
1.4.	Commencement.....	4
1.5.	Relationship to other Plans and Documents	4
1.6.	Relationship to the Dubbo Development Control Plan 2013	4
Part 2	Residential Development and Subdivision.....	5
2.1.	Residential Subdivision Controls.....	5
2.2.	Residential Design (Dwellings, Dual Occupancy and Multi-Dwelling Housing) ..	29
Part 3	Commercial and Non-Residential Development	50
3.1.	Commercial Development and Non-Residential Design.....	50
Part 4	General Provisions	64
4.1.	Parking	64
4.2.	Landscaping.....	71

Part 1 Introduction

1.1. Name of this Plan

This Development Control Plan is known as the Southlakes Estate Development Control Plan (the Plan).

This Plan has been prepared by Council in accordance with Section 3.43 of the Environmental Planning and Assessment Act 1979 (the Act) and Part 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation).

1.2. Land to which this Plan applies

This Plan applies to land within the South-East Urban Release Area, identified in Figure 1 below.



Figure 1 – Area to which this Plan applies

1.3. Purpose of this Plan

The purpose of this Plan is to provide detailed planning and design guidelines for land within the South-East Urban Release Area, in line with Part 6 of the Dubbo Regional Local Environmental Plan 2022.

The purpose of this Plan is to:

- Provide guidance to developers/applicants/builders in the design of development proposals for land to which this Plan applies;
- Communicate the planning, design and environmental objectives and controls against which the consent authority will assess development applications;
- Provide guidance on the orderly, efficient and environmentally sensitive development of

- the Southlakes Estate; and
- Promote quality urban design outcomes within the context of environmental, social and economic sustainability.

1.4. Commencement

This Plan was adopted by Council at the meeting on 22 June 2023 and commenced on 26 June 2023. This Plan repeals the Southlakes Estate Development Control Plans 1 and 2.

1.5. Relationship to other Plans and Documents

Under the Act, Council is required to take into consideration the relevant provisions of any Environmental Planning Instrument (EPI) and this Plan when determining a development application on land to which this Plan applies. Compliance with any EPI or this Plan does not infer development consent will be granted.

The provisions of this Plan must be read in conjunction with any relevant EPI. In the event of any inconsistency between an EPI and this Plan, the provisions of the EPI prevail.

1.6. Relationship to the Dubbo Development Control Plan 2013

The provisions of this Plan should be read in conjunction with other relevant provisions of the Dubbo Development Control Plan 2013. In the event of any inconsistency between this Plan and the Dubbo DCP 2013, the provisions of this Plan prevail.

Part 2 Residential Development and Subdivision

2.1. Residential Subdivision Controls

This section is designed to encourage ‘best practice’ solutions for subdivision design. The achievement of pleasant, safe and functional subdivision is the main objective for subdivision design.

This section lists subdivision design elements under the following headings:

Element 1	Staging
Element 2	Neighbourhood Design
Element 3	Lot Layout
Element 4	Flooding
Element 5	Landscaping
Element 6	Infrastructure
Element 7	Street Design and Road Hierarchy
Element 8	Pedestrian and Cycle Links
Element 9	Stormwater Management
Element 10	Water Quality Management
Element 11	Heritage

Element 1. Staging

Introduction

Staging allows for the timely and efficient release of urban land and associated infrastructure. Each stage should implement the works required and allow for the extension of important infrastructure to future stages.

Objectives

- To allow for the timely and efficient release of urban land and associated infrastructure; and
- To ensure development will not adversely impact the construction of future stages.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Land is developed in an orderly manner and assists in the coordinated provision of necessary infrastructure.	A1.1 Overall staging is undertaken in accordance with Figure 2. A1.2 Staging Plans are included with any development application. The plans must identify proposed sequencing, layouts, lot sizes, shapes, likely development densities and required infrastructure.

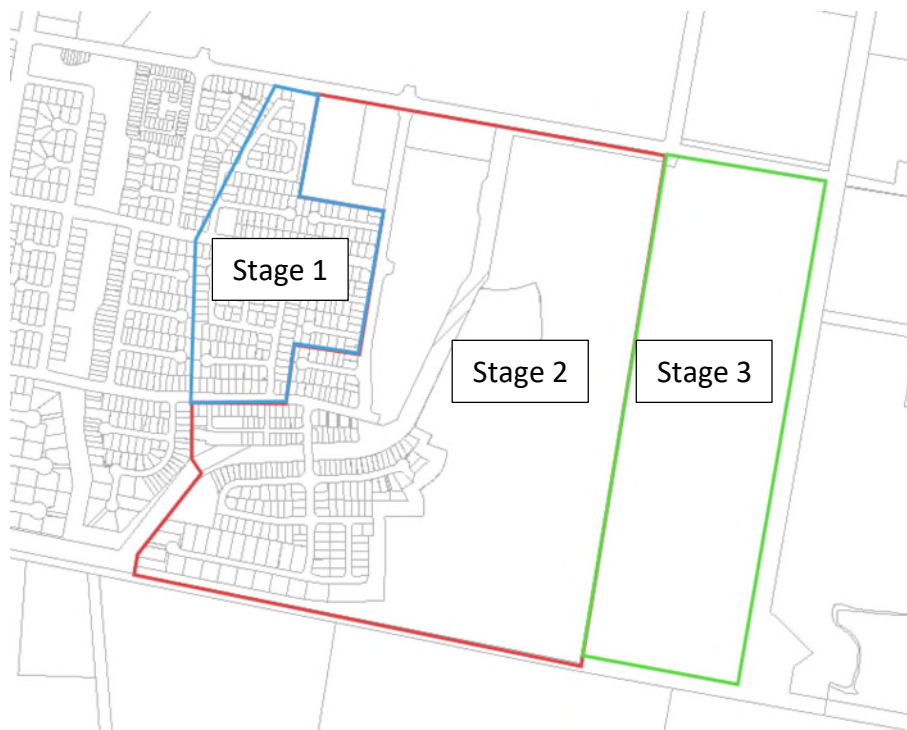


Figure 2 – Staging of development

Element 2. Neighbourhood Design

Successful neighbourhoods have a sense of community, are designed to promote social interaction, are pleasant to live in and have a high level of safety for residents and visitors. Good neighbourhood design considers how residents will interact within the neighbourhood and considers the street and pedestrian networks in addition to housing.

Objectives

- To retain and emphasise natural attributes of the site;
- To provide neighbourhoods that offer opportunities for social interaction;
- To encourage aesthetically-pleasing neighbourhood designs that cater for a broad diversity of housing needs;
- To ensure motor vehicles do not dominate the neighbourhood; and
- To encourage walking and cycling.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The layouts of street blocks establish a clear urban structure and are of a size and length that promotes and encourages walking and cycling.	A1.1 Street blocks are generally a maximum of 250 metres long and 90 metres deep. Block lengths in excess of 250 metres are considered where pedestrian connectivity, stormwater management and traffic safety objectives are achieved.
P2 Street networks provide good internal and external connections for local vehicle, pedestrian and cycle movements.	A2.1 The subdivision layout minimises the use of cul-de-sacs and battle-axe lots. A2.2 The road layout is designed in a grid pattern to promote through-streets, and pedestrian and cycle movements, both within and to adjacent neighbourhoods. A2.3 Neighbourhood design enhances legibility and way-finding through an easily-understood street layout. A2.4 The overall subdivision development and neighbourhood achieves a minimum Internal Connectivity Index (ICI) score of 1.30 as indicated in Figure 3 and Figure 4. In the case of staged subdivision development, an individual stage may have an ICI score below 1.30.
P3 The layout provides for community focal points and public open space that promotes social interaction and caters for a range of uses by the community.	A3.1 Recreational areas, shops and facilities are located within 500 metres walking distance of lots.

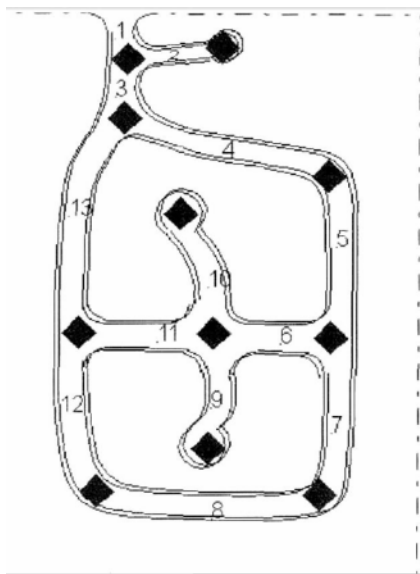
Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 Neighbourhood design provides for passive surveillance of residences and public areas to enhance personal safety and minimise the potential for crime.	A4.1 The subdivision layout minimises narrow pedestrian pathways between or behind development, sound barriers and fencing. A4.2 The subdivision layout achieves the principles of Crime Prevention through Environmental Design.
P5 Natural and cultural features are emphasised and enhanced in the design of neighbourhoods.	A5.1 Watercourses, natural vegetation and heritage items are retained and emphasised in the subdivision layout. A5.2 The subdivision pattern recognises the natural drainage patterns across the site so as to minimise the depth of earthworks.
P6 Development minimises earthworks and maintains the existing topography, drainage, stability and amenity of the site and adjoining sites.	A6.1 Excavation and/or filling must not change the natural ground level of the site by more than 1 metre.

Internal Connectivity Index

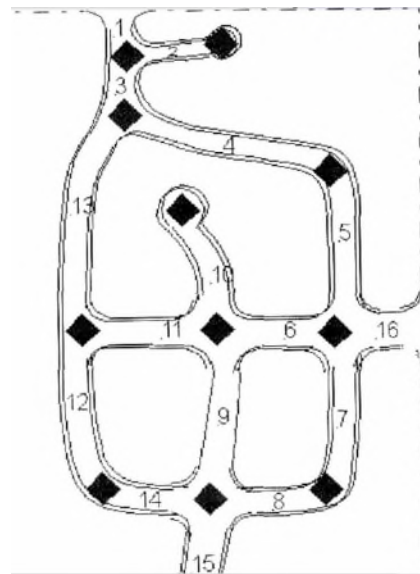
The Internal Connectivity Index (ICI) is calculated by the number of street links divided by the number of street nodes. The higher the connectivity index, the more connected the roadway network. Residential subdivisions that are dominated by cul-de-sacs provide discontinuous street networks, reduce the number of footpaths, provide few alternate travel routes and tend to force all trips onto a limited number of arterial roads.

To calculate the ICI:

- A link is defined as a segment of road between two intersections or from an intersection to a cul-de-sac, including road segments leading from the adjoining highway network or adjacent development.
- A node is defined as an intersection and the end of a cul-de-sac. They do not include the end of a stub-out at the property line.



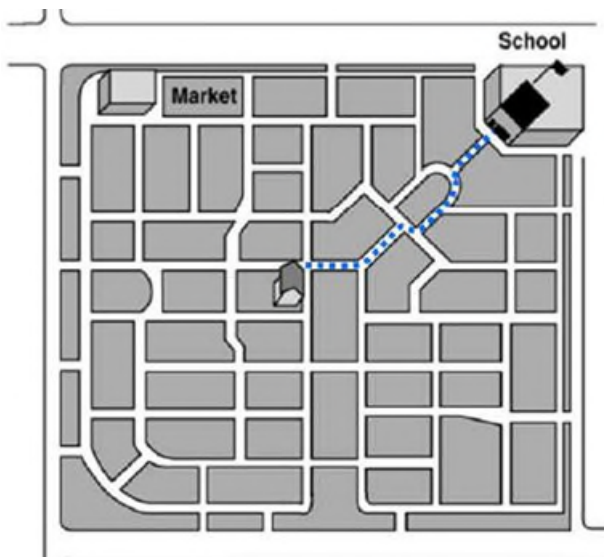
13 links/11 nodes = 1.18 ratio



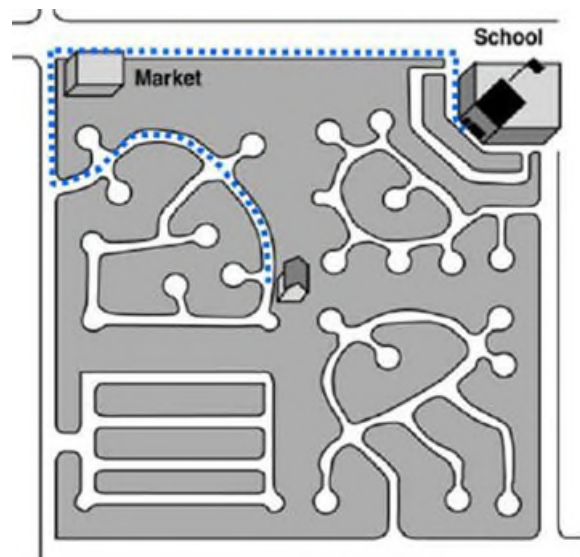
16 links/11 nodes = 1.45 ratio

Figure 3 - Calculation of the Internal Connectivity Index (ICI)

The example on the left shows a well-connected subdivision layout that minimises the distance to travel from a dwelling house to a focal point. The example on the right shows the same trip through a poorly connected subdivision.



A well-connected subdivision layout



A poorly-connected subdivision layout

Figure 4 - Subdivision connectivity examples

Element 3. Lot Layout

An efficient and effective lot layout can allow for the creation of neighbourhoods that encourage connectivity and achieve quality urban design outcomes. The arrangement of the neighbourhood will have an important influence on the quality of the future development, and future development should be considered as part of the lot design.

Objectives

- To provide a range of lot sizes to suit a variety of household types and requirements whilst considering the surrounding established area;
- To encourage conventional subdivisions with direct access to a public road, rather than battle-axe lots, in order to maintain the residential amenity and character of the locality.
- To create attractive residential streets by removing garages and driveways from street frontages, improving the presentation of houses and maximising on street parking spaces and street trees; and

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Lot types</p> <p>P1 A range of lot types (area, frontage, depth and access) is provided to ensure a mix of housing types and sizes.</p>	<p>A1.1 Within each street block, the subdivision design provides varied lot frontages, sizes and depths to provide a differentiation in design and housing product.</p> <p>A1.2 Lots are generally rectangular in shape.</p> <p>A1.3 Irregular shaped lots are only provided where the topography and site hazards results in regular lots not being able to be achieved.</p> <p>A1.4 Where lots are irregular in shape, they are of a sufficient size and orientation to enable siting of development to meet the controls in this Plan.</p> <p>A1.5 Lots are oriented in an east-west or north-south direction to maximise solar access. Exceptions to this orientation may be considered where topography, drainage lines or other natural hazards prevent achievement.</p>
<p>Lot frontage</p> <p>P2 Lots are a suitable configuration to reduce garage dominance in residential streets.</p>	<p>A2.1 Lots have a minimum frontage of 15 metres where the minimum lot size area is 600m² or larger.</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A2.2 The design of lots provides vehicular access to the rear or side of lots where front access is restricted or not possible.
P3 Lots are designed to optimise outlook and proximity to public and community facilities, parks and public transport with increased residential activity.	A3.1 Where lots adjoin land utilised for open space purposes, the lots enable a living area within the dwelling to overlook open space or drainage land.
Battle-axe lots P4 Battle-axe lots are minimised, but where provided, do not compromise the amenity of the streetscape, public domain and neighbouring lots.	A4.1 Battle-axe lots are only provided where the topography and site hazards result in regular subdivision not being able to be achieved. A4.2 Where provided, battle-axe lots are not located in a consecutive arrangement. A4.3 Where provided, vehicular access to battle-axe lots does not have a detrimental impact on the safety and efficiency of the traffic network, collection of waste facilities or lots adjoining the access strip. A4.4 Where provided, the driveway or shared driveway has a minimum width of 4.3 metres, a maximum length of 60m, and includes adjacent planting and trees, as indicated in Figure 5 .
Corner lots P5 Corner lots are of sufficient dimensions and size to enable residential controls to be met.	A5.1 Corner lots have a size greater than the minimum lot size required by the Dubbo Regional Local Environmental Plan 2022 to accommodate additional setback requirements and sufficient building envelopes. A5.2 Corner lots are designed to allow residential accommodation to positively address both street frontages as indicated in Figure 6 .

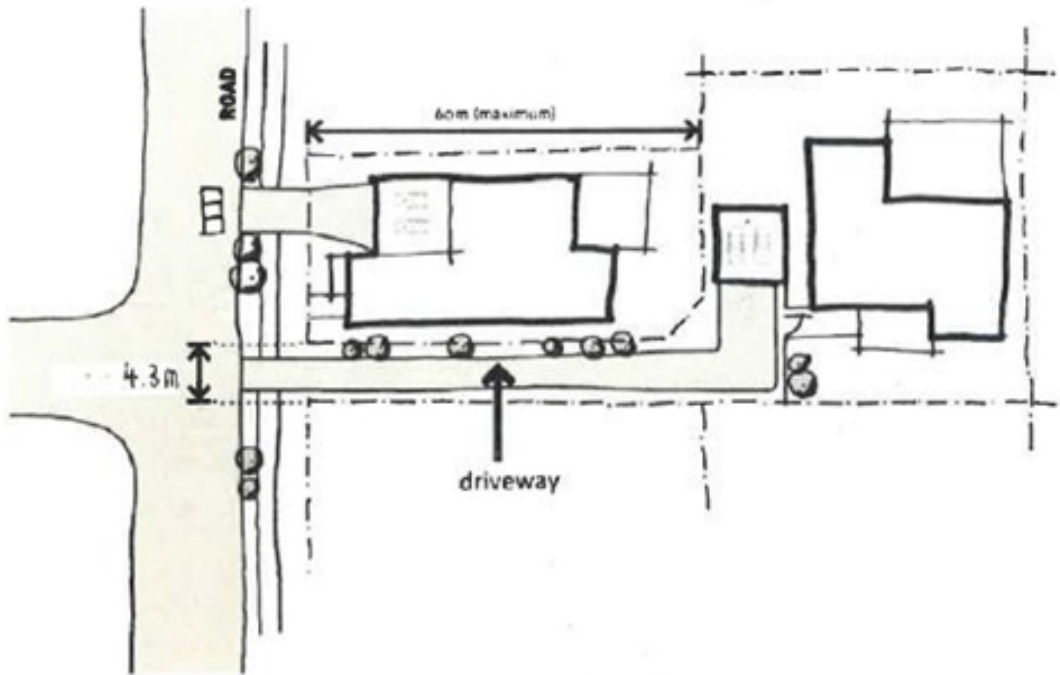


Figure 5 - Example of driveway location and alignments for battle-axe lots

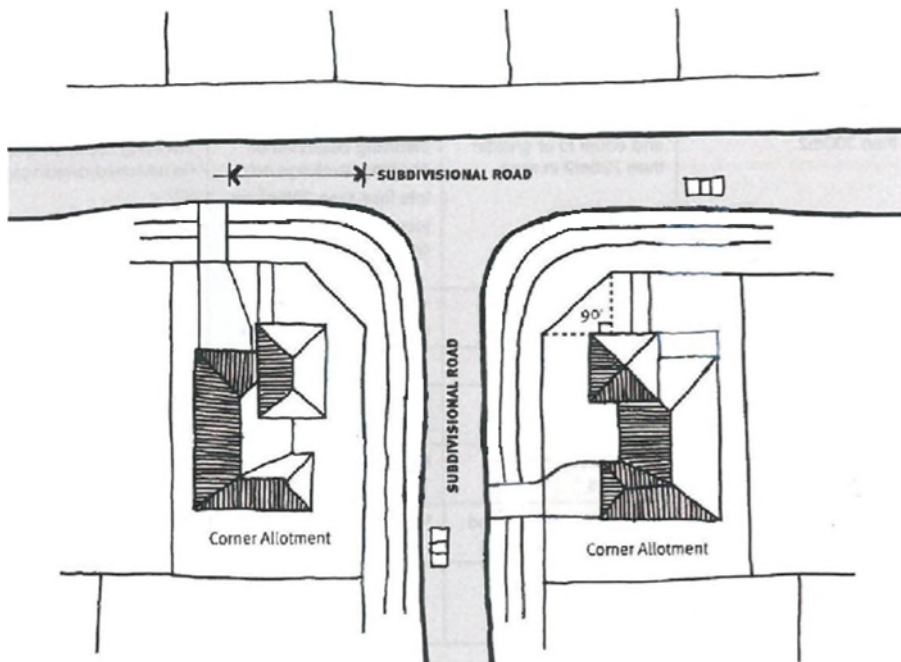


Figure 6 - Corner lots

Element 4. Flooding

Objectives

- To ensure development does not result in an increase in the extent or severity of flooding;
- To minimise the impact and hazard of flooding to people and the environment;
- To ensure people and development are safe from flood risk;
- To maintain the existing flood regime and flow conveyance; and
- To allow for water distribution to and from flood-dependent environments.

Performance criteria The objectives may be achieved where:		Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1	Development does not increase the risk to people and property from flooding.	There are no acceptable outcomes.
P2	Development does not change flood characteristics on the site and external sites.	<p>A2.1 Development does not increase the flood hazard (e.g. by way of increased depth, duration or velocity of flood waters or a reduction in warning times) for the site and surrounding area.</p> <p>A2.2 Development on land subject to flooding does not result in a reduction in flood storage capacity.</p> <p>A2.3 No excavation and/or filling occurs on land subject to flooding, unless an assessment undertaken by a suitably qualified consultant demonstrates:</p> <ul style="list-style-type: none"> • it does not negatively impact the overall hydrology, hydraulics and flood capacity of the watercourse; • it does not in any way result in the reduction of flood storage capacity on the site; • there are no alternate development options; and • Such earthworks result in the rehabilitation and repair of the hydrological network and the riparian ecology of the watercourse. <p>A2.4 Fencing in the flood planning area does not cause an obstruction to the free flow of flood waters or have the ability to break and become debris.</p>
P3	Development has access outside a flood area that provides safe movements for vehicles and pedestrians.	There are no acceptable outcomes.

Element 5. Landscaping

Roadside landscaping, street trees and verges can be strategically developed and maintained to optimise the standard of the neighbourhood’s presentation, and increase its attractiveness to both potential residents and visitors. Landscaping can help define boundaries, reduce traffic speeds, provide shade, and be integrated with stormwater management systems.

Objectives

- To provide landscaping that contributes to the identity and environmental health of the community; and
- To ensure streetscape components do not detrimentally affect solar access to individual dwellings.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 Development preserves significant trees and natural vegetation.	A4.1 Landscaping complies with the requirements of Part 4.2.
P5 Street trees are planted to enhance the local environment and provide an attractive and interesting landscape character.	A5.1 Street trees are provided on all streets and in accordance with the requirements of Council’s Community, Culture and Places Division and any applicable tree planting standards. A5.2 Landscaping within the road reserve includes appropriate detailed designs that address: <ul style="list-style-type: none"> • access and manoeuvrability of heavy vehicles, street sweepers and vehicles; • the impact of the root system on the carriage way; • ongoing maintenance of the tree and carriageway; • relationships with future driveway locations; and • impacts on and location of underground infrastructure.
P6 Landscaping is designed and located to not negatively impact on built infrastructure.	A6.1 Landscaping is provided in drainage basins. A6.2 Landscaping does not restrict vehicle sightlines.

Element 6. Infrastructure

Objectives

- To ensure residential areas are serviced with essential services in a cost-effective and timely manner;
- To ensure residential areas are adequately serviced with water and sewerage infrastructure; and
- To ensure acoustic infrastructure adequately mitigates adverse noise impacts on residential development.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The design and provision of infrastructure is cost-effective and minimises adverse environmental impacts in the short and long term.	A1.1 Utility services are designed and provided in accordance with the requirements of the relevant service authorities. A1.2 Water and sewerage services are provided to each lot at the full cost of the developer. A1.3 Water and sewerage services are designed and constructed in accordance with Council’s adopted AUS-SPEC#1 Development Specification Series – Design and Construction and Technical Schedules – Construction of Water Reticulation and Gravity Sewerage Reticulation and Water Services Association of Australia. A1.4 Each lot is provided with a separate water meter. A1.5 Electricity supply is provided to each lot via underground trenching in accordance with the requirements of the energy supply authority. A1.6 Activities near or within Electricity Easements or close to Electricity Infrastructure comply with ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Electricity Infrastructure 2012. A1.7 Telecommunications and National Broadband Network infrastructure is provided to each lot in accordance with the requirements of the appropriate authority.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A1.8 Energy efficient and appropriately located street lighting is provided in accordance with AS/NZS 1158.1.1
P2 Compatible public utility services are located in common trenching in order to minimise the land required and the costs for underground services.	A2.1 Services are located underground and next to each other in common trenching in accordance with Council’s Policy.
P3 The amenity of residential accommodation is adequately protected from the acoustic impacts of the Southern Distributor Road and industrial development.	A3.1 A noise impact assessment is included with any development application to identify the acoustic impacts and alleviation treatments of the Southern Distributor Road and adjoining industrial development. The report must identify receivers, determine background noise levels, establish noise criteria, provide predicted noise levels and assumptions, assess potential impacts, and consider mitigation measures. A3.2 Where a landscape buffer is proposed as part of alleviation treatments, it is designed, constructed and maintained in accordance with the following: <ul style="list-style-type: none"> • Earth mounding is provided where necessary to achieve satisfactory acoustic attenuation and visual screening; • Selected plant species meet the buffer’s functional requirements and require minimal ongoing maintenance; • Selected plant species are appropriate to the location, drainage and soil type; • Plant selection includes a range of species to provide variation in form, colour and texture to contribute to the natural appearance of the buffer; • Planting density results in the creation of upper, mid and understorey strata.

Element 7. Street Design and Road Hierarchy

Objectives

- To ensure streets fulfil their designated function within the street network;
- To facilitate public service utilities;
- Encourage street designs that accommodate drainage systems; and
- Create safe and attractive street environments.

Performance criteria The objectives may be achieved where:		Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1	The street network has connections within and beyond the urban release area.	A1.1 The street layout is generally in accordance with Figure 7 .
P2	The street network is sufficient to cater for all street functions, including: <ul style="list-style-type: none"> • Safe and efficient movement of all users, including pedestrians and cyclists; • Provision for buses, emergency and service vehicles; • Provision for parked vehicles; • Provision for landscaping; and • Location, construction and maintenance of public utilities. 	<p>A2.1 The road hierarchy complies with the relevant Residential Release Strategy.</p> <p>A2.2 Road reserve widths comply with Dubbo Regional Council Policy Code and the Dubbo Transportation Strategy 2020 (or its subsequent replacement).</p> <p>A2.3 The road hierarchy is designed and constructed in accordance with Dubbo Regional Council’s adopted AUS-SPEC#1 Development Specification Series – Design and Construction and Technical Schedules, and Transport for New South Wales design standards.</p> <p>A2.4 A swept path analysis is included in any development application. It must be prepared by a suitably qualified professional to indicate all design vehicles can manoeuvre throughout the subdivision, ensuring all turns can be made legally and safely.</p>
P3	The street network is sufficient to cater for waste collection vehicles.	<p>A3.1 The street network reduces the need for reversing of waste collection vehicles. This includes cul-de-sacs and temporary turning heads as a result of staging and construction works.</p> <p>A3.2 Sufficient area is provided at the head of cul-de-sacs for waste disposal vehicles to make a three point turn.</p> <p>A3.3 Where properties are accessed from cul-de-sacs, battle-axe lots, laneways or rear lanes:</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<ul style="list-style-type: none"> • Each lot has a waste collection area that is suitable for the presentation of three bins to be collected; • Waste collection areas do not obstruct other major traffic or property use, including garage access; • The road width must accommodate Council’s waste vehicles without impacting other road users, including the side loading vehicle and lift arm movement/rotation. <p>A3.4 Each lot has a sufficient waste collection area at the front that is suitable for the storage of three bins to be collected that doesn’t obstruct traffic flows, vehicle entry to the property or pedestrian movements.</p>
<p>P4 The verge width is sufficient to provide for special site conditions and future requirements.</p>	<p>A4.1 The verge width is increased where necessary to allow space for:</p> <ul style="list-style-type: none"> • Larger scale landscaping; • Indented parking; • Future carriageway widening; • Retaining walls; • Cycle paths; • Overland flow paths; and • Street trees, associated tree pits and tree root systems.
<p>P5 Street design caters for all pedestrian users including the elderly, disabled and children by designing streets to limit the speed motorists can travel.</p>	<p>A5.1 The length of straight streets are limited to between 200 metres to 250 metres for a speed of 50km/hr.</p> <p>A5.2 The road network incorporates the following speed control devices to produce a low speed traffic environment:</p> <ul style="list-style-type: none"> • Horizontal deflection devices: • Roundabouts; • Slow points; • Median islands; • Street narrowing; • Vertical deflection devices; • Speed humps and dips; and • Raised platforms at pedestrian crossings or thresholds.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P6 Driveway egress movements do not create a safety hazard.	A6.1 Lots on major collector streets and streets which carry more than 3,000 vehicles per day are designed to promote forward movement of vehicles across the verge.
P7 Bus routes have a carriageway width that: <ul style="list-style-type: none"> • Allows for the movement of buses unimpeded by parked cars; • Safely accommodates cyclists; and • Avoids cars overtaking parked buses. 	A7.1 The geometry of streets identified as bus routes provides suitable turning, stopping sight distance, grade and parking for buses. A7.2 Bus routes and stops are identified and planned for in accordance with AUSTRROADS. A7.3 Development provides bus stops, bus bays and shelters not more than 400 metres apart.
P8 On-street car parking is provided in accordance with projected needs determined by: <ul style="list-style-type: none"> • The number and size of probable future dwellings; • The car parking requirements of likely future residents; • Availability of public transport; • Location of non-residential uses such as schools/shops; and • The occasional need for overflow parking. 	A8.1 One on-street parking space is provided per lot. These are to be located against the kerb or in pairs in parking bays constructed within the verge, and located within 60 metres of each lot.

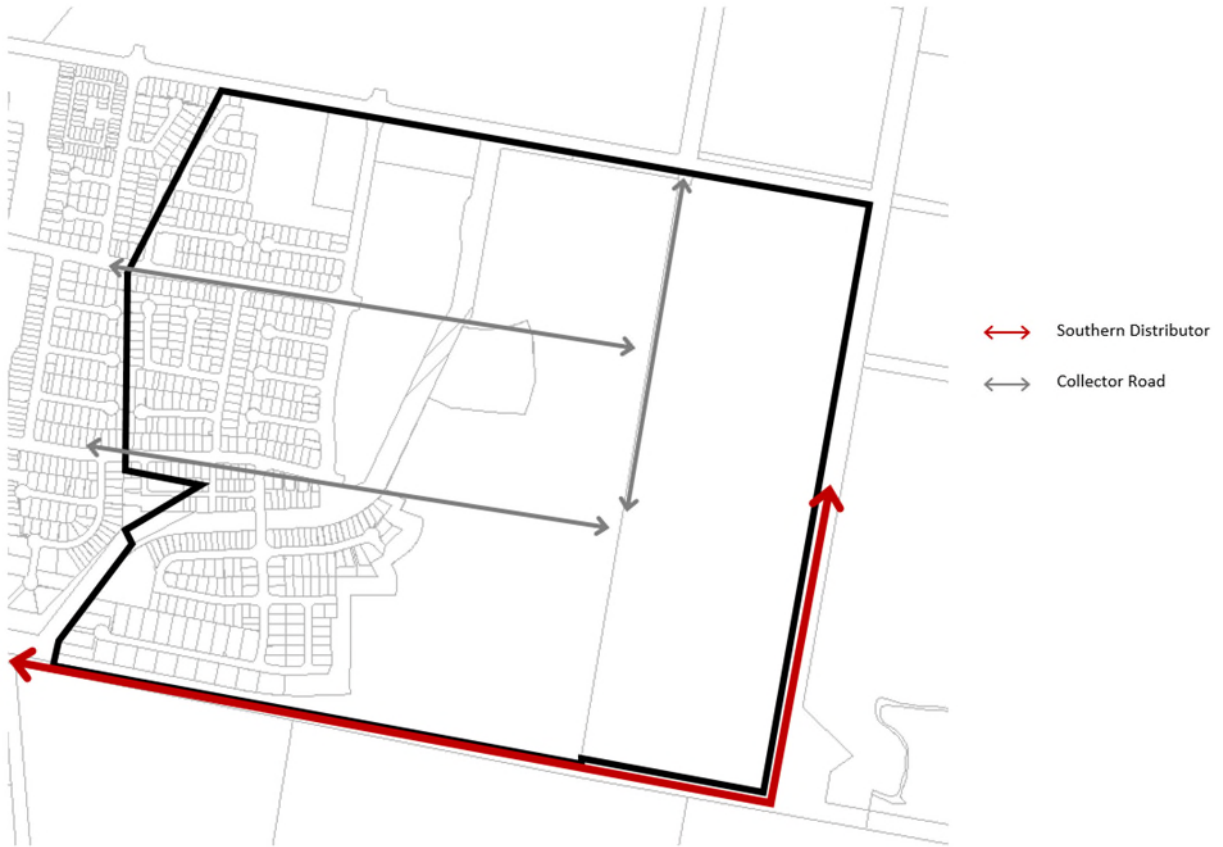


Figure 7 – Indicative network plan

Element 8. Pedestrian and Cycle Links

Pedestrian dominated environments create strong links between residential areas, local parks and neighbourhood shopping centres.

Objective

- To encourage walking and cycling by providing safe and convenient movement networks to points of attraction and beyond the development.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Network linkages</p> <p>P1 A network of pedestrian and cyclist routes, with connections to adjoining streets, open spaces and activity centres, is provided.</p>	<p>A1.1 Pedestrian and cycle paths are provided in accordance with the Dubbo Open Space Master Plan 2018.</p> <p>A1.2 Pedestrian routes connect to public open space, bus stops, commercial centres, educational establishments and community/recreation facilities.</p> <p>A1.3 A network of footpaths and cycle routes is provided that accounts for:</p> <ul style="list-style-type: none"> The need to encourage walking and cycling; Likely users; Opportunities to link open space networks and community facilities including public transport, local activity centres, schools and neighbouring shopping centres; Topography; and Cyclist and pedestrian safety.
<p>Footpaths and shared paths</p> <p>P2 Footpaths and shared paths are:</p> <ul style="list-style-type: none"> Designed with appropriate widths, longitudinal gradients and sight distances to cater for the number of projected pedestrians and cyclists; and Constructed to provide a stable surface for projected users and is easily maintained. 	<p>A2.1 Collector streets on which there is access to lots or where there is a planned pedestrian or cyclist path are provided with a separate path on each side clear of the carriageway pavement.</p> <p>A2.2 Local streets on which there is access to lots are provided with a path on one side of the carriageway pavement.</p> <p>A2.3 Pedestrian footpaths are 1.5 metres wide and constructed of concrete or paving block for the full width, and are located central to the</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>existing or proposed kerb.</p> <p>A2.4 Shared pedestrian and cyclist paths are 2.5 metres wide.</p> <p>A2.5 Paths are widened at potential conflict points or junctions in areas of high use.</p> <p>A2.6 The location of footpaths preserve trees and other significant features.</p> <p>A2.7 The maximum longitudinal gradient of cycle paths is no greater than that at any adjacent street pavement.</p>
P3 Footpaths and cycle ways are well-lit and located where there is casual surveillance.	A3.1 Energy efficient and appropriately located street lighting is provided in accordance with AS/NZS 1158.1.1
Street furniture P4 Street furniture is provided in appropriate places to increase the use and enjoyment of residents.	A4.1 Street furniture, including seats, bollards, bins and drinking fountains are provided in accordance with the requirements of Council’s Community, Culture and Places division. A4.2 Street furniture does not create clutter and obstacles in the public realm.
Safe crossings P5 Safe street crossings are provided for all street users with safe sight distances and adequate pavement markings, warning signs and safety rails (where appropriate for cyclists).	A5.1 Where traffic volumes exceed 3,000 vehicles per day or speeds exceed 50km/hr, safe crossings are created with the use of pedestrian refuges, slow points, thresholds or other appropriate mechanisms. A5.2 Pram and wheelchair crossings are provided at all kerbs and are adequately designed for this purpose as well as assisting sight-impaired people.

Element 9. Stormwater Management

Objectives

- To provide major and minor drainage systems which:
 - Adequately protect people and the natural and built environments to an acceptable level of risk and in a cost effective manner in terms of initial costs, longevity and maintenance; and
 - Contribute positively to environmental enhancement of catchment areas.
- To manage any water leaving the site (during construction and operation) with stormwater treatment measures.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development does not alter the site's stormwater drainage characteristics in a manner that causes nuisance or substantial damage to the site or downstream properties.	<p>A1.1 A stormwater drainage strategy is included with any development application that details how the projected stormwater volumes can be managed on the subject land and through to receiving waters.</p> <p>A1.2 Stormwater drainage is provided in accordance with the requirements of Council's Infrastructure division.</p> <p>A1.3 The stormwater system's capacity has been designed assuming the lots have a maximum impervious surface area.</p>
P2 Development reduces peak flows into Council's stormwater drainage system.	<p>A2.1 Post development peak flows, up to the 1% AEP storm events, are limited to 'pre-development' levels. Pre-development assumes 0% impervious area unless otherwise agreed with Council.</p> <p>A2.2 In areas where there is a likelihood of salinity impacts, infiltration is not used.</p> <p>A2.3 For stormwater catchments draining to the west of this area, into the Eastern Channel: Stormwater drainage design is in accordance with Southlakes Estate Eastern Drainage Channel Stormwater Management Strategy.</p>
P3 The stormwater drainage system has the capacity to safely convey stormwater flows.	<p>A3.1 Lots are graded to discharge stormwater and run-off from roads and other hard areas to the public road, and discharged to a drainage network.</p> <p>A3.2 The design and construction of the stormwater drainage system is in accordance</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>with the requirements of:</p> <ul style="list-style-type: none"> • Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia (Geoscience Australia), 2019; • Council’s adopted AUS-SPEC #1 NSW 1999 Development Specification Series – Design and Construction. <p>A3.3 Minor stormwater drainage systems are designed to cater for the 10% AEP storm event. Major stormwater drainage systems are designed to cater for the 1% AEP storm event. These systems are to be evident as ‘self-draining’ without impacting on flooding of residential houses etc.</p> <p>A3.4 Infiltration to groundwater is not used as a method to discharge stormwater.</p>
P4 Natural streams and vegetation are retained wherever practicable and safe to maximise community benefit.	A4.1 Natural streams and vegetation are incorporated into the stormwater drainage system for the subdivision and open space requirements.
P5 The design of minor and major system flow paths and structures manage public safety and risk.	A5.1 Flood Hazard Classification is within H1 of Australian Rainfall and Runoff 2019, book 6, chapter 7. A5.2 Access to underground pipe and pit systems which are large enough for children to enter is prevented.
P6 The system design allows for the safe passage of vehicles at reduced speeds on streets which have been affected by run-off from the relevant design storm.	A6.1 The system allows for the safe passage of vehicles on streets which have been affected by run-off from a 1% AEP event. A6.2 Road and stormwater design complies with the AUSTRROAD Guideline, Guide to Road Design Part 5A: Drainage – Road Surface, Networks, Basins and Subsurface. A6.3 Gutter flow width at pedestrian access points complies with AUSTRROAD guidelines.
P7 Stormwater systems minimise maintenance requirements and safety risks within grassed areas, open channels, basins and roads.	A7.1 Adequately manage continual and frequent low flows through the development. A7.2 The stormwater system is designed and

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>constructed with adequate scour protection to prevent erosion.</p> <p>A7.3 The batter slope must not be greater than 1:7 (vertical to horizontal).</p>
<p>P8 Stormwater systems increase public convenience and safety, and the protection of property.</p>	<p>A8.1 The stormwater drainage network is designed to ensure that there are no flow paths which would be a risk to public safety and property.</p> <p>A8.2 The stormwater drainage system has the capacity to safely convey stormwater flows resulting from the relevant design storm under normal operating conditions, taking partial minor system blockage into account.</p>
<p>Site drainage</p> <p>P9 Subdivision design and layout provides for adequate site drainage.</p>	<p>A9.1 Lots are graded to discharge stormwater to the public road.</p> <p>A9.2 Interallotment drainage and associated easements are provided where any part of any lot, roof water or surface water does not drain to a public road without traversing one or more adjacent downhill lots.</p> <p>A9.3 Each lot requiring interallotment drainage has a surface inlet pit located in the lowest corner or portion of the allotment. Lots are graded to the interallotment pit.</p> <p>A9.4 Interallotment drainage lines are located approximately 1.0 metres from property boundaries within a 2.0 metres easement created for this purpose and reflected on the subdivision plan and 88B instrument.</p> <p>A9.5 The design of the inter-allotment drainage system is in accordance with Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia (Geoscience Australia), 2019.</p>
<p>Flooding</p> <p>P10 Residential development is protected from flood waters.</p>	<p>A10.1 The finished floor level of residential accommodation is located at or above the flood planning level.</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A10.2 Flood-ways are developed in a manner which ensures that there is a low risk of property damage.

Element 10. Water Quality Management

Objective

- To provide water quality management systems which:
 - Ensure that disturbance to natural stream systems is minimised; and
 - Stormwater discharge to surface and underground receiving waters, during construction and in developing catchments, does not degrade the quality of water in the receiving areas.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The system design optimises the interception, retention and removal of water-borne pollutants prior to their discharge to receiving waters.	<p>A1.1 An Erosion and Sediment Control Plan is included with any development application. It must be prepared by a suitably qualified professional using the 'Managing Urban Stormwater: Soils and Construction', and address the existing site, proposed development and the protection of the environment, adjoining properties and infrastructure.</p> <p>A1.2 Adequate provision is made for measures during construction to ensure that the land form is stabilised and erosion is controlled.</p>
P2 The system design minimises the environmental impact of urban run-off on surfaces receiving water quality and on other aspects of the natural environment.	<p>A2.1 Water pollution control ponds or wetlands are developed (where appropriate) for final treatment before discharge to the wider environment and are to be sited to minimise impacts on the natural environment.</p> <p>A2.2 Sensors are used to control watering systems in accordance with Council's requirements.</p>

Element 11. Heritage

Objective

- To ensure that subdivision does not have a detrimental effect on heritage values.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Identified heritage items are not adversely affected by development.	A1.1 A heritage assessment is included with any development application near or in the vicinity of a heritage item. The heritage assessment should identify the impact area, and any areas to be retained and protected.

2.2. Residential Design (Dwellings, Dual Occupancy and Multi-Dwelling Housing)

This section is designed to encourage ‘best practice’ solutions and clearly explain requirements for the development of dwelling houses, dual occupancy (attached and detached) and multi-dwelling housing development.

The objectives of this section are:

- To facilitate a mix of dwelling sizes complementing the character of the area and that provide accommodation for all sectors of the community; and
- To facilitate low density residential accommodation with an economic use of infrastructure.

This section lists design elements under the following headings:

Element 1	Streetscape Character
Element 2	Building Setbacks
Element 3	Solar Access
Element 4	Private Open Space and Landscaping
Element 5	Fencing
Element 6	Infrastructure
Element 7	Visual and Acoustic Privacy
Element 8	Vehicular Access and Car Parking
Element 9	Waste Management
Element 10	Detached Development

Element 1. Streetscape Character

Objectives

- Residential housing to complements the existing streetscape and neighbourhood character;
- Residential housing is in keeping with the desired future streetscape and neighbourhood character; and
- To provide a mix of dwelling sizes complementing the character of the area and that provide accommodation for all sectors of the community.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Dual occupancy and multi-dwelling housing</p> <p>P1 Dual occupancy and multi-dwelling housing development and densities are appropriate and compatible with the local context.</p>	<p>A1.1 The minimum lot frontage for a dual occupancy is 15 metres.</p> <p>A1.2 The minimum site area and frontage for multi-dwelling housing is 700m² and 20 metres.</p> <p>A1.3 Dual occupancy and multi-dwelling housing are not located on a battle-axe lot.</p> <p>A1.4 Where a dual occupancy or multi-dwelling housing is situated on corner blocks, development is designed to face each street frontage.</p> <p>A1.5 Dual occupancy is not designed as ‘mirror image’.</p> <p>A1.6 Where dwellings associated with multi-dwelling housing are located adjacent to a public road, the dwellings are orientated to directly address the street and not an ‘internal’ road or driveway, as indicated in Figure 8.</p>
<p>Built form</p> <p>P2 The frontage of buildings and their entries are readily apparent from the street.</p>	<p>A2.1 Buildings adjacent to the public road have a front door facing the street.</p> <p>A2.2 The façade facing the primary street incorporates: <ul style="list-style-type: none"> • Entry feature or porch; and • Recessing or projecting architectural elements. </p> <p>A2.3 The building design highlights the entry and front rooms rather than the garage.</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	A2.4 Parking is located so that the front windows of dwellings are not obscured.
P3 The development is designed to respect and reinforce the positive characteristics of the neighbourhood, including: <ul style="list-style-type: none"> • Built form; • Bulk and scale; • Vegetation; and • Topography. 	A3.1 Development is designed to provide visual interest through: <ul style="list-style-type: none"> • Massing and proportions; • Roof form and pitch; • Facade articulation and detailing; • Recesses and projections; • Window and door proportions; • Verandahs, eaves and parapets; • Varying building materials, patterns, textures and colours; • Decorative elements; • Vehicular footpath crossing (location and width); • Fence styles; and • Building setbacks.
P4 Walls visible from the street are adequately detailed for visual interest.	A4.1 Walls longer than 10 metres are articulated with a variation of not less than 600mm for a minimum length of 4 metres.
P5 Garages and parking structures integrate with features of the dwelling and do not dominate the street frontage or views of the dwelling from the street.	A5.1 For lots with a frontage in excess of 12 metres, the width of a garage door or parking structure facing the street is not greater than 50% of the total width of the front of the building.

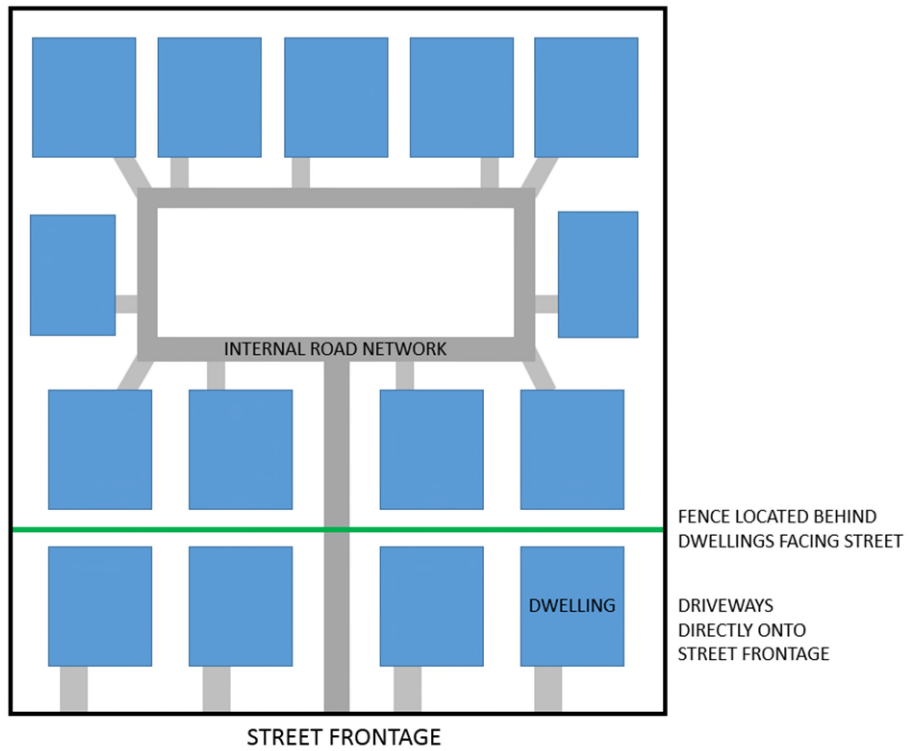


Figure 8 - Example of a multi-dwelling housing addressing the street frontage

Element 2. Building Setbacks

Objectives

- The setback of a building from the property boundaries, the height and length of walls, site coverage and visual bulk are acceptable in the neighbouring setting;
- Habitable rooms of dwellings and private open space within the development and in adjacent development receive adequate sunlight, ventilation and amenity;
- Development on corner lots provides an appropriate secondary street setback; and
- Garages and parking structures do not dominate the streetscape.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Note: The setback is measured from the property boundary to the first vertical structural element of the development. No portico, posts, etc shall be any closer than the stated setback.</p>	
<p>Front boundary setback</p> <p>P1 The setback of the development from the front boundary of the lot is consistent with established setbacks, or is consistent with the desired amenity of the locality.</p>	<p>A1.1 Development is setback a minimum of 4.5 metres from the front property boundary where no streetscape setback has been established.</p> <p>A1.2 In established areas, infill development is setback in accordance with Figure 9.</p> <p>A1.3 Garages, carports and parking structures are setback a minimum of 5.5 metres from the front property boundary and in line with or behind the alignment of the front façade of the dwelling, where the lot frontage is in excess of 12 metres in width.</p>
<p>Corner lots</p> <p>P2 Residential development on corner lots addresses both street frontages.</p>	<p>A2.1 Development is setback in accordance with Figure 10.</p> <p>A2.2 Development is setback a minimum of 3 metres from the secondary frontage.</p> <p>A2.3 Garages and parking structures on secondary frontages are setback a minimum of 5.5 metres from the property boundary, as indicate in Figure 10.</p> <p>A2.4 Garages and parking structures on corner lots are accessed from the secondary frontage.</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Side and rear boundary setbacks P3 The setback of the development from the side and rear boundaries of the allotment is consistent with established setbacks or is consistent with the desired amenity of the locality.	A3.1 Residential development is setback such that it complies with the requirements of the National Construction Code. A3.2 Residential development is setback a minimum of 3m from the rear boundary.
Setbacks to landscaping P4 Development is sufficiently setback to accommodate and preserve significant trees.	A4.1 Where there is a large or potentially large tree in the road reserve or public open space adjacent to the site, development must be setback to avoid damage to the tree and root system.

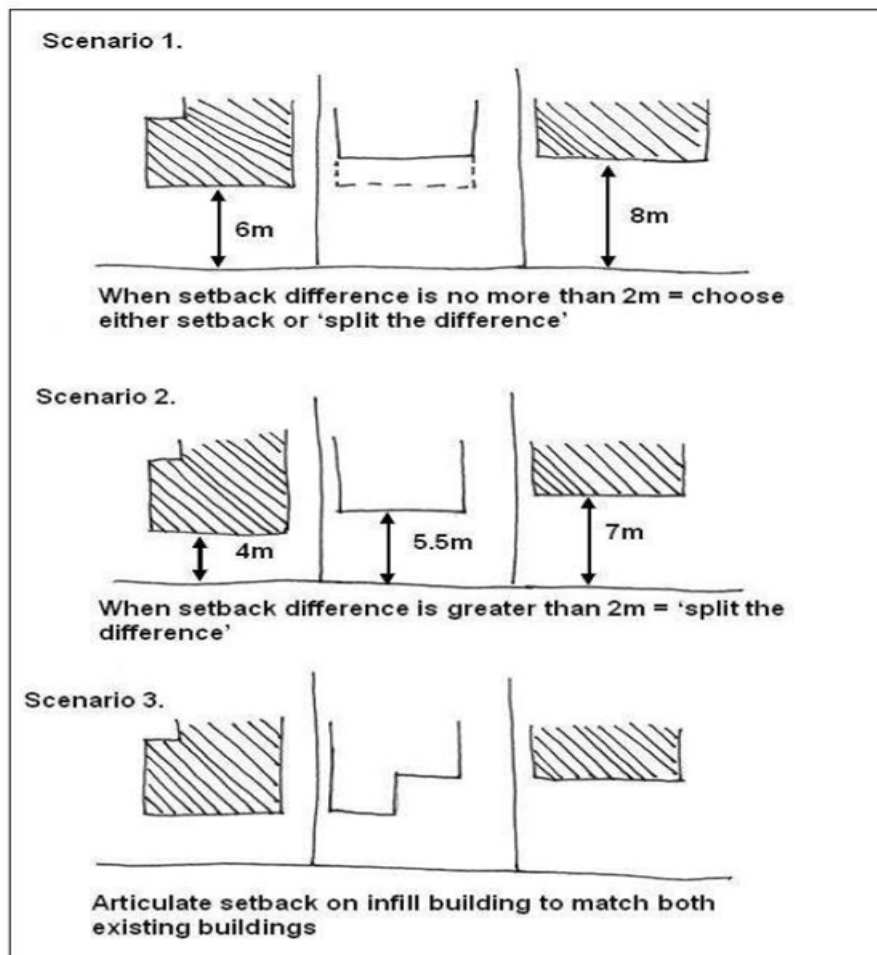


Figure 9 - Setbacks for infill development in established areas

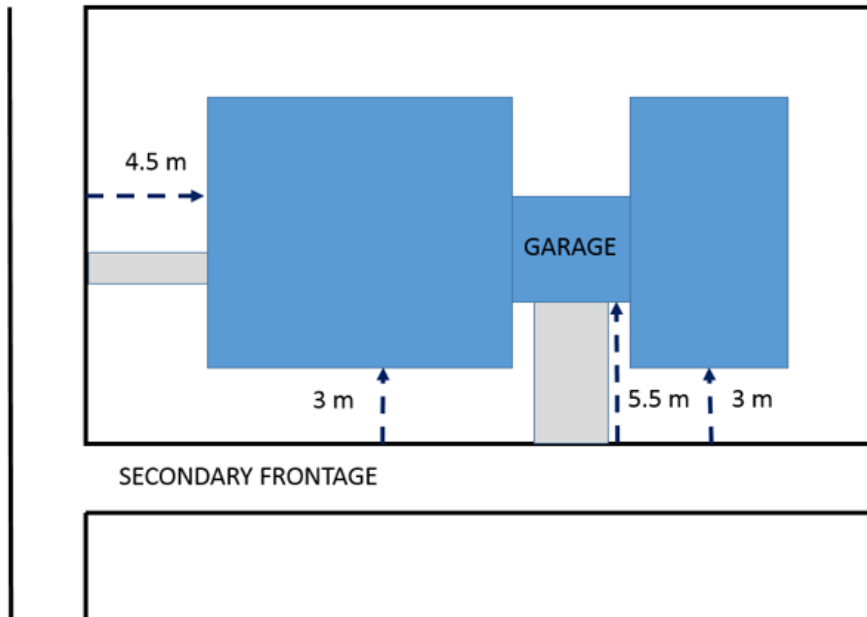


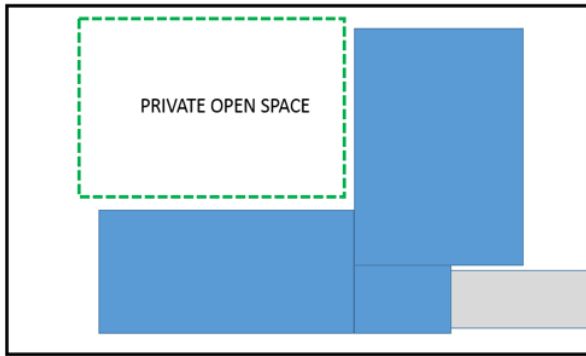
Figure 10 - Setbacks for corner lots

Element 3. Solar Access

Objectives

- Development provides an acceptable level of solar access for occupants; and
- Development does not significantly impact on the solar access and amenity of adjoining and adjacent allotments.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Solar access</p> <p>P1 Development is designed to ensure solar access is available to habitable rooms, solar collectors (photovoltaic panels, solar hot water systems etc), private open space and clothes drying facilities.</p>	<p>A1.1 Dwellings are sited in accordance with Figure 11.</p> <p>A1.2 On lots with an east-west orientation, the setback on the north-side of the lot is increased to allow for maximum solar access to habitable rooms located on the north-side of the dwelling.</p> <p>A1.3 Outdoor clothes drying areas are located to ensure adequate sunlight and ventilation are provided between the hours of 9am and 3pm on 22 June to a plane of 1 metres above the finished ground-level under the drying lines.</p> <p>A1.4 Shadow diagrams are submitted for any residential development above single storey. Shadow diagrams are to be prepared for 9am, 12pm and 3pm on June 22.</p>
<p>P2 Development does not reduce the level of solar access for adjoining or adjacent allotments.</p>	<p>A2.1 Habitable rooms of adjoining development receive a minimum of four hours solar access between the hours of 9am and 3pm on 22 June.</p> <p>A2.2 Principal private open space of adjoining and adjacent development receives a minimum of four hours solar access over 75% of the area between 9am and 3pm on 22 June.</p>



NORTH



A dwelling built close to the southern boundary enables winter sunlight to enter habitable rooms in the dwelling. Good solar access is available to private open space during winter.

Figure 11 - Required siting of dwellings on east-west lots

Element 4. Private Open Space and Landscaping

Objectives

- Private outdoor open space is well-integrated with the development and is of sufficient area to meet the needs of occupants;
- To provide a pleasant, safe and attractive level of residential amenity; and
- Landscaping is appropriate in nature and scale for the site and the local environment.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Private open space is of an area and dimension to facilitate its intended use, and provides opportunities for outdoor recreation and relaxation.	A1.1 Dwelling houses, dual occupancy and multi-dwelling houses have a Principal Private Open Space (PPOS) area and a general Private Open Space (POS). A1.2 The PPOS has a minimum area per dwelling of 25m ² and a minimum dimension of 5m. This area can include covered (not enclosed) outdoor entertainment areas. A1.3 Dwelling houses and dual occupancies have an overall minimum POS (including PPOS) of 20% of the site area (excluding the area located forward of the front building line). A1.4 Multi-dwelling housing has an overall minimum POS area (including PPOS) of 5% of the site area per dwelling within the development (excluding the area located forward of the building line).
P2 Private open space is easily accessible by the occupants of the development and provides an acceptable level of privacy.	A2.1 All PPOS is directly accessible from the main living area. A2.2 All POS is located behind the front building line and is screened to provide for the privacy of occupants and the occupants of adjoining properties.
P3 Development preserves significant trees and natural vegetation.	A3.1 Landscaping complies with the requirements of Part 4.2.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P4 Landscaping is provided at a scale and density which is appropriate for the development.	A4.1 A landscape plan is included with any development application for dual occupancy and multi-dwelling developments. A4.2 The height and density of vegetation at maturity screens and softens the development. A4.3 Landscaping does not detrimentally reduce the level of solar access enjoyed by adjoining and adjacent properties.

Element 5. Fencing

Objectives

- Fencing is of a high quality and does not detract from the streetscape;
- Rear and side fencing will assist in providing privacy to private open space areas; and
- Fence height, location and design will not affect traffic and pedestrian visibility at intersections.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Fences not covered by this Plan must comply with State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. Details of any fencing which does not meet this criteria must be provided and assessed as part of a development application.	
P1 Fencing is consistent with the existing character of the area.	A1.1 Fences take elements from neighbouring properties where elements are representative of the character of the street. A1.2 Barbed, razor wire or electrical fencing is not permitted. A1.3 Fences visible from a public area are softened with the use of landscaping.
Front fences P2 Front fences enable outlook from the development to the street or open space to facilitate surveillance and safety.	A2.1 Front fences have a maximum height of 1.2 metres if solid or less than 20% transparent, or 1.5 metres if greater than 50% transparent.
P3 Front fences provide noise attenuation on classified roads.	A3.1 Solid front fences to main roads for the purposes of noise attenuation may be considered to a height of 1.8 metres provided that: <ul style="list-style-type: none"> • The fence does not exceed 5 metres in length without articulation or detailing to provide visual interest; • The fence is constructed of materials which are consistent with those used in the development on the site and adjoining developments (other than solid metal panels or chain wire fencing).
Side fences P4 Fencing style and materials reflect the local streetscape and do not cause undue overshadowing of adjoining development.	A4.1 Side fences forward of the building line are not constructed of solid metal panels or chain wire fencing, including factory pre-

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	coloured materials. A4.2 Fences on the side boundary have a maximum height of 1.8 metres.
Rear fences P5 Fences on rear boundaries allow views into public open space areas.	A5.1 Fences on the rear boundary of lots adjoining public open space are open style and transparent, and incorporate low hedges or permeable vegetation. A5.2 Fences on the rear boundary have a maximum height of 1.8 metres.
Corner lots P6 Fences on secondary frontages do not dominate the streetscape.	A6.1 Fences on the secondary frontage have a maximum height of 1.8 metres for 50% of the length of the boundary to the secondary road, which is measured from the corner splay of the primary road boundary. A6.2 Fences on the secondary frontage are articulated and provided with vegetation screening to soften the visual impact of the fence.
P7 Fencing on corner lots do not impede motorists' visibility at the intersection.	A7.1 Fencing is either splayed, setback, reduced in height or transparent to maintain visibility for motorists. The extent of the splay will be determined by Council in consideration of the characteristics of the road and the radius of the kerb return.
General P8 Fences do not interfere with the stormwater flows across the site.	A8.1 Fences allow for the passage of stormwater.

Element 6. Infrastructure

Objectives

- Residential development is encouraged in areas where it can take advantage of existing physical and social infrastructure;
- Infrastructure has the capacity or can be economically extended to accommodate new residential development;
- To efficiently provide development with appropriate physical services; and
- The impact of increased stormwater run-off to drainage systems is minimised.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development does not overload the capacity of public infrastructure.	A1.1 Infrastructure is provided in accordance with Council’s adopted version of AUS-PEC and relevant policies.
P2 Development is connected to reticulated sewerage, water supply, electricity, telecommunications and natural gas.	A2.1 Development is connected to Council’s reticulated water supply, stormwater drainage and sewerage system in accordance with Council’s adopted version of AUS-PEC and relevant policies. A2.2 Development is connected to electricity in accordance with the requirements of the appropriate authority. A2.3 Development is connected to a telecommunications system provided in accordance with the requirements of the appropriate authority.
P3 Stormwater leaving the site does not exceed the capacity of the stormwater system.	A3.1 Impervious areas including roofed sealed, paved, and concrete areas are limited to the capacity of Council’s stormwater system. A3.2 Stormwater is not directed onto neighbouring lots. A3.3 Finished lot levels allow for a stormwater overland flow path through the lot.
P4 Development conforms to the natural land forms and site constraints without the need for excessive excavation and/or fill.	A4.1 Excavation and/or filling must not change the natural ground level of the site by more than 1m.

Element 7. Visual and Acoustic Privacy

Objectives

- Overlooking of private open space and views into neighbouring development is limited;
- To substantially contain noise within each dwelling and to limit noise from communal areas or shared facilities affecting nearby dwellings; and
- To protect internal living and sleeping areas from inappropriate levels of external noise.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Visual privacy</p> <p>P1 Private open space and living rooms of adjacent residential accommodation are protected from direct overlooking.</p>	<p>A1.1 Windows of habitable rooms with an outlook to windows of habitable rooms in adjacent development within 10m:</p> <ul style="list-style-type: none"> • Are offset a minimum distance of 1m from the edge of the opposite window; • Have a sill height of 1.5 metres above floor level; • Have a fixed obscure glazing in any window pane below 1.5 metres above floor level; or • Have screens which obscure the view from habitable room windows, balconies, stairs, landings, terraces and decks or other private, communal or public areas within a development into private open space and/or habitable rooms of existing residential accommodation. <p>A1.2 Screens are solid, translucent or perforated panels or trellis which:</p> <ul style="list-style-type: none"> • Have a minimum of 25% openings; • Are permanent and fixed; • Are of durable materials such as galvanised steel, iodised aluminium or treated timber; and • Are painted or coloured to blend in with the surrounding environment. <p>A1.3 Windows and balconies of residential accommodation do not overlook more than 50% of the private open space of any adjoining residential accommodation.</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Acoustic Privacy</p> <p>P2 The transmission of noise to and the impact upon habitable rooms within the proposed development and adjoining and adjacent development is minimised.</p>	<p>A2.1 Living rooms or garages do not adjoin or abut bedrooms of adjacent residential development.</p> <p>A2.2 Residential development is constructed to ensure habitable rooms are not exposed to noise levels in excess of the standards contained in the relevant Australian Standard AS 3671 – Acoustics – Road Traffic Noise Intrusion.</p> <p>A2.3 Residential development adjacent to the Southern Distributor Road is constructed in accordance with the recommendations of a detailed acoustic study prepared by a suitably qualified acoustic consultant.</p>

Element 8. Vehicular Access and Car Parking

Objectives

- To provide adequate and convenient parking for residents, visitors and service vehicles;
- Street and access ways provide safe and convenient vehicle access to dwellings and can be efficiently managed; and
- To avoid parking and traffic difficulties in the development and the neighbourhood.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Parking provision</p> <p>P1 Car parking is provided according to projected needs, the location of the land and the characteristics of the immediate locality.</p>	<p>A1.1 Car parking complies with the requirements of Part 4.1.</p>
<p>Design</p> <p>P2 Car parking facilities are designed and located to:</p> <ul style="list-style-type: none"> • Conveniently and safely serve users including pedestrians, cyclists and vehicles; • Enable efficient use of car spaces and access ways including adequate manoeuvrability for vehicles between the street and the lot; • Conform to the adopted street network hierarchy and objectives of the hierarchy and along with any related local traffic management plans; • Be cost effective; and • Protect the streetscape. 	<p>A2.1 Accessways and driveways are designed to enable vehicles to enter the designated parking space in a single turning movement and leave the space in no more than two turning movements.</p> <p>A2.2 Vehicles are able to enter and exit the site in a forward direction where:</p> <ul style="list-style-type: none"> • five or more car spaces are served; • three or more dwellings are served; or • a driveway connects to a distributor or collector road. <p>The entrance is at least 5 metres wide for a distance of 7 metres to allow vehicles to pass each other.</p>
<p>Surface treatment</p> <p>P3 Driveways, car parks and access points are designed in accordance with Part 4 Parking.</p>	<p>A3.1 Car spaces, accessways and driveways are surfaced with:</p> <ul style="list-style-type: none"> • An all-weather seal such as concrete, coloured concrete, asphalt or mortared pavers; and • Stable, smooth, semi-porous paving material (such as brick, stone or concrete pavers) laid to the paving standard of light vehicle use.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Location of driveways and accessways P4 Shared driveways, accessways and car parks of other dwellings are setback from habitable rooms of adjoining residential uses to enhance resident's privacy.	A4.1 Shared driveways, accessways and car parks of other residential uses are setback a minimum of 1.5 metres from windows to habitable rooms of residential accommodation, unless the floor level of the dwelling is at least 1 metres above the driveway. The setback may be reduced to 1 metres when the driveway is bound by a fence with a minimum height of 1.5 metres.
Emergency vehicle access P5 Standing and turning areas for service, emergency or delivery vehicles are provided where access to any dwelling from a public street is remote or difficult.	A5.1 Access ways into multi-dwelling housing are designed to cater for an 'AUSTRROADS 8.8 m length Design Service Vehicle'.

Element 9. Waste Management

Objective

- Waste disposal is carried out in a manner which is environmentally responsible and sustainable.

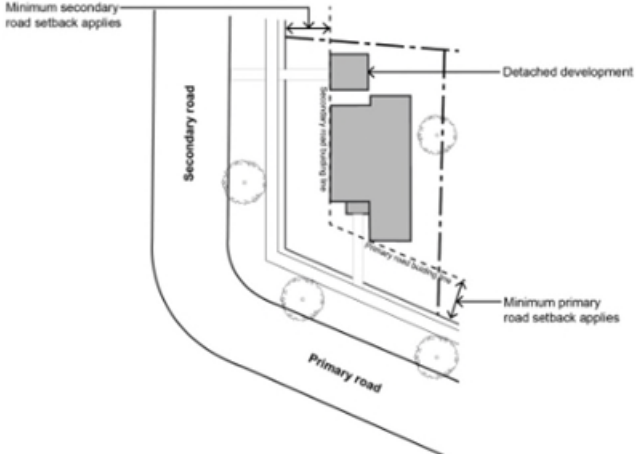
Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Construction approaches and techniques promote waste minimisation.	A1.1 A Waste Management Plan is included with any development application. It must include accurate, site specific details in relation to demolition/site preparation, construction, use of premises and on-going management as applicable.
P2 Domestic solid waste is disposed of in an environmentally responsible and legal manner.	A2.1 Residential development participates in Council's garbage and recycling materials collection service. A2.2 Where multi-dwelling housing development cannot participate in Council's garbage and recycling materials collection service, private waste collection is required.
P3 Adequate space is provided to store waste collection bins in a position which will not adversely impact upon the amenity of the area.	A3.1 Sufficient space is provided on site for loading and unloading of wastes. This activity is not be undertaken on any public place. A3.2 Waste collection bins are stored behind the building line. A3.3 Development has a sufficient waste collection area at the front of the lot that is suitable for the storage of three bins to be collected that doesn't obstruct traffic flows, vehicle entry to the property, pedestrian movements or landscaping.

Element 10. Detached Development (Outbuildings, Sheds, Garages)

Objectives

- To ensure detached development, outbuildings, sheds and garages integrate with development on site;
- To ensure the development maintains appropriate private open space;
- To ensure the development is of a scale, size and character that is appropriate for the urban environment and the size of the lot; and
- To ensure that the structures do not detrimentally impact upon the amenity of adjoining residents.

Performance Criteria		Acceptable Solution															
The objectives may be achieved where:		The acceptable solutions illustrate one way of meeting the associated performance criteria:															
P1	Detached development is of a height reflecting its intended use and in keeping with the urban environment.	A1.1	Detached development has a maximum height of 4.5m above existing ground level. Note: Building height is defined in the Dubbo Regional LEP 2022.														
P2	Detached development has a floor area that is proportionate with the size of the lot, and maintains sufficient private open space.	A2.1	The maximum gross floor area (GFA) of all detached development is the following: <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Lot size</th> <th>Max GFA</th> </tr> </thead> <tbody> <tr> <td>200m² - 300m²</td> <td>36m²</td> </tr> <tr> <td>>300m² - 600m²</td> <td>60m²</td> </tr> <tr> <td>>600m² - 900m²</td> <td>90m²</td> </tr> <tr> <td>>900m² - 1500m²</td> <td>120m²</td> </tr> <tr> <td>>1500m² - 2000m²</td> <td>150m²</td> </tr> <tr> <td>>2000m²</td> <td>180m²</td> </tr> </tbody> </table>	Lot size	Max GFA	200m ² - 300m ²	36m ²	>300m ² - 600m ²	60m ²	>600m ² - 900m ²	90m ²	>900m ² - 1500m ²	120m ²	>1500m ² - 2000m ²	150m ²	>2000m ²	180m ²
Lot size	Max GFA																
200m ² - 300m ²	36m ²																
>300m ² - 600m ²	60m ²																
>600m ² - 900m ²	90m ²																
>900m ² - 1500m ²	120m ²																
>1500m ² - 2000m ²	150m ²																
>2000m ²	180m ²																
		A2.2	Detached development maintains the overall minimum Principal Private Open Space and Private Open Space area in accordance with Element 4: Private open space and landscaping.														
P3	Detached development is appropriately sited to minimise impacts on the streetscape.	A3.1	Detached development is located behind the building line of a dwelling house that is adjacent to any primary road or secondary road.														

Performance Criteria The objectives may be achieved where:		Acceptable Solution The acceptable solutions illustrate one way of meeting the associated performance criteria:									
	 <p>A3.2 Detached development maintains the setback requirements of Element 2: Building setbacks</p>										
<p>P4 Detached development is appropriately setback from the side and rear boundaries</p>	<p>A4.1 Detached development is setback a minimum of the following from the side and rear boundaries:</p> <table border="1" data-bbox="703 981 1198 1160"> <thead> <tr> <th>Setback</th> <th>Wall height</th> </tr> </thead> <tbody> <tr> <td>0.5 metres</td> <td>2.4 metres</td> </tr> <tr> <td>0.9 metres</td> <td>2.7 metres</td> </tr> <tr> <td>1.5 metres</td> <td>3.0 metres</td> </tr> <tr> <td>2.1 metres</td> <td>3.6 metres</td> </tr> </tbody> </table> <p>Note: Wall in this clause refers to a generally vertical external portion of a building that supports the roof structure, and includes a gable end, column or pier.</p> <p>A4.2 Detached development maintains the setback requirements of Element 2: Building setbacks</p>	Setback	Wall height	0.5 metres	2.4 metres	0.9 metres	2.7 metres	1.5 metres	3.0 metres	2.1 metres	3.6 metres
Setback	Wall height										
0.5 metres	2.4 metres										
0.9 metres	2.7 metres										
1.5 metres	3.0 metres										
2.1 metres	3.6 metres										

Part 3 Commercial and Non-Residential Development

3.1. Commercial Development and Non-Residential Design

This section is designed to encourage 'best practice' solutions for neighbourhood centre development. The main objectives are to promote safe, connected, easily accessible and active neighbourhood centres that positively contribute to the community and the future growth of South-East Dubbo.

This section lists neighbourhood centre design elements under the following headings:

Element 1	Building Setbacks
Element 2	Building Design
Element 3	Landscaping
Element 4	Vehicular Access and Parking
Element 5	Fencing and Security
Element 6	Waste Management
Element 7	Soil, Water Quality and Noise Management
Element 8	Infrastructure
Element 9	Non-Residential Uses

Element 1. Building Setbacks

Objectives

- Adequate area is available to accommodate landscaping as appropriate;
- To reduce the visual impact of large commercial developments on the streetscape; and
- To reduce the impact upon adjoining non-commercial development where applicable.

Performance criteria The setback objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Front and side setbacks P1 Setbacks respect and complement the existing streetscape and the desired future character of the locality.	A1.1 Buildings are setback a minimum of 10 metres from the front property boundary, and provide suitable landscaping and vehicle parking areas within this area. A1.2 Setbacks are increased where there are any potential overshadowing impacts on adjoining development.
Rear setbacks P2 Rear setbacks provide access, reduce adverse impacts on adjoining properties, allow for servicing of development and comply with the requirements of the National Construction Code.	A2.1 Buildings are set back a minimum of 10 metres from the rear boundary.

Element 2. Building Design

Objectives

- To promote functional commercial development that makes a positive contribution to the streetscape;
- To promote commercial development that complements and enhances the visual amenity of the surrounding area; and
- Building orientation is towards streets and adjoining or adjacent open space.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>P1 Development contributes positively to the streetscape and is compatible with surrounding development.</p>	<p>A1.1 Development is designed to provide visual interest through:</p> <ul style="list-style-type: none"> • Massing and proportions; • Roof form and pitch; • Facade articulation and detailing; • Recesses and projections; • Window and door proportions; • Verandahs, eaves and parapets; • Varying building materials, patterns, textures and colours; • Decorative elements; and • Building setbacks <p>A1.2 Building facades adopt a contemporary appearance relating to the function of the building and the characteristics of surrounding development.</p> <p>A1.3 Development on corner sites incorporate splays, curves, building entries and other architectural elements to reinforce the corner as a landmark feature of the street.</p> <p>A1.4 Large expansive blank walls over 15 metres in length without articulation are not permitted.</p> <p>A1.5 The bulk, size and shape of a building must not impede the desired sightlines for vehicles at intersections.</p>
<p>P2 Building height is consistent with the scale appropriate to the location of the land.</p>	<p>A2.1 Buildings do not unreasonably overshadow adjoining or adjacent development on 22 June.</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A2.2 Where the site adjoins existing low-scale residential development, the building height must be stepped down near the boundary.</p> <p>A2.3 If business or commercial development adjoins or is within close proximity to residential or other sensitive development, overshadowing diagrams are prepared for 9am, 12pm and 3pm on 22 June.</p>
<p>P3 Building design allows surveillance of streets and open spaces.</p>	<p>A3.1 Buildings address the street and open spaces (where applicable) to allow surveillance.</p> <p>A3.2 Pedestrian entrance points directly face and are visible from a public road.</p> <p>A3.3 Pedestrian entrance points are delineated through variation in the building façade, textures and materials.</p> <p>A3.4 Parking areas are well-lit and easily accessible.</p> <p>A3.5 Development achieves the principles of Crime Prevention through Environmental Design.</p>
<p>P4 The form, colours, textures and materials of buildings enhance the quality and character of the commercial or business precinct.</p>	<p>A4.1 External walls and roofing materials are non-reflective and a neutral colour, such as brick, concrete block, rendered concrete or masonry, metal or fibre cement cladding systems or pre-coloured metal sheeting.</p>
<p>P5 A variety of access provisions are to be provided including facilities for walking, cycling, onsite public transport and car parking.</p>	<p>A5.1 Development is accessible for all public and private transportation.</p> <p>A5.2 Public access and movement is maintained across and throughout the site, and connect to public access points, public transport, facilities and pedestrian pathways.</p> <p>A5.3 Pedestrian routes are to be clear, safe, well-lit and legible to all.</p>

Element 3. Landscaping

Objectives

- To provide attractive landscapes which reinforce the function of the street, enhance the amenity of commercial buildings and preserve significant stands of trees or natural vegetation; and
- To provide a park environment and soften the visual impact of buildings.

Performance criteria The objectives may be achieved where:		Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1	Development preserves significant trees and natural vegetation.	A1.1 Landscaping complies with the requirements of Part 4.2.
P2	Landscaping is considered as a component of the site planning process and reflects the zone and scale of development.	<p>A2.1 A Landscape Plan and Planting Schedule is included with any development application. It must be prepared by a suitably qualified and experienced landscape architect or horticultural professional, and include:</p> <ul style="list-style-type: none"> • Location of landscaping on the site; • Scientific name of all plant material; • Height and characteristics of plant material at maturity; • Status of landscaping at planting; • Protection of existing trees (as relevant) in accordance with AS4970-2009; • Details of structural elements preventing damage to the built infrastructure; • Specification of a maintenance regime; • Specification of irrigation systems for maintenance of landscaping, referencing current Council standards; • Specification that a horticultural professional will supervise implementation of the works in the landscape plan; and • The plan shall be drawn to a recognised scale such as 1 to 100.
P3	Development is designed to maximise the number of trees retained onsite.	A3.1 Buildings, driveways and service trenches are located outside the dripline of existing trees and shrubs.
P4	Landscaping is used to soften the impact of buildings and screen parking areas.	<p>A4.1 Landscaping is provided in front set-back areas to soften the appearance of buildings and improve the streetscape.</p> <p>A4.2 Landscaping includes species that will grow to a height consistent with the height and scale of the building.</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A4.3 For developments facing a road, public open space or nearby residential area, trees with a mature height of at least 8 metres are planted. Trees must have a height of 1.5 metres at planting.</p> <p>A4.4 Where car parking areas are visible from a road, landscaping bays (1.5 metres x 5.5 metres) incorporating appropriately sized trees and ground cover are provided for every 10-12 car parking spaces.</p>

Element 4. Vehicular Access and Parking

Objectives

- Vehicular access to and from development is adequate, safe and direct; and
- To provide sufficient, convenient and functional parking and loading/unloading areas.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Car parking is provided according to projected needs, the location of the land and the characteristics of the immediate locality.	A1.1 Car parking complies with the requirements of Part 4.1
P2 Ingress points, egress points, accessways and driveways are located and sized to facilitate the safe and efficient movement of vehicles to, from and within the site.	A2.1 Driveways have a minimum width of: <ul style="list-style-type: none"> • 6m where separate ingress and egress is provided; and • 8 metres where a combined ingress and egress is provided. A2.2 Driveways are not within 6 metres of an intersection or break in a median strip except where the median break in question has been specifically designed to facilitate such access. A2.3 Ingress and egress points are designed and constructed in accordance with Council Standard 5211 and 5235, with the width determined by the turning path of design vehicle using Austroads – Design Vehicles and Turning Path Templates with a desirable minimum radius (turning speed 5-15 km/h). A2.4 Ingress and egress points are signposted. A2.5 Where separate ingress and egress points are proposed, they are separated by a minimum distance of 3 metres. A2.6 Internal accessways and manoeuvring areas are provided with directional signposting and line marking.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P3 Car parking does not adversely impact upon the visual amenity of the site and the locality.	A3.1 Car parking is located adjacent to the main entrance to the building. A3.2 Where car parking is located forward of the building line, it: <ul style="list-style-type: none"> • is not located within 3 metres of the property boundary; and • is screened by landscaping.
P4 Facilities are provided onsite for the loading and unloading of goods.	A4.1 Onsite loading and unloading areas are designed and provided to facilitate use by the design vehicle. A4.2 No loading or unloading is undertaken on a footpath, public road, laneway or service road. A4.3 Vehicle manoeuvring must be undertaken in a forward direction.

Element 5. Fencing and Security

Objectives

- To minimise the visual impact of fencing to the locality; and
- To provide security to commercial development.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Fences not covered by this Plan must comply with State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. Details of any fencing which does not meet this criteria must be provided and assessed as part of a development application.	
P1 Fencing and screen walls provide suitable security and do not adversely impact the visual amenity of the area.	A1.1 Front fences have a maximum height of 0.9 metres. A1.2 Fences on the side boundary have a maximum height of 1.8 metres. A1.3 Barbed, razor wire or electrical fencing is not permitted. A1.4 Fencing visible from a public place are: <ul style="list-style-type: none"> • Powder-coated black of a suitably high-quality design; • Visually unobtrusive; and • Softened with a high standard of landscaping.
P2 Shop-front security grilles do not adversely impact the visual amenity and passive surveillance of the area.	A2.1 Security grilles on front windows and doors are permeable and not solid. A2.2 Security grilles are discreet, have minimal visual impact and do not dominate the shop-front.

Element 6. Waste Management

Objectives

- To provide for an efficient and environmentally responsible means of storage and/or disposal of waste and recycling products; and
- Waste collection vehicles have safe and reliable access to all connection points.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 The capacity, size, construction and placement of waste storage facilities is suitable for the development and does not impact the streetscape.	A1.1 A Waste Management Plan is included with any development application. It must include accurate, site specific details in relation to construction, use of premises and on-going management as applicable. A1.2 Solid waste, liquid waste and recyclable storage facilities are sized appropriately, located behind the building line and screened with landscaping. A1.3 Sufficient space is provided on site for the loading and unloading of wastes. This activity is not to be undertaken on any public place. A1.4 Waste collection vehicles are able to: <ul style="list-style-type: none"> • easily access waste containers; • enter and exit the site in a forward direction, and manoeuvre entirely within it; and • avoid unnecessarily reversing.
P2 Liquid trade waste requirements for development are considered and provided for.	A2.1 Development has a Liquid Trade Waste approval in place from Council and/or the Office of Environment and Heritage.
P3 Excavated material, demolition and builder's waste is disposed of in an environmentally-sustainable manner.	A3.1 Sites for disposal of excavated material, demolition and builder's waste are to be nominated by the developer at the time of lodgement of a development application.

Note:

Council may levy trade waste special rates and charges in addition to general sewerage rates and charges for acceptance of trade waste into the sewer and fix fees or charges for regulatory and other services in accordance with the Revenue Policy. Applicants wishing to discharge trade waste must enter into a service contract with Council which will set out the conditions associated with the discharge of trade waste to the sewer.

Element 7. Soil, Water Quality and Noise Management

Objectives

- To minimise soil erosion and sedimentation by minimizing land disturbances and the provision of control measures at the source;
- To retard the flow of water into the natural drainage system and mitigate impacts from the Stormwater run-off; and
- To protect the surrounding area from unnecessary noise.

Performance criteria	Acceptable solutions
The management objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Soil erosion</p> <p>P1 Adequate provision is made for measures during construction to ensure that the land form is stabilised and erosion is controlled.</p>	<p>A1.1 An Erosion and Sediment Control Plan is included with any development application. It must be prepared by a suitably qualified professional using the 'Managing Urban Stormwater: Soils and Construction', and address the existing site, proposed development and the protection of the environment, adjoining properties and infrastructure.</p>
<p>Stormwater quality</p> <p>P2 The stormwater system design:</p> <ul style="list-style-type: none"> • optimises the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters; and • minimises the environmental impact of urban run-off on other aspects of the natural environment (creeks and vegetation) by employing techniques which are appropriate and effective in reducing run-off and pollution. 	<p>A2.1 Adequate pollution interception and first-flush systems are in place to comply with the Office of Environment and Heritage's 'Stormwater First-Flush Pollution'.</p> <p>A2.2 Development minimises earthworks. Where earthworks are required, development applications must include:</p> <ul style="list-style-type: none"> • A geotechnical report evaluating site stability; • Schedule of earth works (cut and fill); and • Details of construction techniques. <p>A2.3 Gross Pollutant Traps are installed to intercept litter washed into the drainage system from car park and hardstand areas.</p>
<p>P3 Drainage from development site is not in excess of drainage from the site during its pre-development state.</p>	<p>A3.1 The stormwater discharge for development sites does not exceed the five year ARI storm event. Typically, an onsite stormwater detention system will be required to reduce the volume of stormwater discharge.</p>

Performance criteria The management objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>P4 Ground floors of commercial buildings are located above the 1% ARI flood level to provide protection to property in accordance with the accepted level of risk.</p>	<p>A4.1 Onsite stormwater and drainage control are designed for the 20 year ARI storm. Trunk drainage systems must provide for the 20 year ARI event with overland flow paths designed for the 1% ARI storm event.</p> <p>A4.2 Stormwater must be gravity drained to Council’s stormwater system.</p>
<p>Noise management</p> <p>P5 Development is designed and operated to minimise the potential for offensive noise to be generated.</p>	<p>A5.1 Noise levels must not exceed the requirements of the Protection of the Environment Operations Act 1997.</p> <p>A5.2 Sources of noise such as garbage collection, machinery, parking areas and air conditioning plants must be sited away from adjoining properties and be screened by walls or other acoustic treatments.</p> <p>A5.3 Hours of operation are restricted to avoid any noise nuisance on surrounding residential areas.</p>

Element 8. Infrastructure

Objective

- Infrastructure has the capacity or can be adapted to accommodate new commercial development;
- To efficiently provide developments with appropriate physical services; and
- To minimise the impact of increased stormwater run-off on drainage systems.

Performance criteria The services objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Development will not overload the capacity of public infrastructure.	A1.1 Development is connected to Council’s reticulated water supply, stormwater drainage and sewerage system in accordance with Council’s adopted version of AUS-PEC and relevant policies. A1.2 Development is connected to electricity in accordance with the requirements of the appropriate authority. A1.3 Development is connected to a telecommunication system provided in accordance with the requirements of the appropriate authority.
P2 The stormwater drainage system has the capacity to safely convey stormwater flows.	A2.1 In areas where drainage infrastructure has little or no excess capacity, development which would generate stormwater run-off beyond that presently generated by the site provides for stormwater drainage mitigation or upgrading of the local drainage system. This may be achieved by: <ul style="list-style-type: none"> • Constructing onsite stormwater detention with delayed release into the stormwater system; • Designing the site to minimise impervious areas and; • Incorporating an onsite water recycling system.

Element 9. Non-Residential Uses

Objective

- Non-residential development is of a type, scale and character which will maintain an acceptable level of amenity.

Performance criteria The objectives may be achieved where	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Amenity</p> <p>P1 Non-residential use does not result in detrimental impacts on the surrounding residential amenity having regard to traffic, parking, noise, odour, signage and safety.</p>	<p>A1.1 The scale and character of non-residential development is compatible with the residential nature of the locality.</p> <p>A1.2 The level of noise and volume of traffic is not greater than the expected level associated with the regular activities of a residential area.</p> <p>A1.3 Car parking is provided and designed appropriate for the site.</p> <p>A1.4 Traffic can manoeuvre in and out of the site in a forward direction.</p> <p>A1.5 Noise from the development does not exceed the background noise level (LA90) by more than 5dB(A) during approved business hours and does not exceed the background noise level at any frequency outside approved business hours.</p> <p>A1.6 Hours of operation are to be restricted to normal business hours.</p>

Part 4 General Provisions

4.1. Parking

This section is designed to ensure development provides for on-site parking, access, circulation and servicing areas that are safe, convenient and meet the reasonable requirements of the development.

The objective of this section is to facilitate traffic management and the safe movement of traffic and pedestrians.

Element 1. Parking requirements

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Standard of provision</p> <p>P1 Adequate off-street parking is provided for all development.</p>	<p>A1.1 The number of onsite car parking spaces are provided in accordance with Element 2.</p> <p>A1.2 The layout and dimensions of car parking areas, accessways, driveways, roadways, ramps and manoeuvrability areas comply with Australian Standard AS2890.1-2004, AS2890.2 and AUSTROADS.</p> <p>A1.3 Car parking is provided onsite.</p> <p>A1.4 Large parking areas are broken up with landscaping, buildings or different surface treatments.</p> <p>A1.5 Driveways are located clear of stormwater pits, street light poles, water meters and landscaping.</p>
<p>Access</p> <p>P2 The location, layout and design of vehicle access, onsite circulation and parking/service areas does not interfere with the planned function, safety, capacity and efficiency of the transport network, having regard to:</p> <ul style="list-style-type: none"> • Type of road frontage; • Sight distance; • Intersections; and • Potential conflicts. 	<p>A2.1 Access to lots from the Southern Distributor Road is prohibited.</p> <p>A2.2 Free and uninterrupted access to car parking areas is maintained at all times.</p> <p>A2.3 Minimum and desirable sight distances comply with Australian Standard AS/NZS 2890.1:2004 for a range of frontage road speeds.</p> <p>A2.4 Access driveways are located to obtain maximum sight distance. Any vehicle</p>

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>entering or leaving the driveway must be visible to approaching vehicles and pedestrians.</p> <ul style="list-style-type: none"> • The minimum requirement to achieve this is stopping sight distance (Approach Sight Distance). • Development should achieve the desirable sight distance (Safe Intersection Sight Distance).
<p>Gates</p> <p>P3 Gates do not impact pedestrian and motorist safety.</p>	<p>A3.1 Access gates are setback from the public road to allow a vehicle to stand without hindering vehicular or pedestrian traffic on the public road whilst the gate is opened or closed.</p> <p>A3.2 Where a driveway is provided through a solid fence, adequate visibility for the driver is maintained.</p> <p>A3.3 Gates do not open outwards onto a public area.</p>

Element 2. Required rate of parking

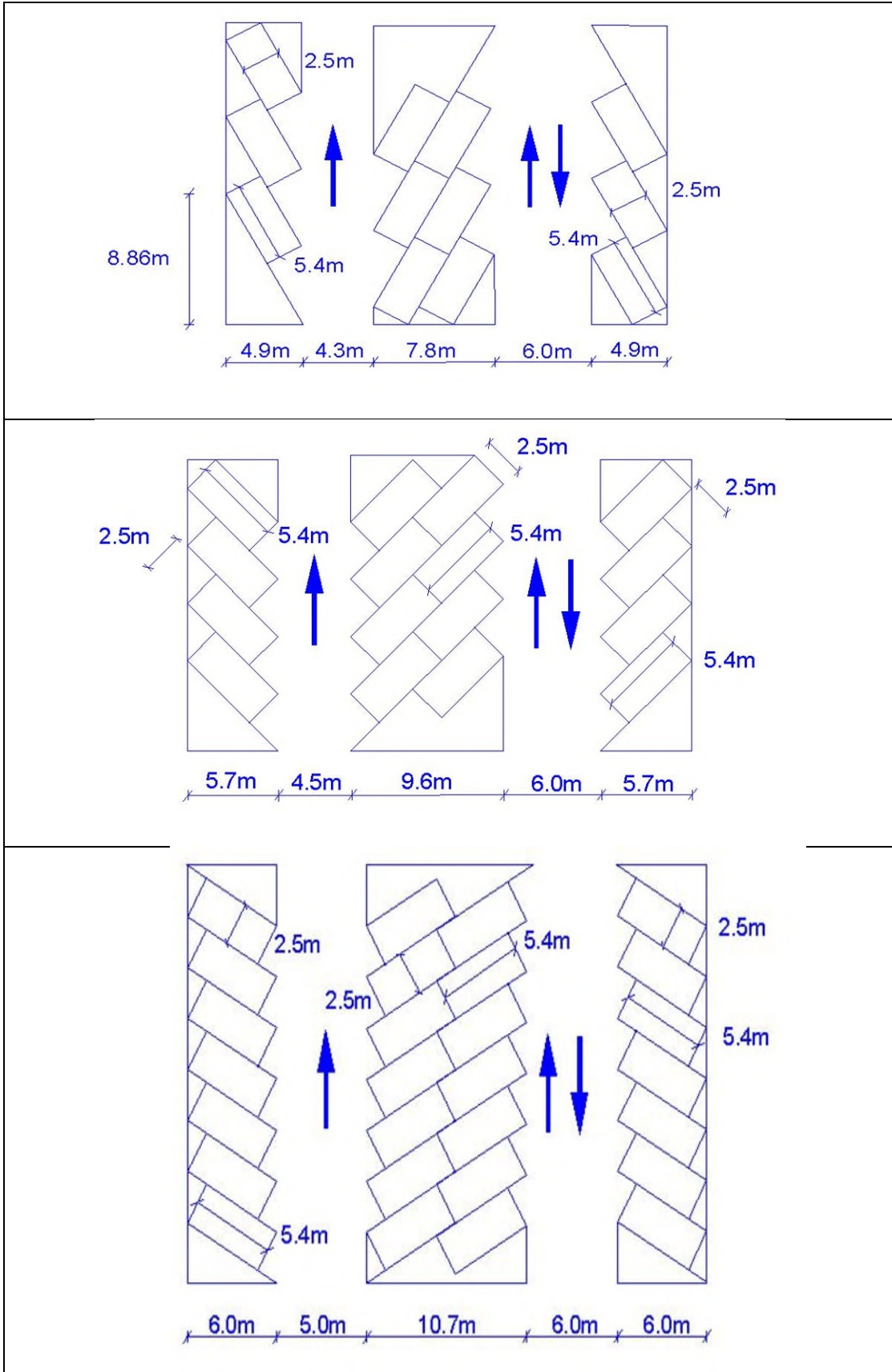
Table 1 – Minimum onsite car parking requirements	
Column 1 Land and building use	Column 2 Rate of provision
<p>Council will determine the car parking requirement for land use activities not referred to in the table below based on the specific characteristics of the proposed development and the Transport for NSW “Guide for Traffic Generating Development”.</p> <p>Ancillary or incidental uses will be assessed as part of the main use of the building (eg the office of a supermarket will be included in the area of the supermarket and will not be treated as a separate office use).</p> <p>Net lettable area (NLA) means the overall useable area of the building excluding amenities, stairways, lift-wells, public foyers and plant rooms.</p>	
Residential Accommodation	
Dwelling houses and dual occupancies	One space per one or two bedrooms; Two spaces per three or more bedrooms; and Space(s) shall be provided behind the building line.
Multi-dwelling housing Note: Parking rate per separate domicile	One space per one bedroom unit; Two spaces per two or more bedroom unit; One visitor space for every four units or part thereof, with a minimum of one space; and Space(s) shall be provided behind the building line.
Boarding houses, hostels and the like	One space per manager; One space per two staff onsite at any one time; and One space per bedroom
Residential flat buildings and shop top housing (housing component only)	One space per one bedroom unit; 1.3 spaces per two bedroom unit; 1.5 spaces per three or more bedrooms; and One space for visitor parking for every four units or part thereof.
SEPP (Housing for Seniors or People with a Disability) 2004	
Residential care facilities	One space for each 10 beds; or One space for each 15 beds if the facility provides care only for persons with dementia; and One space for each two persons to be employed in connection with the development and on duty at any one time.

Table 1 – Minimum onsite car parking requirements

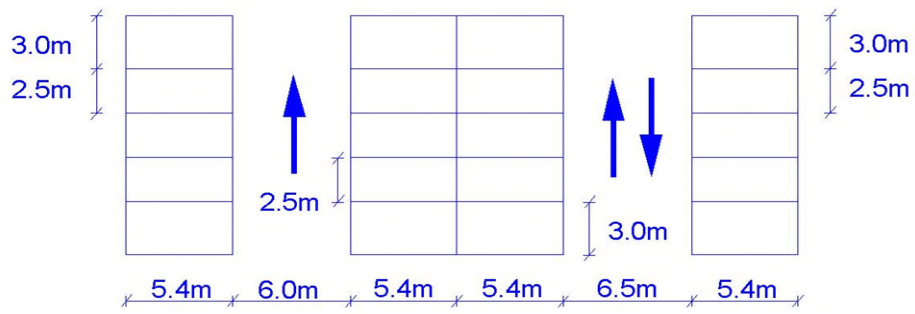
Column 1 Land and building use	Column 2 Rate of provision
Hostels	One space suitable for an ambulance; One space for each five dwellings in the hostel plus one parking space for each two persons to be employed in connection with the development and on duty at any one time plus 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider.
Self-contained dwellings	One space for each five dwellings where the development application is made by, or is made by a person jointly with, a social housing provider ¹ .
Tourist and visitor accommodation	
Bed and breakfast accommodation	One space per lettable bedroom; and two spaces for the permanent occupants of the dwelling. Space(s) shall be provided behind the building line.
Serviced apartments	One space per one bedroom premises; and Two spaces per two or more bedrooms Space(s) shall be provided behind the building line.
Commercial premises	
Business premises (including banks, post offices, hairdressers, etc), office premises and the like	One space per 40 m ² of NLA
Entertainment facility	One space per 6.5 m ² of NLA
Restaurants/cafes	One space per 25 m ² of NLA Note: A 'change of use' from a commercial use to a restaurant/cafe in the B1 zone is exempt from the requirement to provide additional off-street parking where it involves no increase in floor area. Any increase in floor area will require parking to be provided at the above rate for the additional floor area only.
Takeaway food and drink premises where no onsite seating is provided	One space per 25m ² of NLA
Retail premises including supermarkets, department stores and shopping centres	Small shops and neighbourhood shops: One space per 25 m ² of NLA Shopping centres: Up to 20,000 m ² of NLA; and One space per 20 m ²

Table 1 – Minimum onsite car parking requirements	
Column 1 Land and building use	Column 2 Rate of provision
Community land uses	
Health consulting rooms	One space per 25 m ² of NLA
Hospitals and the like	One space per 10 beds; One space per each resident or staff doctor; One space for each employee on duty at any one time; and Ambulance parking.
Medical centres	One space per 25 m ² of NLA
Educational establishments	
Child care centres	One space per four children
Community facility (where a use is not specified)	One space per 20 m ² of public area
Place of public worship, funeral homes and the like	One space per five seats plus additional provision for overflow parking onsite.
Recreation land uses	
Recreation facilities: <ul style="list-style-type: none"> • Squash courts • Bowling alleys • Gymnasiums 	<ul style="list-style-type: none"> • Three spaces per court; • Three spaces per alley; • Seven spaces per 100 m² of NLA
Bicycle parking	
<ul style="list-style-type: none"> • Shopping centres • Takeaway food shops (>20 seats) 	<ul style="list-style-type: none"> • 1/100 m² NLA • 1/10 seats

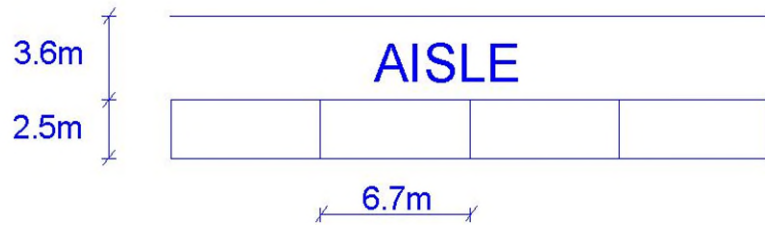
Schedule 1: Design standards



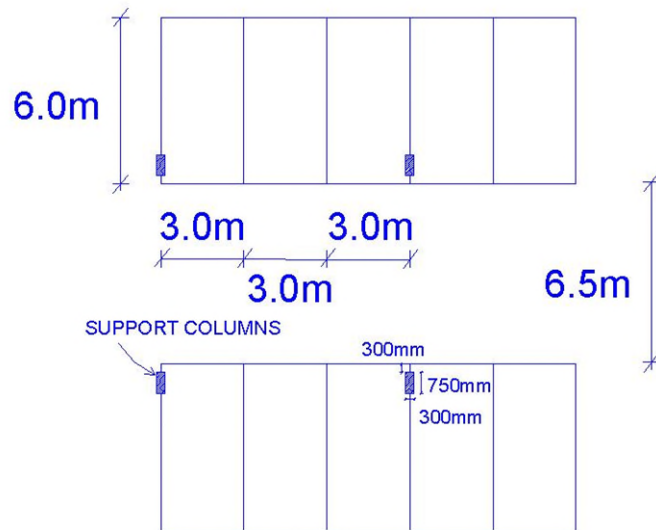
90° PARKING



PARALLEL PARKING



Off-street car parking layout



Example of layout for undercover car parking area

4.2. Landscaping

This section is designed to ensure landscaping can be strategically developed and maintained to optimise the standard of the estate’s presentation, and increase their attractiveness to both potential residents and visitors. Landscaping can help define boundaries, reduce traffic speeds and provide shade.

The objectives of this section are:

- To provide a pleasant, safe and attractive level of amenity; and
- To preserve significant trees and natural vegetation;
- Landscaping is appropriate in nature and scale for the site and the local environment; and
- To provide soften the visual impact of development.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Landscaping is undertaken in an environmentally sustainable manner which limits the time and costs associated with maintenance.	A1.1 Existing native and significant trees are retained and integrated into the development. A1.2 Landscaping uses locally endemic species or species with a proven tolerance to the local climate and conditions. A1.3 Landscaping avoids species that have the potential to become an environmental weed or are known to be toxic to people or animals. A1.4 Landscaping requires low maintenance and minimal watering, and does not impact ground water levels by encouraging over-watering. A1.5 Landscaping is selected and located taking into consideration the size of the root zone of the tree at maturity and the likelihood of potential for the tree to shed/drop material.
P2 Landscaping is designed and located to not negatively impact on built infrastructure, development on the site or development adjoining the site.	A2.1 Landscaping is provided in accordance with the requirements of a Landscaping Schedule that has been approved by Council’s Community, Culture and Places division. A2.2 Landscaping does not restrict vehicle sightlines.

Performance criteria The objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A2.3 The height and density of vegetation at maturity screens and softens the development.</p> <p>A2.4 Landscaping incorporates elements such as root barriers or appropriate species to prevent damage to the built infrastructure.</p>
<p>P3 Development under construction does not damage or destroy trees and vegetation.</p>	<p>A3.1 During site work and construction, protective measures around trees are provided in accordance with Australian Standard AS4970-2009.</p>
<p>P4 Landscaping is selected and located to minimise the risk to maintenance personnel, the public, vehicles and pedestrians.</p>	<p>There are no Acceptable Outcomes.</p>