

PARKES SHIRE COUNCIL

development control plan

(DCP) 2013



COMMUNITY STRATEGIC PLAN 2020 (REVIEWED 2012)
PARKES SHIRE LOCAL ENVIRONMENTAL PLAN (LEP) 2012
COMMUNITY ENGAGEMENT STRATEGY 2012 - 2016
DELIVERY PROGRAM 2013-14 TO 2016-17
DELIVERY PLAN FINANCIAL FORECASTS 2013-14 TO 2016-17
10 YEAR ASSET MANAGEMENT STRATEGY 2013-14 TO 2022-23
10 YEAR LONG TERM FINANCIAL PLAN 2013-14 TO 2022-23
PARKES SHIRE COUNCIL WORKFORCE PLAN 2013-14 TO 2016-17
OPERATIONAL PLAN 2013 - 2014
OPERATIONAL BUDGET 2013 - 2014
ANNUAL REPORT 2013 - 2014
END OF TERM REPORT 2013-14 TO 2016-17
DEVELOPMENT CONTROL PLAN (DCP) 2013

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SECTION

1

Introduction to the DCP

1.0 Introduction to the DCP

1.1 DCP Objectives

The overall objectives of the Parkes Shire Development Control Plan 2013 are to:

- achieve the aims and objectives of the *Parkes Local Environmental Plan 2012* by providing more detailed controls for development;
- outline Council policies, standards and indicate the preferred future direction for development within Parkes Shire; and
- assist in the preparation of development proposals by providing applicants and owners the relevant details of Council development control requirements.

1.2 General Principles for Development

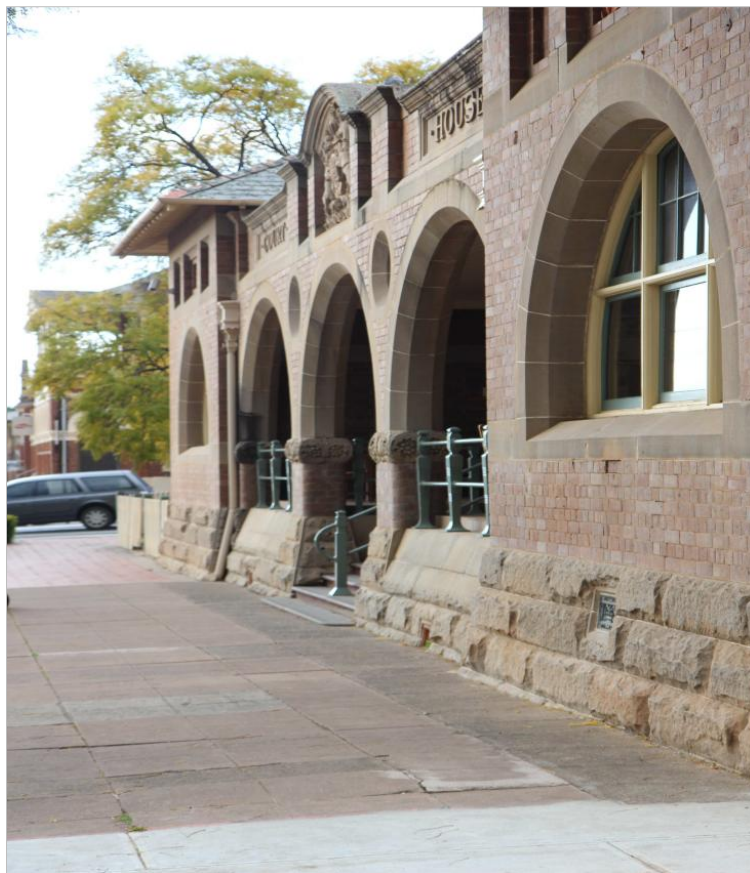
The following are the general principles for development that apply to development in Parkes Shire.

- **Consider the character of the neighbourhood** - When designing your development, take into account where appropriate the style and character of the neighbourhood including landscaping, building setbacks, materials and roof forms.
- **Maintain the quality of the streetscape** - Attractive streetscapes, comprising trees, gardens, building facades (i.e. the exterior of the building), fences and walls need to be maintained and where possible enhanced.



Photograph 1: Parkes has an attractive streetscape in the CBD due to consistent building heights, attractive facades and impressive landscaping

- **Use the site's attributes to your advantage** - Take advantage of the attributes of the site; use its slope, its orientation, its established visual or landscape quality to enhance the development.
- **Ensure appropriate building height, bulk and form** - The scale and form of new buildings should be in keeping with the predominant surrounding buildings. Roof forms and building heights should match those of neighbouring buildings. Minimise building bulk and height on or near boundaries to avoid overshadowing and overlooking of neighbours.
- **Protect Heritage** - Protect existing heritage buildings, streetscapes or the curtilage of heritage buildings. Use related building forms, matching materials and window and door proportions to complement existing heritage buildings. Keep any new building as far as possible from any heritage gardens. New work should not dominate the streetscape.



Photograph 2: Heritage buildings are an important part of the character of Parkes



Photograph 3: Heritage buildings are an important part of the character of Parkes

- **Ensure landscape qualities are retained** - Retain established trees and vegetation where possible. Limit the extent of hard paving, car parking and driveways to prevent increased stormwater run-off.
- **Provide for good solar access** - Provide for good solar access in all new developments and avoid overshadowing of neighbours.
- **Maximise views, however respect privacy** - Maintain views and privacy as well as to those of your neighbours. Use screens, planting and walls, to maintain visual privacy to neighbours and to reduce noise.
- **Safer by Design** – focus on the planning and design of developments to provide safety and security to the wider community. This is achieved by creating environmental and social conditions that aim to create the perception or reality of capable guardianship within the built environment.

1.3 What is a Development Control Plan (DCP)?

A DCP is a source of information covering issues of legislative, administrative and technical aspects of development.

This DCP is known as ***Parkes Shire Development Control Plan 2013*** pursuant to Division 6 of the *Environmental Planning and Assessment Act 1979* (EPA Act).

This DCP applies to the whole of the Parkes Shire Local Government Area.

This DCP contains more detailed provisions than in the *Parkes Local Environmental Plan 2012*. In the event of a conflict between the DCP and the *Parkes Local Environmental Plan 2012* the Local Environmental Plan prevails.

This DCP applies from the date of adoption by Council. The date of adoption and amendments to the DCP is listed in **Section 2.0 – Amendments to the DCP**.

1.4 How to use the Development Control Plan

The Development Control Plan (DCP) is designed to assist with various types of issues that relate to a specific development proposal. When using the DCP the majority of development controls are contained within specific sections relating to the type of development proposed. There are also technical and advisory components of the DCP that may be relevant to a specific proposal.

Each part of the DCP also includes one or all of the following:

- **Objectives** – Each specific section has specific objectives which describe what Council aims to achieve.
- **Development controls** - These are used to measure the performance of a development in the development process.

1.5 Variations to the DCP

Notwithstanding any provisions of this DCP, other than those standards included in other legislation or are only permitted to be varied as development standards, Council may consider a variation to the DCP.

Such a variation may only be considered where a written statement (Statement of Environmental Effects) specifying the grounds for non-compliance is submitted for Council's consideration. Council may consider advertising any amendment to the DCP where it considers such variation is a major departure.

Council will only consider a variation where it is warranted by special circumstances, where the design of the proposed development is of a superior standard and where in Council's opinion the stated objectives of the development controls and particular standard are achieved.

1.6 Notification of Development Applications

1.6.1 Notification Process

Written notice of a Development Application will be sent to those persons who appear to the Council to own land adjoining and neighbouring an application site if, in the Council's opinion, the enjoyment of that land may be detrimentally affected by the development proposal. This could include land opposite or otherwise distanced from the application site.

1.6.2 Developments that will not be Notified

Notification is not required where, in the opinion of Council, the enjoyment of land will not be detrimentally affected in terms of the matters listed in these controls.

Generally, development that constitutes exempt or complying development will not be notified.

Development Applications which do not require notification include:

- strata subdivisions;
- subdivision only involving adjustments to existing property boundaries;
- developments that do not depart from Council's adopted DCP; and
- change of use of buildings, except at Council's discretion.

1.6.3 Form of Notification

Written notice to be forwarded by Council to the owners of land and will contain the following information:

- a description and address of the site;
- the proposed use of any building;
- the name of the applicant;
- the time period within which written submissions are to be made; and
- a notification plan.

The notification plan will:

- be provided on an A4 (or A3) size sheet;
- be of a scale which will clearly delineate the features of any proposed building;
- show the height and external configuration of any proposed building in relation to the site on which it is proposed to be erected;
- include a site plan showing the relationship of any proposed building to the boundaries of any allotment;
- clearly define any new building or additions to existing buildings by appropriate means of cross hatching; and
- be appropriately dimensioned to indicate size, height and position of any proposed building in relation to the site.

1.6.4 Period of Time for Submissions

A person may inspect a plan relating to a development application and make submission within fourteen (14) calendar days of the date of the notification of that application.

A copy of the notification plan will be available for inspection at the Council Offices during the notification period.

1.6.5 Notification of Persons making Submissions

Council will inform each person who made a submission of its final decision in determining a development application.

Any submissions received by Council during notification may be made available to the general public

1.6.6 Other Notifications

Council will require that the following types of development be advertised in the local newspaper for a period of not less than 21 days:

- commercial or industrial development located in close proximity to residentially zoned properties or properties used for residential purposes;
- the demolition of a building or work that is a heritage item, but does not include a partial demolition, which is of a minor nature;
- multi-dwelling housing;
- development for the purposes of conserving, protecting or restoring a heritage item, in the opinion of the Council, warrants public comment; and
- development that has a statutory requirement to be notified or advertised will be done so in accordance with the relevant legislation.

Development for purposes other than those listed above which, in the opinion of the Council, requires public comment.

For Development Applications that are amended post neighbour notification / public exhibition and at any time prior to determination, the Development Application will be renotified / publicly exhibited in accordance with this Plan when it is considered that there will be an additional likely environmental impact.

If, in the opinion of Council, or its delegated officers, the likely environmental impact is the same or will be reduced as a result of the amendments, the Development Application will not need to be re-notified / publicly exhibited under this Plan.

If a Development Application is withdrawn by the applicant and a subsequent Development Application is made, the new Development Application will need to be notified / publicly exhibited under this plan, as if the previous application had not been made.

Where a development application is subject to a review under Section 82A of the EPA Act 1979 – and where plans are amended as part of the request to review the plans will be renotified/advertised if the application was originally notified/advertised.

1.7 Disclaimer

Council provides the information contained in this DCP in good faith. In some cases this DCP only provides a summary of legislative provisions and technical codes. This DCP also includes information that does not strictly meet the requirements of Division 6 of the *Environmental Planning and Assessment Act 1979*.

This DCP is for use by Council and the public. The DCP is aimed to allow participation by the public in the development of Council policy.

The information contained in this document is a guide to only some of the provisions that relate to development. Compliance with the requirements of this DCP will not necessarily mean that a development will be approved.

Always seek independent advice in relation to property purchases or investment decisions. This information should not be relied upon in reaching a decision to purchase a property

1.8 Further Information

If you have enquiries or wish to clarify any aspect of this DCP please contact Parkes Shire Council on the following:

Phone: (02) 6861 2373
Fax: (02) 6862 3946
Email: council@parkes.nsw.gov.au
Council Address: 2 Cecile Street Parkes NSW 2870
Website: www.parkes.nsw.gov.au

1.9 Acknowledgements

Council acknowledges that Development Control Plans prepared by Dubbo City, Mid-Western Regional, Muswellbrook Shire, Orange City, Tamworth Regional and Wagga Wagga City Councils were researched in the preparation of this DCP. A number of provisions have been taken from these DCPs.

Council also acknowledges use of information from AMCORD and Victorian Local Government Sustainability Accord.

SECTION

2

Amendment to the DCP

2.0 Amendment to the DCP

2.1 Objectives

The objectives of this Chapter are to:

- identify the process for amending the DCP and providing for public participation;
- provide an update on amendments to the Parkes Shire Development Control Plan 2013; and
- identify the date of adoption of the DCP by Council and subsequent amendments.

2.2 Date of Adoption of Original Plan and Date When Plan Comes Into Force

This plan was exhibited for public comment in accordance with the *Environmental Planning and Assessment Act 1979 and Regulations*. Council adopted this plan on 4 March 2014.

Subsequent amendments to the plan are listed below.

This plan came into force as of 19 March 2014 (being the date of public notice in the local newspaper in accordance with Clause 21 of the *Environmental Planning and Assessment Regulations 2000*).

2.3 Amendments to Parkes Shire Development Control Plan 2013

Where Council resolves to prepare an amendment to the Parkes Shire Development Control Plan 2013 these must be exhibited for a minimum period of 28 days. Public notice must be given in the local newspaper. This notice is to indicate the details of the places, times and dates for the inspection of the draft amendments; and the period during which submissions may be made.

Copies of the draft amendments will be made available during the exhibition period free of charge.

2.4 List of Amendments

Purpose Of Amendment	Section Amended	Date Amendment Effective (Public Notice Under Clause 21 EPA Regulations 2000)

SECTION

3

Commercial Development

3.0 Commercial Development

3.1 Objectives

The objectives of this Chapter are to:

- provide design guidelines to a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area;
- encourage employment opportunities in accessible locations;
- improve the quality of urban design in commercial areas;
- ensure that the pedestrian environment is attractive and safe;
- minimise conflict between land uses within the zone and land uses within adjoining zones;
- encourage development that supports or complements the primary office and retail functions of the local centre zone in the mixed use zone;
- provide for a range of land uses, services and facilities that are associated with a rural town; and
- promote and encourage development that will strengthen the economies of towns in a manner that enhances and conserves their distinctive heritage characteristics.

3.2 Definitions

This Chapter applies to types of development permitted with Council's consent under the *Parkes Local Environmental Plan 2012* in the *B2 Local Centre Zone*, *B4 Mixed Use Zone* and the *RU5 Village Zone* that applies to Bogan Gate, Peak Hill, Trundle, Tullamore, Cookamidgera and Alectown.

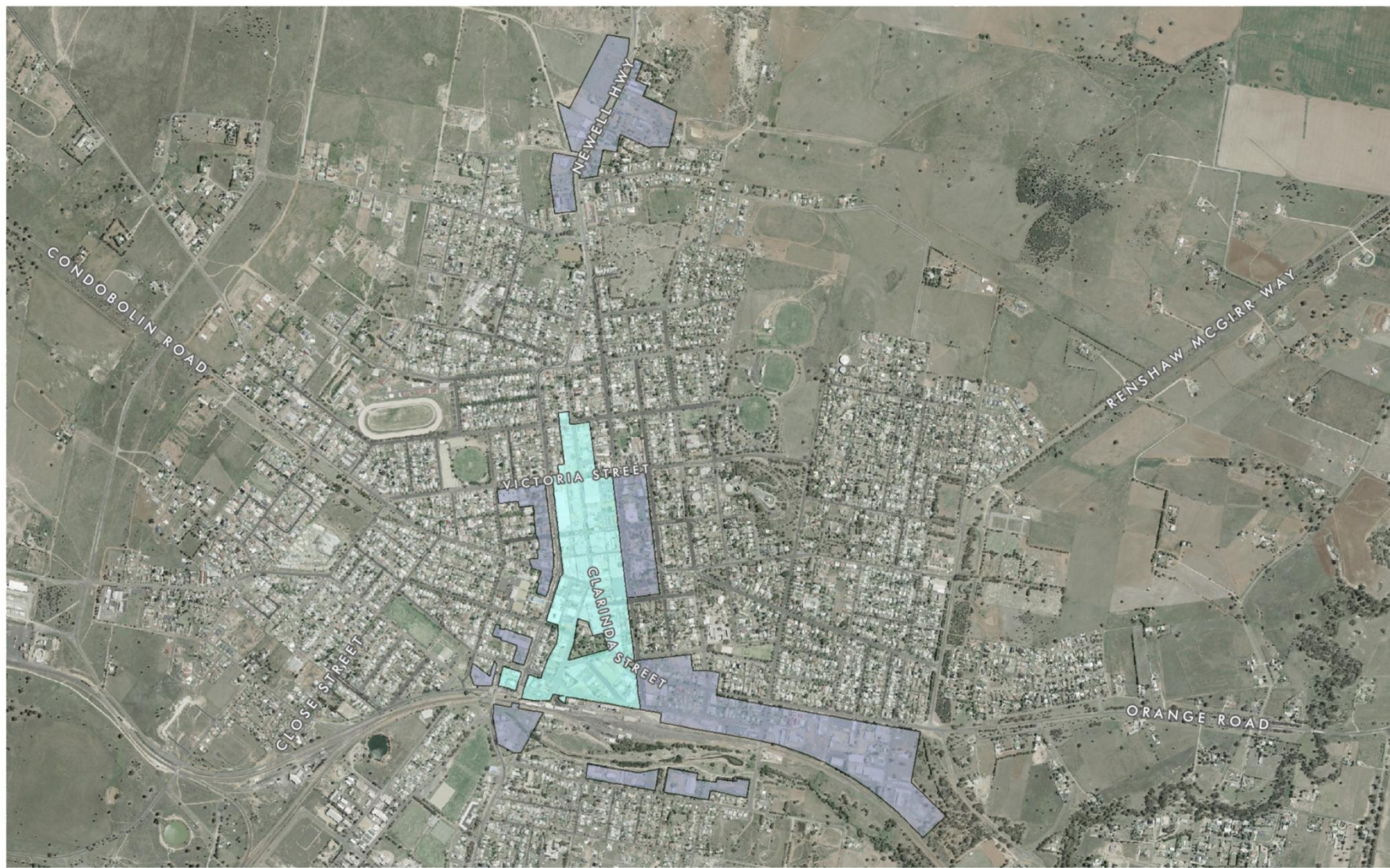
3.3 Commercial Development

3.3.1 Building Setbacks

No minimum building setbacks apply in the *B2 Local Centre Zone* of Parkes. In some instances applicants may wish to consider the need for setbacks to accommodate features such as outdoor dining areas, disabled access and landscaping.

Minimum setbacks for the *B4 Mixed Use Zone* in Parkes and the *RU 5 Village Zone* in the towns of Bogan Gate, Peak Hill, Trundle, Tullamore, Cookamidgera and Alectown align with, or at least respect, the setbacks of existing adjoining buildings.

Developments may also be required to meet particular National Construction Code requirements for setbacks.



Legend

- B2 - Local Centre Zone
- B4 - Mixed Use Zone

PARKES DEVELOPMENT CONTROL PLAN
Local Centre and Mixed Use

0 250m 500m 1km



Maps prepared by umwelt

Figure 1: Parkes CBD - Local and Mixed Use Zones

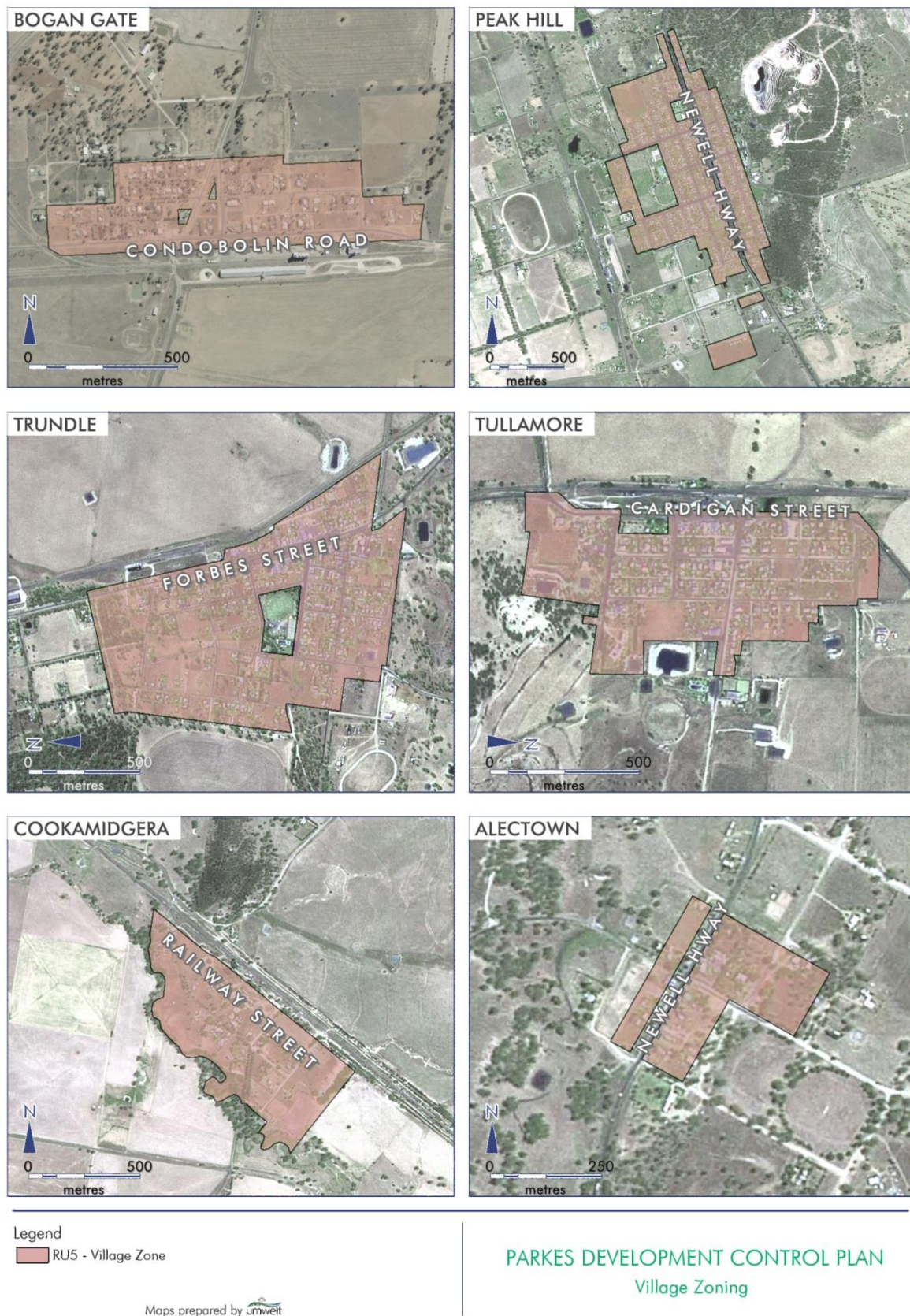


Figure 2: RU5 Village Zoning

Where development in the *B4 Mixed Use Zone* in Parkes and the *RU5 Village Zone* in the towns of Bogan Gate, Peak Hill, Trundle, Tullamore, Cookamidgera and Alectown adjoins a wholly residential building the minimum side or rear setback should be 3 metres (m).

3.3.2 Building Heights

The *Parkes Local Environmental Plan 2012* (LEP 2012) does not specify maximum building heights.

Building heights should generally be a maximum of two storeys so as to blend in with, and reinforce, the existing streetscape.

3.3.3 Building Design

All commercial premises on the ground level of a building facing the street or public car parking areas will comprise large windows and doors to encourage the interaction between pedestrians and the retail space to provide a transparent active edge. Development on a corner must include architectural features to address both frontages.



Photograph 4: A transparent active edge is important and architectural features address both street frontages

Building facades can be articulated by use of colour, arrangement of elements such as verandas or by varying building materials.

Post supported verandas and balconies should be setback a minimum of 600 millimeters (mm) from the back of the kerb line.

Design of new development is to be sympathetic to heritage buildings however not reproduce them.

Consideration must be given to external infrastructure (air conditioning ducts, plant rooms and stairs) and how they can be screened from view from a public place. This type of

external infrastructure is generally not appropriately located immediately adjacent to residential premises or fronting the primary street frontage.

Where possible, use elements that emphasise the horizontal form of established development, for example through the use of verandas.

Excessive lengths of blank walls are not encouraged in the front facade. Where blank walls are unavoidable on side or rear facades, consider breaking the visual impact through the provisions of landscaping, or, by creating visual interest through patterning of the facade, use of signage or public art.

Awnings should be designed to integrate with the architecture of the building facade and provide for continuous shelter for pedestrians. Awnings ideally should follow consistent heights above the footpath with a minimum height to the underside of the awning of 3.2 metres.

Building entrances should be well defined and well lit.

Where Shop-top housing is proposed it will be integrated into the development, having direct access from the street frontage. Private open space (balconies/terraces) is to be provided to allow for recreation and entertaining.

3.3.4 Car Parking and Access

3.3.4.1 Car Parking Requirements and Calculation

To determine the required car parking to be provided to support commercial development within Parkes Shire Gross Floor Area (GFA) is used within this DCP. Gross Floor Area is defined in the Parkes Local Environmental Plan 2012 as:

gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- (a) the area of a mezzanine, and
- (b) habitable rooms in a basement or an attic, and
- (c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

- (d) any area for common vertical circulation, such as lifts and stairs, and
- (e) any basement:
 - (i) storage, and
 - (ii) vehicular access, loading areas, garbage and services, and
- (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
- (g) car parking to meet any requirements of the consent authority (including access to that car parking), and
- (h) any space used for the loading or unloading of goods (including access to it), and
- (i) terraces and balconies with outer walls less than 1.4 metres high, and
- (j) voids above a floor at the level of a storey or storey above.

For commercial areas where off street parking is provided to existing developments this must be retained. Car parking requirements for commercial developments are based on the net increase in demand for parking created by that development.

Parking requirement rates included in the following Car Parking Requirements Table are to be calculated in accordance with proposed gross floor area (GFA) and rounded-up to the next highest whole number.

Where a building or site is utilised for more than one category of use included in the following table, and then the parking requirements for each individual use will be cumulatively applied.

Table 1: Car Parking Requirements

Land Use	Car Parking Requirements
Commercial	
Business and Office Premises	1 space per 40 m ² of GFA.
Bulky Goods Premises	1 space per 50 m ² of GFA.
Cellar Door Premises	1 space per 7 m ² of GFA accessible to public
Pubs	1 space per 5 m ² of bar, lounge, beer garden, auditorium, games room, restaurant. Plus 1 space per 3 employees (maximum staff level at peak time).
Restaurants	1 space per 6.5 m ² of customer service area which includes outdoor dining areas
Cafes	1 space per 6.5 m ² of customer service area which includes outdoor dining areas.
Take-away Food and Drink Premises	<p>Developments with no on-site seating – 12 spaces per 100 m² GFA.</p> <p>Developments with on-site seating – 12 spaces per 100 m² GFA, plus greater of: 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal).</p> <p>Developments with on-site seating and drive-through facilities – greater of 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external), plus queuing area for 5 to 12 cars.</p>
Garden Centres	<p>1 space per 500 m² of site area (minimum of 5 spaces) plus 1 space per staff member provided on-site in peak periods.</p> <p>Any ancillary uses would incur parking at the rate specified for that use in the table.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Hardware & Building Supplies	<p>1 space per 130 m² of GFA dedicated to display.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Kiosks	1 space per 6.5 m ² of customer service area.
Landscaping Material Supplies	<p>0.5 spaces per 100 m² of site area.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Markets	2 spaces per stall
Plant Nurseries	<p>0.5 spaces per 100 m² of site area.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Roadside Stalls	Minimum of 4 spaces.

Land Use	Car Parking Requirements
Rural Supplies	1 space per 130 m ² of areas (both indoor and outdoor) dedicated to display.
Shops	1 space per 35 m ² of customer service area.
Neighbourhood Shops	1 space per 35 m ² of customer service area.
Timber Yards	0.5 spaces per 100 m ² of site area. Provision should be made for car & trailer combinations at strategic locations.
Vehicle Sales or Hire Premises	0.75 spaces per 100 m ² site area. 0.76 + 6 spaces per work bay (for vehicle servicing facilities).
Amusement Centres	1 space per 4 machines. 1 space per game table
Entertainment Facilities	1 space per 10 m ² of GFA or 1 space per 4 seats, whichever is the greater.
Function Centres	1 space per 6.5 m ² of customer service area.
Industrial Retail Outlets	1 space per 35 m ² of GFA. Plus 1 space per 160 m ² of outdoor display area.
Registered Clubs	1 space per 5 m ² of bar, lounge, beer garden, auditorium, games room, restaurant. Plus 1 space per 3 employees (maximum staff level at peak time).
Restricted Premises	1 space per 20 m ² GFA
Service Stations	Requirements are additive: 6 spaces per work bay. 5 spaces per 100 m ² GFA of convenience store. If Restaurant present, then greater of: 15 spaces per 100 m ² of GFA, or 1 space per 3 seats.
Veterinary Hospitals	1 space per 65 m ² of GFA with a minimum of 3 spaces per consulting room, plus 1 space per employee.
Industry	
Vehicle Body Repair Workshops	5 spaces per vehicle work bay
Vehicle Repair Stations	1 space per 55 m ² of GFA.
Infrastructure	
Passenger Transport Facilities	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Educational	
Educational Establishments including Schools	1 space per staff member. 1 space per 10 senior students (Year 11 & up). Adequate drop off/pick up area for cars and buses.
Health	
Hospitals	1 space per 10 beds. 1 space per each resident or staff doctor. 1 space for each employee on duty at any one time. Ambulance parking.
Medical Centres	1 space per 65 m ² of GFA with a minimum of 3 spaces per surgery, plus 1 space per employee.
Health Consulting Rooms	1 space per 65 m ² of GFA with a minimum of 3 spaces per consulting room, plus 1 space per employee.
Community/Public	

Land Use	Car Parking Requirements
Child Care Centres	1 space for every 4 children in attendance.
Community Facilities	1 space per 10 m ² of GFA or 1 space per 4 seats, whichever is the greater.
Correctional Centres	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Emergency Services Facilities	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Information & Education Facilities	1 space per staff member. 1 space per 10 senior students (Year 11 & up). Adequate drop off/pick up area for cars and buses.
Places of Public Worship	1 space per 10 m ² of GFA or 1 space per 4 seats, whichever is the greater.
Public Administration Building	1 space per 40 m ² of GFA.
Respite Day Care Centres	1 space per employee.
Recreation	
Recreation Areas	Assessed on merit.
Recreation Facilities (indoor)	3 spaces per court. 3 spaces per bowling alley. 30 spaces per first green + 15 spaces for each additional green. 1 space per 35 m ² of net floor area. Note: Inclusion of a clubhouse for any sporting use will require provision of additional parking at the rate for Registered Clubs.
Recreation Facilities (outdoor)	3 spaces per court. 3 spaces per bowling alley. 30 spaces per first green + 15 spaces for each additional green. 3 spaces per hole. Note: Inclusion of a clubhouse for any sporting use will require provision of additional parking at the rate for Registered Clubs.
Miscellaneous	
Mortuaries	1 space per 10 fixed seats or 1 space per 10 m ² of gross floor area if seats not affixed, whichever is the greater.
Shop Top Housing	1 space per unit, plus visitor parking at the rate of 1 space per 5 units or part thereof in excess of the first 4 units.
Tourist/Visitor	
Backpackers' Accommodation	1 space per manager. 1 space per two staff onsite at any one time. 1 space per bedroom.
Bed & Breakfast Accommodation	1 space per guest bedroom. 1 space for the permanent occupants of the dwelling.
Hotel Accommodation	1 space per unit. 1 space per 5 m ² of bar, lounge, beer garden, auditorium, games room, restaurant. Plus 1 space per 3 employees (maximum staff level at peak time).

Land Use	Car Parking Requirements
Motel Accommodation	1 space per unit + 1 space per 2 employees. If Restaurant included , then add the greater of 1 space per 6.5m ² of GFA of the restaurant. If Function Room included , then add the greater of 1 space per 3 seats.
Serviced Apartments	1 space per unit + 1 space per 2 employees. If Restaurant included , then add the greater of 1 space per 6.5m ² of GFA of the restaurant. If Function Room included , then add the greater of 1 space per 3 seats.

3.3.4.2 Change of Use or Redevelopment

Historic parking credits for lawfully established uses are recognised under this clause and evaluated in assessment of the application.

Additional parking spaces will be required for any change of use or redevelopment and are to be provided in accordance with the provisions of the Car Parking Requirements Table.

Where it is proposed to change the use of an existing retail premises/ floor space to a restaurant, dining, and/or take away food premises, additional car parking spaces may not be required where car parking cannot be physically provided on site.

Where existing premises are proposed to be redeveloped or their uses changed, the following method of calculating car parking requirements is to apply:

- determine the parking requirement of the previous or existing premises in accordance with the parking rates contained in the Car Parking Requirements Table;
- determine the parking requirement of the proposed development in accordance with the parking rates contained in this plan;
- subtract the number of spaces determined in (a) above from the number of spaces calculated in (b) above; and
- the difference calculated in (c) above represents the total parking spaces to be provided.

3.3.4.3 Off Peak Development

Off-Peak development is development which operates or carries out business outside the peak demand periods for parking which is generally between 9.00 am and 5.00 pm weekdays.

Development of this type will be assessed in accordance with the Car Parking Requirements Table but Council will have regard to the characteristics of the proposed development, its hours of operation and the availability of publicly accessible parking in walking distance of the development site.

Where it can be demonstrated that the time of peak demand for parking associated with the proposed development and the existing adjacent land uses do not coincide, or where common usage reduces total demand, a lower level of parking provision might apply.

3.3.4.4 Location of Parking Areas

Off-street parking areas are to be located so that they are readily accessible to principal staff and/or customer entrances.

The location of on-site parking areas should have regard to the following:

- site conditions, such as slope and drainage;
- visual amenity of the development and adjacent sites;
- proximity of parking areas to any neighbouring residential areas;
- relationship of parking areas to the building;
- relationship of parking areas to the street, including the footpath; and
- ease of access to and from the street.

3.3.4.5 Layout

The layout and dimensions of car parking areas are to be provided in accordance with the design standards in accordance with Council's adopted Engineering Technical Specification policies.

All parking areas are to generally incorporate a rational circulation pattern. Dead-end parking aisles will not be permitted except in small parking areas or areas reserved for a specific low turnover (e.g. staff parking areas).

No account is to be taken of spaces which do not have direct access to a driveway or which are stacked or obstructed in any way when assessing the car parking spaces provided unless otherwise specified.

The turning paths and general manoeuvring requirements for cars, trucks and semi-trailers are to be designed with reference to Council's adopted Engineering Technical Specification policies.

Where necessary, adequate space is to be made for the manoeuvring of rigid and articulated heavy vehicles.

Parking areas are to be suitably marked by lines or other approved means to indicate the layout and circulation pattern of traffic.

3.3.4.6 Fencing and Lighting

The use of lighting is to be considered where night use of parking areas is involved.

Where parking areas are utilised at night and are located adjacent to residential development, consideration needs to be given to the positioning of lighting and location of driveways to minimise head light glare and traffic noise.

In such cases fencing and/or landscaping may be necessary to protect the amenity of adjoining residential areas.

3.3.4.7 Internal Road Design

All internal roads and driveways are to be designed for low speed environments.

Details of internal road design standards are set out in Council's adopted Engineering Technical Specification policies.

3.3.4.8 Pedestrians

Parking areas should be designed to minimise the potential for vehicular/pedestrian conflict.

Depending on the size of the proposed car parking area pedestrian pathways between parking areas and building access is desirable. These pathways are to be wide enough to accommodate disabled access.

3.3.4.9 Parking for Disabled Persons

Council and developers have a responsibility to ensure the provision of readily accessible parking for disabled persons.

Disabled parking is to be provided in accordance with the National Construction Code.

Dimensions and gradients for disabled parking spaces are set out in Council's adopted Engineering Technical Specification policies.

3.3.4.10 Landscaping of Car Parking Areas

Parking areas are to be landscaped to provide shade, improve the visual amenity of large all weather surfaces and to provide a buffer from neighbouring areas.

Landscaping is to form an integral part of the parking layout and be used to separate conflicting vehicular and pedestrian traffic movement.

Care should be taken in the selection of plant species not to block signs and to allow ingress and egress points to be clearly visible.

Plants should be selected and located to avoid maintenance problems such as interference with overhead wires, underground conduits, damage to paved areas by root systems, and leaf and branch litter. Trees with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds should be avoided in parking areas. Adequate sprinkler or dripper systems are to be incorporated in the landscape design.

Planting of shade trees within parking areas should be protected from damage from vehicles (e.g. tree guards/wheel stops).

Landscaping provision for sun control (shading) is to be provided. A desirable tree planting rate for sun control is 1 shade tree for every 6-8 car parking spaces.



Photograph 5: Tree planting is important in car parking areas so that shade is provided in summer and hard standing areas are visually more attractive.

A list of suitable trees, shrubs and ground covers for the Parkes Local Government Area is included in **Appendix 1**. Only plants with the attributes contained in this section should be selected from **Appendix 1**.

3.3.4.11 Bicycle Parking

Priority areas for bicycle parking facilities are the central business district, town pool, town library and some sporting facilities. Institutions such as TAFE and schools are also significant bicycle destinations.

There will be some high employment generating developments that will need to provide bicycle parking facilities. The level of parking provision for these developments will be determined using the following:

- developments generating less than 10 car parking spaces - N/A; and
- developments generating more than 10 car parking spaces - 1 bicycle parking bay per 10 car parking spaces.

Where bicycle parking is required, safe and convenient locations are to be chosen.

The security and protection of bicycles is critical in parking design. Bicycle parking facilities are to allow cyclists to secure the frame and two wheels of a bicycle to a fixed, secure stand, preferably with the cyclist's own lock and chain.

In some situations it may be necessary to provide undercover parking or more secure parking facilities.

3.3.4.12 Construction

Parking areas and vehicular accesses to them located in the township of Parkes are to be paved with concrete, bitumen, paving stones or other material in accordance with Council's adopted Technical Engineering Specifications. .

In the towns of Bogan Gate, Peak Hill, Trundle, Tullamore, Cookamidgera and Alectown, Council is prepared to consider the construction standard of an all-weather surface for parking areas and vehicular accesses.

The standard of construction is dependent on the type of vehicles that will use the parking facility as well as the level of vehicular activity associated with the development. Developers should consult with Council Engineering staff and examine Council's adopted Engineering Technical Specification policies to determine the appropriate standard of construction.

Drainage of paved surfaces is to be provided to the satisfaction of Council. All trafficable surfaces shall be bounded with a suitable kerb to assist in stormwater management and prevent the movement of vehicles on non-trafficable areas.

Parking areas are to be barricaded from non-traffic areas by kerbs, barriers or landscaping.

Paved parking spaces are to be defined by painted lines or other approved means.

3.3.4.13 Service Vehicles and Loading Docks

Service vehicle areas are to be provided off-street in safe and convenient locations. For developments with site conditions that preclude the provision of onsite loading areas, on-street deliveries are to be undertaken within designated loading zones.

Loading facilities are to be designed with reference to Council's adopted Engineering Technical Specification policies.

In larger developments, service areas are to operate independently of other parking areas.

3.3.4.14 Signage

Parking areas should be well sign posted to indicate the availability of off-street parking, with exit and entry points clearly visible from both the street and the site.

Pavement arrows are to clearly indicate the direction of traffic circulation. Parking areas are to be clearly delineated as well as spaces for specific uses (e.g. disabled, employees, visitors, pedestrians).

Where car parking areas are not visible from the entrance to the development, directional sign posting will be required.

Parking areas that are subject to frequent night time use by the public should utilise reflective materials for signs and line marking.

3.3.4.15 Section 94 Contributions

Council may accept a cash contribution in lieu of parking spaces not physically provided on the site of a development.

The contribution will be calculated in accordance with Council's Section 94 Contributions Plan (adopted under Section 94 of the EPA Act) and will be payable prior to the occupation of the development.

Developers should refer to Council's current Contributions Plan to determine any relevant requirements.

3.3.4.16 Access

Vehicles must be able to enter and leave parking areas or a site in a forward direction.

Access to parking areas is to be located so as to be readily visible and accessible from the road frontage. Accesses should also be located where they will cause least interference with vehicular and pedestrian movement on public roads and need to provide adequate visibility.

Direct access will be limited from existing or proposed high volume roads wherever an alternative access can be provided.

Driveways are not permitted in close proximity to traffic signals, intersections or where sight distance is considered inadequate by Council.

The number of driveways to be provided from any site to any one street frontage should be generally limited to one combined ingress and egress.

The potential for on-street queuing shall be eliminated by the provision of sufficient standing area for vehicles entering parking and loading areas.

Access is to be designed in accordance with Council's adopted Engineering Technical Specification policies.

3.3.5 Commercial Use of Council Footpaths

Any outdoor eating areas are to be located directly adjacent to cafes, pubs, restaurants or take away food premises.



Photograph 6: Outdoor eating areas adjacent to appropriate premises can be integrated into the streetscape and add vibrancy to public spaces

For guidance regarding Council standards and requirements for commercial use of footpath areas refer to Council's adopted "Policy for the Control of Footway Restaurants and Footpath Obstructions".

3.3.6 General Signage

Signage within commercial areas must:

- permit adequate identification and business advertising that conveys advertisers' messages and images while complementing and conforming to both the development on which it is displayed and the character of the surrounding locality;
- ensure that advertising does not lead to visual clutter through proliferation of signs;
- do not reduce the safety of operation of any road or pedestrian path; and
- must be in a form an integrated part of the building façade, architectural design and scale of the building.



Photograph 7: Clear uncluttered signage enhances building facades and gets the message across

3.3.7 General Outdoor Lighting

Lighting should not be obtrusive especially with regard to adjoining residential development and residential zones in accordance with relevant Australian Standards.

3.3.8 Services

A statement of servicing is to be provided to demonstrate the availability and feasibility of providing water, sewer, and stormwater appropriate for the scale of the development.

Applications are to demonstrate adequate provision for storage and handling of solid waste.

Liquid wastes (excluding domestic waste from a hand basin, shower, bath or toilet) are to be discharged to Council's sewer system in accordance with Council's Liquid Trade Waste Policy.

No building can be located within an easement for the purposes of utility infrastructure or over the top of any existing utility services. Refer to Council's Building Over Council Utility Services Policy.

Water and sewer mains structures are to be located in accordance with Council's adopted Engineering Technical Specification policies.

Where feasible development is to be connected to Council's reticulated water supply and sewerage system in accordance with Council's adopted Engineering Technical Specification policies.

Power and communication systems should be provided in accordance with the requirements of the appropriate authority.

The applicable Section 64 Contributions for Water and Sewerage will apply to commercial development.

3.3.9 Landscaping

Landscaping must be incorporated into building design to enhance the character of the streetscape and the amenity of buildings and public places.



Photograph 8: Effective landscaping enhances building character

Landscaping should reflect the size and height of buildings and should be consistent with the character of the area.



Photograph 9: Appropriate landscaping reflects building height and size and is consistent with the character of the area

Landscaping should be used to soften the impact of hard surfaces where practical.

Where landscaping is proposed to be incorporated into a new development, a landscape plan detailing hard and soft landscaping works should be submitted with the development application. It is recommended that adequate sprinkler or dripper systems be incorporated in the landscape design.

3.3.10 Waste Management

For new developments, including demolition, the capacity, size, construction and placement of solid waste, liquid waste and recyclable storage facilities are to be determined according to estimated amounts supplied by the applicant of waste and recyclables generated, safe means of collection, cleanliness and unobtrusive effects on the building and neighbourhood.

Ready access to commercial waste containers by collectors and collection vehicles must be provided. Where waste containers are located within close proximity to street frontages these are to be screened with aesthetically pleasing walls and/or landscaping where practical.

Sites for disposal of excavated material, demolition and builder's waste are to be nominated by the developer at the time of the development application.

Developments are to be designed so that all liquid waste and spillage are contained and properly disposed of.

3.3.11 Soil Erosion and Sediment Control

Runoff is to be managed to prevent any land degradation including offsite sedimentation.

Reference should be made to the NSW Governments *Managing urban stormwater: soils and construction, Volume 1* (available from Landcom), commonly referred to as 'The Blue Book'.

Cut and fill needs to be considered and is to be minimised. The site is to be stabilised during and after construction.

Arrangements are to be implemented to instigate prompt revegetation of earthworks to minimise erosion.

Soil erosion and sediment control works are to be undertaken in accordance with Council's adopted Engineering Technical Specification policies.

3.3.12 Stormwater Management

Stormwater shall be conveyed to Council's stormwater management system where possible or otherwise to legal point of discharge.

The stormwater system design is to optimise the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.

The stormwater system design should minimise 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.



Photograph 10: Drainage techniques can be incorporated into landscaping

Drainage from development site is not in excess of drainage from the site during its pre-development state.

Stormwater design and works are to be undertaken in accordance with Council's adopted Engineering Technical Specification policies.

3.3.13 Energy Efficiency

Consideration should be given to maximising the use of natural light, utilisation of insulation and the installation of energy efficient fittings.

Any shop top housing and/or residential development are to comply with BASIX¹ requirements and/or the National Construction Code as applicable

¹ Refer to Section 5.3 for definition of BASIX.

SECTION

4

Industrial Development

4.0 Industrial Development

4.1 Objectives

The objectives of this Chapter are to:

- encourage employment opportunities;
- minimise any adverse effect of industry on other land uses;
- create high quality working and business environments;
- encourage industrial development that responds to site characteristics, considers visual impacts of built form and does not conflict with adjoining land uses;
- facilitate industrial development that supports regional economic influences;
- provide for a range of land uses, services and facilities that are associated with a rural town; and
- promote and encourage development that will strengthen the economies of towns in a manner that enhances and conserves their distinctive heritage characteristics.

4.2 Definitions

This Chapter applies to types of development permitted with Council's consent under the *Parkes Local Environmental Plan 2012* in the *IN1 General Industrial Zone*, *SP1 Special Activities Zone* and the *RU5 Village Zone* that applies to Bogan Gate, Peak Hill, Trundle, Tullamore, Cookamidgera and Alectown.

The *SP1 Special Activities Zone* as shown on the Zoning Maps (Sheets LZN_005A and 005B) that accompany the *Parkes Local Environmental Plan 2012* applies to the area known as the 'Parkes National Logistics Hub'. Additional separate provisions may apply to the 'Parkes National Logistics Hub'. Where this is the case there are separate sections applying to the 'Parkes National Logistics Hub'. General provisions also apply to the 'Parkes National Logistics Hub'.

4.3 Industrial Development

4.3.1 'Parkes National Logistics Hub' Structure Plan

The endorsed structure plan highlights the broad development principles for the area based on the findings of the Parkes Transport Hub Local Environmental Study (LES).



Legend

IN1 - General Industrial Zone

PARKES DEVELOPMENT CONTROL PLAN
Parkes General Industrial Zone



Maps prepared by umwelt

Figure 3: Parkes General Industrial Zone

4.3.1.1 Potential Land Use

The 'Parkes National Logistics Hub' has been created as a special industrial enterprise area intended for freight and transport related industrial operations. It has been established to encourage the development of freight and transport logistics operations as it is strategically located on the main railway lines.

4.3.1.2 Transport Routes

The 'Parkes National Logistics Hub' is located on Brolgan Road which will provide the main access to the area. Condobolin Road also provides access to the area. These roads will need upgrading to accommodate the future development of the land and Council will require contributions from developers for the purposes of this road upgrading where there is a nexus between proposed development and road upgrading. The area also has excellent access to nationally important railway infrastructure which provides the opportunity to locate transport logistics.

4.3.1.3 Infrastructure and Services

The 'Parkes National Logistics Hub' is required to be provided with reticulated water supply at the developer's expense. Reticulated sewerage services are not available. The development of the land will require that on-site sewerage disposal systems be accommodated within individual development sites. Other services such as electricity and telecommunications are to be provided by each developer to suit the needs of each development.

4.3.1.4 Environmental Protection

The 'Parkes National Logistics Hub' has been predominantly cleared of vegetation for past agricultural uses. However some areas of remnant native vegetation have been identified for conservation. These areas include Open Cypress Woodland, Open Box/Cypress Woodland and less disturbed areas of grassland along road and rail corridors.

The siting of development must consider the location of remnant vegetation. Mature trees are to be preserved where possible.

Vegetation within the Special Control Area should be protected and regenerated with species endemic to the area.

An ecological assessment or arborist report (whichever is relevant) must be submitted with a development application that proposes vegetation clearing within the Special Control Area.

Measures to protect vegetation to be retained are to be established prior to the commencement of site earthworks.

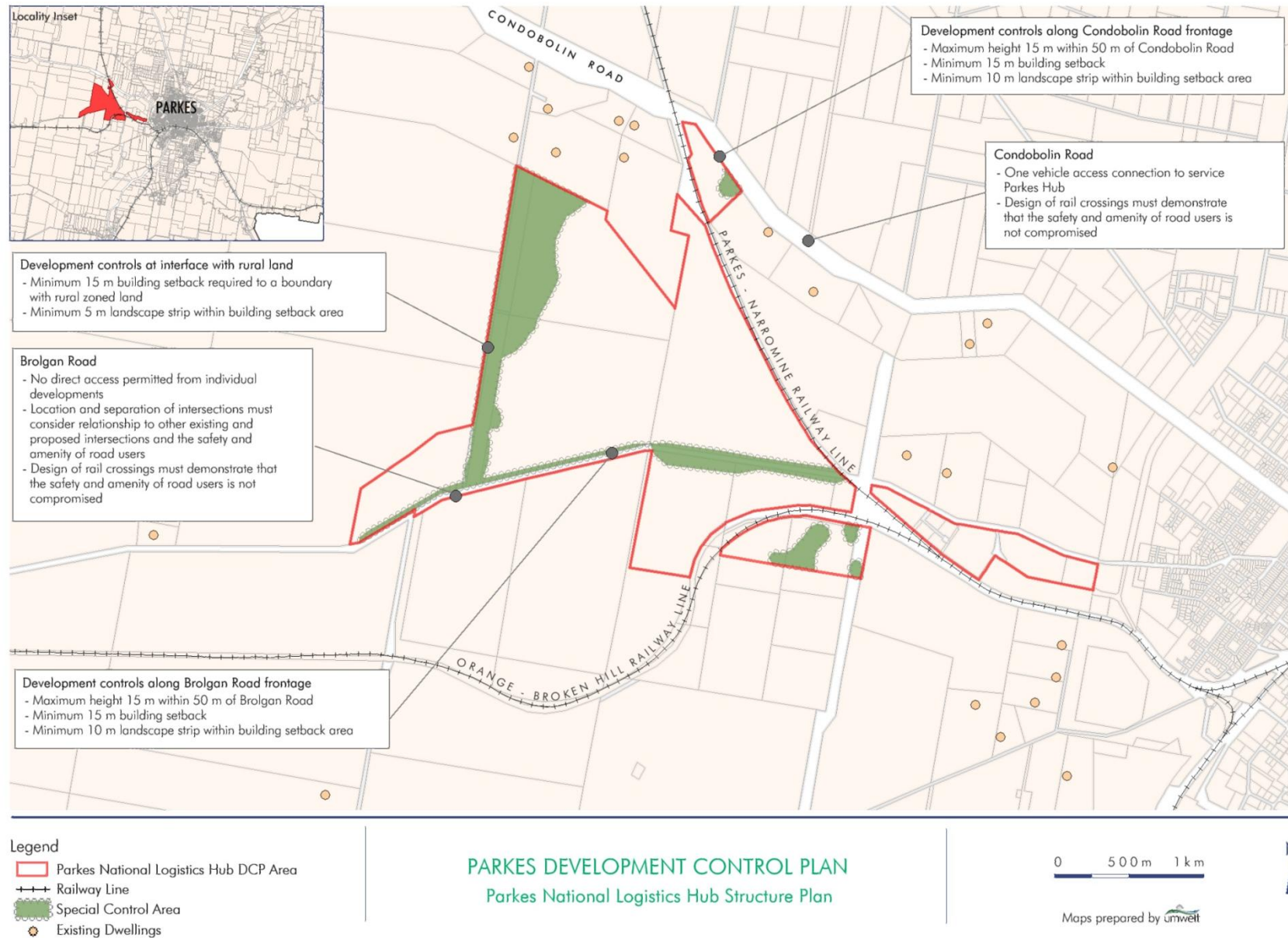


Figure 4: Parkes National Logistics Hub Structure Plan

4.3.1.5 Constraints and Hazards

The main constraints to development relate to soils and salinity. Where necessary investigations of soil and soil profiles may be necessary to ensure protection of building and site works.

4.3.1.6 Contamination

Individual sites (or areas that are proposed to be used for industrial development) within the Parkes National Logistics Hub will need to be assessed for potential contamination.

4.3.1.7 Special Control Area

The structure plan delineates a Special Control Area within which specific development controls are applicable. The Special Control Area comprises native vegetation that has been identified for conservation. Specific provisions apply within the Special Control Area to restrict clearing and to promote revegetation with endemic native species.

The 'Parkes National Logistics Hub' Structure Plan is presented above.

4.3.2 Building Setbacks (excluding Parkes Hub)

A minimum building line of 15 metres is to be provided along the frontage of the Newell Highway and Saleyards Road.

Buildings fronting onto other roads in Industrial areas are to be setback 7.5 metres from the front property boundary.

Side and rear setbacks must meet National Construction Code (NCC) setbacks.

Where industrial development is proposed in the *IN1 General Industrial Zone* in Parkes and the *RU5 Village Zone* in the towns of Bogan Gate, Peak Hill, Trundle, Tullamore, Cookamidgera and Alectown adjoins a wholly residential building the minimum side or rear setbacks will be assessed on merit depending on the type of development. Also depending upon the height and scale of the proposed industrial development Council may require setbacks greater than the minimum.

4.3.2.1 Additional Provisions Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

The minimum building setback from Brolgan Road and Condobolin Road is 15 metres.

The minimum building setback required from any other road within the Parkes Hub is 10 metres.

The minimum building setback for side and rear boundaries adjoining to rural zoned land is 15 metres.

The building setback areas are to be used for landscaping and staff and visitor car parking. Rail access and open storage are not permitted within building setbacks.

4.3.3 Building Heights

The *Parkes Local Environmental Plan 2012* (LEP 2012) does not specify maximum building heights.

Building heights are considered on a merit basis depending on the nature of the proposed industrial development.

Building heights for industrial development adjacent to residential areas should generally take into account the scale of the adjoining residential development. Privacy and overlooking of adjoining residential developments is to be considered.

Building height must not result in the unreasonable loss of solar access to adjoining and adjacent residential properties between the hours of 9.00 am and 3.00 pm on 22 June.

4.3.3.1 Additional Provisions Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

The height of buildings or structures located on land within 50 metres of the Brolgan Road or Condobolin Road frontage will not exceed 15 metres above natural ground level.

The height of buildings or structures on all other land within the plan area will not exceed 20 metres above natural ground level.

4.3.4 Building Design

Building elevations to the street frontage or where visible from a public road, reserve, railway or adjoining residential area must incorporate variations in facade treatments, roof lines and building materials. All building elevations are to be shown on the development application plans.



Photograph 11: Various façade treatments, materials and roof lines can add interest to buildings when viewed from the street

Street elevations, and elevations containing the main public entry, together with 5 metre side returns, will be constructed with face brick, finished concrete or approved decorative masonry block.

Council may consider the use of other complementary materials such as timber panelling, pre-coloured metal cladding and glazing in conjunction with a reasonable proportion of brick, finished concrete or decorative masonry block.

Low scale building elements such as display area, offices and staff amenities are to be located at the front of the premises and constructed in brick or finished concrete.

All other elevations, and roof surfaces are to be finished in profiled pre-painted metal cladding or other approved non-combustible material. Roof materials should be non-reflective.

The fire rating requirements of the National Construction Code may influence the setbacks and materials used on external walls.

4.3.4.1 Additional Provisions Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

Site coverage for buildings within the Parkes Hub must not exceed 60 per cent.

4.3.5 Car Parking and Access

4.3.5.1 General Car Parking Requirements

To determine the required car parking to be provided to support industrial development within Parkes Shire Gross Floor Area (GFA) is used within this DCP. Gross Floor Area is defined in the Parkes Local Environmental Plan 2012 as:

gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- (a) the area of a mezzanine, and
- (b) habitable rooms in a basement or an attic, and
- (c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

- (d) any area for common vertical circulation, such as lifts and stairs, and
- (e) any basement:
 - (i) storage, and
 - (ii) vehicular access, loading areas, garbage and services, and
- (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
- (g) car parking to meet any requirements of the consent authority (including access to that car parking), and
- (h) any space used for the loading or unloading of goods (including access to it), and
- (i) terraces and balconies with outer walls less than 1.4 metres high, and
- (j) voids above a floor at the level of a storey or storey above.

Parking requirement rates included in the following Car Parking Requirements Table are to be calculated in accordance with proposed gross floor area (GFA) and rounded-up to the next highest whole number.

Table 2: Car Parking Requirements

Land Use	Car Parking Requirements
Commercial	
Funeral Homes	1 space per 10 fixed seats or 1 space per 10 m ² of gross floor area if seats not affixed, whichever is the greater.
Take-away Food and Drink Premises	<p>Developments with no on-site seating – 12 spaces per 100 m² GFA.</p> <p>Developments with on-site seating – 12 spaces per 100 m² GFA, plus greater of: 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal).</p> <p>Developments with on-site seating and drive-through facilities – greater of 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external), plus queuing area for 5 to 12 cars.</p>
Garden Centres	<p>1 space per 500 m² of site area (minimum of 5 spaces) plus 1 space per staff member provided on-site in peak periods.</p> <p>Any ancillary uses would incur parking at the rate specified for that use in the table.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Hardware & Building Supplies	<p>1 space per 130 m² of GFA dedicated to display.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Kiosks	1 space per 6.5 m ² of customer service area.
Landscaping Material Supplies	<p>0.5 spaces per 10 m² of site area.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Plant Nurseries	<p>0.5 spaces per 100 m² of site area.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Rural Supplies	1 space per 130 m ² of GFA dedicated to display.
Neighbourhood Shops	1 space per 35 m ² of customer service area.
Timber Yards	<p>0.5 spaces per 100 m² of site area.</p> <p>Provision should be made for car & trailer combinations at strategic locations.</p>
Vehicle Sales or Hire Premises	<p>0.75 spaces per 100 m² site area.</p> <p>0.76 + 6 spaces per work bay (for vehicle servicing facilities).</p>
Highway Service Centres	<p>Requirements are additive:</p> <p>6 spaces per work bay.</p> <p>5 spaces per 100 m² GFA of convenience store.</p> <p>If Restaurant present, then greater of:</p> <p>15 spaces per 100 m² of GFA, or 1 space per 3 seats.</p>
Industrial Retail Outlets	1 space per 35 m ² of GFA. Plus 1 space per 160 m ² of outdoor display area.

Land Use	Car Parking Requirements
Restricted Premises	1 space per 20 m ² GFA
Service Stations	Requirements are additive: 6 spaces per work bay. 5 spaces per 100 m ² GFA of convenience store. If Restaurant present, then greater of: 15 spaces per 100 m ² of GFA, or 1 space per 3 seats.
Sex Service Premises	2 spaces per room used for the provision of sex services.
Veterinary Hospitals	1 space per 65 m ² of GFA with a minimum of 3 spaces per consulting room, plus 1 space per employee.
Wholesale Supplies	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
<i>Rural Industries</i>	
Agricultural Produce Industries	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Livestock Processing Industries	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Sawmill or Log Processing Industries	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Stock & Sale Yards	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
<i>Industries</i>	
Heavy Industries (including Hazardous & Offensive Industries)	1 space per 90 m ² of GFA.
Light Industries (including Light Technology Industries)	1 space per 90 m ² of GFA.
General Industries	1 space per 90 m ² of GFA.
Vehicle Body Repair Workshops	5 spaces per vehicle work bay.
Vehicle Repair Stations	1 space per 55 m ² of GFA.
Heavy Industrial Storage Establishments (including Hazardous Storage Establishments, Liquid Fuel Depots & Offensive Storage Establishments)	1 space per 90 m ² GFA OR 1 space per employee whichever is greater, PLUS 1 space per 150 m ² of GFA of open yard area. 1 space per transport vehicle present at the time of peak vehicle accumulation on site.

Land Use	Car Parking Requirements
Storage Premises (including Self-storage Units, Depots & Warehouse or Distribution Centres)	1 space per 90 m ² GFA OR 1 space per employee whichever is greater, PLUS 1 space per 150 m ² of GFA of open yard area. 1 space per transport vehicle present at the time of peak vehicle accumulation on site.
Infrastructure	
Heliport & Helipad	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Freight Transport Facilities	1 space per 90 m ² GFA OR 1 space per employee whichever is greater, PLUS 1 space per transport vehicle present at the time of peak vehicle accumulation on site.
Passenger Transport Facilities	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Transport & Truck Depot	1 space per on site staff PLUS 1 space per transport vehicle present at the time of peak vehicle accumulation on site. Vehicle Wash Bay Minimum 1 vehicle wash bay of a size that can accommodate the largest vehicle typically visiting the site.
Waste or Resource Management Facilities (including Resource Recovery Facilities, Waste Disposal Facilities & Waste or Resource Transfer Stations)	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Community/Public	
Community Facilities	1 space per 10 m ² of GFA or 1 space per 4 seats, whichever is the greater.
Correctional Centres	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Emergency Services Facilities	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.

Land Use	Car Parking Requirements
Industrial Training Facilities	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Public Administration Building	1 space per 40 m ² of GFA.
Research Station	1 space per employee.
Recreation	
Recreation Areas	Assessed on merit.
Recreation Facilities (indoor)	3 spaces per court. 3 spaces per bowling alley. 30 spaces per first green + 15 spaces for each additional green. 1 space per 35 m ² of net floor area. Note: Inclusion of a clubhouse for any sporting use will require provision of additional parking at the rate for Registered Clubs.
Recreation Facilities (outdoor)	3 spaces per court. 3 spaces per bowling alley. 30 spaces per first green + 15 spaces for each additional green. 3 spaces per hole. Note: Inclusion of a clubhouse for any sporting use will require provision of additional parking at the rate for Registered Clubs.
Miscellaneous	
Crematorium	Submit a traffic/parking study prepared by a suitably qualified person to justify the proposed parking associated with the proposed development.
Mortuaries	1 space per 10 fixed seats or 1 space per 10 m ² of gross floor area if seats not affixed, whichever is the greater.

4.3.5.2 Change of Use or Redevelopment

Historic parking credits for lawfully established uses are recognised under this clause and evaluated.

Additional parking spaces required for any change of use or redevelopment are to be provided in accordance with the provisions of the Car Parking Requirements Table.

Where existing premises are proposed to be redeveloped or their uses changed, the following method of calculating car parking requirements will apply:

- determine the parking requirement of the previous or existing premises in accordance with the parking rates contained in the Car Parking Requirements Table;
- determine the parking requirement of the proposed development in accordance with the parking rates contained in this plan;

- c) subtract the number of spaces determined in (a) above from the number of spaces calculated in (b) above; and
- d) the difference calculated in (c) above represents the total parking spaces to be provided.

4.3.5.3 Location of Parking Areas

Off-street parking areas should be located so that they are readily accessible to principal staff and/or customer entrances.

The location of on-site parking areas should have regard to the following:

- site conditions, such as slope and drainage;
- visual amenity of the development and adjacent sites;
- proximity of parking areas to any neighbouring residential areas;
- relationship of parking areas to the building;
- relationship of parking areas to the street, including the footpath; and
- ease of access to and from the street.

4.3.5.4 Layout

The layout and dimensions of car parking areas will be provided in accordance with the design standards in accordance with Council's adopted Engineering Technical Specification policies.

Full details of proposed vehicular access, parking and loading areas will be included in the development application. The turning paths and general manoeuvring requirements for cars, trucks and semi-trailers are to be designed with reference to Council's adopted Engineering Technical Specification policies.

Where necessary, adequate space is to be made for the manoeuvring of rigid and articulated heavy vehicles.

Parking areas are to be suitably marked by lines or other approved means to indicate the layout and circulation pattern of traffic.

Additional Layout Provisions Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

A traffic and rail access impact assessment prepared by a suitably qualified person must be submitted with a development application.

4.3.5.5 Fencing and Lighting

Where parking areas utilised at night are located adjacent to residential development, consideration should be given to the positioning of lighting and location of driveways to minimise head light glare and traffic noise.

In such cases fencing and/or landscaping may be necessary to avoid loss of amenity to residential areas.

4.3.5.6 Internal Road Design

All internal roads and driveways are to be designed for low speed environments.

The minimum width of internal driveways servicing cars is to be 6 metres for two way operations and 4.5 metres for one way operations. These widths may need to be increased depending on the manoeuvring characteristics of the largest vehicle anticipated to use the site (this provision does not apply to the 'Parkes National Logistics Hub').

Additional Internal Road Design Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

Internal access roads will have a minimum 10 metre carriageway.

The width of a driveway is not to be less than 8 metres. Council may require a driveway of greater width where it has been identified that articulated vehicles may need greater manoeuvring areas within the site.

4.3.5.7 Landscaping of Car Parking Areas

Parking areas are to be landscaped to provide shade, improve the visual amenity of large all weather surfaces and to provide a buffer from neighbouring areas.

Landscaping is to form an integral part of the parking layout and be used to separate conflicting vehicular and pedestrian traffic movement.

Care should be taken in the selection of plant species not to block signs and to allow ingress and egress points to be clearly visible.

Plants should be selected and located to avoid maintenance problems such as interference with overhead wires, underground conduits, damage to paved areas by root systems, and leaf and branch litter. Trees with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds should be avoided in parking areas.

Planting of shade trees within parking areas shall be protected from damage from vehicles (eg tree guards/wheel stops).

Landscaping provision for sun control (shading) is to be provided. A suitable planting rate for sun control is 1 shade tree for every 6-8 car parking spaces.

Adequate provision of landscaping is required around the perimeter of car parking areas.

A list of suitable trees, shrubs and ground covers for the Parkes Local Government Area is included in Appendix 1. Only plants with the attributes contained in this section should be selected from Appendix 1.

4.3.5.8 Bicycle Parking

There will be some high employment generating developments that will need to provide bicycle parking facilities. The level of parking provision for these developments will be determined using the following:

- developments generating less than 10 car parking spaces - N/A; and
- developments generating more than 10 car parking spaces - 1 bicycle parking bay per 10 car parking spaces.

Where bicycle parking is required, safe and convenient locations are to be chosen.

The security and protection of bicycles is critical in parking design. Bicycle parking facilities are to allow cyclists to secure the frame and two wheels of a bicycle to a fixed, secure stand, preferably with the cyclist's own lock and chain.

In some situations it may be necessary to provide undercover parking or more secure parking facilities.

4.3.5.9 Construction

All car parking areas, loading bays, vehicular entrances to public roads and internal driveways servicing car parking and loading areas are to be sealed and linemarked. All other driveway surfaces are to be constructed to an all weather standard.

Developers are to refer to Council's adopted Engineering Technical Specification policies for detailed specifications.

In the towns of Bogan Gate, Peak Hill, Trundle, Tullamore, Cookamidgera and Alectown Council is prepared to consider the construction standard of an all-weather surface for parking areas and vehicular accesses.

The standard of construction is dependent on the type of vehicles that will use the parking facility as well as the level of vehicular activity associated with the development. Developers should consult with Council Engineering staff and examine Council's adopted Engineering Technical Specification policies to determine the appropriate standard of construction.

Drainage of paved surfaces is to be provided to the satisfaction of Council. All trafficable surfaces should be bounded with a suitable kerb to assist in stormwater management and prevent the movement of vehicles on non-trafficable areas.

Parking areas are to be barricaded from non-traffic areas by kerbs, barriers or landscaping.

Paved parking spaces are to be defined by painted lines or other approved means.

4.3.5.10 Service Vehicles and Loading Docks

Adequate provision is made for the loading and unloading of materials and goods.

All loading and unloading is to take place within the curtilage of the site.

4.3.5.11 Signage

Parking spaces shall be grouped into distinct parking areas and signposted to ensure safe and convenient parking and pedestrian movement.

4.3.5.12 Vehicular Access

Full details of proposed vehicular access are to be included in the development application.

Vehicles are to enter and leave the site in a forward direction.

Access to parking areas should be located so as to be readily visible and accessible from the road frontage. Accesses should also be located where they will cause least interference with vehicular and pedestrian movement on public roads and shall provide adequate visibility.

Direct access will be limited from existing or proposed high volume roads wherever an alternative access can be provided.

Driveways will not be permitted in close proximity to traffic signals, intersections or where sight distance is considered inadequate by Council.

The number of driveways to be provided from any site to any one street frontage is to be generally limited to one ingress and one egress.

The potential for on-street queuing should be eliminated by the provision of sufficient standing area for vehicles entering parking and loading areas.

Access is to be designed in accordance with Council's adopted Engineering Technical Specification policies.

Additional Access Provisions Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

A traffic and rail access impact assessment prepared by a suitably qualified person is to be submitted with a development application.

Direct vehicle access from individual development sites to Brolgan Road will not be permitted. The location and separation of intersections along Brolgan Road must consider the relationship to other existing or proposed intersections and the safety and amenity of road users. Intersection design must be in accordance with Council's adopted Engineering Technical Specification policies.

One vehicle access point is to be provided from the Parkes National Logistics Hub to Condobolin Road unless Council grants specific approval for additional access points. The location of intersections must consider the relationship to other existing or proposed intersections and the safety and amenity of the road users. Intersection design must be in accordance with Council's adopted Engineering Technical Specification policies.

Intersection treatments on Condobolin Road and Brolgan Road are to be designed in accordance with Council's adopted Engineering Technical Specification policies based on a traffic generation determined through a traffic impact assessment for the development.

The design of rail crossings of Brolgan Road or Condobolin Road must demonstrate that the safety and amenity of road users is not compromised.

Access points and connections to the external rail system will be in accordance with any requirements of the relevant rail authority.

4.3.6 Fencing

Full details of any fencing proposed to be erected is to be included in the development application.

In general Council encourages the use of mesh fencing around the perimeter of the site. Ornamental fencing will be allowed along the front property boundary. There may also be the need to provide solid fencing in some circumstances to screen open storage areas.

4.3.6.1 Additional Fencing Requirements Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

Security fencing along Broogan Road and Condobolin Road is to be integrated with appropriate landscaping to minimise visual impact.

4.3.7 Signage

Full details of any signage proposed is to be included in the development application. Signage is to be designed as an integral part of the design of the overall development.

In general, advertising will only be permitted to be displayed or erected on land which directly relates to the use of that land. This means that all business and company signage related to a development must be located on the site of the development.

4.3.8 Outdoor Lighting

Lighting should not be obtrusive especially with regard to adjoining residential development and residential zones.

4.3.8.1 Additional Outdoor Lighting Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

Development proposals are to demonstrate that lighting will not impact on surrounding land uses or users of the surrounding road network. A lighting impact assessment prepared by a suitably qualified person may be required to be submitted.

Lighting will be serviced by underground cabling.

Details of proposed lighting including location, design and anticipated hours of use must be submitted with a development application. Energy efficiency in the design and provision of lighting is encouraged.

4.3.9 Services

Industrial developments will be required to connect to Council's water and sewerage system in accordance with Council's adopted Engineering Technical Specification policies unless it can be demonstrated that the development does not require effluent disposal facilities on the site.

Where the operation of the premises involves the maintenance, repair or washdown of machinery, adequate silt trap and oil grease arresters are to be provided. All treated waste water shall be discharged to Council's sewerage system and all decanted fuels/oils and grit shall be separately disposed of to Council's satisfaction in accordance with Council's Trade Waste Policy

No building can be located within an easement for the purposes of utility infrastructure or over the top of any existing utility services. Refer to Council's Building Over Council Utility Services Policy.

Water and sewer mains structures are to be located in accordance with Council's adopted Engineering Technical Specification policies.

Where feasible development is to be connected to Council's reticulated water supply and sewerage system. Power and communication systems should be provided in accordance with the requirements of the appropriate authority.

The applicable Section 64 Contributions (as adopted by Council under the *Local Government Act 1993*) for Water and Sewerage will be applicable to industrial development.

4.3.9.1 Additional Services Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

Reticulated water and on-site sewerage services must be provided and these services must be capable of accommodating the demands of the development.

Water supply is to be suitable or fit for fire fighting purposes.

Developers proposing activities that will consume large volumes of water are to include in the development application details of estimated water consumption and peak demands.

Developers are encouraged to provide on-site water storage facilities for use on wash-down areas and landscaped areas, and to reuse water where possible.

4.3.10 Landscaping

Where appropriate, landscaping should be incorporated into building design to enhance the character of the streetscape and the amenity of buildings and public places.

Landscaping should reflect the size and height of buildings and should be consistent with the character of the area.

Landscaping should be used to soften the impact of hard surfaces where necessary.



Photograph 12: Established landscaping can help to screen and improve the appearance of industrial developments

Where landscaping is proposed to be incorporated into a new development, a landscape plan detailing hard and soft landscaping works should be submitted with the development application.

The landscape plan should identify the intended purpose of landscaped areas (eg ground cover, perimeter planting, screen planting, shade trees).

Adequate provision of landscaping is required along street elevations and public reserves and around the perimeter of open storage areas. Advanced planting is required along street elevations.

Landscaped areas should generally be planted out with native species suitable to the area. Planting should be designed to achieve 75 per cent effectiveness of intended use within three years.

It is recommended that sprinkler or dripper systems be incorporated in the landscape design. Low gradient earth mounding (not steeper than 1:4) and dense landscaping can also improve visual quality and minimise noise.

Developers may need to consult with the appropriate energy authority where landscaping and/or mounding is to be provided adjacent to, under, or within electrical corridors.

4.3.10.1 Additional Landscaping Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

To Brolgan Road and Condobolin Road, a minimum 5 metre wide vegetative strip is to be established along internal access road frontages and boundaries with rural zoned land.

The height and density of vegetation within building setbacks is to be adequate to provide effective visual screening of buildings and other structures and open hard stand areas located within the site.

4.3.11 Waste Management

For new developments, including demolition, the capacity, size, construction and placement of solid waste, liquid waste and recyclable storage facilities are to be determined according to estimated amounts supplied by the applicant of waste and recyclables generated, safe means of collection, cleanliness and unobtrusive effects on the building and immediate adjoining areas.

Refuse and trade waste material should be stored in the one area to await regular collection. Storage areas shall be located behind the building line and screened from any public road, reserve or nearby residence. Chemical storage areas may need to provide perimeter bunding to safeguard against spillage and contamination of surface waters.

The development application shall detail the chemical and/or biological composition of waste materials generated by or from the premises, including details of the proposed method of storage, treatment and disposal of such wastes.

On site incineration is generally not permitted as a means of industrial waste disposal. Sites for disposal of excavated material, demolition and builder's waste are to be nominated by the developer at the time of the development application.

Developments are to be designed so that all liquid waste and spillage are contained and properly disposed of.

4.3.11.1 Additional Waste Management Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

A waste management plan must be submitted with a development application outlining the proposed management and minimisation of waste.

Adequate storage for waste materials is to be provided on the site and this waste must be removed at regular intervals and not less frequently than once a week.

Developments are to be designed so that all liquid waste and spillage are contained and properly disposed of.

4.3.12 Soil Erosion and Sediment Control

Runoff is to be managed to prevent any land degradation including offsite sedimentation.

Development is to be carried out in accordance with an erosion and sediment control plan prepared in accordance with Managing Stormwater Soils and Construction (Landcom 2004) and is to address specific measures for sediment control (eg. location of sediment traps, re-vegetation procedures and topsoil testing) for construction and operational phases.

The erosion and sediment control plan should be submitted to Council in conjunction with engineering plans showing:

- sedimentation and erosion controls;
- control of surface water runoff;
- the positioning of work sites; and
- storage of equipment and materials method of disposal of work materials.

Arrangements are to be implemented to instigate prompt revegetation of earthworks to minimise erosion.

Soil erosion and sediment control works are to be undertaken in accordance with Council's adopted Engineering Technical Specification policies.

4.3.13 Stormwater Management

Stormwater shall be conveyed to Council's stormwater management system where possible or otherwise to legal point of discharge.

The stormwater system design is to optimise the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.

The stormwater system design should minimise 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.

Drainage from development site is not in excess of drainage from the site during its pre-development state.

Stormwater design and works are to be undertaken in accordance with Council's adopted Engineering Technical Specification policies.

4.3.13.1 Additional Stormwater Management Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

A stormwater management plan must be submitted with a development application and is to address the following requirements:

- a minor drainage system collecting runoff from roads and hard stand areas must be provided. This would include a pipe drainage system designed for a 1 in 20 year storm event;
- overland flow paths to accommodate flows in excess of the 1 in 20 year storm event must be provided;
- retarding basins to limit post-development flows to levels no greater than those for existing development must be provided;

- trunk drainage channels designed as wide shallow drainage channels located in drainage reserves must be provided. The trunk drainage channels should incorporate a lined low flow section or low flow pipe;
- water quality devices will be required to ensure that water leaving a site is not contaminated by pollutants. This may include such devices as gross pollutant traps, sediment arrestors, grease and oil arrestors, and devices to remove any accumulated pollutants from stormwater before it leaves a site; and
- management of water cycle and urban salinity. This may include recycling of water on site for watering landscape areas, collecting runoff from hard stand areas, avoiding use of soakage pits or porous pavements to dispose of stormwater, lining of permanent water storage areas and establishment of deep-rooted vegetation stands to increase evapo-transpiration rates.

4.3.14 Air Quality

The emission of air impurities is to be controlled and limited to the standards allowed by the *Protection of the Environment Operations Act 1997*.

An air quality impact assessment may be required to be submitted with a development application for proposals with the potential to generate significant impacts on local air quality such as odour or dust.

4.3.15 Noise

All industries should be conducted so as to avoid unreasonable noise and interference to adjacent or adjoining land use. Special precautions must be taken to avoid nuisance in neighbouring residences.

4.3.15.1 Additional Noise Applicable to the 'Parkes National Logistics Hub' (zoned SP1 Special Activities)

Any activity that will produce noise emissions from a premises is to be in accordance with the provisions of the NSW Government Industrial Noise Policy.

A noise impact statement from a qualified acoustic engineer will be required to be submitted to Council for consideration with a development application. The noise impact statement will need to demonstrate compliance with the Industrial Noise Policy and that the proposed development will not have an adverse impact on the amenity of surrounding rural areas and existing residences.

Development that cannot demonstrate compliance with the Industrial Noise Policy would not be permitted.

4.3.16 Hazardous Goods and Site Contamination

Where a development involves the storage and/or use of hazardous goods or chemicals, full details of the type of goods and chemicals need to be submitted with the development application, together with the storage location and the use intended for the goods and chemicals.

Developers should refer to:

- State Environmental Planning Policy No. 33 - Hazardous and Offensive Development when preparing development applications involving such industries;
- State Environmental Planning Policy No. 55 – Remediation of Land to ensure that there is no risk to health or safety from any existing and/or likely future contamination of the development site or buildings on the site; and
- The National Construction Code relating to fire safety provisions.

4.3.16.1 Additional Hazardous Goods and Site Contamination Applicable to the 'Parkes National Logistics Hub' (Zoned SP1 Special Activities)

The following information is to be submitted with any development application which involves the storage, transportation and/or processing of chemical or hazardous substances:

- detailed description of the use and all methods/procedures associated with the use;
- a floor plan of the subject premises depicting the dimensions of the building and indicating the internal layout of all equipment, storage and display areas;
- a comprehensive list of all substances/goods and quantities proposed to be utilised in the activity and actually stored on the subject premises, and the type of containment or packaging to be used;
- a description of the method of transportation of chemicals/goods to/from the premises (include the size and nature of vehicles, proposed routes and frequency of delivery to and from the site);
- details regarding the number of vehicles likely to be involved with the use at any one time and the provision and allocation of storage/standing areas for such vehicles;
- details of onsite water quality control; and
- details of waste treatment and transportation.

4.3.17 Energy Efficiency

Consideration should be given to maximising the use of natural light where appropriate, utilisation of insulation and the installation of energy efficient fittings.

Energy efficiency in the design and provision of lighting is encouraged.

SECTION

5

Residential Development

5.0 Residential Development

5.1 Objectives

The objectives of this Chapter are to:

- provide for a wider range of residential development to improve choice in living across the Shire;
- encourage good design in residential development by providing and ensuring a comprehensive design orientated approach to new residential development;
- set appropriate criteria for energy efficiency, privacy, noise, vehicular access, parking and open space; and
- improve urban design and residential amenity in new housing developments.

5.2 Definitions

This Chapter applies to development defined as **residential accommodation** under the *Parkes Local Environmental Plan 2012*.

5.3 BASIX

The BASIX State Environmental Planning Policy (SEPP), which commenced on 1 July 2004, aims to ensure consistency in the implementation of the BASIX scheme throughout the State by overriding provisions of development control plans that would otherwise add to, subtract from or modify any obligations arising under the BASIX scheme. The BASIX assessment tool assesses residential development by looking at the three components of sustainable building design being water use, greenhouse gas emissions due to energy consumption and thermal comfort.

The BASIX web site identifies if your development proposal requires a BASIX certificate (see www.basix.nsw.gov.au) This DCP includes additional sustainability initiatives relevant to Parkes Shire.

5.4 State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

There are three (3) options for approval of housing development within residential, large lot residential and rural zones in Parkes Shire. These are:

- Exempt development;
- Complying development; or
- Development application.

The standards for Exempt and Complying housing development are addressed in the Codes SEPP which incorporates the following development codes:

- the General Exempt Development Code (exempt development for housing, commercial and industrial uses);
- the General Housing Code (complying housing development);
- the Housing Alterations Code (complying housing development);
- the Rural Housing Code (complying housing development); and
- the Demolition Code (complying development).

This DCP identifies only those standards relevant to housing development that require development approval from Parkes Shire Council.

5.5 Affordable Rental Housing SEPP – Granny Flats and Secondary Dwellings

The State Environmental Planning Policy (Affordable Rental Housing) 2009 permits granny flats and secondary dwellings in residential and the large lot residential zone under certain circumstances.

5.6 Dwelling Houses in R1 General Residential Zone

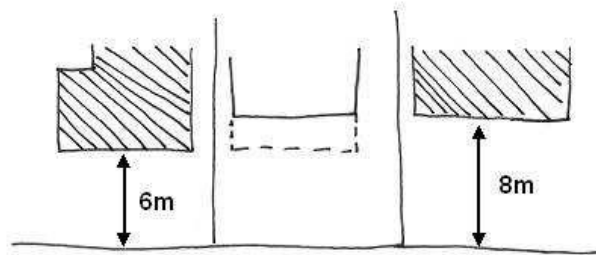
5.6.1 Building Height and Scale

The height of dwelling houses is not to exceed two storeys.

5.6.2 Boundary Setbacks

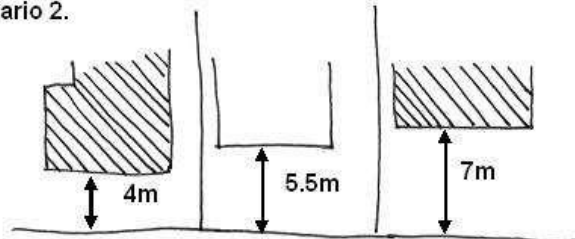
The setback of a dwelling house from the primary street frontage is to be a minimum of 6 metres. In established residential areas the setback will be consistent with neighbouring houses that share the same primary street frontage.

Scenario 1.



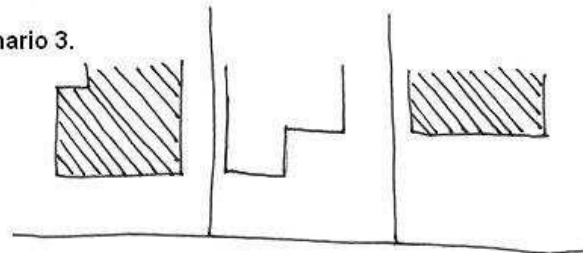
When setback difference is no more than 2m = choose either setback or 'split the difference'

Scenario 2.



When setback difference is greater than 2m = 'split the difference'

Scenario 3.



Articulate setback on infill building to match both existing buildings

Figure 5: Boundary setbacks

For a corner block, 1 of the street boundary setbacks may be reduced up to 3.0 metres to the building line.

The building lines of side and rear boundary is to be a minimum of 0.9 metre, except for boundaries fronting a rear laneway where the building setback shall be at least 1 metre.

Where a dwelling house has frontage to more than (2) roads or laneways, the front, side and rear setbacks are to be assessed on merit.

5.6.3 Car Parking

At least one (1) off-street car parking space is to be provided on the property behind the building line.

5.6.4 Carports and Garages

Carports and garages are not permitted to be located in front of the front building line.

5.6.5 Privacy

To maintain privacy levels the building layout will avoid, where practical, overlooking neighbours, will include screening windows, balconies and outdoor areas as well as separating buildings and living areas.

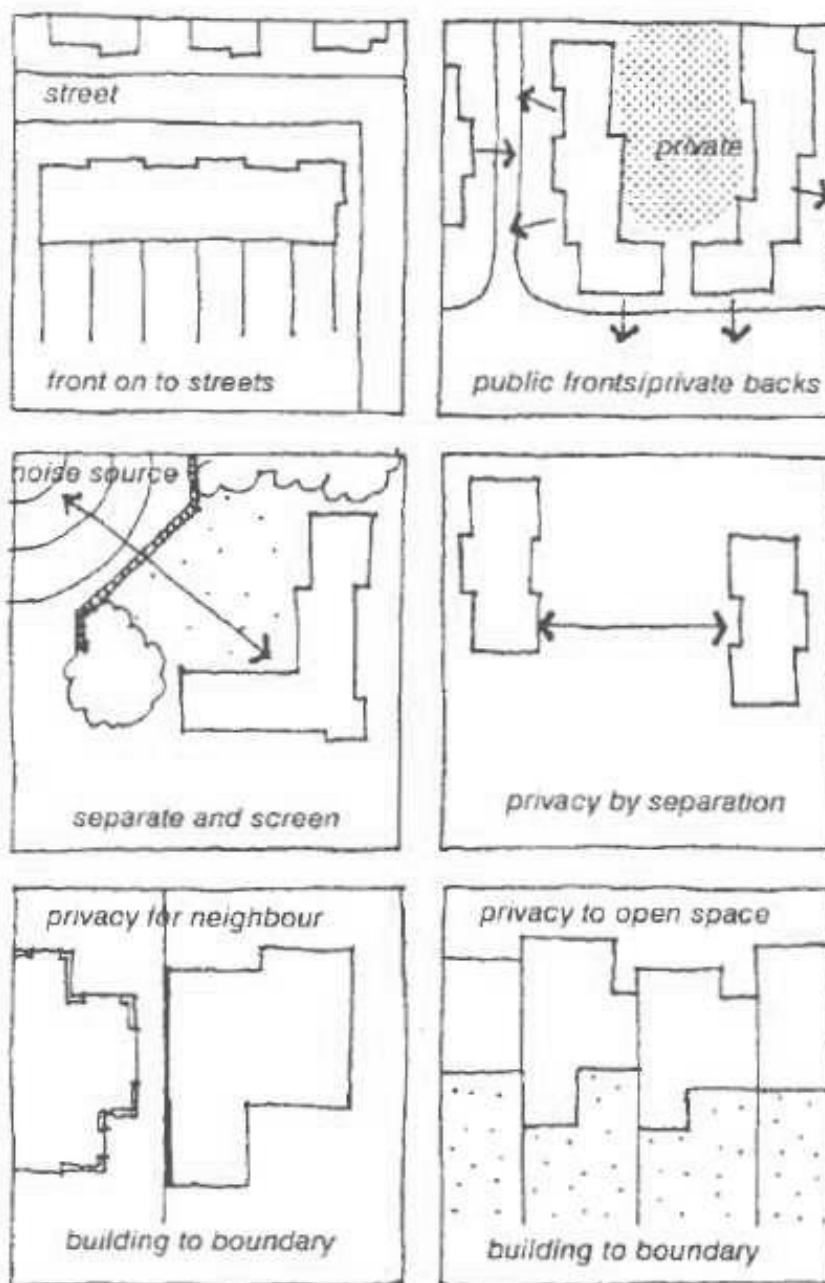


Figure 6: Privacy options for residential development

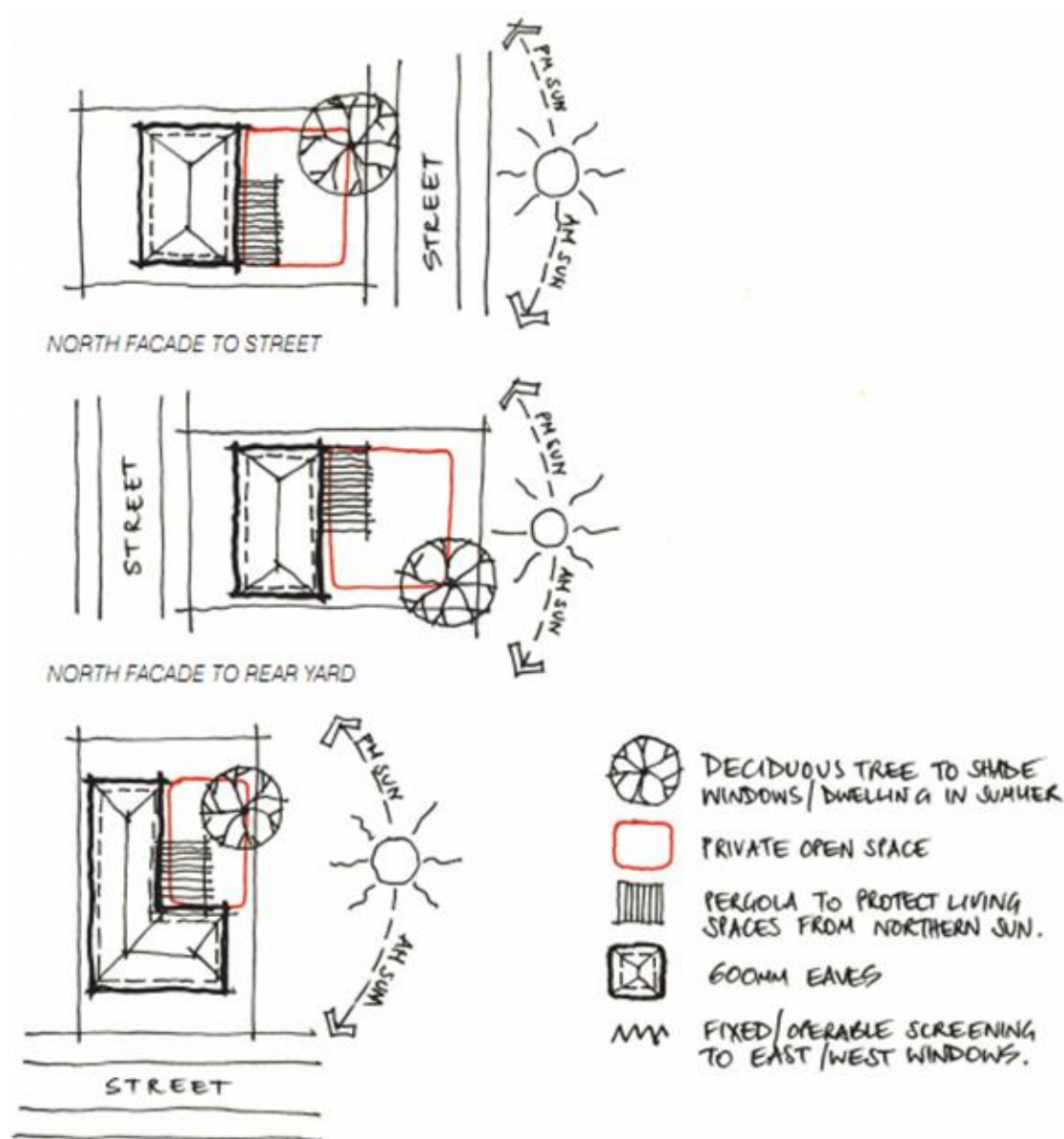


Figure 7: Solar passive design for houses

5.6.6 Retaining Walls

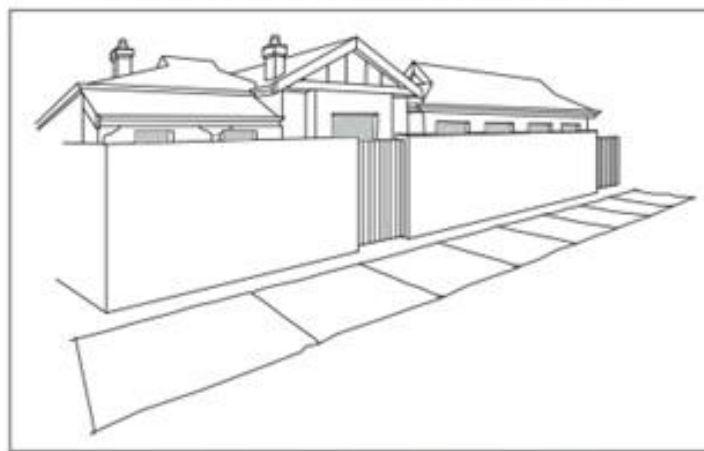
All retaining walls must comply with the National Construction Code.

5.6.7 Fencing

Fences within the front primary setback area to the building line are to be a maximum 900 mm high. Any front fences in excess of 900 mm will be assessed on merit having regard to the impact of the fence on the streetscape and the aesthetics of the proposed fence.



Low fences are traditional and acceptable



High walls are not generally acceptable

Figure 8: Acceptable and not-acceptable examples of boundary fencing

Other side boundary fences are to be a maximum of 1.8 metres high. Barbed/razor wire or electrified fencing in residential areas is not permitted.

Solid front fences to main roads or highways for the purposes of noise attenuation and privacy are permitted to be a height of 1.8 metres however only where:

- the length of the fence does not exceed 5 metres 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);
- the proposed materials for construction have demonstrated capacity to attenuate noise; and
- the appearance of the fence is softened with landscaping.

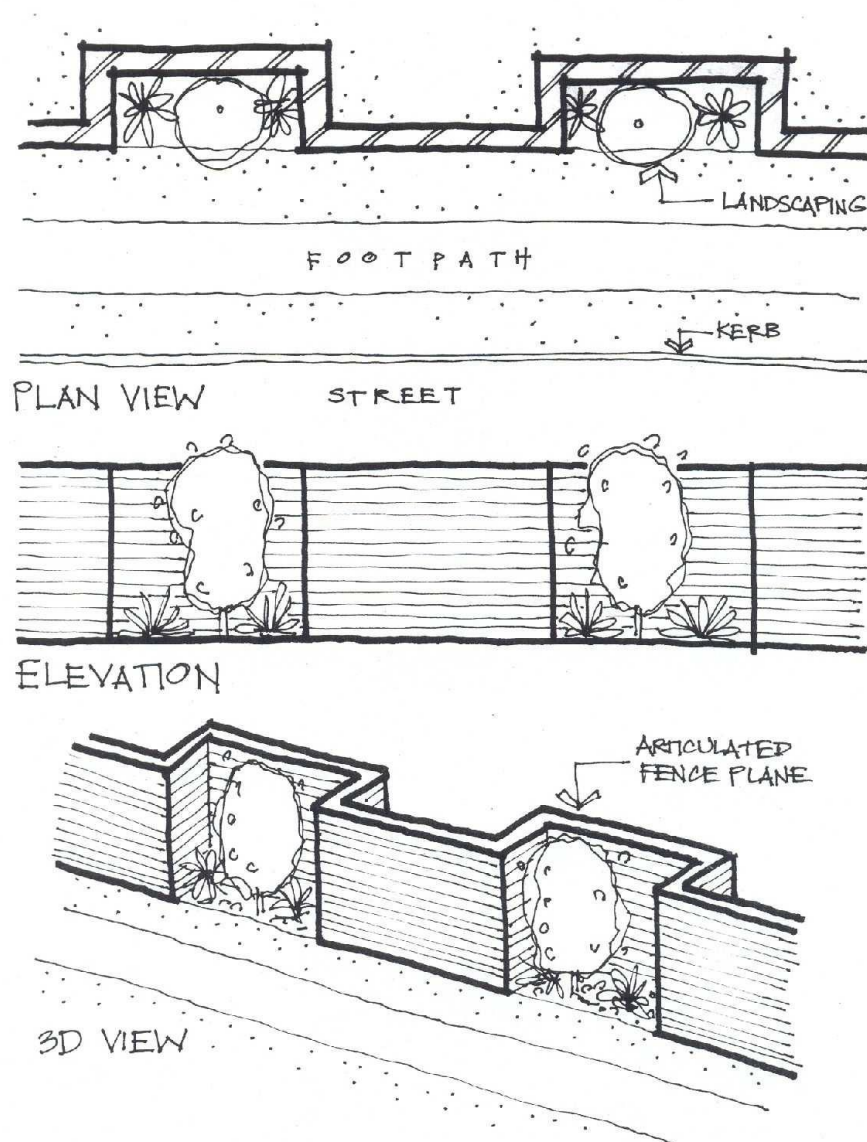


Figure 9: Articulated fencing

Fencing on corner allotments is either splayed, set-back, reduced in height or transparent to maintain visibility for motorists. Refer to Council's Engineering Technical Specifications regarding the extent of the splay and the radius of the kerb return.

5.6.8 Services

The dwelling house is connected to Council's reticulated water supply and sewerage system in accordance with Council's adopted Engineering Technical Specification policies.

The development is to be connected to the relevant services including telecommunications and electricity, in accordance with the requirements of the relevant authority. Connection to reticulated gas is encouraged.

5.6.9 Stormwater Management

Stormwater shall be conveyed to Council's stormwater management system where possible or otherwise to legal point of discharge.

The stormwater system design is to optimise the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.

The stormwater system design should minimise 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.

Drainage from development site is not in excess of drainage from the site during its pre-development state.

Stormwater design and works are to be undertaken in accordance with Council's adopted Engineering Technical Specification policies.

5.7 Second Hand/Relocatable Dwellings

5.7.1 General Requirements

Second hand/relocatable dwellings will also be subject to those development controls applying to the relevant location/zoning.

5.7.2 Approval of Second Hand/Relocatable Dwellings

Council's Policy for Relocation of Dwellings applies to the development of second hand dwellings within Parkes Shire.

5.8 Dwelling Houses in R5 Large Lot Residential Zone

5.8.1 Building Siting, Height and Scale

The height of all buildings, including dwelling houses and ancillary buildings, is not to exceed two storeys.

Buildings should not be located on sites where slope gradients are greater than 20 per cent or within foot slopes and drainage lines.

Dwellings and associated outbuildings are to be sited to maintain the rural character of the area. This includes the separation of buildings and minimisation of long lengths of access roads or other works that substantially disturb natural land forms and vegetation or have potential to increase soil erosion risk.

New buildings shall be sited to blend with the natural topography in order to reduce visual impact.

5.8.2 Boundary Setbacks

The setback of all buildings including the dwelling house and ancillary buildings from the primary street frontage is to be a minimum of 20 metres.

The building lines of side and rear boundary is to be a minimum of 10 metres

5.8.3 Number of Buildings

Council does not set an upper limit on the number of buildings that may be built on an allotment of land zoned R5, however, it will consider the cumulative impacts of large numbers of buildings on a single block of land having regard to visual and landscape amenity of the area.

5.8.4 Access

Access to dwellings in the R5 zone is to be safe and all-weather. Internal access roads are to be graded and gravelled to a standard where wet weather does not impede access by two wheel drive vehicles.

Adequate sight distance, in each direction, is to be provided for each internal property access road. Internal access roads will join the public road at 90 degrees (where practical or within plus or minus 15 degrees) and gateway entrances are to be located so vehicles do not queue onto the public road.

All internal access roads should have an unobstructed width of at least 3.0 metres.

Rural access construction is to comply with Council's adopted Engineering Technical Specifications.

5.8.5 Fencing

Only rural type boundary fencing is permitted and fencing is to be of an open style or transparent that is rural in character.

Solid masonry or solid panel fences are prohibited. Front fences may be constructed from any material other than prefabricated metal sheeting.

The maximum height of a front fence, including any columns, is to be 1.8 metres.

5.8.6 On-site Sewerage Management

Where a site is not serviced by a reticulated sewerage system an approved effluent disposal system is to be installed. Effluent disposal systems are to comply with the requirements of the Environment and Health Protection Guidelines On Site Sewage Management for Single Households.

5.8.7 Water Supply

Where no reticulated water supply is available water supply with a minimum of 45,000 litres of water is to be provided onsite.

For fire fighting purposes a minimum of 20,000 litres of water is to be provided onsite in a fire proof water tank with a storz fitting.

This tank is to be designed and located to permit direct access by fire fighting personnel and vehicles including:

- to enable draughting of water into a fire fighting unit; and
- man-hole access to be located so that it is accessible by fire fighting units and personnel.

5.8.8 Stormwater Management

Roof water is to be collected and stored onsite in suitable rainwater tanks.

5.8.9 Waste Management

No on-site domestic solid waste disposal is permitted. Domestic solid waste is, where available, either collected by a waste collection transportation disposal service or is disposed of to a Council waste or resource management facility.

5.9 Dwelling Houses in RU1 Primary Production Zone

5.9.1 Building Siting, Height and Scale

The height of all buildings, including dwelling houses and ancillary buildings, is not to exceed two storeys.

Buildings should not be located on sites where slope gradients are greater than 20 per cent or within foot slopes and drainage lines.

Dwellings and associated outbuildings are to be sited to maintain the rural character of the area. This includes the separation of buildings and minimisation of long lengths of access roads or other works that substantially disturb natural land forms and vegetation or have potential to increase soil erosion risk.

New buildings shall be sited to blend with the natural topography in order to reduce visual impact.

5.9.2 Number of Buildings

Council does not set an upper limit on the number of buildings that may be built on an allotment of land zoned RU1, however, it will consider the cumulative impacts of large numbers of buildings on a single block of land having regard to visual and landscape amenity of the area.

5.9.3 Access

Access to dwellings in the RU1 zone is to be safe.

Adequate sight distance, in each direction, is to be provided for each internal property access road. Internal access roads will join the public road at 90 degrees (where practical or within

plus or minus 15 degrees) and gateway entrances are to be located so vehicles do not queue onto the public road.

All internal access roads should have an unobstructed width of at least 3.0 metres.

Rural access construction is to comply with Council's adopted Engineering Technical Specifications.

5.9.4 On-site Sewerage Management

Where a site is not serviced by a reticulated sewerage system an approved effluent disposal system is to be installed. Effluent disposal systems are to comply with the requirements of the Environment and Health Protection Guidelines On Site Sewage Management for Single Households.

5.9.5 Water Supply

Where no reticulated water supply is connected a water supply with a minimum of 45,000 litres of water is to be provided onsite.

For fire fighting purposes a minimum of 20,000 litres of water is to be provided onsite in a fire proof water tank with a storz fitting.

This tank is to be designed and located to permit direct access by fire fighting personnel and vehicles:

- to enable draughting of water into a fire fighting unit; and
- man-hole access to be located so that it is accessible by fire fighting units and personnel.

5.10 Secondary Dwellings in Residential and Rural Zones

5.10.1 General Controls

The maximum floor area of a secondary dwelling is 60 square metres or 40 per cent of the floor area of the principal dwelling, whichever is the greater. This does not include any area used for parking, for example if the principal existing dwelling is 400 m² the secondary dwelling can be a maximum of 160 m². There is no specific minimum area of land for a secondary dwelling.

5.10.2 Building Design and Siting

Where the secondary dwelling involves an extension to an existing dwelling, the second dwelling is to be constructed of the same materials of as the existing dwelling, or the existing dwelling shall be renovated to match the proposed external materials of the new secondary dwelling.

Detached secondary dwellings are to be setback a minimum of 5 metres from the principal existing dwelling.

A two storey secondary dwelling will only be considered where the principal existing dwelling is two storeys.

No additional parking is required for the secondary dwelling.

5.10.3 Private Open Space

The minimum private open space for the secondary dwelling shall be 40 per cent of the floor area of the secondary dwelling. The private open space is to be capable of being an extension to indoor living areas and directly accessible from the rear or side of the dwelling.

5.10.4 Building Type

The use of temporary buildings and moveable structures as secondary dwellings is not acceptable. These include, but are not limited to the following:

- caravans; and
- shipping containers.

5.10.5 Access

Vehicular access to both the principal existing and secondary dwelling is to be from a single common driveway or access road.

5.10.6 On-site Sewerage Management

Where a site is not serviced by a reticulated sewerage system an approved effluent disposal system is to be installed. Effluent disposal systems are to comply with the requirements of the Environment and Health Protection Guidelines On Site Sewage Management for Single Households.

5.10.7 Water Supply

Where no reticulated water supply is connected a water supply with a minimum of 45,000 litres of water is to be provided onsite.

For fire fighting purposes a minimum of 20, 000 litres of water is to be provided onsite in a fire proof water tank with a storz fitting.

This tank is to be designed and located to permit direct access by fire fighting personnel and vehicles including:

- to enable draughting of water into a fire fighting unit; and
- man-hole access to be located so that it is accessible by fire fighting units and personnel.

5.11 Rural Worker Dwellings in RU1 Primary Production Zone

5.11.1 General Controls

The dwelling is located away from any activities associated with use of the land for agricultural or rural industries so that occupants are not detrimentally impacted upon by unreasonable noise, dust, odour or chemical spray.

The viability of the agricultural and/or rural industry requires support the employment of a rural worker is demonstrated with written justification with detailed breakdown of the duties that the rural worker is required to carry out and why these duties would require a constant presence onsite is provided. Security alone is not a sufficient reason.

5.11.2 Access

Rural worker dwellings are to be located to utilise existing property access arrangements.

Rural access construction is to comply with Council's adopted Engineering Standard.

5.11.3 On-site Sewerage Management

Where a site is not serviced by a reticulated sewerage system an approved effluent disposal system is to be installed. Effluent disposal systems are to comply with the requirements of the Environment and Health Protection Guidelines On Site Sewage Management for Single Households.

5.11.4 Water Supply

Where no reticulated water supply is connected a water supply with a minimum of 45,000 litres of water is to be provided onsite.

For fire fighting purposes a minimum of 20,000 litres of water is to be provided onsite in a fire proof water tank with a storz fitting.

This tank is to be designed and located to permit direct access by fire fighting personnel and vehicles including:

- to enable draughting of water into a fire fighting unit; and
- man-hole access to be located so that it is accessible by fire fighting units and personnel.

5.12 Multi-Dwelling Housing

5.12.1 Site Area Requirements

The minimum lot size for multi-dwelling housing is 830 m² and minimum width of the lot is 18 metres at front alignment of building line.

5.12.2 Building Height

The development is not to exceed two (2) storeys in height.

5.12.3 Setbacks to Boundaries

Front setback for single storey development is six (6) metres and for two storey development is eight (8) metres. For a corner block, one of the street boundary setbacks may be reduced to 3.0 metres to the building.

The side setbacks are three (3) metres for single storey development and 3.75 metres for two storey developments. The rear setback for all developments is to be 4.5 metres.

5.12.4 Total Floor Space to Site Area Ratio

The total floor space of all buildings within a multi-unit dwelling development will not exceed 35% of the site area of the allotment.

5.12.5 Car Parking

The following car parking requirements apply:

- One (1) car parking space for one (1) or two (2) bedroom dwellings;
- Two (2) car parking spaces for each dwelling containing more than two (2) bedrooms; and
- One (1) visitor space per three (3) dwellings.

Stacked parking will be considered on merit. All vehicular parking spaces shall be sealed (bitumen, concrete or paving) in accordance with Council Engineering Technical Specifications. Visitor car parking is to be clearly marked and accessible.

5.12.6 Carports and Garages

Carports and garages will generally not be permitted to be located in front of the front building line. Carports and garages should utilise similar design, colours and building materials as those of the dwelling.

5.12.7 Solar Access

In winter, the windows of living areas should receive not less than three hours of sunlight between 9.00 am and 3.00 pm. Sunlight to living areas and private open space of the dwellings on adjoining sites shall receive not less than 2 hours of sunlight per day between 9.00 am and 3.00 pm. In summer, the living areas of residential units and outdoor living areas shall be shaded from direct sunlight for at least 4 hours of the day between 9.00 am and 3.00 pm. West facing walls shall be designed with few windows that are located, sized and shaded so as to reduce the ingress of summer sunlight and hot dry winds into living areas.

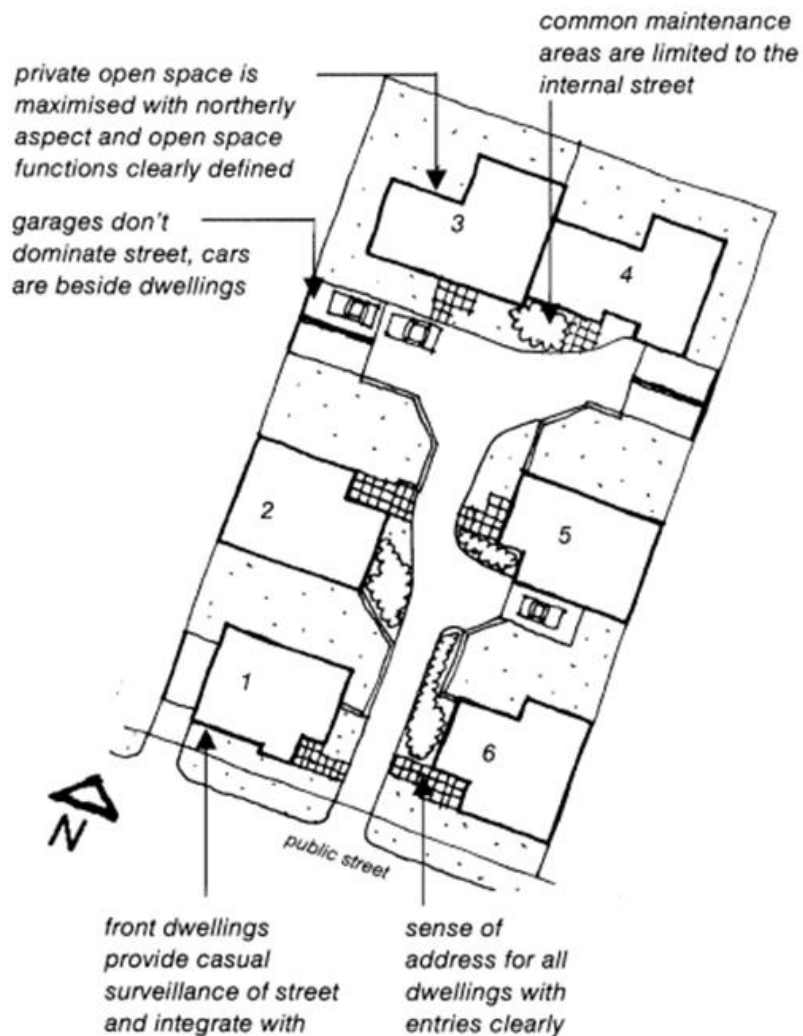


Figure 10: Multi-dwelling layout

Shadow diagrams may be required to be submitted with the development application to demonstrate compliance with solar access provisions.

5.12.8 Privacy

A minimum 9 metres separation is to be provided between the windows of habitable rooms of facing units or adjacent existing dwellings. This distance shall be increased to 12 metres for windows above first floor level. The separation distance may be reduced where it can be demonstrated to the satisfaction of Council that adequate privacy will be gained from:

- landscape screening either by existing dense vegetation or new planting that can achieve a 75 per cent screening effectiveness within three (3) years;
- off-setting windows or splaying windows;
- provision of screens; and
- provision of courtyard walls.

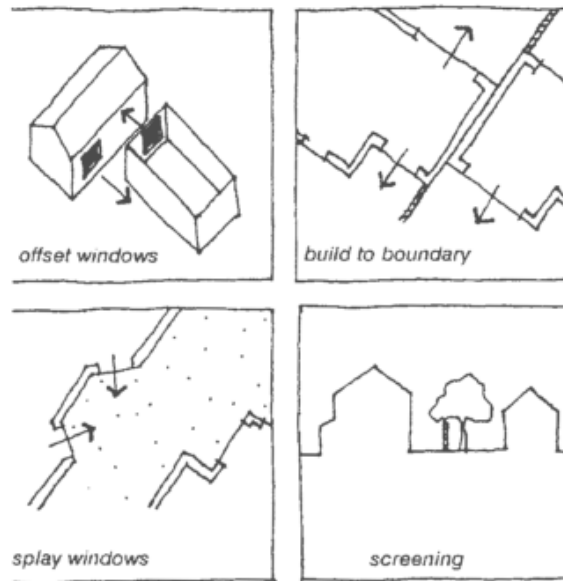


Figure 11: Privacy arrangements for multi-dwelling housing

5.12.9 Private Open Space

A minimum of 50 m² of private, useable, open space is to be provided for each dwelling. The minimum dimensions for the private open space will be three (3) metres by fifteen (15) metres.

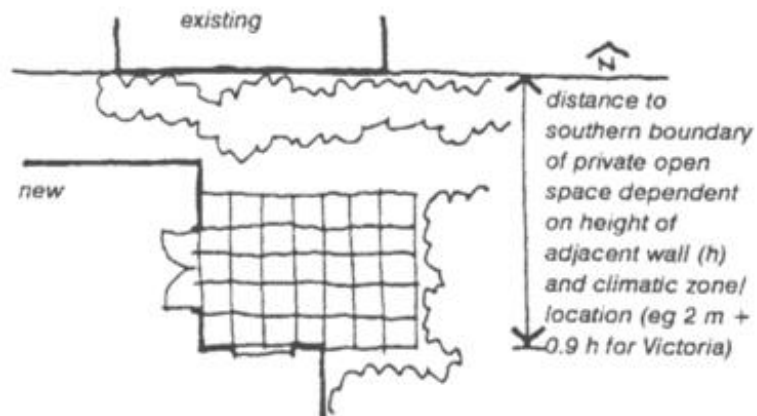


Figure 12: Private open space for multi-dwelling housing

Private open space shall be directly accessible from the main living areas of the dwelling. Where the dwelling is located above ground level, a balcony is to be provided having a minimum area of 8 m².

5.12.10 Landscaping

Appropriate vegetation should be used to provide shade to northerly and westerly elevations of buildings in summer, while allowing sunlight in winter. The provision of landscaping to the street frontage of new developments should be substantial and should attempt to enhance the appearance of the development and assist with streetscape integration.

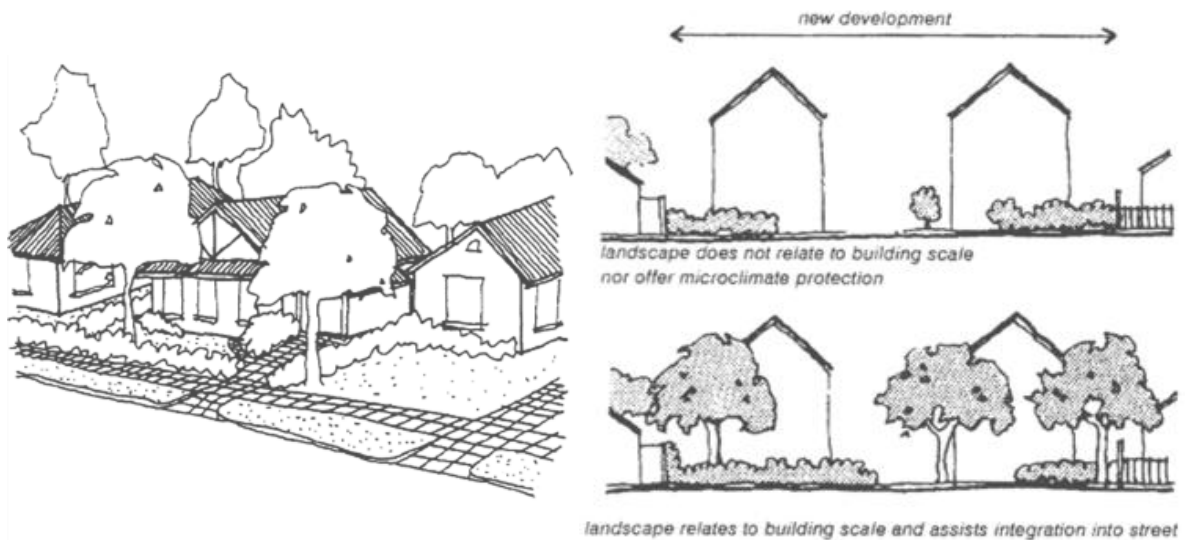


Figure 13: Streetscapes for multi-dwelling housing

Private open space areas shall be landscaped to provide areas of shade in summer and sunlight in winter. Landscaping should also attempt to improve privacy and minimise overlooking between buildings and/or private open space.

5.12.11 Waste Management

A garbage bin receptacle area will be provided.

5.12.12 Clothes Drying Facilities

Each dwelling is to be provided with clothes drying yard and line, or a mechanical dryer. The clothes drying area shall be suitably located and/or screened to ensure that the clothes line is not visible from any public street or area. Each dwelling unit is to be provided with at least 7.5 metres of clothes line.

5.12.13 Fencing

Screen fencing will be provided where necessary to ensure adequate privacy, to open space areas.

5.12.14 Letterboxes

Separate letterboxes are to be provided for each dwelling in an accessible position, connected by a paved path.

5.12.15 Street Numbering

Each dwelling will include an appropriate street numbered for easy identification.

5.12.16 Pedestrian Access/Footpath

Separate pedestrian access is to be provided within the site to ensure safe pedestrian movement.

5.12.17 Vehicular Access

Vehicular access to the site is to be located and constructed in accordance with Council's adopted Engineering Technical Specification policies.

5.12.18 Internal Access

All trafficable areas within the site are to be sealed (bitumen, concrete or paving) and suitably drained. All vehicles must be able to enter and leave the site in a forward direction.

5.12.19 Water Supply

The size of the water service will be in accordance with Council's Water Supply to Multi Dwelling Policy. As a guide:

- Two (2) units - 25 mm
- Three (3) – Five (5) units- 32 mm
- Six (6) – Ten (10) units - 40 mm
- Eleven (11) - Sixteen (16) units – 50 mm
- >Sixteen (16) units – 80 mm

The reticulated water supply is to be constructed in accordance with Council's adopted Engineering Technical Specification policies.

The applicable Section 64 Contributions (as adopted by Council under the *Local Government Act 1993*) for Water and Sewerage will be applicable to multi-dwelling housing developments.

5.12.20 Sewerage

A single minimum 100 mm sewerage connection shall be made to Council's Reticulated Sewerage System. Reticulated sewerage is to be constructed in accordance with Council's adopted Engineering Technical Specification policies.

The applicable Section 64 Contributions (as adopted by Council under the *Local Government Act 1993*) for Water and Sewerage will be applicable to multi-dwelling housing development.

5.12.21 Stormwater Management

Generally, onsite stormwater detention is to be provided with delayed release into the stormwater system. An onsite water recycling system approved by Council is to be provided.

The stormwater system design is to optimise the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.

The stormwater system design should minimise 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.

Drainage from development site is not in excess of drainage from the site during its pre-development state.

Stormwater design and works are to be undertaken in accordance with Council's adopted Engineering Technical Specification policies.

5.12.22 Other Services

The developer will be required to make suitable arrangements with other authorities regarding connection to electricity, telecommunications network, gas etc.

5.13 General Residential Development Car Parking Requirements

The following Car Parking Requirements Table provides those car parking standards for other residential accommodation otherwise not identified in the DCP.

Table 3: Car Parking Requirements

Land Use	Car Parking Requirements
Residential	
Boarding Houses	1 space per 3 beds or 1 per bedroom + 1 visitor space per 5 beds or 1 visitor space per 5 rooms + (whichever is the greater) + 1 space per 3 employees.
Dual Occupancies	1 car parking space for 1 or 2 bedroom dwellings. 2 car parking spaces for each dwelling containing more than 2 bedrooms.
Group Homes	1 space per employee.
Hostels	1 space per 10 beds (visitor parking). 1 space per 2 employees. 1 space per ambulance.
Residential Flat Buildings	1 space per unit, plus visitor parking at the rate of 1 space per 5 units or part thereof in excess of the first 4 units.
Seniors Housing	Self-contained units – 2 spaces per 3 units + 1 space per 5 units (visitor parking). 1 space per 10 beds (visitors) + 1 space per 2 employees + 1 space per ambulance.
Residential Care Facilities	Self-contained units – 2 spaces per 3 units + 1 space per 5 units (visitor parking). 1 space per 10 beds (visitors) + 1 space per 2 employees + 1 space per ambulance

SECTION

6

Subdivision

6.0 Subdivision

6.1 Objectives

The objectives of this Chapter are to:

- ensure that subdivision is planned having regard to environmental, social and economic opportunities of a site;
- to match lot sizes to the capacity of the land;
- encourage subdivisions that promote sustainable design; and
- provide all services to all allotments in a timely manner.

6.2 Definitions

This Chapter applies to all subdivisions as defined by Section 4B of the *Environmental Planning and Assessment Act 1979*. The following terms are used in this Chapter:

6.3 Greenfield Residential Subdivision

Greenfield residential subdivision *means undeveloped land that has been identified by Council for future residential subdivision.*

Council has included **Appendix 3** to assist with guidance for residential subdivision design to improve energy efficiency of new residential subdivisions.

The following are those development controls applying to residential subdivisions.

6.3.1 Subdivision Design

Subdivision design will where practical locate recreational areas, shops and facilities within walking distance (400 m) of new residences.

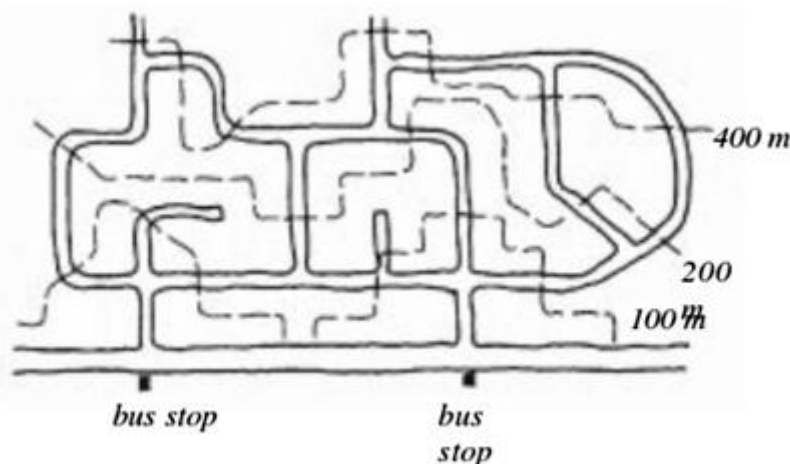


Figure 14: Subdivision design - 400m walking distance

Footpaths are to be provided in accordance with Council's Pedestrian Access Management Plan and relevant engineering standards.

Subdivision design will provide or link to existing or proposed shared pathway networks.

Watercourses, natural vegetation and natural features are to be retained and incorporated within the subdivision design.

Battle-axe lots are to be minimised in the subdivision design.

Street networks are to provide good external connections for local vehicle, pedestrian and cycle movement. Their design is to promote functional movement of vehicles while limiting speed and avoiding any detours to through traffic in accordance with Council's Technical Engineering Specifications.

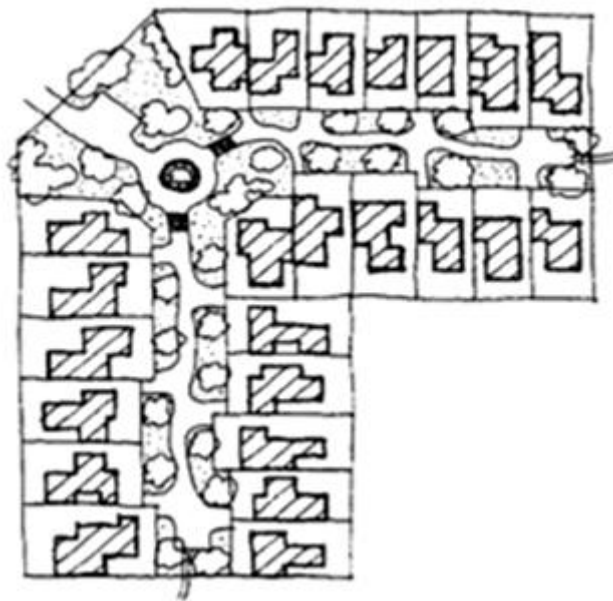


Figure 15: Site layout plan

Subdivision layouts are to preserve views from significant topographical features. Drainage lines are to be retained and incorporated into open space areas wherever possible.

A range of lot sizes is to ensure a diversity of housing and to achieve sustainable development.

6.3.2 Road Layout and Design

Align streets east-west and north-south wherever possible. Aim for north-south streets within 20° west and 30° east of true north. Aim for east-west streets within 30° south and 20° north of true east.

Public road access is required to all lots. No direct access to classified, arterial or sub arterial roads is permitted where alternatives are available. Consultation with NSW Roads and Maritime Services may be required.

Subdivision layouts will make provision, where required, for road connection to adjoining undeveloped residential land. Roads to be designed having regard to both the topography of the site and the requirements of stormwater overland flow paths.

The subdivision road hierarchy is to be clearly defined. Road network design should include consideration of vehicular, pedestrian and cyclist safety and will incorporate appropriate facilities and opportunities for pedestrian and bicycle movement.

The alignment, width and design standard for all roads will be in accordance with the expected traffic volume, type of traffic and desired road speed.

Road pavement requirement will be determined based on vehicle movements.

6.3.3 Lot Sizes and Frontage

Lot size complies with Parkes LEP 2012. Lot size and dimensions take into account the slope of the land and will minimise earthworks/retaining walls associated with future dwelling construction.

Cul-de-sacs should be minimised within residential subdivisions.

Battle axe allotments are not encouraged. Any battle-axe allotments will provide a minimum width of 6.0 metres

Lot frontages for 600 m² as well as greater sized lots are to be a minimum of 18 metres.

Appendix 3 provides guidance for street and lot layouts to achieve better solar access.

6.3.4 Open Space

Land to be dedicated to Council for open space will be of a standard acceptable to Council that facilitate its use for various open space purposes.

The following are the outcomes Council seeks from dedicated open space land:

- individual parkland parcels that are large and level to cater for a variety of passive recreational activities;
- parkland is of a size that is capable of carrying substantial recreation infrastructure;
- good natural surveillance features, good road frontage, access, both spatially and physically;
- minimisation of maintenance costs through design and layout;
- not confined by narrow drainage corridors and back fences;
- located within 400 metres of most dwellings in the subdivision; and
- Council will not accept as open space areas “pocket” parks or similar.



Figure 16: Example of adequate open space

Council will consider as open space land:

- Areas adjoining drainage areas however this does not include areas identified for dual usage; and
- Smaller blocks of open space that are relatively square in shape and have at least two (2) road frontages (i.e. a corner block).

Where dedication of open space land is not viable or practical based on the size of the subdivision Council may accept a cash contribution toward provision of open space as close to the subdivision as possible.

6.3.5 Landscaping and Street Trees

Existing native trees are retained wherever possible.

Landscaping species selected are suitable for the local climate and require a minimal amount of watering (refer **Appendix 1**).

Street trees are to be provided in accordance with the requirements of Council.

Council will consider the use of deciduous trees for street tree planting where it can be demonstrated that street tree shadows will adversely impact solar access.

Advanced street trees, based on the ratio of one per allotment, are to be provided in accordance with Council's approved planting list. Low allergen species are preferred.

6.3.6 Services

The design and provision of utility services will conform to the requirements of the relevant service authorities.

Water and sewerage services are to be provided to each allotment at the full cost of the developer.

The development is to be connected to the relevant services including telecommunications, electricity and gas, where available, in accordance with the requirements of the relevant authority. Electricity supply is to be provided via underground trenching. Connection to reticulated gas is encouraged.

6.3.7 Stormwater Management

The stormwater system design is to optimise the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.

The stormwater system design should minimise 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.

Drainage from development site is not in excess of drainage from the site during its pre-development state.

Stormwater design and works are to be undertaken in accordance with Council's adopted Engineering Technical Specification policies.

6.4 Infill Residential Subdivision (Including Land Adjoining Parkes CBD)

Infill residential subdivision means a further subdivision into an already approved subdivision or existing neighbourhood. Infill subdivision also includes those allotments between 450m² and 600m² within 400m of the Parkes Township CBD.

6.4.1 General Controls

Infill residential subdivisions are to display 'good neighbour' design approach in relation to privacy, landscaping, sunlight, views and parking, e.g., in cases where neighbouring structures are sited very close to the boundary, the development is to provide more generous setbacks.

Subdivision design is to take into account the conservation of heritage items, heritage features and trees.

Infill subdivision can benefit from adjacent public open space.

6.4.2 Smaller Lot Controls (Land within 400m of Parkes CBD)

Lots below 600 m² and greater than 450 m² are permitted within 400 m of the Parkes Township CBD. This area is identified under LEP 2012.

The purpose of this variation to the normal lot size is to encourage closer urban settlement and infill within walking distance of the Parkes CBD.

6.4.2.1 Small Lot Subdivision - Design Principles

Council encourages good subdivision design practice for smaller lots between 450 m² and 600 m² that will:

- promote the efficient use of land;
- ensure that subdivision provides a variety of lot sizes that meet community and economic needs, while ensuring that ecological, social and cultural values are safeguarded;
- facilitate subdivision which results in predominately rectangular shaped lots;
- ensure that subdivision does not preclude the orderly development of land; and
- require adequate street frontages and dimensions for standard, battle-axe and irregular shaped lots.

On lots below 600 m² lot design and size must provide sufficient area to accommodate the siting and construction of a dwelling and ancillary outbuildings as well as providing for vehicular access and parking.

Lots are also required to be orientated to facilitate the siting of dwellings to take advantage of northerly aspect and have dimensions to allow adequate on-site solar access, taking into account likely dwelling size and the relationship of each lot to the street.



Legend

- Parkes CBD
- 450m² Lot Sizes

PARKES DEVELOPMENT CONTROL PLAN
450m² Lots within Parkes Township



Maps prepared by umwelt

Figure 17: 450 m² lots within Parkes township

6.4.2.2 Small Lot Subdivision - Lot Frontages and Building Areas

Conventional practice has concentrated on wide street frontages which result in larger block sizes, increased road lengths and servicing requirements, and thus higher costs per lot. With increasing diversity in housing preferences, there can be more flexibility in lot shapes to optimise the use of each lot in terms of aspect, house siting and private open space.

In general Council encourages for lots between 450 m² and 600 m² a lot frontage of 14 m or greater.

Battle axe and irregular lots are generally discouraged however, where these lots are proposed they must have a minimum rectangular building area of 250 m² with a minimum width of 12 metres.

Utilisation of laneways as the major frontage for lots should be avoided.

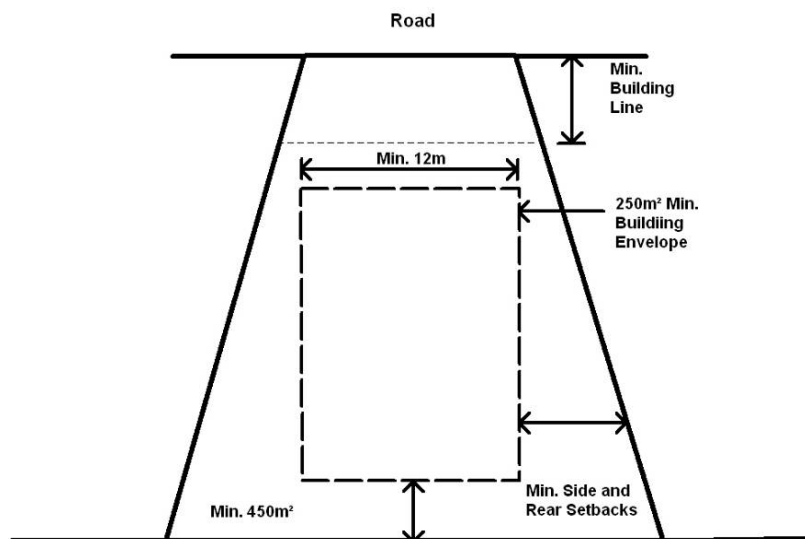


Figure 18: Lot frontage and building area

6.4.2.3 Small Lot Subdivision - Access Using Rear Laneways

Lanes may be used for small-lot subdivisions to provide rear access for car parking. They may also be used for lots fronting parks or major streets.

Council has identified the following matters to be considered when considering using laneways for access to smaller lot subdivisions:

- lanes are not to be treated as only a means of access - they are to be designed as a pleasant and safe street network designed to create activity and provide for passive surveillance;
- the safety of lanes is critical and these are to be designed according to Safer by Design principles;
- lanes are to link to other streets with no dead ends and they must provide visual connection from one end to the other;

- lanes must be designed to accommodate a clearly defined entry onto the lane rather than a rear gate with windows or balconies that look into the lane;
- lanes need to be wide enough to provide for street lighting, where necessary. street lighting, if required, will be at the developers expense;
- lanes need to wide enough to provide for suitable tree planting;
- rear fences along lanes should be partly transparent and narrow inset areas of the fence line are to be avoided to allow adequate site distances for pedestrians and vehicles. Lane widths will be assessed on merit to determine whether there is sufficient setback and privacy to adjoining dwellings that does not solely rely on the provision of fencing;
- lanes will need to be designed and upgraded to be shared zones for pedestrians and vehicles;
- a minimum lane width of 6 metres is required adjacent to a garage door to allow for vehicles to enter and exit; and
- garbage bin storage areas should be screened.

6.5 Commercial Subdivision

6.5.1 General Controls

Commercial lots are to be sized to accommodate suitable site areas for buildings, vehicle manoeuvring, car parking and landscaping.

Council encourages consolidation of land in the Parkes CBD to provide for larger single development sites.

6.6 Industrial Subdivision

6.6.1 General Controls

Industrial lots should be sized to accommodate development, storage areas and vehicle delivery and manoeuvring requirements.

No more than two lots are to share a battle axe handle access.

Adequate buffers between industrial development, open space and residential areas are to be incorporated into the subdivision design where required.

The minimum size of standard industrial lots shall generally be 1500 m².

Smaller allotments may be considered based on user requirements, however, industrial proposals requiring significantly smaller sized allotments than the standard will be encouraged to locate in factory units or by strata titling industrial buildings.

Lots with frontage to depth ratios of less than 1:2, and battle-axe blocks, will generally not be permitted.

6.6.1.1 Additional Industrial Subdivision Applicable to the 'Parkes National Logistics Hub' (Zoned SP1 Special Activities)

Subdivision proposals must be consistent with a development concept plan for the future development of the entire parent lot that has been prepared in consultation with Council and to the satisfaction of Council.

Subdivision proposals must demonstrate that the proposed lot sizes and dimensions are suitable for the functional and operational needs of existing or proposed site development.

Subdivision proposals must demonstrate consideration of the natural and physical features of the land.

6.6.2 Landscaping and Street Trees

Existing native trees are retained wherever possible.

Landscaping species selected are suitable for the local climate and require a minimal amount of watering (refer **Appendix 1**).

Street trees are provided in accordance with the requirements of Council.

Council will consider the use of deciduous trees for street tree planting where it can be demonstrated that street tree shadows will adversely impact solar access.

6.6.3 Services

The design and provision of utility services will conform to the requirements of the relevant service authorities.

Water and sewerage services are to be provided to each allotment at the full cost of the developer.

Electricity supply is provided via underground trenching in accordance with the requirements of the energy supply authority.

6.6.4 Stormwater Management

The stormwater system design is to optimise the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.

The stormwater system design should minimise 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.

Drainage from development site is not in excess of drainage from the site during its pre-development state.

Stormwater design and works are to be undertaken in accordance with Council's adopted Engineering Technical Specification policies.

6.7 Large Lot Residential Subdivisions

6.7.1 General Considerations

Council will consider the following matters when assessing a subdivision within Zone No R5 Large Lot Residential:

- the availability of reticulated water services or, if those services are unavailable, the capacity of the land to provide an adequate domestic water supply;
- the ability of the land to accommodate on-site septic disposal of household waste;
- the standard and capacity of public roads serving the land;
- the availability of other utility services;
- topography of the land;
- the range and mix of allotment sizes;
- those measures required at the interface of rural residential and adjoining agricultural areas;
- the need to be sited away from intensive agriculture, rural industries and potential conflicting rural uses; and
- the need to maintain a semi-rural character in the area.



Legend

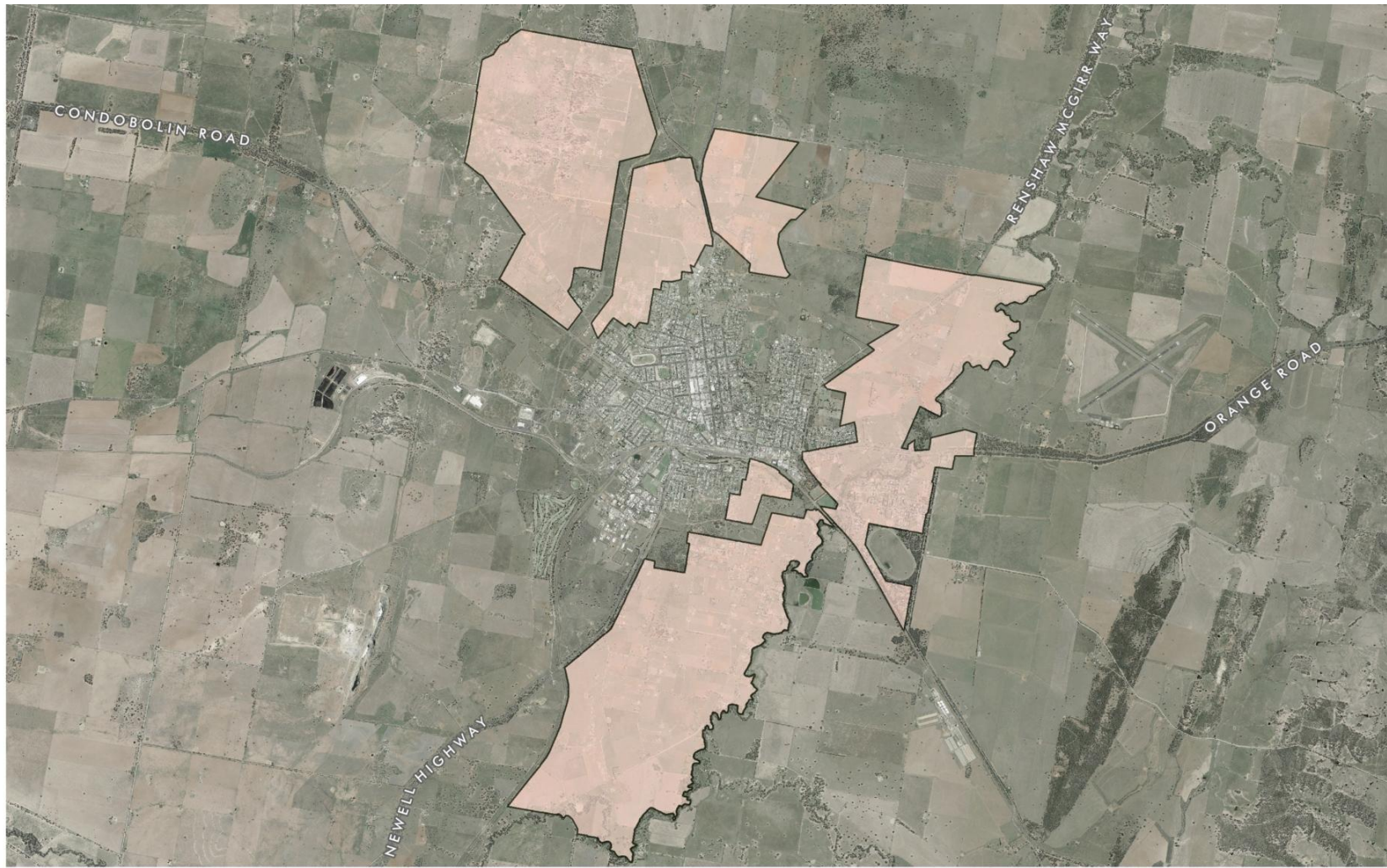
R5 - Large Lot Residential Zone

Maps prepared by  umwelt

PARKES DEVELOPMENT CONTROL PLAN

Large Lot Residential Zoning

Figure 19: Large lot residential areas in the towns



Legend
 R5 - Large Lot Residential Zone

PARKES DEVELOPMENT CONTROL PLAN
 Parkes Township Large Lot Residential Zoning

0 1 km 2.5 km



Maps prepared by  umwelt

Figure 20: Large lot residential areas in Parkes township

6.7.2 Site Area Requirements

Minimum lot sizes (where a dwelling is proposed) in new subdivisions are to be in accordance with the Parkes LEP 2012.

It is preferable that a range and mix of allotment sizes be provided, particularly in large rural residential estates that should also have regard to site and market conditions, and to the surrounding rural character and scenic quality of the area.

Lots larger than the minimum may also be provided in the immediate vicinity of the Parkes sewerage treatment plant, fronting arterial roads (unless alternative access is provided), where site conditions require a larger area for farm dam catchments or for septic disposal or to accommodate environmentally sensitive land that is not reserved under public ownership.

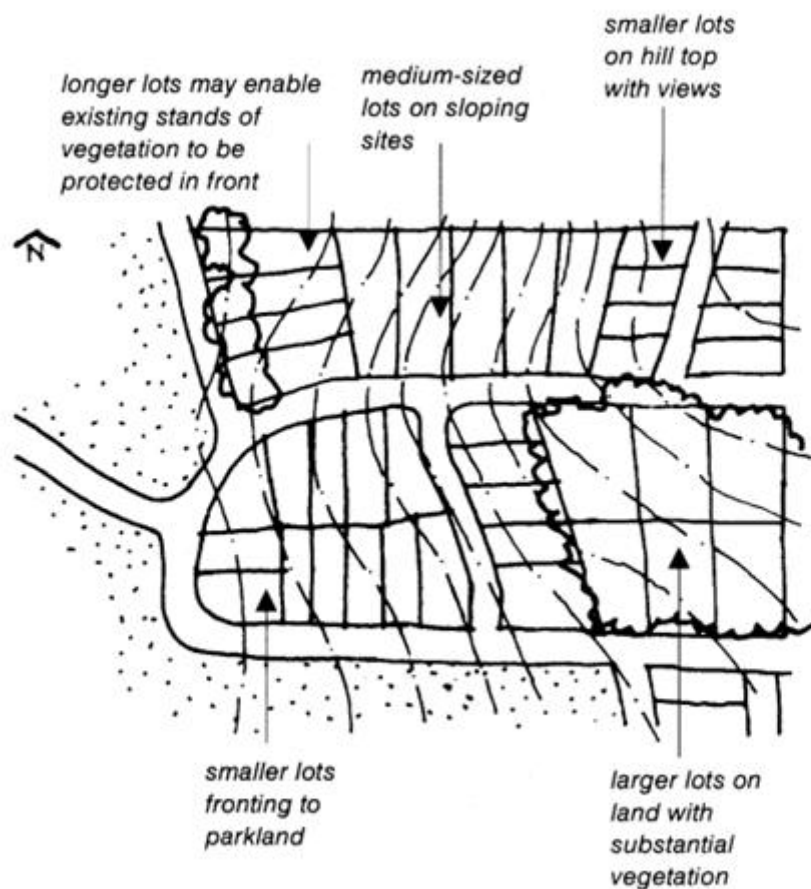


Figure 21: Large lot residential subdivision design

6.7.3 Lot Design

Each lot created in a subdivision is to have a minimum road frontage of 40 metres. Corner lots shall have a minimum road frontage of 40 metres on the primary road and 35 metres on the secondary road. Lots at the head of a cul-de-sac are to have a minimum road frontage of 10 metres, widening to at least 35 metres at the building line.

The siting of allotment boundaries will have regard to drainage lines, waterways, dams and other significant features.

6.7.4 Battle-axe Blocks

Battle-axe blocks are generally not supported however in the case where a battle-axe arrangement is unavoidable, the minimum width of the access will be 9 metres with a constructed access driveway of not less than 6 metres.

The area of the access will not be taken into account in determining the area of the allotment.

Council may impose specific conditions on the sealing of the access and provision of drainage subject to detailed investigation of existing site conditions and the amenity of the area.

SECTION

7

Appendices

7.0 Appendices

Appendix 1 – Plant Species for Landscaping

List of Suitable Plant Species

Lawns

Nioaka

Dryarna

Dichondra

Groundcovers

Myoporum parvifolium

Grevillea (Bronze Rambler)

Grevillea (Poorinda Royal Mantle)

Helichrysum ramossissimum

Kennedia coccinea

Climbers

Pandorea jasminoides

Pandorea pandorana

Sollya heterophylla

Hardenbergia (Happy Wanderer)

Hardenbergia violacea (Purple Coral Pea)

Kennedia rubicunda (Dusky Coral Pea)

Bi-Annuals / Perennials / Grasses

Brachycome sp

Helichrysum ramosissimum

Dianella tasmanica

Longifolia cassica

Themeda (Mingo)

Danthonia sp. (Wallaby Grass)

Isolepis nodosa (Knobby Club Rush)

Dianella revoluta (Lilly)

Anigozanthos sp (Kangaroo Paws)

Pennisetum alopecuroides

Lomandra longifolia (Mat Rush)

Dianella caerulea

Themeda australis (triandra)

Poa sieberiana

Poa labillardierei (Native Tussock Grass)

Small to Medium Shrubs

Boronia megastigma

Callistemon (Little John)

Callistemon phoeniceus (Fiery Bottlebrush)

Dodonaea viscosa (Giant Hop Bush)

Callistemon (Captain Cook)

Eremophila species

Grevillea (Sandra Gordon)

Grevillea (Canberra Gem)

Grevillea (Ivanhoe)

Kunzea baxteri (Kunzea)

Leptospermum scoparium (Pink Tea Tree)

Cassia eremophila (Desert Cassia)

Cassia artemisioides (Silver Cassia)

Melaleuca hypericifolia (Red Flowering Paperbark)

Callistemon (Reeve's Pink)

Correa reflexa

Darwinia citriodora

Eriostemon myoporoides

Grevillea floribunda (Seven Dwarfs Grevillea)

Grevillea rosmarinifolia (Rosemary Grevillea)

Grevillea (Scarlet Sprite)

Grevillea (Robyn Gordon)

Grevillea juniperina

Leptospermum flavens (Cardwell)

Acacia cultriformis (Golden Glow)

Hakea multineata (Grassleaf Hakea)

Acacia cardiophylla (Wyalong Wattle)

Acacia decora (Western Golden Wattle)

Acacia buxifolia (Box-leaf Wattle)

Large Shrubs

<i>Acacia</i> species	<i>Callistemon</i> (Dawson River Weeper)
<i>Callistemon</i> (Harkness)	<i>Callistemon</i> (Kings Park Special)
<i>Callistemon viminalis</i> (Drooping Bottlebrush)	<i>Callistemon citrinus</i> (Red Bottlebrush)
<i>Hakea laurina</i> (Pin Cushion Hakea)	<i>Melaleuca bracteata</i> (Revolution Green)
<i>Melaleuca decussate</i> (Cross-leaf Honey Myrtle)	<i>Melaleuca incana</i> (Grey Honey-Myrtle)
<i>Melaleuca bracteata</i> (Revolution Gold)	<i>Callistemon</i> (Endeavour)
<i>Grevillea</i> (Hookerana)	<i>Melaleuca linariifolia</i> (Narrow-leaf Paperbark)
<i>Grevillea</i> (Honey Gem)	<i>Calothamnus villosus</i> (Woolly Net Bush)

Small Native Trees Suitable For Urban Areas

<i>Brachychiton populneus</i> (Kurrajong)	<i>Eucalyptus torquata</i> (Coolgardie Gum)
<i>Agonis flexuosa</i> (Willow Myrtle)	<i>Eucalyptus caesia</i> (Silver Princess)
<i>Pittosporum phillyreoides</i> (Butterbush)	<i>Eucalyptus leucoxylon</i>
<i>Corymbia ficifolia</i>	<i>Eucalyptus steedmanii</i> (Steedman's Mallee)
<i>Hymenosporum flavens</i> (Native Frangipani)	<i>Callistemon salignus</i> (Pink Tip Willow Bottlebrush)
<i>Melaleuca styphelioides</i> (Prickly leaved Paperbark)	<i>Callistemon viminalis</i> (Drooping Bottlebrush)
<i>Eucalyptus scoparia</i> (Willow Gum)	<i>Callitris endlicheri</i> (Black Cypress Pine)
<i>Eucalyptus cladocalyx</i> (Nana)	<i>Geijera parviflora</i> (Wilga)
<i>Eucalyptus viridis</i> (Green Mallee)	

Large Native Trees

<i>Grevillea robusta</i> (Silky Oak)	<i>Eucalyptus sideroxylon</i> (Mugga Ironbark)
<i>Eucalyptus citriodora</i> (Lemon-Scented Gum)	<i>Casuarina cunninghamiana</i> (River She- Oak)
<i>Eucalyptus polyanthemos</i> (Red Box)	<i>Eucalyptus albens</i> (White Box)
<i>Eucalyptus melliodora</i> (Yellow Box)	<i>Allocasuarina verticillata</i> (Drooping She- Oak)
<i>Eucalyptus microcarpa</i> (Grey Box)	<i>Eucalyptus conica</i> (Fuzzy Box)
<i>Eucalyptus populnea</i> (Bimble Box)	<i>Eucalyptus blakelyi</i> (Blakely's Red Gum)
<i>Brachychiton populneum</i> (Kurrajong)	<i>Brachychiton rupestris</i> (Bottle Tree)
<i>Acacia melanoxylon</i> (Blackwood)	<i>Angophora floribunda</i> (Apple Box)
<i>Acmena smithii</i> (Lilly Pilly)	

Salt Tolerant Plants

<i>Acacia longifolia</i> var <i>sophorae</i>	<i>Callistemon salignus</i> (Pink Tip Willow Bottlebrush)
<i>Banksia</i> sp	<i>Casuarina cristata</i> (Belah)
<i>Callitris columellaris</i>	<i>Casuarina cunninghamiana</i> (River She- Oak)
<i>Casuarina glauca</i> (Swamp Oak)	<i>Eucalyptus erythrocorys</i> (Illyarie)
<i>Kunzea baxteri</i> (Kunzea)	<i>Melaleuca armillaris</i> (Bracelet Honey Myrtle)
<i>Melaleuca linariifolia</i> (Narrow-leaf Paperbark)	<i>Melaleuca quinquenervia</i>
<i>Eucalyptus camaldulensis</i> (River Red Gum)	<i>Atriplex nummularia</i> (Old Man Saltbush)

Shady Dry Conditions

<i>Lomandra longifolia</i> (Mat Rush)	<i>Westringia fruticosa</i>
<i>Brachysema lanceolata</i>	<i>Crowea exalata</i>
<i>Grevillea lanigera</i>	<i>Dianella</i> species
<i>Eriostemon myoporoides</i>	<i>Banksia spinulosa</i> (Honeysuckle)

Fence Screeners - Small

<i>Acacia</i> species	<i>Grevillea longifolia</i>
<i>Callistemon</i> species	<i>Grevillea rosmarinifolia</i> (Rosemary Grevillea)
<i>Grevillea banksii</i> (Bank's Grevillea)	<i>Melaleuca armillaris</i> (Bracelet Honey- Myrtle)
<i>Hakea laurina</i> (Pin Cushion Hakea)	

Fence Screeners - Large

<i>Acacia decora</i> (Graceful Wattle)	<i>Melaleuca styphelioides</i> (Prickly-leaf Paperbark)
<i>Callistemon viminalis</i> (Drooping Bottlebrush)	<i>Leptospermum flavescens</i>
<i>Casuarina cunninghamiana</i> (River She- Oak)	<i>Leptospermum laevigatum</i> (Coastal Tea- tree)
<i>Melaleuca linariifolia</i> (Narrow-leaf Paperbark)	<i>Hakea laurina</i> (Pin Cushion Hakea)
<i>Melaleuca armillaris</i> (Bracelet Honey Myrtle)	<i>Grevillea rosmarinifolia</i> (Rosemary Grevillea)
<i>Dodonaea viscosa</i> (Giant Hop Bush)	

Note: The species listed have been selected because they are commercially available and are either locally occurring native species, or native species that are suitable for the climate in Parkes Shire.

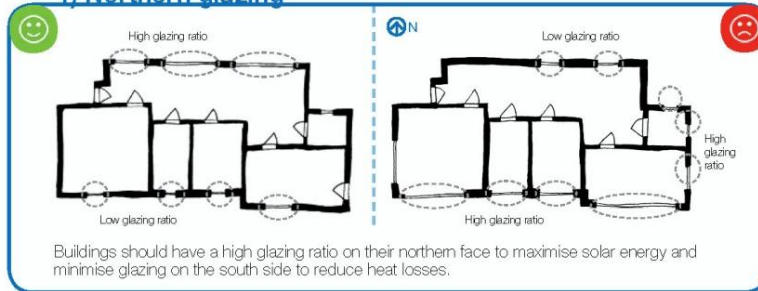
Appendix 2 – Residential Building Design Guidelines



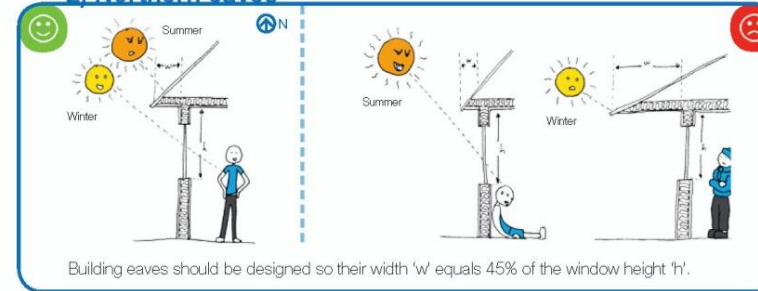
A quick guide to

sustainable design principles

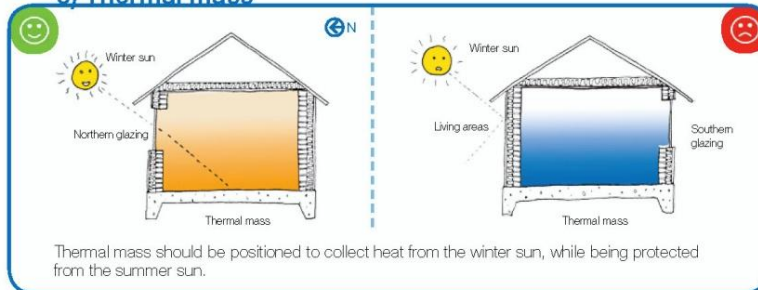
1) Northern glazing



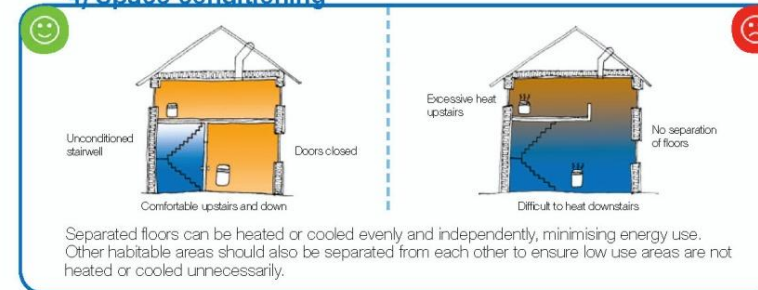
2) Northern eaves



3) Thermal mass



4) Space conditioning



5) Home layout



Victorian Local Sustainability Accord
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CASBE
Council Alliance for a Sustainable Built Environment

Moreland Energy Foundation

The SDAPP roll out project is funded through the Victorian Government's Sustainability Fund under the Victorian Local Sustainability Accord.

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Disclaimer: These principles have been developed for southern Australia and apply only to locations between 30°S and 40°S. They should be used only as a guide. For more detailed information we recommend using 'Your Home Technical Manual', available online at www.yourhome.gov.au/technical. Every effort has been made to ensure information is true and accurate at the time of publication. Produced by the Moreland Energy Foundation, December 2011.

Appendix 3 – Residential Subdivision Design Guidelines



A quick guide to

energy efficient subdivisions

1) Street alignment

Housing performs best on true east-west or north-south lots, where heat gain is easier to control. Street orientations outside 20° west and 30° east of true north, and 30° south and 20° north of true east should be avoided. Curved streets make it difficult to achieve good lot orientation.

2) Density

Higher densities (narrower lot width) should be located on sites with the greatest potential for good solar access even if built to the side boundary. Larger lots can better accommodate poor solar access than smaller lots.

3) Building height and topography

Homes on east-west lots can overshadow neighbouring properties to the south if they are taller (ie two-storey) or the street has a south-facing slope. Wider lots or increased side setbacks are potential solutions.

4) Building product

Building product varies, so it is worth considering the type of housing likely to be built within the subdivision. Product with side-orientated living areas suit east-west lots and rear-orientated living areas suit north-south lots.

5) Transport connections

Cul-de-sacs and other dead-end streets increase the length of transport trips to local amenities, therefore creating unnecessary greenhouse gas emissions. A permeable subdivision layout, which includes dedicated walking and cycling infrastructure ensures that amenities can be accessed by sustainable transport modes.

More information

General approaches to subdivision design can be found at the CSIRO study:
<http://yourdevelopment.org/factsheet/view/id/21>

Note: this is applicable for subdivisions of between 10 and 100 lots only and that additional energy related guidelines would be expected for larger scale projects.

Victorian Local Sustainability Accord

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