RESIDENTIAL DEVELOPMENT CONTROL PLAN

Operational as of 17 August 2020

Contents

1.0 INTRODUCTION

1.1 NAME OF THIS PLAN

This is called the Griffith Residential Development Control Plan 2020. The Plan has been prepared in accordance with section 3.42 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act).

1.2 DATE OF COMMENCEMENT

The Plan was adopted by Griffith City Council on 11 August 2020 and came into operation on 17 August 2020.

1.3 LAND TO WHICH THIS PLAN APPLIES

This plan applies to all lands zoned R1 – General Residential, R5 – Large Lot Residential and RU5 – Village

1.4 RELATIONSHIP TO OTHER PLANS

This plan must be read in conjunction with the *Griffith Local Environmental Plan 2014* (GLEP 2014), other environmental planning instruments, Griffith City Council policies and Council's *Engineering Standards: Subdivision and Development* (as amended).

1.5 VARIATION TO CONTROLS

There will be instances in which strict adherence to the controls in this Plan cannot be achieved. Should an aspect of a development not comply with a standard, the non-compliance must be justified in a "Request for Variation to a Development Control" attached to the Statement of Environmental Effects addressing:

a) The control being varied.
b) The extent of the proposed variation and the unique circumstances as to why the variation is requested.
c) Why compliance with the control/standard is unreasonable or unnecessary in this particular case.
d) How the objectives of the control are met and an acceptable solution achieved with the proposed variations.
e) That the development will not have additional adverse impacts as a result of the variation.

The fact that an existing development may not comply with one or more of the development controls, does not necessarily mean that the development control is unreasonable or unnecessary, when applied to future development.

Note: A template Variation Statement is provided at Appendix 3.

1.6 SAVINGS AND TRANSITIONAL PROVISIONS

This Plan applies to any development application lodged with Council after the commencement of the Plan. Any development application lodged before the commencement of this plan will be assessed in accordance with any previous development control plan or other Council policy in force at the time of lodgement.

1.7 REVIEW OF DCP

The DCP should be reviewed by Council every five years.

2.0 AIMS AND OBJECTIVES

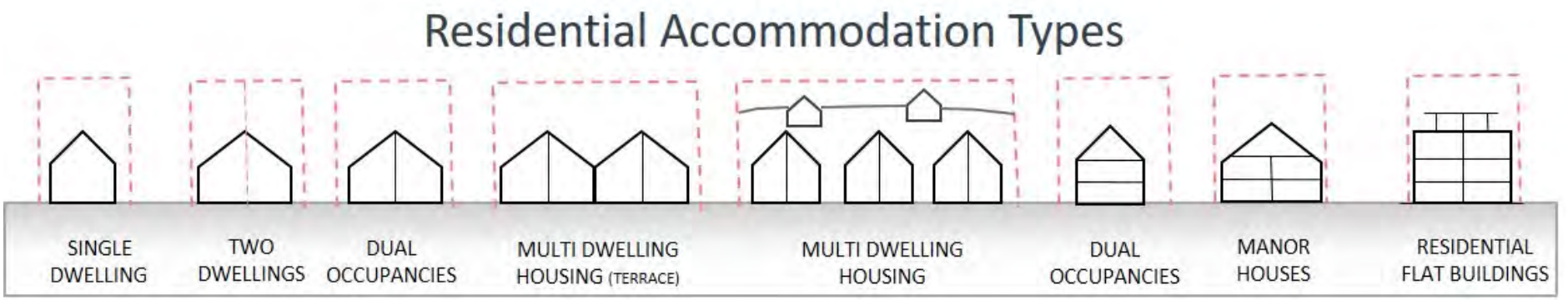
2.1 PURPOSE OF THE PLAN

The principle purpose of this Plan is to provide guidance on the following matters:

a) Giving effect to and guiding development permissible within the R1-General Residential, R5-Large Lot Residential and RU5-Village zones in the GLEP 2014.
b) Achieving the objectives of the land use zones to which the Plan applies.
c) Implementing the recommendations of Griffith's Housing Strategy 2019.
d) Provide for a diversity of housing opportunities and residential lifestyle choices.
e) Optimise residential development opportunities which fulfil the housing supply of Griffith.

2.2 AIMS AND OBJECTIVES

a) To provide appropriate development control principles for the development of Griffith.
b) To encourage, facilitate and promote affordable housing in accordance with the Griffith Housing Strategy 2019.
c) Ensure high standards of residential development within Griffith.
d) Provide for a diversity of housing opportunities and residential lifestyle choices.
e) Encourage new residential development that is sympathetic to the existing streetscape and neighbourhood character of a particular locality.



3.0 RESIDENTIAL PRECINCT STATEMENTS AND CONTROLS

Griffith has several unique residential precincts with varying streetscapes, densities and housing types. Infill development and increased densities to support affordable housing and a mixture of housing options are to be promoted in accordance with the Griffith Housing Strategy 2019.

The Precinct Statements in this Section will set the vision for how each precinct should be developed, redeveloped, or how infill development should occur. The table within each Precinct Statements (sub-section) will provide the maximum Floor Space Ratio (FSR) for the area (if applicable) a height restriction (if applicable) and parking ratios for residential development. To calculate FSR for a development, refer to Section 5.3. Specific development controls for each type of residential accommodation are provided in Sections 4 - 8.

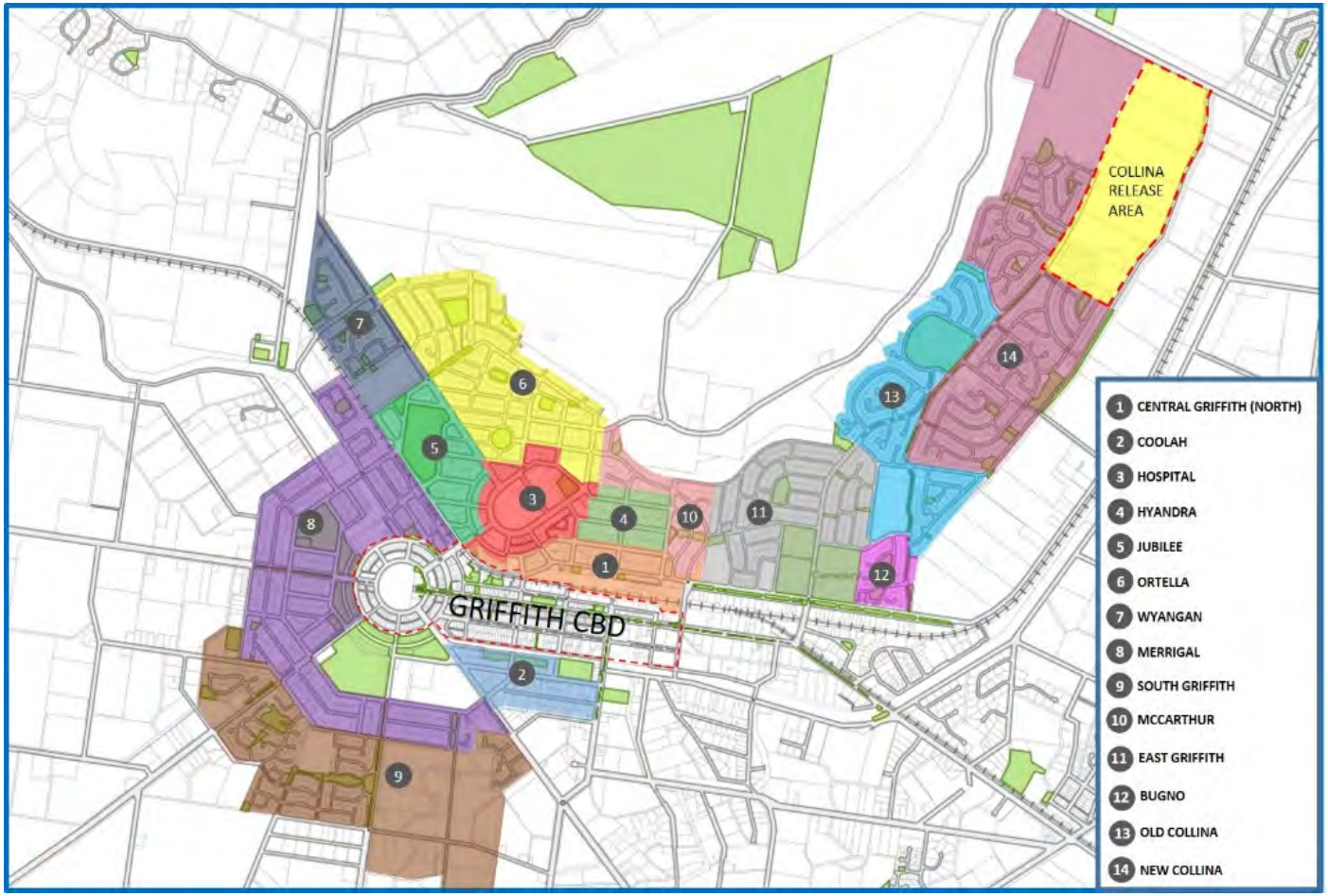


FIGURE 1: RESIDENTIAL PRECINCTS

3.1 CENTRAL GRIFFITH (NORTH)

Existing Character

The Central Griffith (North) precinct is located to the north of the Griffith CBD. The Precinct contains a mixture of residential accommodation including single dwellings, dual-occupancies and multiple dwelling housing on lot sizes averaging around 1100 m^2 with 20 m frontages. The railway and terminal are located on large tracts of land at the southern end of the precinct. Some commercial uses including a supermarket and registered club are located in the Precinct as well as an ambulance station and RFS Administrative building. Several under-developed or underutilised lots are scattered throughout the Precinct. Wakaden Street is the main collector road in the Precinct and is a key east-west corridor for residents accessing the CBD.

Future Character

The projected future character of the Precinct is to be redeveloped with medium density units with an emphasis on affordable housing. A higher FSR has been allocated to the Precinct to promote higher densities. Underutilised lots with frontage to Wakaden Street should be a preferred location for multi-storey residential flat buildings and boarding houses. Binya Street should be preferred locations for multiple dwelling housing, dual occupancies and single storey boarding houses. The existing rail terminal lands should be redeveloped for medium density housing once the freight terminal is relocated.

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
1.5:1 & 2.5:1 on lands south of Wakaden	N/A	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	0.5 spaces 1 space 2 spaces 1 space per 6 units

3.2 COOLAH

under-utilised lots are scattered throughout the Precinct. The Precinct is in close proximity to schools and services in the CBD. The road network has moderate traffic with good connection to Willandra Avenue and Kidman Way.

Future Character

The projected future character of the Precinct is to be redeveloped with medium density units with an emphasis on affordable housing. A higher FSR has been allocated to the Precinct to promote higher densities. Underutilised lots should be developed for residential flat buildings and multi dwelling housing. Lots with single dwellings on them should be redeveloped for higher density development. Boarding houses and seniors housing should be promoted to locate in the Precinct. Neighbourhood shops should also be promoted in strategic locations in the precinct.

Existing Character

The Coolah Precinct is located to the South of the Griffith CBD and the main canal. The Precinct contains residential flat buildings and dwellings built between 1960 and 1990 with newer construction consisting of single storey multiple dwelling housing. Lot sizes average around 1000 m^2 with 20m frontages. Several

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
1.5:1	N/A	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	0.5 spaces 1 space 2 spaces 1 space per 6 units

3.3 HOSPITAL

Existing Character

The Hospital Precinct contains the Griffith Base Hospital, the St Vincent's Private Community Hospital and a number of medical centres and facilities. Residential accommodation in the Precinct is mainly single dwellings with some dual occupancies and multi dwelling housing. Lot sizes average 900m^2 with 20m frontages. Only a few blocks in the Precinct are undeveloped. The road network has moderate to heavy traffic due to residents accessing the hospitals, schools and church.

Future Character

Several employment generating uses are located in the precinct which would benefit from an increase in housing density. A higher FSR has been allocated to the Precinct to promote higher densities. Existing lots with single dwellings should be promoted to be used for higher density residential development and medical and associated uses. Adequate parking needs to be accommodated in medical services, while parking reductions are appropriate for residential uses. Seniors housing should also be promoted to be located in the Precinct to benefit from the close proximity to the hospitals and CBD. New generation boarding Houses should locate in the Precinct to cater for itinerant medical staff.

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
1:1	N/A	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	0.5 spaces 1 space 2 spaces 1 space per 6 units

3.4 HYANDRA

typical lot is around 1150 m^2 with 18 metre frontages. The Precinct contains several large, established street trees. Several post war dwellings have been demolished and redeveloped for large single-family dwellings in the Precinct.

Future Character

The projected future character of the area is to increase residential density while maintaining the Precinct's character through retaining existing setbacks, street trees and promoting secondary dwellings and dual occupancies in the rear yards of existing dwellings. The appearance of the single dwelling when viewed from the street should be retained through redevelopment. Corner allotments should be promoted for multi-dwelling housing, terraces or manor houses. Boarding houses should be located strategically within the precinct to ensure compatibility with the existing character.

Existing Character

The Hyandra Precinct is located in close proximity to the CBD and adjacent to the Hospital Precinct. The Precinct is dominated by single dwellings on large lots; however, some dual occupancies exist on predominantly corner allotments. A

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1 Corner Lot – 0.7:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.5 JUBILEE

1000 m^2 with 18 metre frontages. The Precinct is dominated by single family dwellings with some multi-dwelling housing scattered throughout. Several post war dwellings have been demolished and redeveloped for large single family dwellings.

Future Character

The projected future character of the area is to increase residential density through secondary dwellings and dual occupancies in rear yards and strategically placed multi-dwelling housing. A low-medium density FSR has been chosen to promote increased densities while retaining landscaped areas on lots. Corner allotments should be promoted for multi-dwelling housing, terraces or manor houses. Boarding houses should be located at the southern extent of the precinct closer to the CBD.

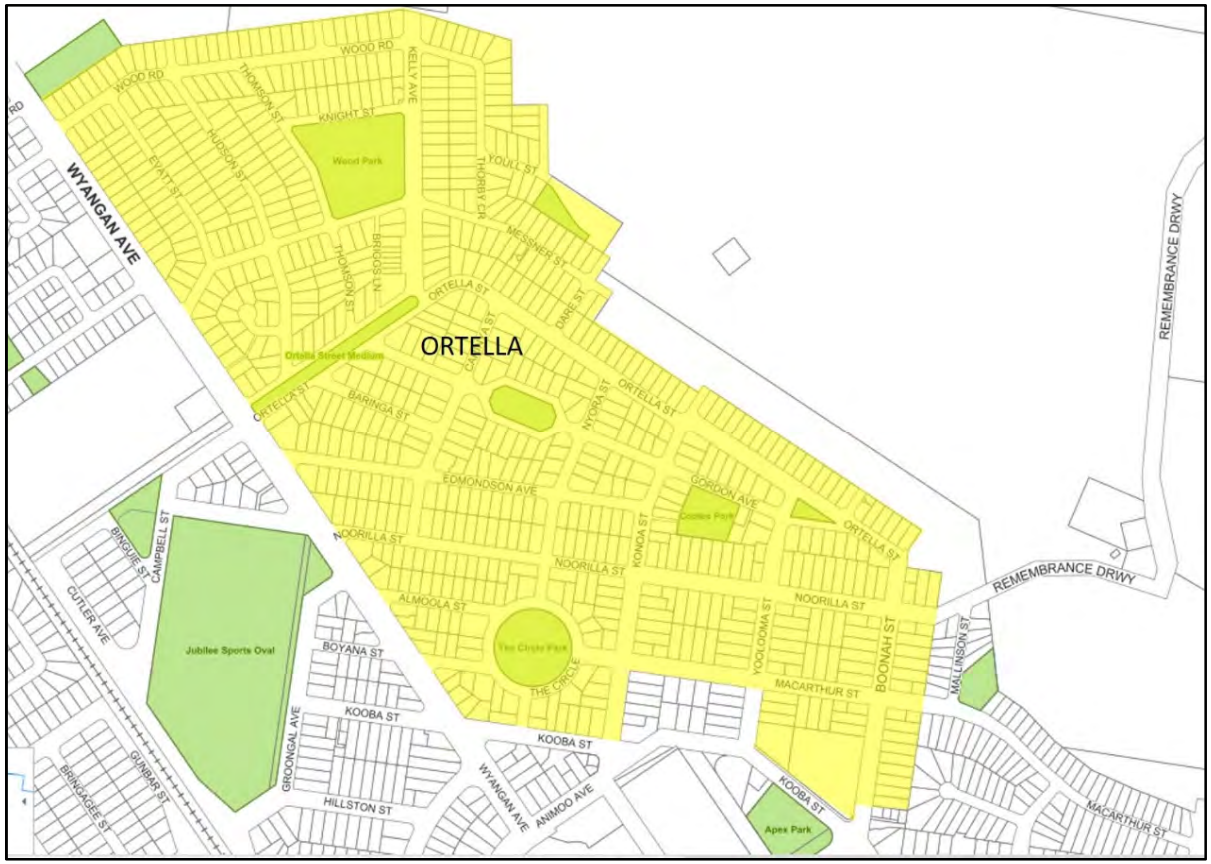
Existing Character

The Jubilee Precinct is located to the west of the Hospital Precinct with good access to the CBD. The Precinct is centred on the Jubilee oval which is a community park used for rugby, basketball, cricket, tennis and netball. A typical lot is around

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1 Corner Lot – 0.7:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.6 ORTELLA



trees in the road reserves and front yards. A typical lot is around 850 m^2 with 18 m frontages. The precinct almost exclusively contains single dwellings, however, some dual occupancies and secondary dwellings have been developed. The dwelling styles are a mixture of post-war, California bungalow and other modern project home varieties with more contemporary designs where lots have been redeveloped. The local road network is reliant on connections to Wyangan Avenue and McCarthur Street for access to the CBD and Hospital Precinct.

Future Character

The projected future character of the Precinct is to remain predominantly low-density single dwelling housing in the northern areas while promoting dual occupancies and secondary dwellings on lots in close proximity to the Hospital Precinct.

Existing Character

The Ortella Precinct is located north of Wyangan Avenue and the Hospital and south of Scenic Hill which several lots back onto. There are several established parks within the Precinct including The Circle Park and Wood Park. There are established

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1 Corner Lot – 0.7:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.7 WYANGAN

Dual occupancies have been developed on selected blocks. A typical lot is 700 m^2 with 20 metre frontages. Service roads are located adjacent to Wyangan Avenue to reduce vehicular conflict with traffic on the sub-arterial road.

Future Character

The projected future character of the Precinct is to remain predominantly low density. Any development of the undeveloped citrus farm should include a road connection to the developed areas of the Precinct to allow connectivity. Some larger lots have suitable area for secondary dwellings.

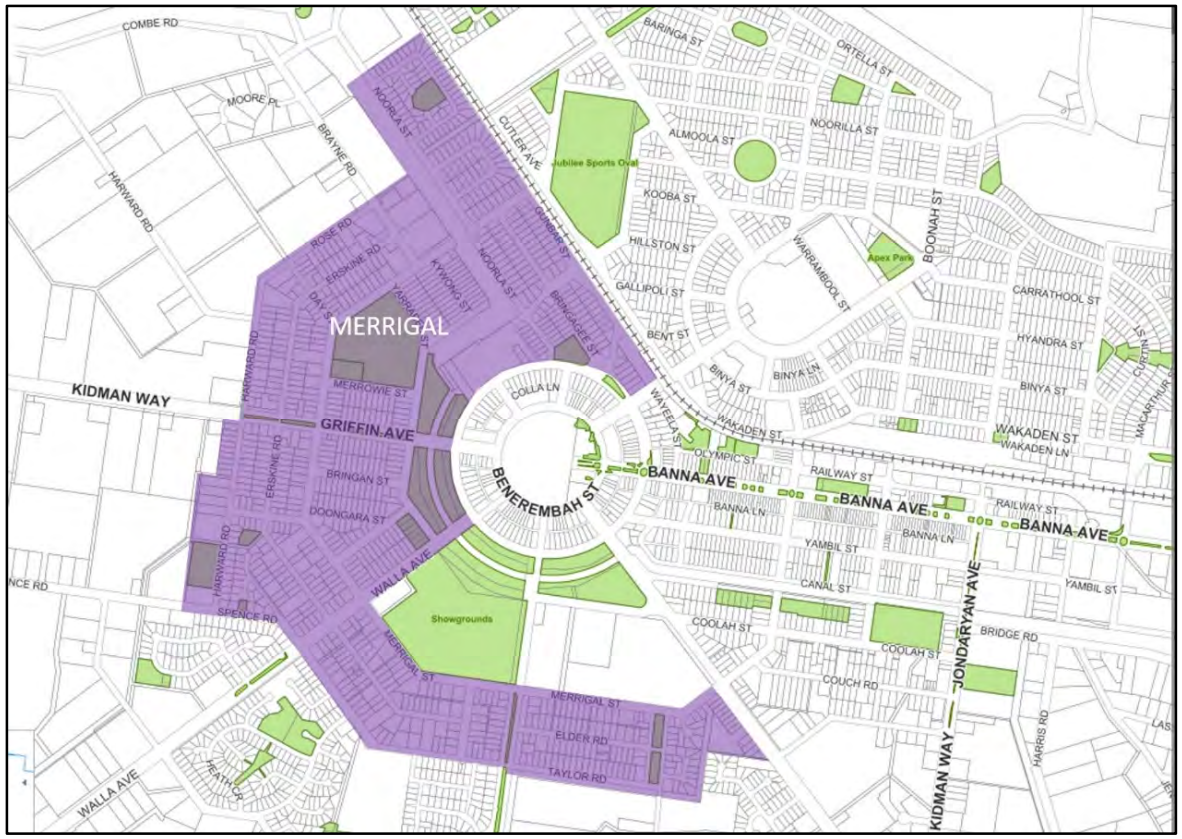
Existing Character

The Wyangan Precinct is located in the north-west extent of Griffith's urban area, above the railway line but below Wyangan Avenue. The Precinct was development in the 90's and 00's for predominantly single dwellings at low densities.

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.8 MERRIGAL



centred around West End Sports Stadium in the north and the showgrounds and Griffith High School in the south. Several large lots within the Precinct have been redeveloped for dual occupancies or multi-dwelling housing.

Future Character

The projected future character of the area is to increase residential density through secondary dwellings and dual occupancies in rear yards and strategically placed multi-dwelling housing. A low-medium density FSR has been chosen to promote increased densities while retaining landscaped areas on lots. Corner allotments should be promoted for dual-occupancies and multi-dwelling housing. Boarding houses should be located at the southern extent of the precinct closer to the CBD.

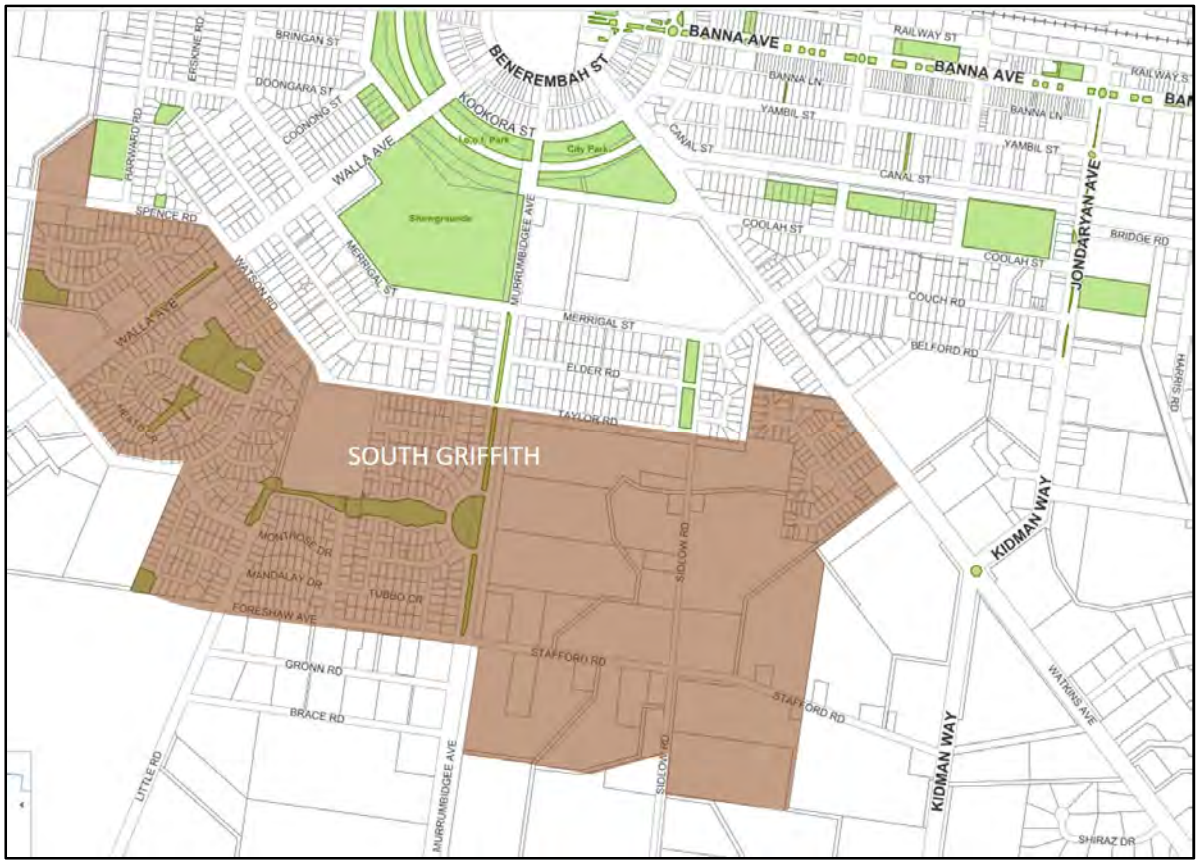
Existing Character

The Merrigal Precinct is a hub around Kookora Street. The area is part of the original Burley Griffin layout. The area has a mixture of dwelling types on a variety of lot sizes. Several large undeveloped lots exist within the Precinct. The Precinct is

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1 Corner Lot – 0.7:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 5 units

3.9 SOUTH GRIFFITH



Murrumbidgee Estate having a series of traffic-controlled loop roads. A large portion of the lots in the Precinct are undeveloped. An average lot in the Precinct is 700 m^2 with 20 metre frontages. The majority of the Precinct has been developed for single dwellings with some dual occupancies and secondary dwellings. The Precinct forms the southern extent of the Griffith urban area.

Future Character

The projected future character of the area is predominantly low-density single dwellings with some dual occupancy and multi dwelling housing within undeveloped lots to promote affordable rental housing. Corner allotments should be promoted for multi-dwelling housing, terraces or manor houses. Boarding houses should be located at the northern extent of the precinct closer to the CBD.

Existing Character

The Precinct is located in the southern most part of Griffith's residential areas, containing the Pioneer subdivision in the west, the Murrumbidgee Estate subdivision in the centre and Willandra Gardens to the east. The planning layouts are informal with

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1 Corner Lot – 0.7:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 5 units

3.10 MCARTHUR

creates a pedestrian link from Hyandra Street to Probert Avenue. A typical lot is around 800 m^2 with 18 metre frontages. McCarthur Street is a busy road which connects North Griffith with the CBD.

Future Character

Increased densities of lots with frontage to McCarthur Street should be discouraged due to its narrow carriageway and traffic volumes. Increased densities in other areas of the Precinct should be supported through secondary dwellings and redevelopment for dual occupancies on larger lots. Affordable housing including boarding houses should be promoted in the southern extent of the precinct closer to the CBD.

Existing Character

The Macarthur precinct is wedged between Hyandra precinct to the south-west, East Griffith to the east and Scenic Hill sloping up to the north, with the northern allotments backing onto it. The street layout is informal in style, consisting of long curved streets and differently shaped allotments. A connected park network

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.11 EAST GRIFFITH

Shops are located at the western boundary of the Precinct and provides convenient commercial services. The Precinct is dominated by single dwellings constructed in the 60's and 70's on lots sizes averaging 800 m^2 with 18 m frontages. Local roads in the Precinct are narrow and connect to Blumer Avenue, a wide collector road to the east and McCarthur Street to the west. Views up moderately sloped streets to Scenic Hill give the area strong character as does the long curves and semi-formal planning layout.

Future Character

The projected future character of the Precinct is to remain as low density but encourage secondary dwellings in rear yards on suitable lots and discourage secondary dwellings on Blumer Avenue or Probert Avenue. The expansion of the East Griffith Shops

Existing Character

The East Griffith Precinct is located to the south of Scenic Hill and to the north of the Cemetery. The Precinct is centred on Enticknap Park which is a neighbourhood park. East Griffith

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.12 BUGNO

High School. With the exception of a medium density subdivision at the south-western boundary, the Precinct contains single dwellings on 750 m^2 lots with wide 21 m frontages. The housing stock contains several different styles including modern designs with eclectic forms. The planning layout is dominated by cul-de-sacs connecting to Bugno Crescent. Generally, there is no front fencing in the Precinct, but due to the traffic volumes on Clifton Boulevard, houses with frontage to the road could be retrofitted with a front fence.

Future Character

The projected future character of the Precinct is to remain as a low-density neighbourhood. Where appropriate secondary dwellings on lots could be supported.

Existing Character

Bugno Precinct was developed in the late 80's replacing the old sale yards located north of Wakaden Street. The Precinct is located to the east of the Cemetery and to the south of Wade

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.13 OLD COLLINA

roads with a series of cul-de-sacs coming off these. The Precinct is centred around Ted Scobie Oval in the north and Driver Shopping Complex in the south. Scenic Hill forms the Precinct's backdrop with large rocks, remnant Eucalytus, White Cyprus Pine trees and grasses. The local roads are wide mainly feeding into Clifton Boulevard and Blumer Avenue which act as collector roads.

Future Character

The projected future character of the Precinct is to remain as a low-density neighbourhood. Where appropriate secondary dwellings on lots could be supported.

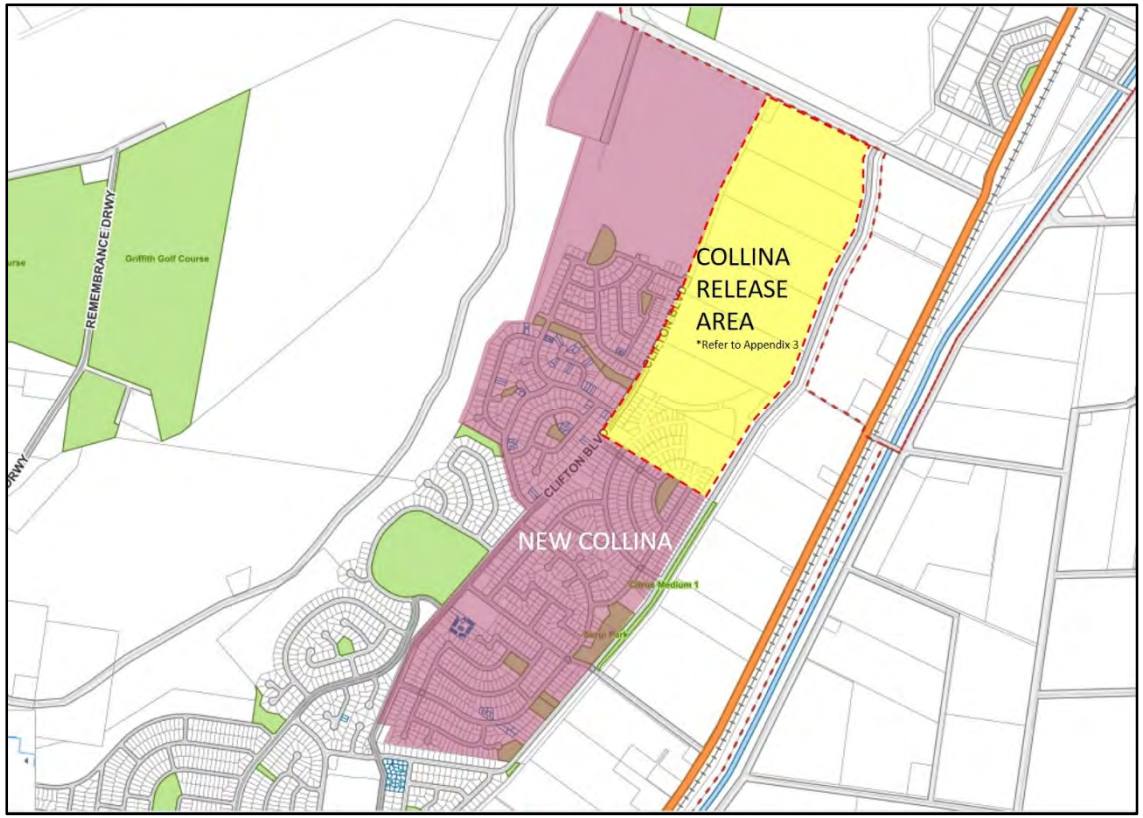
Existing Character

Old Collina is located in the north-east of Griffith's residential area which was developed in the late 70's and early 80's. The planning layout is informal in style consisting of curved loop

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1 Corner Lot – 0.7:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.14 NEW COLLINA



Existing Character

New Collina was developed in the first decade of the 00's. The New Collina area was subject to two master planning exercises. One carried out by the then Department of Housing for lands, to the north and west of Clifton Blvd and another by Council for the lands to the south and east of Clifton Blvd. Both master plans sought to replicate aspects of the Burley Griffin design for Griffith with curved streets and a spoke and wheel layout. The topography of the Precinct varies from gently sloping to moderately sloping on the edge of Scenic Hill. The average lot area in the Precinct is 900 m^2 with 18 m frontages. Single dwellings dominate the streetscape with approximately 15% of the lots developed for dual occupancies and multi-dwelling housing.

Future Character

The projected future character of the Precinct is to remain as a low density neighbourhood. The undeveloped lands at the northern extent of the Precinct should be developed to continue the master plan for the land.

Collina Release Area

Specific Controls for the development of the Collina Release Area are provided at Section 11.

Precinct Specific Controls

Max. FSR	Max. Height	Parking	
0.5:1 Corner Lot – 0.7:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

3.15 VILLAGES

Griffith has many villages, all with a unique character. Griffith's villages are important residential settings which offer alternative settings to the urban areas. Expansion of Lake Wyangan (refer to Section 11.2), Hanwood, Yenda and Yoogali have been promoted in Griffith's Land Use Strategy: Beyond 2020 and the GLEP 2014. The minimum subdivision lot size for most villages is consistent with other low-density Precinct's in Griffith at 700 m^2.

Infill development in the villages should be supported, including strategically placed multi-dwelling housing. Secondary dwellings should also be supported to increase densities and support population increase in the Villages.

Non-residential uses should also be promoted in the villages, including supermarkets, shops, restaurants and cafes and commercial premises to support the everyday needs of residents.

Yenda, Hanwood and Bilbul are all located in close proximity to employment generating rural industries with large work forces. Locating diverse housing options in these villages to support workers including boarding houses, multi-dwelling housing and secondary dwellings should be promoted.

Village Controls

Max. FSR	Max. Height	Parking	
0.5:1 Corner Lot – 0.7:1	9 m	1 Bedroom Unit 2 Bedroom Unit 3+ Bedroom Unit Visitors	1 space 1.5 space 2 spaces 1 space per 4 units

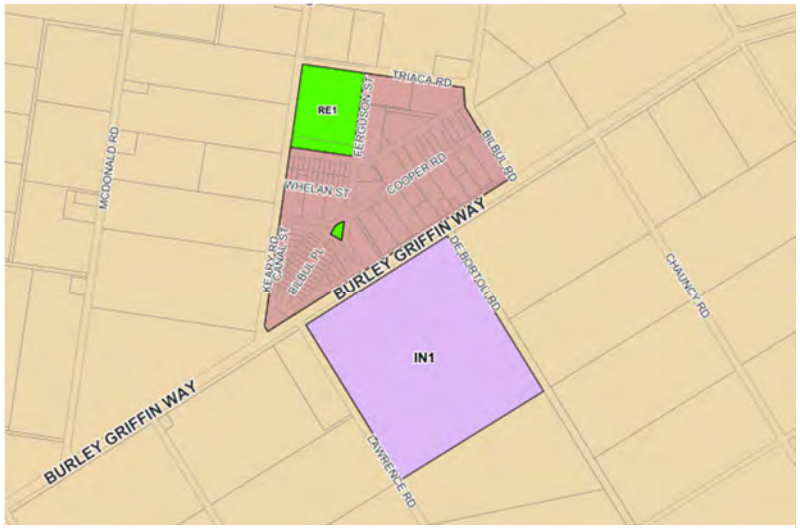


FIGURE 3: BILBUL ZONING

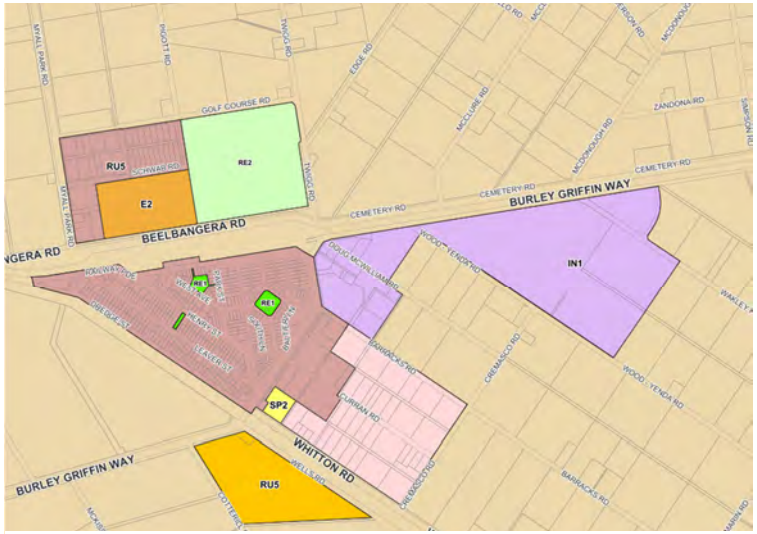


FIGURE 2: YENDA ZONING

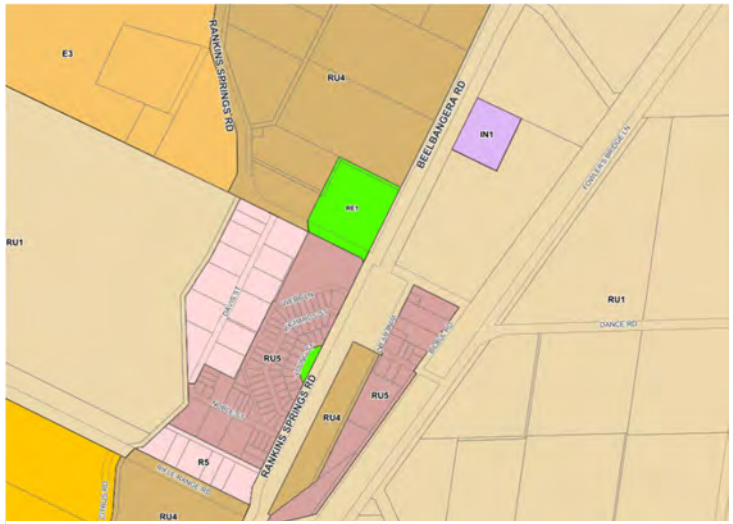


FIGURE 5: BEELBANGERA ZONING

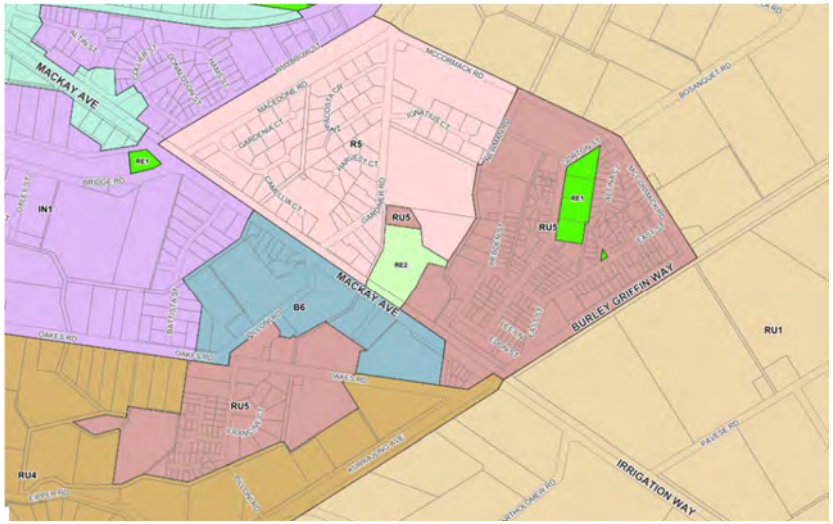


FIGURE 4: YOOGALI ZONING

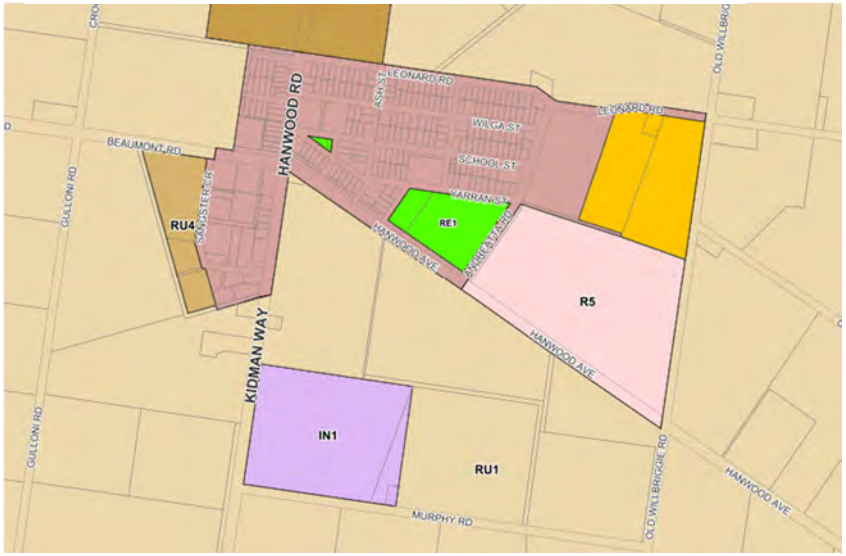


FIGURE 6: HANWOOD ZONING

4.0 DWELLINGS

4.1 APPLICATION OF THIS SECTION

This section applies to new dwellings or alterations or additions to existing dwellings in the following zones:

a) R1 General Residential.
b) R5 Large Lot Residential.
c) RU5 Village.

4.2 SITING OF DWELLINGS

An integral component of the planning stage for the construction of a dwelling is the preparation of a Site Analysis Plan which identifies the constraints and opportunities of the site, the immediate locality and the wider environment. The *Environmental Planning and Assessment Act 1979* requires that every development application include a Site Analysis Plan which in general includes:

The Site

a) Site dimensions (length and width).
b) Topography – contours, north point, natural drainage.
c) Services – location of all services and connections to services (water, sewer, gas, telecom and electricity).
d) Existing vegetation – location of significant trees and spread.
e) Location of all structures on site.
f) Location of vehicle and pedestrian access.

The Surrounds

g) Neighbouring buildings – location and number of storeys.
h) Privacy – adjoining private open spaces, windows with potential for overlooking.
i) Significant trees on adjacent properties.
j) Street frontage features.
k) Any public open spaces in the area.
l) Any natural hazard areas – flooding or bushfire.

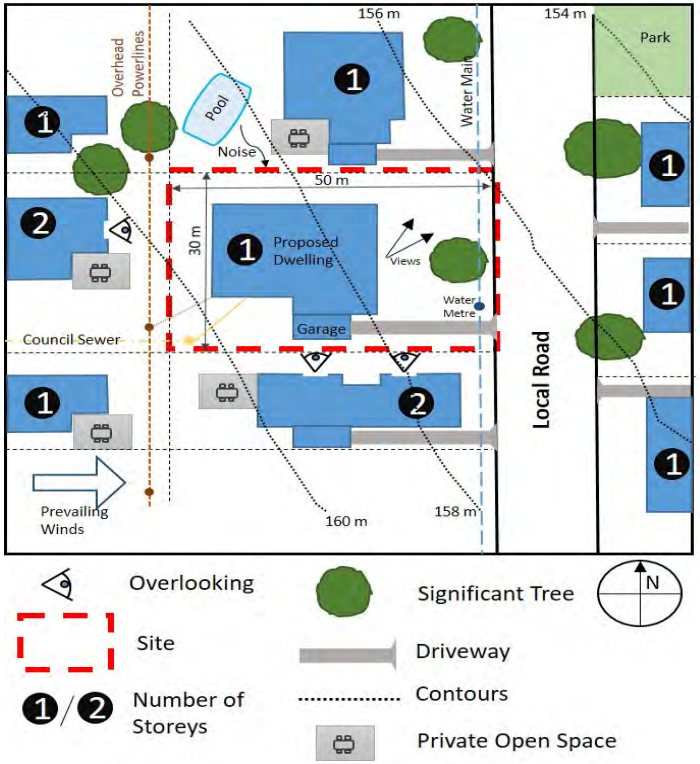


FIGURE 7: SITE ANALYSIS PLAN EXAMPLE

4.3 STREETSCAPE CONTROLS

Streetscapes encompass buildings, street and landscape design and includes all adjacent buildings, landscaping and fencing, traffic treatments, paths, driveways and street surfaces.

Objective: To create streetscapes which are visually appealing and avoid building elements which lack articulation.

Controls

a) Dwellings on corner blocks must be designed to address both street frontages.
b) The primary street façade of a dwelling should address the street and incorporate at least two of the following design features:
   - entry feature or porch;
   - awnings or other features over windows;
   - recessing or projecting architectural elements;
   - open verandah; or
   - bay windows or similar features.
c) Dwellings should be consistent with the scale and character of adjoining dwellings and the locality in general.
d) Garages must not dominant the street frontage and must not exceed 50% of the building's front elevation.
e) Dwellings should be designed to provide a major window to a habitable room facing the street.
f) Landscaping should be used to enhance the appearance of the development and the surrounding area including the road reserve.
g) Driveways must be located to preserve significant street trees.

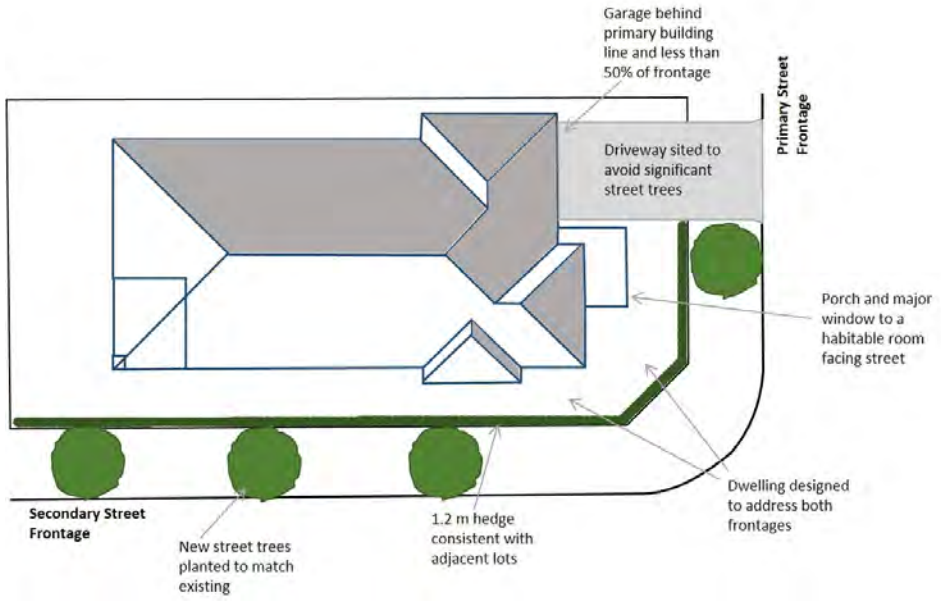


FIGURE 8: STREETSCAPE CONTROLS

4.4 BUILDING DESIGN

Dwelling design in Griffith should respect the dominant design themes of the Precinct and be appropriately scaled to enable differentiation and visual interest between the dwellings when viewed from public streets. Good design achieves a mix of dwelling sizes, providing housing choice for different demographics, lifestyles and household budgets.

Objective: To promote housing design that is consistent with and enhances the character and amenity of the area and has regard for the topography and existing adjoining land uses.

Controls

a) The design of dwellings must have regard to the character statement of the Precinct provided at Section 3.
b) Front walls of any dwelling visible from the street must not exceed 5 m in length without a physical change.
c) The side walls in any one dwelling visible from the street or public place must not exceed 10 m in length without a physical change.
d) Windows and doors in facades facing the street must be provided in a balanced manner and respond to the orientation and internal uses.
e) Materials must be selected to provide consistency within the locality.
f) Buildings must be sited and designed to ensure reasonable daylight to habitable rooms in adjacent dwellings and avoid overshadowing of neighbouring private open spaces.
g) Dwellings are to have the following minimum internal floor areas:
    I. 1 bed – 55 m^2
    II. 2 bed – 75 m^2
    III. 3+ bed – 90 m^2
h) Bedrooms are to be a minimum of 8 m^2 excluding wardrobe space.
i) Combined living and dining rooms must have a minimum area of:
    I. 1 and 2 bed – 24 m^2
    II. 3+ bed – 28 m^2

4.5 SUSTAINABILITY

Sustainable building design is about increasing the efficiency of the dwelling to reduce the running costs of the home and reduce the development's environmental footprint. This can be accomplished through good siting, use of renewable energy, water conservation techniques, drought tolerate landscaping and prioritising the quality of the indoor environment.

Objective: To maximise microclimate benefits to residential lots while minimising energy use, consumption of potable water, site runoff and promote stormwater re-use.

Controls

a) Development Applications for new dwellings and specified alterations and additions must be accompanied by a BASIX Certificate, issued by the NSW Government.

b) The design of new dwellings should adopt the following principles which promote sustainable building practices:

I. Plan the site so that new development is oriented to optimise northern aspect where possible;

II. Optimise the daylight access to habitable rooms and private open space;

III. Supplement daylight access through the use of skylights where possible;

IV. Locate living spaces and private open space to the north or east where possible;

V. Use shading devices such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting (see **Figure 12**); and

VI. Facilitate natural cross ventilation by minimising interruptions in air flow through dwellings and grouping rooms with similar usage together (e.g. keep living spaces together and sleeping spaces together). Ceiling fans should be encouraged (see **Figure 9**).

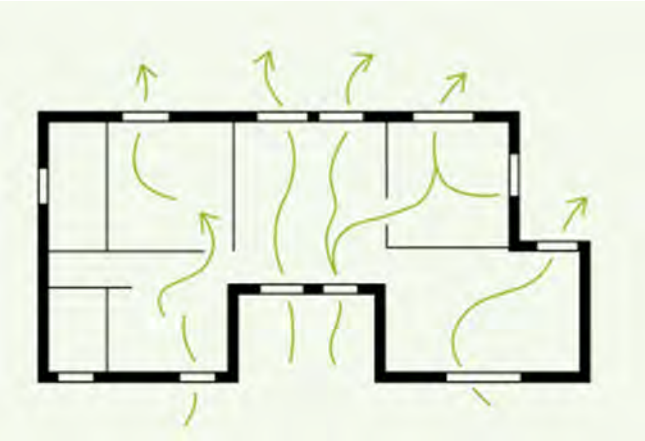


FIGURE 9: PLANNING THE HOUSE FOR NATURAL CROSS VENTILATION (SOURCE: VICTORIA GOVERNMENT)

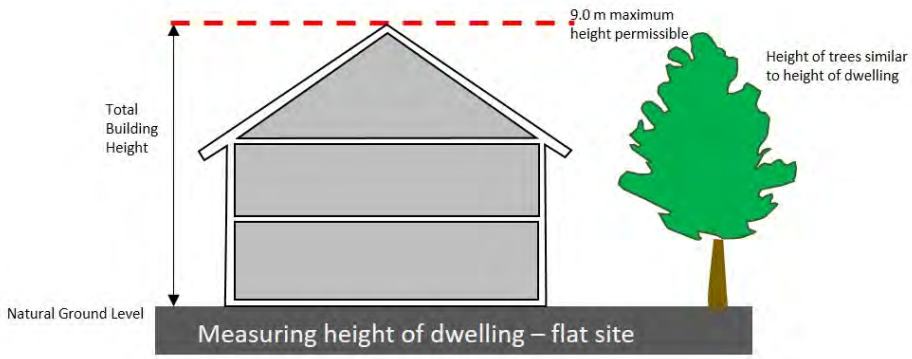
4.6 HEIGHT

To manage the bulk and scale of new dwellings, height should be limited to respond to the character of the precinct and streetscape. Height controls aid in maximising privacy, solar access and views.

Objective: To ensure the height of buildings maintains consistency and continuity of the character of residential areas and precincts and optimises privacy, solar access and views.

Controls

a) The maximum height of new dwellings should not exceed 9.0 m above the natural ground level measured to the ridge of the roof.
b) The height of a dwelling should suit the streetscape, maintain view corridors and not unreasonably restrict sunlight to adjacent properties.
c) Development plans submitted for two storey dwellings must show Reduced Levels (RL) taken from a fixed datum point (AHD) for the maximum ridge height and natural ground levels.
d) Proposed tree planting should be consistent with the scale of the dwelling.



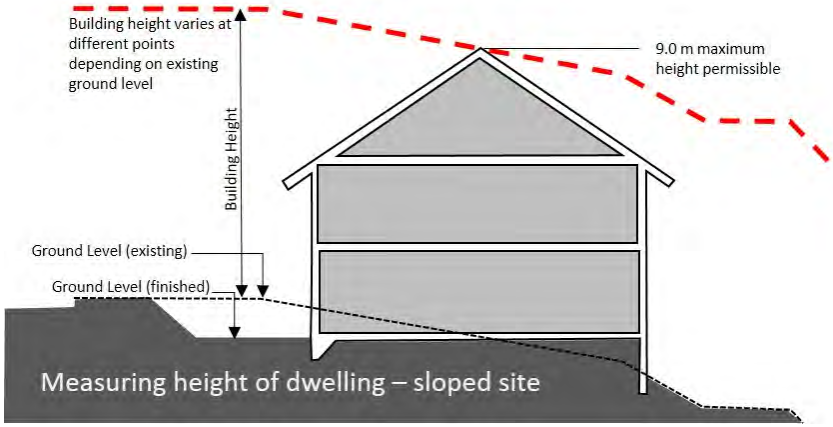


FIGURE 10: HOW TO MEASURE THE HEIGHT OF BUILDINGS

4.7 SOLAR ACCESS AND ENERGY EFFICIENCY

The solar access of a dwelling refers to its potential to receive adequate sunlight to living and recreation areas.

Objective: To provide reasonable access for sunlight to living areas within buildings and to open space around buildings, and to reduce energy consumption.

Controls

a) Solar access must be available between the hours of 9 am and 5 pm for a minimum duration of 3 hours to any living area on the 22nd of June for each respective dwelling.
b) Where possible, buildings should be oriented on a north-south, east-west axis to maximise solar access to living areas (see **Figure 11**).
c) Windows should be located and shaded so as to reduce summer heat load and to permit entry of winter sunlight (see **Figure 12**).
d) Outdoor clothes drying areas with access to sunlight and breezes should be provided.
e) Shadow diagrams or a solar study must be provided by the applicant for two storey buildings and for all other development where there is a reasonable likelihood of the development causing overshadowing impacts on adjoining property. The shadow diagram must include the following;
    - North point (true solar north);
    - Scale (show ratio and bar scale);
    - Position of existing and proposed buildings and private open space on the site;
    - Position of existing buildings and private open space on adjoining land; and
    - Shadows cast by existing and proposed buildings at the winter solstice (22 June) for 9.00 am, 12 noon and 3.00 pm.

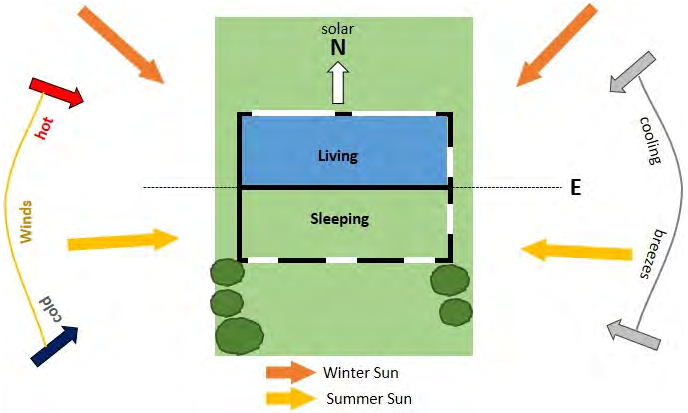


FIGURE 11: ORIENTING A HOUSE FOR CLIMATE

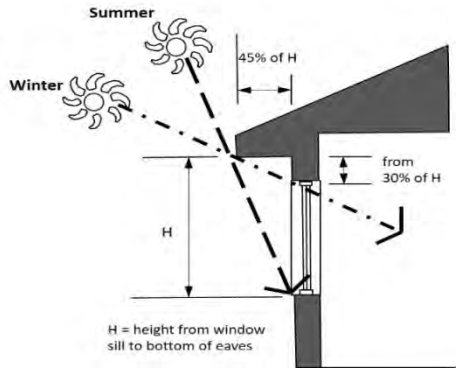


FIGURE 12: DESIGNING EAVES

4.8 SETBACKS

Locating dwellings within a certain building envelope on a site via the use of setbacks is a method of enhancing the streetscape, improving visual amenity and protecting the privacy of and sunlight to adjacent dwellings.

Objectives: To ensure that setbacks reflect the objectives, planned densities, streetscapes, topography and land use structures of different precincts – including the facilitation of affordable housing.

4.8.1 FRONT SETBACKS

The front setback of a dwelling should blend with the streetscape and the setbacks of adjacent dwellings. Some streets contain dwellings with deep setbacks such as Carrathool Street, while other streets contain smaller setbacks such as those located in East Griffith.

Controls

a) Front setbacks must be a minimum of 4.5 m, or
b) the average of the nearest two dwellings within 40 metre, plus or minus 0.5 m, whichever is greater (see **Figure 13**).
c) Garages must be setback a minimum of 5.5 m.

Corner Lots

d) 4.0 m for primary street frontage.
    I. 5.5 m garage setback
e) 2.5 m for secondary street frontage.
    I. 3.5 m garage setback

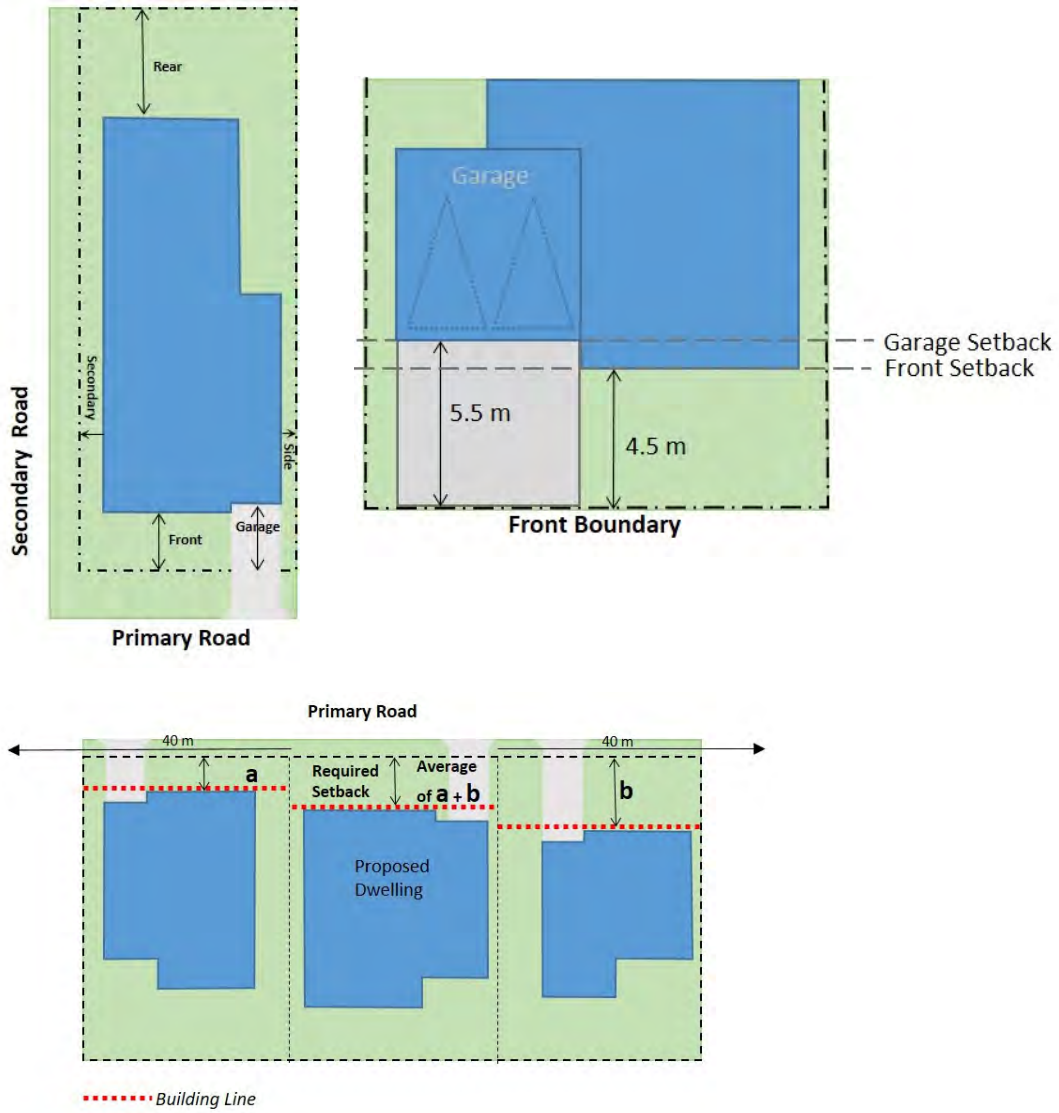


FIGURE 13: HOW TO MEASURE FRONT BUILDING SETBACKS

4.8.2 BUILDING ARTICULATION ZONE

A Building Articulation Zone is an area of a lot in front of the building line setback, within which building elements which add articulation to the development are permitted.

Controls

a) The building articulation zone is 1.5 m for the primary street frontage and 0.75 m for the secondary street frontage.
b) The building element must be external to the primary liveable floor area of the dwelling and not include garages or carports.
c) Articulation elements must be a maximum of 25% of the area of the articulation zone.
d) Articulation elements are permitted to start behind the required building lines.

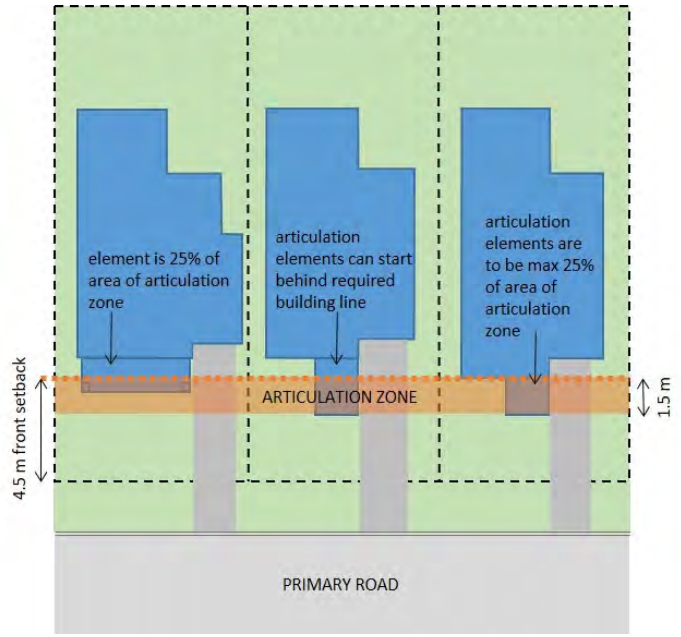


FIGURE 14: BUILDING ARTICULATION ZONE

4.8.3 SIDE SETBACKS

Side setbacks are necessary to provide appropriate separation distances between dwellings while maximising the dwellings street frontage, allowing habitable rooms to be oriented to the front of the lot.

Controls

a) Single storey dwellings: minimum setback is 0.9 m with the eaves (overhang) setback a minimum of 450 mm.
b) Two storey dwellings: minimum setback of the upper storey is 1.5 m with the eaves (overhang) setback a minimum of 900 mm.

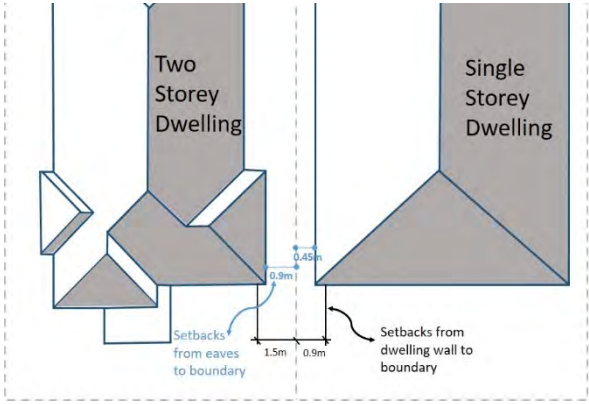


FIGURE 15: HOW TO MEASURE SIDE BUILDING SETBACKS

4.8.4 REAR SETBACKS

Rear setbacks allow for separation distances between neighbouring dwellings to provide visual and acoustic privacy.

Controls

a) Ground level: minimum setback is 2 m
b) Upper storeys: minimum setback is 3 m.

4.9 VISUAL AND ACOUSTIC PRIVACY

Poor design and siting of dwellings can cause visual and acoustic impacts to neighbouring dwellings. Avoiding conflict with existing or future neighbours should be prioritised in the design of a dwelling.

Objective: To site and design dwellings to meet user requirements for visual and acoustic privacy, while minimising the visual and acoustic impacts of development on adjoining properties.

Controls

a) Dwellings or additions should be designed so that windows, balconies and decks are not situated directly opposite windows of primary rooms (living, kitchen, dining) of any adjoining dwellings, unless privacy issues can be addressed.
b) Habitable room windows of adjacent dwellings within a distance of 9 m;
    - should be offset to limit views between windows; or
    - should have sill heights of 1.7 m above floor level, or should have fixed translucent glazing in any part of the window within 1.7 m of the floor level; or
    - Should use other means to obscure the view between windows.
c) Noise generating areas of development (e.g. air conditioning plant, swimming pool areas and the like) should be adequately screened or located away from the bedroom areas of neighbouring properties to minimise their impact.
d) Balconies on the first floor of the side / or rear portion of the dwelling must be designed to ensure over-looking is minimised, including the use of screens.

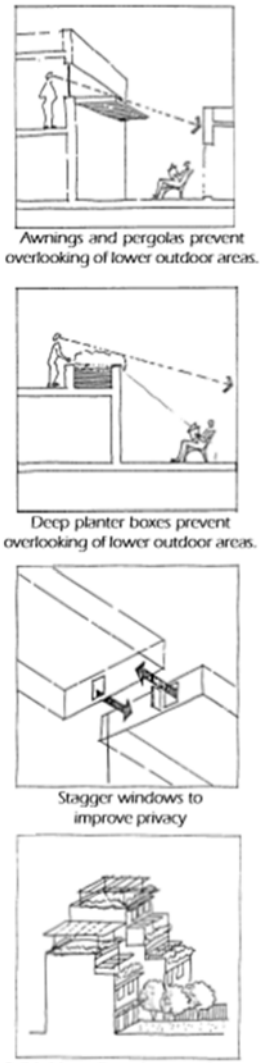


FIGURE 16: ACHIEVING VISUAL PRIVACY (SOURCE: WESTERN AUSTRALIA GOVERNMENT)

4.10 PRIVATE OPEN SPACE

Dwellings must be designed in a manner which provides opportunities for outdoor recreation and relaxation. Private open spaces should be of a size and shape which promotes usability.

Objective: To provide private open space which meets user requirements for outdoor activities and use and to provide private open space areas that relate well to the living areas of dwellings.

Controls

a) Principal Private Open Space (PPOS) must incorporate an envelope with a width of a minimum of 3 m and a minimum area of 15 m^2 which is directly accessible from a communal living area. 50% of this envelope should receive direct sunlight for three hours between 9am and 5pm on 22nd June.

b) The PPOS envelope should generally be provided in locations where boundary setbacks are 4 m or greater.

c) PPOS must not include driveways, turning areas, car spaces, narrow elongated curtilage areas and service areas. Screening must be provided to ensure privacy to users of the PPOS which can include fencing or planted screens.

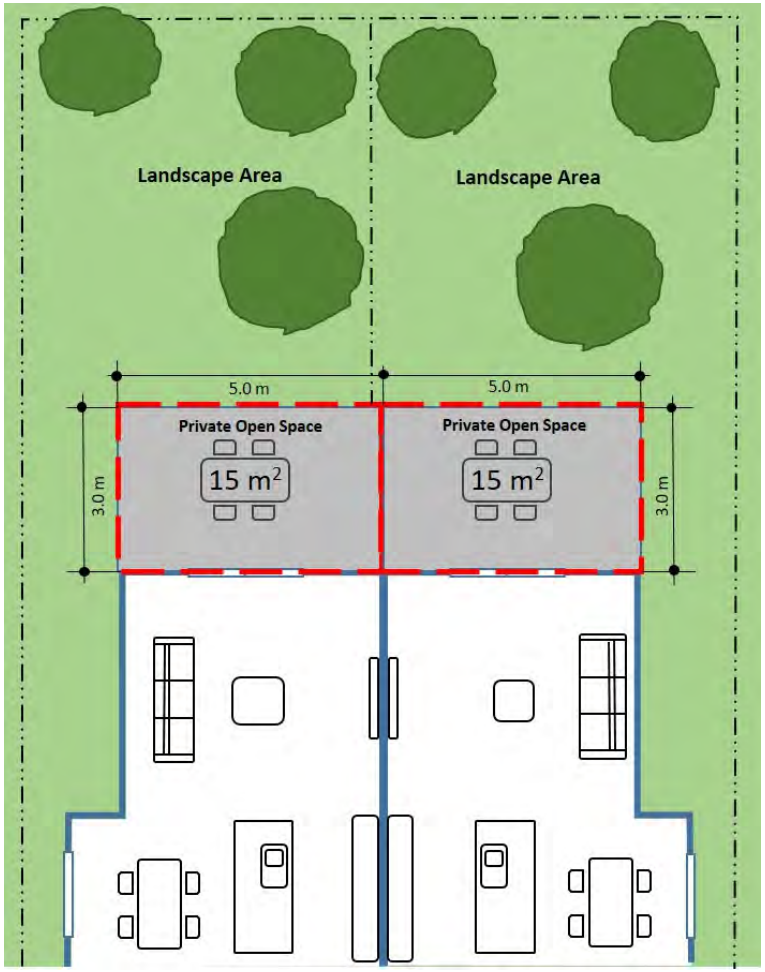


FIGURE 17: PRIVATE OPEN SPACE EXAMPLE

4.11 LANDSCAPED AREA CONTROLS

Landscaped area means all areas on a development site of a permeable nature (e.g. grassed and vegetated areas etc), and impermeable or semi-permeable surfaces including decorative pathways, decks and patio areas.

Objective: To provide attractive landscape areas which reinforce the function of a street and enhance the appearance, amenity and energy efficiency of urban housing through integrated landscape design.

Controls

a) A minimum of 25% of the total site area should be comprised of landscaped area.
   - Development plans submitted to Council for approval must include calculations demonstrating compliance with this control in accordance with **Figure 18**.

b) Landscaping must include a suitable proportion of trees, other than palms, capable of reaching a mature height of 5 m or more in order to:
   - reduce the visual impact of buildings;
   - shade their western elevations from the hot afternoon summer sun;
   - promote privacy between sites; and
   - promote shade for car parking areas, outdoor recreation areas and children's play areas.

c) Planting requirements for new dwellings:
   - Establish plant species that are appropriate for the climate, soil, aspect and drainage of the locality;
   - Incorporate drought-resistant and native plant species wherever possible or appropriate;
   - Ensure trees do not, and will not in the future interfere with underground and overhead utilities; and
   - Landscaped area should establish adequate drainage, including the retention of stormwater on site and prevention of discharge runoff onto adjoining properties.

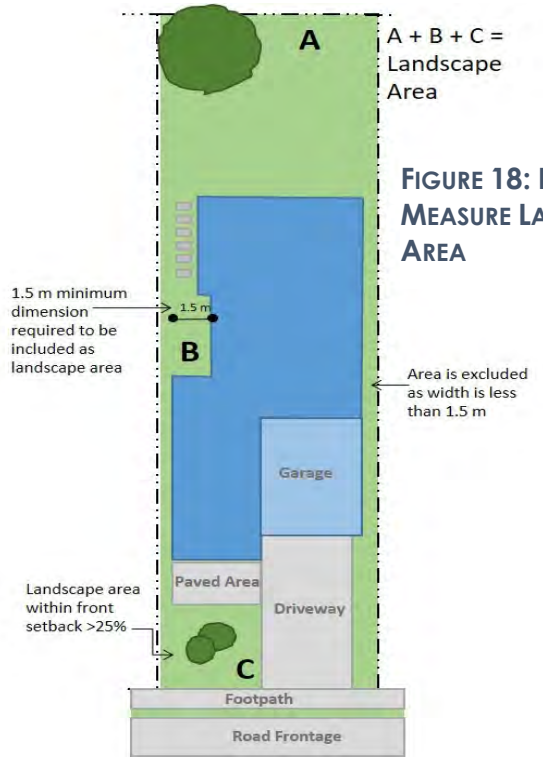


FIGURE 18: HOW TO MEASURE LANDSCAPE AREA

4.12 STREET TREES

The road reserve at the frontage of a development must be considered in the overall landscape design including the installation of new street trees if there are none.

Objective: To ensure new development provides street tree planting appropriate for the streetscape.

Controls

a) The planting and establishment of new street trees must be in accordance with Council's Tree Policy (PG-CP-402).
b) New dwelling development must include the supply, installation and establishment of at least one advanced street tree for every 10 m of street frontage.
c) All trees installed must be advanced stock and at least 75 litre container size.
d) All trees installed must be established and maintained for a minimum period of 12 months. Any failed trees must be replaced immediately.
e) The selection of street tree species must be consistent with other trees in the road reserve and selected from Council's Tree Policy (PG-CP-402).
f) Street trees are not to be planted in developments in the R5 – Large Lot Residential zone unless approved by Council.

FIGURE 19: EXAMPLE OF STREET TREE PLANTING

4.13 VEHICLE ACCESS AND PARKING

Vehicle access and parking is an important consideration in the design of dwellings. Accessways are the area of a driveway between the road and the property boundary. Council's Parking Code is provided in **Appendix 1**.

Objective: To provide sufficient and convenient parking for residents and visitors so as to maintain the amenity of the site and adjoining properties.

Controls

a) Each dwelling must have an exclusive entitlement to at least one secure, undercover private parking space.
b) Parking must be provided in accordance with Council's Parking Code (**Appendix 1**) and the ratios provided in Section 3 for the Precinct.
c) Parking and access facilities must be designed and constructed in accordance with the requirements of Council's *Engineering Standards: Subdivision and Development* (as amended).
d) Accessways and driveways must be designed to enable vehicles to:
    - enter the parking space in a single turning movement; and
    - leave the parking space in no more than two turning movements.
e) Internal driveways should generally be a minimum of 3.5 m in width.

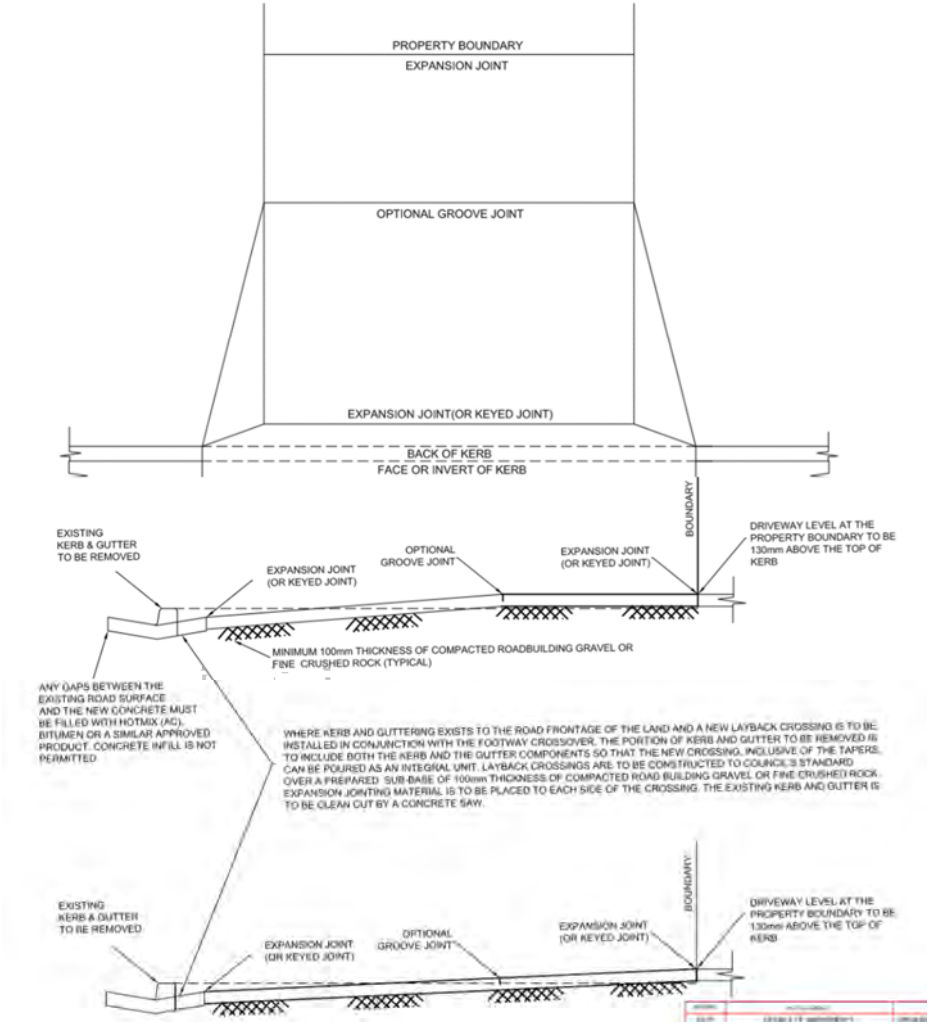


FIGURE 20: ACCESSWAY CONSTRUCTION STANDARDS

4.14 SITE FACILITIES

Mail, garbage, clothesline and other site facilities should be sensitively integrated into the development and provided on the site plan submitted with the development application.

Objective: To ensure that site facilities are thoughtfully integrated into the development and are unobtrusive.

Controls

a) Waste and recycling bins should generally be located in areas and enclosures not visible from the street or a public space.
b) Open air clothes drying facilities must be provided in a secure and convenient location, which is adequately screened from streets and other public places, and where possible, should be separate from private open space. A minimum of 8 lineal metres should be provided for each dwelling.
c) A mail box structure should be centrally located, close to the primary street frontage and all boxes should be lockable.

4.15 RAINWATER TANKS

Rainwater tanks are required for new dwellings in accordance with the BASIX requirements for the development. The installation of some rainwater tanks for existing dwellings could be carried out without Council approval under SEPP (Exempt and Complying Development Codes) 2008.

Objective: To ensure rainwater tanks are provided for dwellings in locations which do not impact the visual amenity of the locality.

Controls

a) Tanks must be constructed in accordance with Council's Urban Water Tanks (WS-CP-211) Policy.
b) The overflow from tanks must be connected back into stormwater system for the site and not into sewer infrastructure.
c) Tanks must be sited in areas which are not visible from the street, unless vegetative or other screening is provided.
d) Where tank water is proposed to be connected to the same plumbing as Council's reticulated water supply, a backflow prevention device must be fitted (by a licenced plumber) to the reticulated water service on the customer's side of the water meter. No connections are permitted between the water meter & the backflow prevention device.
e) Tanks should be fitted with a gutter flush, or first flush system to prevent foreign materials entering the tank.
f) Where tanks are located along a side boundary they should not obstruct access.

4.16 FENCING

The design of fences has an impact on the real and perceived safety and security of residents as well as on the amenity of the public domain and streetscape character. The visual impact, scale and design of fences needs to be carefully considered.

Objective: To ensure the streetscape does not become inundated with blank, bulky or obtrusive front fencing.

Controls

a) Front and side return fences should:
   - Generally be no higher than 1.2 m;
   - Generally be no higher than 0.9 m if it is a solid design; and
   - Reflect the design and character of the dwelling and other buildings along the street.

b) Front fences higher than 1.2 m will be considered, but only where:
   - The maximum height of the fence is 1.8 m;
   - The lot has frontage to an arterial or collector road or the dwellings private open space is located in the front yard or where justification is provided in accordance with Section 1.5;
   - Any solid fence must not exceed 2.5 m in length without some articulation, landscaping or alternative materials to provide visual interest.
     i. Alternatively, visually solid fences can be setback 1 m from the front boundary to facilitate screen plantings using tree and shrubs species capable of reducing the visual impact of the fence (ie. height and maturity must be at least equal to the height of the fence)(see **Figure 21**).
   - The fence will reflect the design and character of the dwelling and other buildings along the street;

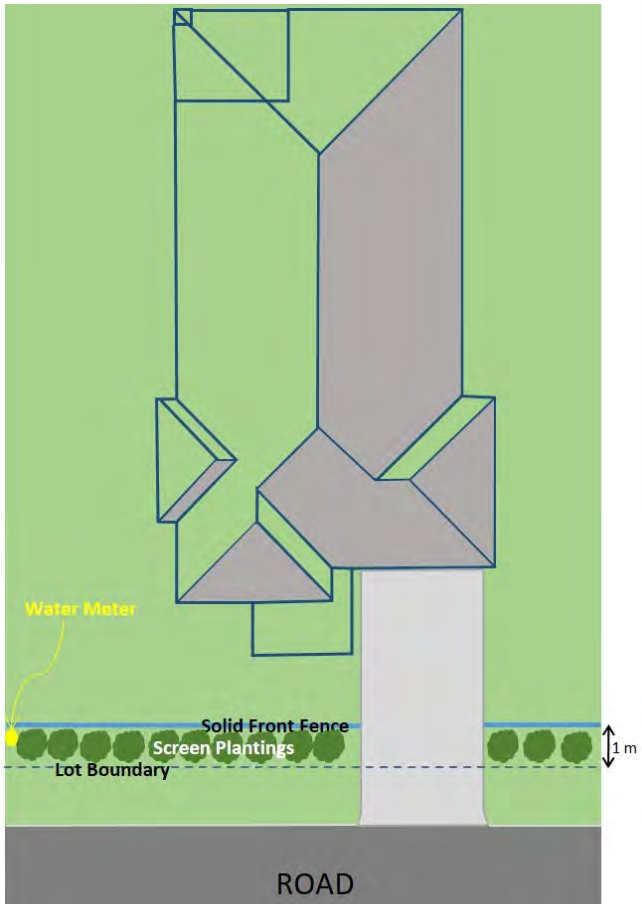


FIGURE 21: SOLID FRONT FENCE WITH LANDSCAPED SCREEN

- The fence will not impede sight distances for traffic on public roads – a splay in the fence may be required for some lots.
- Avoid the use of galvanised steel, corrugated galvanised iron, coated steel or pre-painted steel; and
- The water meter must be accessible from the road reserve, integrated into the design of the fence and shown on plans submitted with a development application.

c) Side and Rear Fences

- Side and rear fences (behind the building line) are to have a maximum height of 1.8 m above ground level;
    i. A lattice extension or similar of 300 mm can be considered based on a variation request submitted under Section 1.5.
- Side fences forward of the building line are to have a maximum height of 1.2 m, unless approval is granted for a front fence higher than 1.2 m in accordance with 4.16(b);
- Fences higher than 1.8 m and up to a maximum of 2.2 m above existing ground level are only permitted adjacent to parks, drainage reserves, channels and laneways;
- Galvanised steel, corrugated galvanised iron, coated steel or pre-painted steel fences are not permitted on street frontages of corner allotments within 4 m of the front building line (see **Figure 22**);
- Fencing on corner lots should be designed in accordance with **Figure 22**; and
- Where fences are proposed in conjunction with a retaining wall, the combined height of the fence and retaining wall must not exceed 1.8 m above the existing ground level.

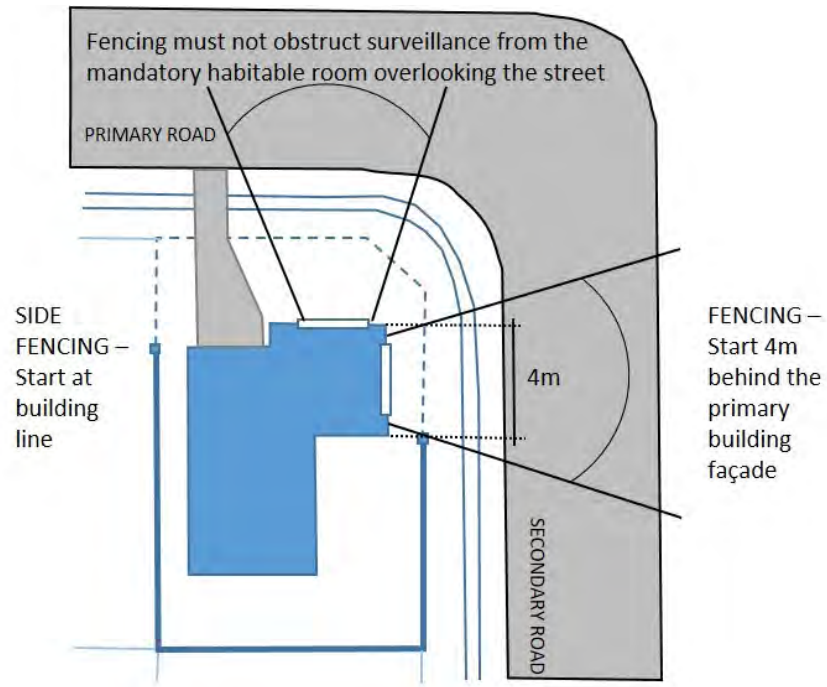


FIGURE 22: DESIGN OF FENCING ON CORNER LOTS

4.17 OUTBUILDING, GARAGES AND CARPORTS

Outbuildings include gazebos, patios, cubby houses, sheds, carports, garden sheds and the like.

Objective: To ensure that a dwelling's ancillary structures are sited and designed to positively contribute to the streetscape and do not detract from the character of the area.

Controls

a) General Controls
- Outbuildings must not be used as a dwelling, notwithstanding that a toilet, wash basin and / or shower may be installed with development consent; and
- Development that is highly visible from a public place should be designed to integrate with the design and character of the dwelling. Where this is not possible, factory pre-coloured finishes will be required as a minimum and highly reflective surfaces are to be avoided.

b) Garage Controls
- Garages must be setback a minimum of 5.5 m from the front boundary and 3.5 m from a secondary street frontage; and
- Garages doors must be a maximum of 6 m wide.

c) Carport Controls

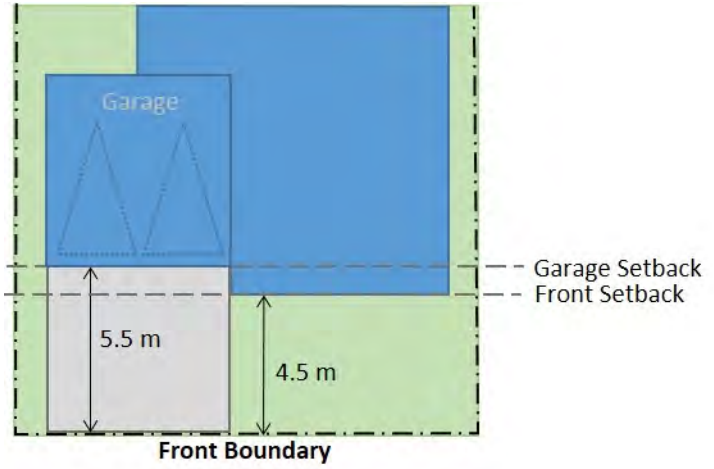


FIGURE 23: GARAGE SETBACKS

- Materials for carports must be sympathetic to the character of the street and design of the dwelling; and
- Carports must be setback behind the building line and must not dominate the primary elevation of the dwelling. However, carports that are integrated into the original design of the dwelling may be built to the building line.

d) Outbuildings

Outbuildings include any building or structure not attached to the dwelling but excludes a pool

- Outbuildings must be generally setback a minimum of 900 mm from side and rear boundaries. A reduced setback may be considered based on the merits of the proposal. A variation request must be lodged in accordance

with Section 1.5 with the development application for reduced setbacks;

- Outbuildings must not be more than 60 m^2 in area or 10% of the lot area, whichever is greater;
- Outbuildings must not be more than 4.2 m in height to the ridge or 3.2 m to the eaves;
- The finishes, materials and colours of the outbuilding are to complement the principal dwelling;
- Outbuildings must be located behind the building line and screened from view from the street by fencing, landscaping or the dwelling; and
- Detached garages facing secondary frontages on corner lots must be sited and designed to be consistent with the design themes of the Precinct and street.

4.18 STORMWATER

Controlling stormwater through holding, reusing and discharging is an important consideration to be made in the residential development of land in order to support Council infrastructure and ensure water does not impact neighbours.

Objective: To ensure stormwater from new residential development including extensions and additions to existing houses, does not impact adjacent properties or Council's infrastructure.

Controls

a) Stormwater infrastructure must be designed and constructed in accordance with the requirements of Council's *Engineering Standards: Subdivision and Development* (as amended).

b) Onsite detention must be provided for those lots captured by and in accordance with Council's Onsite Detention Policy (CS-CP-404).

c) Applications for new dwellings and alterations and additions to existing dwellings must provide draft plans for the proposed and existing stormwater system in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended) and Council's Onsite Detention Policy (CS-CP-404).

d) All stormwater from dwelling sites must be properly managed and not permitted to flow onto adjoining land unless legally created easements are established.

4.19 SWIMMING POOLS

Swimming pools that cannot be installed under SEPP (Exempt and Complying Development Codes) 2008 require development consent from Council. The controls in this Section supplement the controls of the *Swimming Pools Act 1992*.

Objective: To ensure swimming pools are sited and designed to ensure the privacy and amenity of residents and neighbours is maintained and Council's infrastructure is not impacted.

Controls

a) Pools and spas are to be located in the rear yard where possible with a minimum setback of 900 mm from any side or rear boundary.

b) Pools must not adversely affect the existing stormwater system.

c) Pools must be located away from mature trees with root structures which could impact on the integrity of the pool.
d) Should Council's water or sewer infrastructure be located on or in the proximity of the site, pools must be sited, designed and installed in accordance with Council's Buildings – Construction Near Water & Sewerage Assets Policy (CS-CP-316).
e) Pool pump and equipment associated with the pump must be designed so as to be sound insulated or isolated so that the noise emitted does not exceed an LAeq of 5 dB(A) above background noise level in any octave band from 63 Hz centre frequencies inclusive, as measured at the property boundary in accordance with the *Australian Standard AS 1055.1 - 1997, Acoustics - Description and measurement of environmental noise—General procedures.*

4.20 ESSENTIAL SERVICES

All new residential dwellings are expected to be serviced to a minimum level, including water, wastewater, electricity and telecommunications.

Objective: To ensure that the provision of all necessary essential services are provided to all development in residential zones.

Controls

a) All dwellings must be provided with an adequate energy supply that meets the requirements of BASIX and the relevant service provided.
    I. During the siting of new development, the Applicant must ensure all the requirements, setbacks and easements of relevant service providers are considered.
    Note: Applicants should refer to Clause 45 of the State Environmental Planning Policy (Infrastructure) 2007 for referral requirements to electricity supply authorities.
b) Underground energy and telecommunications services should be provided where possible.
c) All dwellings must be provided with adequate water and sewer services.
    I. If the service is directly available, dwellings must be connected to Council's reticulated water and sewer services in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended).
    II. Lots which cannot be connected to Council's reticulated sewer service must have a lot area of greater than 4000 m^2 and must install an on-site sewage management system in accordance with Council's On-site Sewage Management Plan (as amended).
        i. The location and proposed method of wastewater disposal, ensuring a minimum area of 200 m^2 for effluent disposal, must be shown on plans submitted with a development application for a dwelling.
        ii. A Land Capability Assessment must be prepared by a suitably qualified Geotechnical Engineer and be provided with the development application for a dwelling on a lot with an area between

4000 m² and 1 ha which is not connected to Council's reticulated sewer service.

4.21 BUSHFIRE RISK

This section contains controls applying to Development Applications for a new dwelling-house, dwelling alteration or addition involving land that is classified as bushfire prone on the Bushfire Prone land Map.

Objective: To ensure dwellings are sited, designed and constructed to the standards required by Rural Fire Service.

Controls

a) A Bushfire Risk Assessment Report must be lodged together with the Statement of Environmental Effects in support of the Development Application on lands classified as bushfire prone. The Bushfire Risk Assessment Report must be prepared by a suitably qualified and experienced bushfire consultant and address the proposal's consistency with:

   I. Planning for Bushfire Protection guidelines;
   II. Australian Standard AS 3959; and
   III. Building in Bushfire Prone Areas Single Dwelling Applicants Kit prepared by the NSW Rural Fire Service.

b) Bushfire protection measures are to be placed wholly within the development site. Asset Protection Zones will not be accepted on existing Council reserves or other public lands.

c) Construction Certificate Applications will be assessed by Council in accordance with Australian Standard AS 3959 - Construction of Buildings in Bushfire Prone Areas. Applicants must provide a schedule of compliance with the applicable construction standards. This schedule will form part of the approval documentation and the applicant will be required to comply with it during the course of construction.

4.22 FROST CONTROL FANS

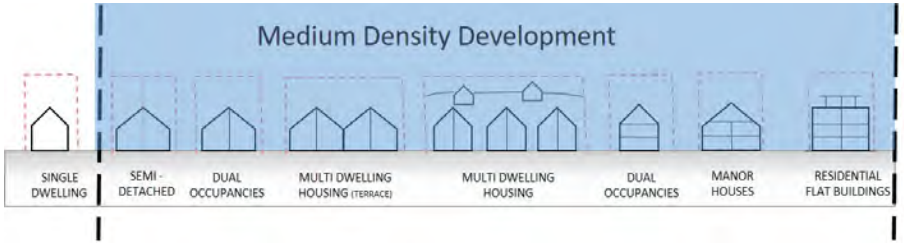
There are a number of operating frost control fans in the Griffith LGA. To lessen the impact of frost control fans on sensitive receivers and to ensure new development is designed to mitigate potential noise impacts, Griffith City Council has developed a Frost Control Fan Policy (CS-CP-309).

Objective: To ensure new residential development in close proximity to frost control fans are sited, designed and constructed to ensure compliance with the policy.

Controls

a) New residential development, including subdivision, within 1000 m of the location of an existing or approved (but not yet constructed) frost control fan must comply with the requirements of Council's Frost Control Policy (CS-CP-309).

5.0 MEDIUM DENSITY HOUSING



5.1 APPLICATION OF THIS SECTION

This section applies to medium density housing in the following zones:

a) R1 – General Residential
b) RU5 – Village

The following housing types, as defined in the GLEP 2014 are considered medium density housing:

a) Secondary dwellings;
b) Dual occupancies;
c) Semi-detached dwellings;
d) Multi-dwelling housing; and
e) Residential flat buildings.

Secondary Dwelling

A secondary dwelling is a small self-contained dwelling that is located on the same lot as a principal dwelling whether attached or not. Secondary dwellings are often referred to as 'granny flats'.

Dual Occupancies

A dual occupancy is two principal dwellings on one lot whether they are attached or not. Dual occupancy developments allow for an increase in density while maintaining the visual appearance of the lot from the street.

Semi-Detached Dwellings

Refers to two dwellings that are attached by a common wall. Each dwelling is located on its own lot.

Multi-Dwelling Housing

Refers to three or more dwellings that are located on a single lot whether attached or not.

Manor House

A building containing 3 or 4 dwellings where each dwelling is attached to another dwelling by a common wall or floor and at least one dwelling is located above another dwelling and the building contains no more than 2 storeys

Residential Flat Building

A building containing three or more dwellings that are attached to each other over multiple stories. Separate ownership of dwellings can be facilitated through a Strata Title subdivision.

5.2 OBJECTIVES

a) To contribute to the availability of affordable housing.
b) To enable the development of a diversity of dwelling types.
c) To ensure medium density housing is designed to be compatible with the character of the locality and streetscape.

d) To encourage medium density affordable housing in areas central to essential community facilities, commercial areas and public transportation.
e) To ensure medium density housing has safe and efficient vehicle access, manoeuvring areas and car parking.

5.3 FLOOR SPACE RATIO

The floor space ratio (FSR) of building on a site is the ratio of the gross floor area of all buildings within the site to the site area. The FSR for each Precinct is provided in Section 3.

5.3.1 Site Area

In determining the site area of proposed development for the purpose of applying a floor space ratio, the site area is taken to be:

a) If the proposed development is to be carried out on only one lot, the area of that lot, or
b) If the proposed development is to be carried out on two or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out.

5.3.2 Exclusion from Site Area

The following land must be excluded from site area:

a) Land on which the proposed development is prohibited, whether under this Plan or any other law.
b) Community land or a public place.

5.3.3 Gross Floor Area (GFA)

GFA is 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 m above the floor, and includes:

a) the area of a mezzanine, and
b) habitable rooms in a basement or an attic, and
c) any 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

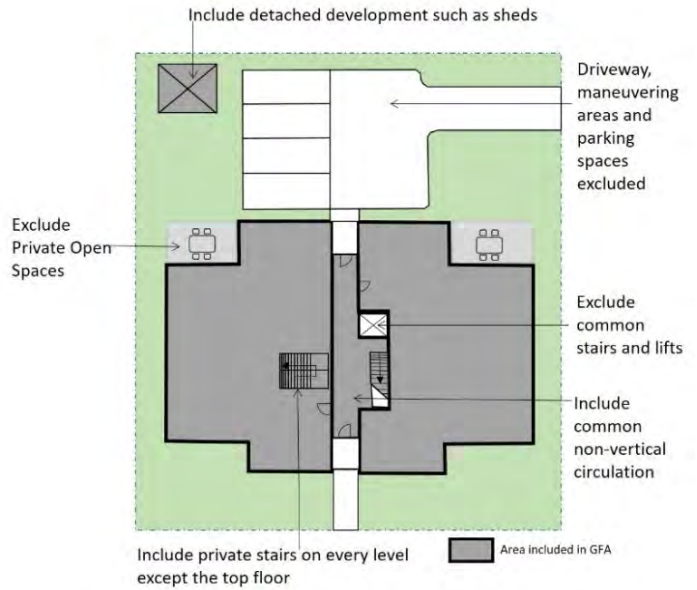


FIGURE 24: HOW TO MEASURE FSR

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 m high, and
j) Principle private open space areas, and
k) voids above a floor at the level of a storey or storey above.

5.4 SECONDARY DWELLINGS

GLEP 2014 limits the area of a secondary dwelling to 60 m^2 or 50% of the total floor area of the principal dwelling (whichever is greater).

Objective: To contribute to affordable housing while promoting innovative housing solutions that are compatible with the surrounding residential environment.

Controls

a) Secondary dwellings are to be developed in consideration of the Precinct Statement for the locality in Section 3 and in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.
b) The finishes, materials and colours of the secondary dwelling are to complement the principal dwelling.
c) Windows and private open spaces of secondary dwellings must not overlook the private open space of adjacent dwellings. Windows that potentially overlook adjacent lots must either have obscured glazing, be screened or have a minimum sill height of 1.5 m above floor level.
d) No additional parking space is required for a secondary dwelling.
e) Secondary dwellings can share the private open space with the principal dwelling if the area is more than 20 m^2.
f) A separate driveway is not required for a secondary dwelling.
g) Subdivision of a secondary dwelling from the principal dwelling is not permitted.

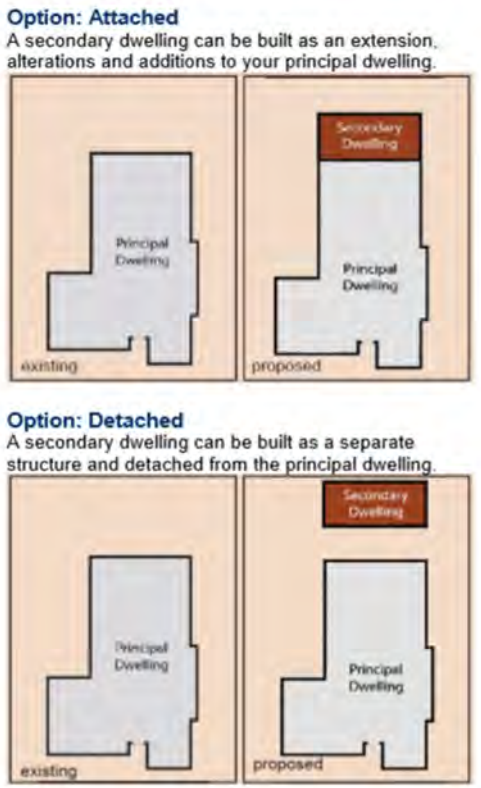


FIGURE 25: SECONDARY DWELLING OPTIONS (SOURCE: NSW GOVERNMENT)

5.5 DUAL OCCUPANCIES

Griffith has many suitable large lots which are appropriate for dual occupancies. Clause 4.1A of GLEP 2014 permits exceptions to minimum lot sizes for the subdivision of dual occupancies.

Objectives: To increase the density of suitable Precincts and add infill housing stock.

Controls

a) Dual occupancies are to be developed in consideration of the Precinct Statement for the locality in Section 3 and in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.

Access and Parking

b) Each dwelling must have access to at least one undercover parking space.
c) Internal driveways should be a minimum of 3.5 m in width.
d) Shared accessways must be prioritised for non-corner lots.
e) Driveways must be designed to allow vehicles to enter and leave the site in a forward direction for frontages on busy roads or where driveway lengths are greater than 30 m.

Streetscape Controls

f) Each dwelling on a corner lot should have a frontage to a different street.
g) The minimum separation between detached dual occupancies must be 1.8 m.
h) Garages must be setback a minimum of 5.5 m from the front boundary and 3.5 m from a secondary street frontage.

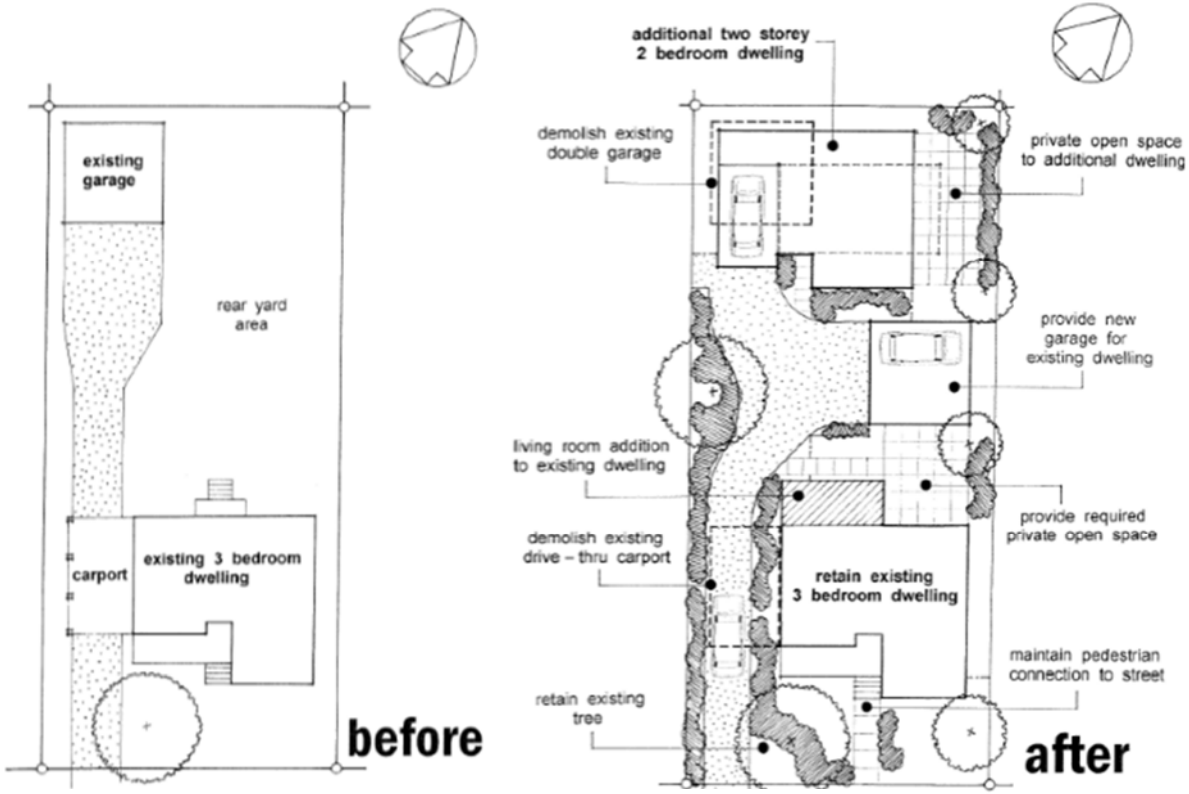


FIGURE 26: SITING A DUAL OCCUPANCY (SOURCE: MAITLAND COUNCIL)

i) Garages must be a maximum of 6 m wide.

Design Criteria

j) Dwellings are to have the following minimum internal floor areas:
   i. 1 bed – 55 m^2
   ii. 2 bed – 75 m^2
   iii. 3+ bed – 90 m^2

k) Bedrooms are to be a minimum of 8 m^2 excluding wardrobe space.

l) Combined living and dining rooms have a minimum area of:
   i. 1 and 2 bed – 24 m^2
   ii. 3+ bed – 28 m^2

m) In addition to storage in kitchens and bedrooms, the following storage with a minimum dimension of 500 mm is provided:
   i. 1 bed – 6 m^3
   ii. 2 bed – 8 m^3
   iii. 3 bed – 10 m^3

Principal Private Open Spaces (PPOS)

n) PPOS must be provided for each dwelling in accordance with Section 4.10.

o) PPOS may be provided on a first floor balcony.

Landscaping

p) A minimum landscape area of 20% of the total lot area must be provided.

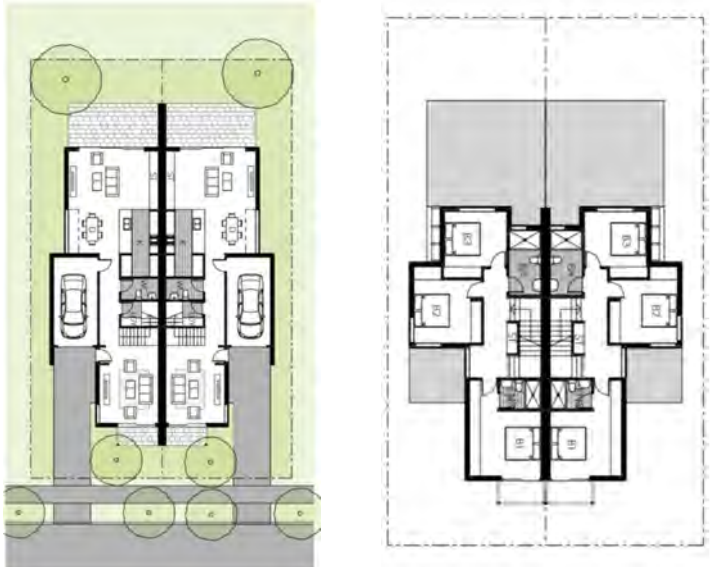


FIGURE 27: SITING A DUAL OCCUPANCY - SIDE BY SIDE (SOURCE: DPIE)

q) A preliminary Landscape Plan must be submitted with a development application for a dual occupancy which includes the nature strip and:
   i. a combination of tree planting, for shade, mid height shrubs, lawn and ground covers;
   ii. 50% of the overall number of trees and shrubs should be species native to the region;
   iii. a reticulated sprinkler system should be provided; and
   iv. an ongoing maintenance plan.

5.6 MULTI DWELLING HOUSING

Multi-dwelling housing (MDH) on vacant and redeveloped lots in Griffith will play an important role in the provision of affordable housing and rental housing. MDH is permissible with consent in the R1- General Residential zone. The Precinct Statements in Section 3 will identify which areas of Griffith are more suitable to MDH. Multi dwelling housing consists of three or more dwellings (attached or detached) on one lot each with access at ground level but does not include a residential flat building.

Objective: To provide additional dwellings in strategic locations which do not impact the existing amenity of the locality.

5.6.1 TERRACE HOUSING

Terrace housing is a form of MDH where all dwellings face and generally follow the alignment of one or more public roads. The dwellings are located side by side, with no part of a dwelling located above another dwelling.

Controls

a) Terrace housing are to be developed in consideration of the Precinct Statement for the locality in Section 3 and in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.

Minimum Site Controls

b) The minimum lot size for carrying out terrace housing is 600 m^2 with a width at the building line of 18 m.
c) The minimum width of a terrace dwelling is:

FIGURE 28: SITING TERRACE HOUSING (SOURCE: DPIE)

FIGURE 29: TERRACE HOUSING (SOURCE: DPIE)

v. 4.0 m where a rear lane is provided and no garages face the street; and
vi. 4.5 m if the garage fronts the primary road.

Access and Parking

d) Each dwelling must have access to at least one undercover parking space.
e) Driveways must be a minimum of 3.5 m wide.
f) Shared accessways should be used where possible.
g) Should the lot have rear lane access, parking structures must be positioned at the rear of the site.
h) Driveways must be designed to allow vehicles to enter and leave the site in a forward direction for frontages on busy roads or where driveway lengths are greater than 30 m.
i) Should three or more dwellings be proposed with a shared access on busy roads, the driveway is to be a minimum width of 5.5 m for the first 6 m in length.
j) New internal lanes or driveways:
   vii. are to be overlooked by windows from habitable rooms and or private open space;
   viii. designed to accommodate appropriate service vehicles likely to access the site; and
   ix. have a maximum length of a dead-end laneway of 50 m or provide passing areas every 30 m.
k) Where on street parking is currently available in front of the development, the proposed driveways are located so that at least one parking space remains.
l) Footpaths are to be provided in accordance with Council's Pedestrian & Bicycle Strategy 2018 and Council's *Engineering Standards: Subdivision and Development* (as amended).

Streetscape Controls

m) At least 25% of the area forward of the building line is to be landscaped.
n) The maximum combined width of all garage door openings facing a primary or secondary road is as follows:

Lot Width	Maximum Width of Garage Door Openings
12 m – 15 m	5.2 m
>15 m – 20 m	6 m
>20 m	9.5 m
>25 m	14 m

Design Criteria

o) Dwellings are to have the following minimum internal floor areas:
   i. 1 bed – 55 m^2
   ii. 2 bed – 75 m^2
   iii. 3+ bed – 90 m^2
p) Bedrooms are to be a minimum of 8 m^2 excluding wardrobe space.
q) Combined living and dining rooms have a minimum area of:
   i. 1 and 2 bed – 24 m^2
   ii. 3+ bed – 28 m^2
r) In addition to storage in kitchens and bedrooms, the following storage with a minimum dimension of 500 mm is provided:
   i. 1 bed – 6 m^3
   ii. 2 bed – 8 m^3

iii. 3 bed – 10 m^3

Landscaping

s) A minimum landscape area of 20% of the total lot area must be provided.
t) A preliminary Landscape Plan must be submitted with a development application for terrace housing which includes the nature strip and:
   iv. a combination of tree planting, for shade, mid height shrubs, lawn and ground covers;
   v. 50% of the overall number of trees and shrubs should be species native to the region;
   vi. a reticulated sprinkler system should be provided; and
   vii. an ongoing maintenance plan.

Principal Private Open Spaces (PPOS)

t) PPOS must be provided for each dwelling in accordance with Section 4.10.

Site Facilities

u) Garbage bins associated with dwellings in a multi dwelling housing development are to be stored in the rear yard, side setback or garage of the dwelling.
v) Mailboxes must be provided in accordance with Australia Post's requirements.

5.6.2 MULTI DWELLING HOUSING

Non terrace MDH contains three of more dwellings on one lot of land but are not residential flat buildings. Each dwelling typically will have its entry and private open space located at the ground level.

Controls

a) MDH are to be developed in consideration of the Precinct Statement for the locality in Section 3 and in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.

Minimum Site Controls

b) The minimum lot size for carrying out MDH is 600 m^2 with a width at the building line of 18 m.

Access and Parking

c) Each dwelling must have access to at least one undercover parking space.
d) Driveways must be a minimum of 3.5 m wide.
e) Shared accessways should be used where possible.
f) Should the lot have rear lane access, parking garages must be positioned at the rear of the site.
g) Driveways must be designed to allow vehicles to enter and leave the site in a forward direction for frontages on busy roads or where driveway lengths are greater than 15 m.

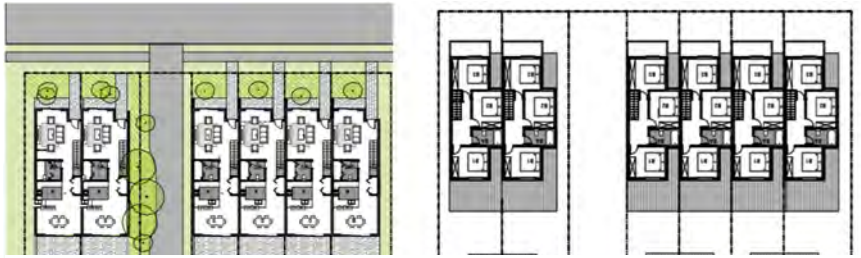


FIGURE 30: SITING MULTI DWELLING HOUSING

FIGURE 31: MULTI DWELLING HOUSING

h) Should three or more dwellings be proposed with a shared access on busy roads, the driveway is to be a minimum width of 5.5 m for the first 6 m in length.
i) New internal lanes or driveways:
    i. are to be overlooked by windows for habitable rooms and or private open space;
    ii. should terminate with trees, open space of the window of a dwelling – not a garage or parking space.

iii. should be designed to accommodate appropriate service vehicles likely to access the site; and
iv. have a maximum length of a dead-end laneway of 50 m or provide passing areas every 30 m.

j) Where on street parking is currently available in front of the development, the proposed driveways are located so that at least one parking space remains.
k) Visitor parking is to be located centrally within a development containing 5 or more dwellings where possible.
l) Internal driveway and lanes are to have lighting designed in accordance with AS 1158.3.1 that avoids light spill into adjacent development.
m) Footpaths are to be provided in accordance with Council's Pedestrian & Bicycle Strategy 2018 and Council's *Engineering Standards: Subdivision and Development* (as amended).

Streetscape Controls

n) At least 25% of the area forward of the building line is to be landscaped.
o) The MDH should be designed to suit the scale and character of the area.
p) The dwelling forming the front building line to a road is to be designed to address the street. Blank walls with little or no articulation are to be avoided.
q) The maximum width of garage door openings facing a primary or secondary road is as follows:

Lot Width	Maximum Width of Garage Door Openings
12 m – 15 m	5.2 m
>15 m – 20 m	6 m
>20 m	9.5 m
>25 m	14 m

Design Criteria

r) MDH must be a maximum of two storeys above ground level (existing).
s) Dwellings are to have the following minimum internal floor areas:
i. 1 bed – 55 m^2
ii. 2 bed – 75 m^2
iii. 3+ bed – 90 m^2
t) Bedrooms are to be a minimum of 8 m^2 excluding wardrobe space.
u) Combined living and dining rooms have a minimum area of:
i. 1 and 2 bed – 24 m^2
ii. 3+ bed – 28 m^2
v) In addition to storage in kitchens and bedrooms, the following storage with a minimum dimension of 500 mm is provided:
i. 1 bed – 6 m^3
ii. 2 bed – 8 m^3
iii. 3 bed – 10 m^2
w) Where possible, bedrooms should not to be located next to vehicular accessways, parking areas, air conditioning units or other noise sources.
x) The windows of habitable rooms in dwellings on opposite sides of an accessway are to be screened by dense

landscaping. The landscaping should reach a mature height of 1.5 m. Alternatively, the windows should be located or designed to respect the privacy of other dwellings.

y) The minimum separation between two or more buildings containing a dwelling on the same lot is 1.8 m.

Landscaping

z) A minimum landscape area of 20% of the total lot area must be provided.

aa) A preliminary Landscape Plan must be submitted with a development application for MDH which includes the nature strip and:

i. a combination of tree planting, for shade, mid height shrubs, lawn and ground covers;
ii. 50% of the overall number of trees and shrubs should be species native to the region;
iii. a reticulated sprinkler system should be provided; and
iv. an ongoing maintenance plan.

Principal Private Open Spaces (PPOS)

bb) PPOS must be provided for each dwelling in accordance with section 4.10.

Site Facilities

cc) Garbage bins associated with dwellings in a multi dwelling housing development are to be stored in the rear yard, side setback or garage of the dwelling.

dd) Mailboxes must be provided in accordance with Australia Post's requirements.

5.7 RESIDENTIAL FLAT BUILDINGS

A residential flat building (RFB) contains three or more dwellings in one building over a number of storeys. RFB's can also include shop top housing. This section must be read in conjunction with *State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development*.

Objective: To provide affordable housing in strategic locations at high densities.

Controls

a) RFB's are to be developed in consideration of the Precinct Statement for the locality in Section 3 and in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.

b) RFB's will only be supported by Council in the following Residential Precincts:
   i. Central Griffith (North);
   ii. Coolah; and
   iii. Hospital

Minimum Site Controls

c) The minimum lot size for an RFB is 800 m^2 with a width at the building line of 20 m.

Housing Mix

d) A mix of dwelling types and sizes should be provided including a mix of studio, one bedroom, two bedroom and three bedroom units.

FIGURE 32: EXAMPLES OF RESIDENTIAL FLAT BUILDINGS

Minimum Setbacks

e) Front setbacks must be a minimum of 6 m.
f) Side and rear setbacks must be a minimum of 3 m.

Access and Parking

g) Parking must be located at the rear of the RFB or at the basement level.
h) Tandem parking is permitted where two parking spaces are designated for a single dwelling.
i) RFB's should be designed with a single driveway supporting two-way traffic with a minimum width of 5.5 m.
j) Internal vehicle circulation must be:
    i. at least 0.5 m setback from a fence;
    ii. at least 1 m setback from another dwelling;
    iii. at least 2.5 m setback from a window in a habitable room if the window exceeds 1m^2; and
    iv. the setbacks should contain plants to soften edges.
k) All accessways, driveways, parking and vehicle manoeuvring areas must be in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended).

Design Criteria

l) Dwellings are to have the following minimum internal floor areas:
    i. Studio – 35 m^2
    ii. 1 bed – 50 m^2
    iii. 2 bed – 70 m^2
    iv. 3+ bed – 90 m^2
m) Bedrooms are to be a minimum of 8 m^2 excluding wardrobe space.
n) Combined living and dining rooms have a minimum area of:
    i. 1 and 2 bed – 24 m^2
    ii. 3+ bed – 28 m^2
o) In addition to storage in kitchens and bedrooms, the following storage with a minimum dimension of 500 mm is provided:
    i. 1 bed – 6 m^3
    ii. 2 bed – 8 m^3
    iii. 3 bed – 10 m^3
p) Bedrooms are not to be located next to vehicular accessways, parking areas, air conditioning units or other noise sources.

Landscaping

q) A minimum landscape area of 20% of the total lot area is required.
r) A Landscape Plan must be submitted with a development application for an RFB which includes the nature strip and:

v. a combination of tree planting, for shade, mid height shrubs, lawn and ground covers;
vi. 50% of the overall number of trees and shrubs are species native to the region;
vii. A reticulated sprinkler system should be provided; and
viii. An ongoing maintenance plan.

Principal Private Open Space (PPOS)

s) A PPOS in the form of a balcony or terrace with a minimum area of 8 m^2 and a width of 2 m must be provided for all dwellings. Development that seeks to vary from this minimum must demonstrate negative impacts cannot be satisfactorily mitigated with design solutions.
   i. where this is not feasible for all dwellings, a communal open space with a minimum area of 40 m^2 and a minimum dimension of 5 m should be provided.

Waste Management

t) Shared waste storage areas must be incorporated into the design of the RFB and be located at the rear of the site or in the basement.
u) A minimum space for waste bin storage must be allocated per dwelling as follows:
   i. up to 5 dwellings – one shared 660 litre bin stored in a shared area accessible by all dwellings
   ii. up to 10 dwellings – one shared 1100 litre bin stored in a shared area accessible to all dwellings.

FIGURE 33: COMMUNAL OPEN SPACE AREAS

v) Waste storage areas must be accessible to all occupants while being secure from non-occupants.
w) The design of the development must accommodate safe collection of bins. The bins must be accessible by service vehicles without the need for manual manoeuvring of the bins, or reversing.
x) Where waste storage must be in a lower level basement or internal areas, the building must be designed to accommodate private waste collection vehicles entering and exiting the site.

6.0 BOARDING HOUSES

A boarding house provides a form of affordable rental accommodation for a wide range of tenants including singles, retirees, students, itinerant worker and young couples. *State Environmental Planning Policy (Affordable Rental Housing) 2009* (AHSEPP) was introduced to increase the supply and diversity of affordable rental and social housing throughout NSW. This section must be read in conjunction with AHSEPP. Where there is an inconsistency between the AHSEPP and this DCP, the AHSEPP prevails.

Objective: To facilitate the effective delivery of new affordable housing and the retention of existing affordable housing in appropriate and accessible locations in Griffith and to ensure boarding houses achieve a high standard of urban design which are compatible with the desired amenity and character of the area.

Controls

General Controls

a) Boarding houses are to be developed in consideration of the Precinct Statement for the locality in Section 3 and in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.
b) All boarding houses are to be registered in accordance with the provisions of the *Boarding Houses Act 2012*, and are to be utilised in accordance with the *Boarding House Regulation 2013.*
c) The subdivision of boarding houses is not permitted.
d) If the boarding house has capacity for 20 or more occupants, a boarding room or onsite dwelling will be provided for a boarding house manager.
e) A Plan of Management for the boarding house must be submitted to and approved by Council as a condition of consent.

Siting

f) Boarding houses should be located in close proximity (within 800 m walking distance) of a B2 or B4 zone.
g) Boarding houses must not be located in cul-de-sacs or battle axe allotments.
h) All boarding house developments are to be designed to be compatible with the character of the Precinct and local area.
i) Where external changes to buildings are proposed or the construction of new boarding houses, a Local Character Statement is to be prepared and submitted with the development application including how the proposal responds to local character including:
    i. Predominant building type;
    ii. Consistency with or improvement of the streetscape;
    iii. Predominant height of buildings;
    iv. Front setbacks and landscaping;
    v. Spacing of buildings;
    vi. Materials and finishes; and
    vii. Responding to prominent views and vistas.

Internal Building Design

j) Boarding houses must be limited to a maximum number of bedrooms using the following formula (rounded to the nearest whole number).

$$\text{No. of rooms} = \frac{\text{Site Area } (m^2)}{50} \times \text{FSR}$$

Example: $\frac{1000\ m^2}{50} \times 1{:}1 = 20$ *rooms*

i) Boarding houses must be designed to comply with the minimum access requirements contained in the National Construction Code (NCC) and *Australian Standard 1428 – Design for Access and Mobility* (as amended).

j) All boarding rooms are to have a gross floor area (excluding any area used for the purposes of private kitchen and bathroom facilities) of at least:
   i. 12 m^2 in the case of a boarding room intended to be used by a single lodger, or
   ii. 16 m^2 in any other case.
   but,
   iii. not exceeding 25 m^2.

k) Communal living rooms, where proposed, are to receive a minimum of 3 hours of direct sunlight between 9 am and 5 pm in mid-winter.

l) If a communal kitchen is provided, it must meet the following requirements:
   i. must have a minimum area of 6.5 m^2 or 1.2 m^2 for each resident occupying a boarding room that does not contain a kitchenette, whichever is greater;
   ii. one sink is provided for every 6 occupants; and
   iii. one stove top for every 6 occupants.

m) Where development has 5 or more boarding rooms, at least one communal living room is to be provided.

n) Where self-contained boarding rooms are proposed they must be provided with the following facilities (at a minimum):
   i. Ensuite: 2.1 m^2
   ii. Shower in ensuite: 0.8 m^2
   iii. Kitchenette: 2 m^2

o) Where shared facilities are proposed, they must be provided at a rate of 1 per 10 occupants in accordance with the following
   i. 1 washing machine
   ii. 1 clothes dryer or 20 m of external clothes line
   iii. 1 bathroom
   iv. 1 toilet and wash basin

Open Space

p) One principal private open space (PPOS) area of at least 20 m^2 with a minimum dimension of 3 m is to be provided for the use of occupants.

q) The PPOS must be accessible from commonly used spaces and have a minimal impact on bedrooms and adjoining properties in terms of noise generation.

Parking and Traffic

r) 0.4 parking spaces are to be provided for each boarding room.

s) One parking space will be provided for a bicycle and one will be provided for a motorcycle for every 5 boarding rooms.
t) Design of parking and manoeuvring areas must be in accordance with Council's Parking Code (see Appendix 1).

Privacy and Amenity

s) The main entrance of the boarding house should be located and designed to address the front streetscape (street elevation).
t) Pathways to the front entrance of the boarding house are to be located away from windows to boarding rooms to maximise privacy and amenity of lodgers.
u) Boarding houses must be designed to mitigate any impacts on the visual and acoustic privacy of neighbouring buildings and on the amenity of future residents.
v) *An acoustic report prepared by a suitably qualified acoustic consultant may be required where there is the potential for noise impacts on occupants and neighbours.*

Sustainability and Energy Efficiency

w) A BASIX certificate is to be submitted with any development application for a boarding house which has a cost in excess of $50,000 in accordance with *State Environmental Planning Policy (Building Sustainability Index: BASIX)* 2004

Plan of Management

x) A Plan of Management must be provided as a condition of consent for new boarding houses which includes:
    i. fees for residency;
    ii. management and supervision through an on-site manager or regular visits;
    iii. kitchen usage, the provision of meals or resident provision of meals;
    iv. noise inside the boarding house and in adjacent private open space areas;
    v. use of communal space and facilities
    vi. parking for cars;
    vii. cleanliness and maintenance of the property and grounds;
    viii. house rules (covering issues such as access to rooms, keeping shared facilities clean and tidy, visitors, pets, quiet enjoyment etc.); and
    ix. 24 hour contact details.

7.0 LARGE LOT RESIDENTIAL

This section applies to development within the R5 – Large Lot Residential zone under the Griffith Local Environmental Plan 2014 (GLEP).

Objectives:

- ***a) To ensure residential development is of a type, scale and character which maintains an acceptable level of amenity in the urban-rural fringe.***
- ***b) To ensure new residential development does not impact environmentally sensitive areas and is designed to complement the landscape.***
- ***c) To ensure new dwellings and outbuildings including sheds are in keeping with and sympathetic to the character of the area.***

Controls

General Controls

a) Development must be in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.

b) The height of dwellings is not to exceed two storeys include any balcony and viewing platforms.

Setback Controls

c) All buildings including dwellings and outbuildings must be set back in accordance with the following table:

Setback	3000m² – 1 ha	1 ha to 2 ha	2 ha +
Front	7.5 m	10 m	15 m
Side	5 m	10 m	20 m
Rear	5 m	10 m	20 m
Arterial Road	20 m	20 m	20 m

d) A front setback articulation zone is permitted in accordance with Section 4.8.2.

e) Dwellings must be setback a minimum of 10 m from drainage or supply channels and reserves or land zoned E2 – Environmental Conservation.

f) Dwellings must be setback a minimum of 40 m from active agricultural operations on lands in RU1 and RU4 zones.

g) Dwellings, on-site sewage management systems and wastewater disposal areas must be setback 100 m from the high water line of any natural wetland or lake.

Landscaping

h) Side and rear setbacks must be landscaped, prioritising the installation of trees with a mature height of over 6 m. A landscaping management plan for the site must be submitted with a development application including a plan for the site which details:

   I. The proposed tree and shrub species to be planted on a plan;
   II. The proposed irrigation system to be installed and maintained;
   III. The watering regime for the plantings; and

IV. Protocols for replacing dead or dying trees and shrubs.

Note: A template Landscaping Management Plan is available at Council offices and on Council's website.

i) The side and rear landscaped areas must be established, and irrigation system installed prior to the completion and occupation of the dwelling or any other structure. All other landscaping including lawn areas must be planted and established within 3 months of the dwelling being occupied.

Siting

j) Existing vegetation and mature trees should be retained, protected and or replaced where possible.

k) Dwellings must be sited away from visually prominent areas such as exposed ridgelines and utilise landscaped screens where prominent views to the site exist.

Services

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

m) Where Council's reticulated sewer is connected to or available to the lot, the dwelling must be connected to this service.

n) Where Council's reticulated sewer service cannot be connected to the lot an approved effluent disposal system is to be installed in accordance with Council's On-Site Sewage Management Plan.

Access

o) Access to the site must be sited and designed in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended).

p) Driveways are to be a maximum of 7.5 m wide between the road carriageway and the property boundary.

q) Driveways with access to a sealed Council road must be constructed of bitumen or concrete between the road carriageway and the property boundary. An all-weather surface is permitted behind the property boundary.

r) Driveways with access to unsealed roads must be constructed of an all-weather gravel surface.

s) Driveways can only be located within 20% of the required setback areas.

t) Concrete piped culverts with headwalls are to be constructed to Council's *Engineering Standards: Subdivision and Development* (as amended) where drains exist.

u) Existing channel crossings are to be used to service all existing and proposed structures on the lot. Only one channel crossing per lot is permitted.

Outbuildings

Outbuildings include any building or structure not attached to the dwelling but excludes a pool.

v) The maximum floor area of all outbuildings is 10% of the total lot area.

w) The maximum height of outbuildings is 5.0 m to the peak.

x) Outbuildings must be ancillary to an approved dwelling. At a minimum, a concept plan for the site including a dwelling and all proposed accessways and driveways must be approved prior to the construction of an outbuilding.

y) Outbuildings cannot be used as a place of residence.

z) Outbuildings must be located in the rear yard and substantially shielded from view from the street by the dwelling, landscaping or fencing.

I. An exception to this is a detached garage which has been designed to complement the dwelling which can be built to the building line, but must not dominant the street frontage.

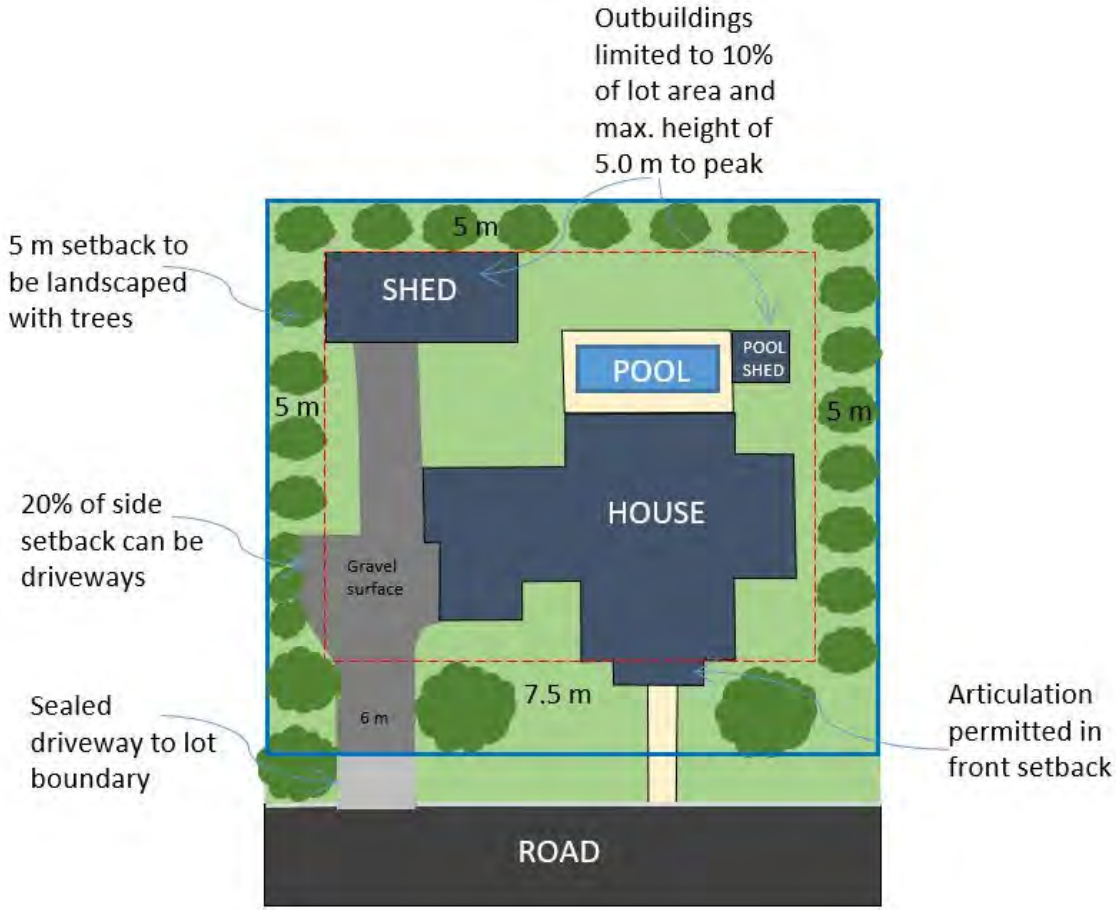


FIGURE 34: INDICATIVE SITE PLAN AND CONTROLS FOR LARGE LOT RESIDENTIAL

Fencing

aa) Side and rear fences can be constructed of galvanised steel, corrugated galvanised iron, coated steel or pre-painted steel to a height of 2 m above existing ground level including any retaining wall. All galvanised steel, corrugated galvanised iron, coated steel or pre-painted steel fences must be located behind the building line.

I. Fences higher than 2 m above existing ground level are only permitted adjacent to parks, drainage reserves, channels and laneways.

8.0 PARKING

Griffith City Council requires that off-street car parking be provided to meet the needs of the proposed use. The requirements in this section aim to satisfy the parking demand likely to be generated by the development while encouraging other transportation modes.

8.1 GENERAL PROVISIONS AND DEVELOPMENT CONTROLS

Council's Parking Code is provided in Appendix 1. All development within the zones to which this Development Control Plan relate must provide parking in accordance with the Parking Code.

9.0 NON-RESIDENTIAL DEVELOPMENT

Within residential zones in Griffith there are some non-residential uses which are permissible. These uses support the residences and should be of a size and scale which is suitable for residential neighbourhoods.

Objectives: To provide controls for non-residential development and ensure compatibility with the amenity and character the Precinct is maintained.

9.1 CHILD CARE CENTRES

Locating Child Care Centres within established residential areas and co-locating with employment generating uses should be supported to provide access to child care.

Objectives:

a) To ensure that Child Care Centres do not interfere unreasonably with the amenity of adjoining properties.

b) To ensure Child Care Centres are consistent with the existing streetscape of the locality

Controls

General Controls

a) Development of Child Care Centres must be in accordance with the controls in State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017, NSW Planning and Environment's *Childcare Planning Guideline 2017* and Education and Care Services National Regulations except where the controls in this section differ, in which case the controls in this section take precedence.

Site Location

b) Child Care Centres should be located:
   I. In the general vicinity of primary schools, major employment areas and recreation areas;
   II. Within the grounds of community facilities, educational facilities and recreation areas;
   III. Near services such as shops, medical facilities and public transport;
   IV. Where traffic controls do not impede vehicular access to the site; and
   V. Where children will not be impacted by air, noise and other pollution.

c) Child Care Centres must not be permitted:
   I. Adjacent to:

i. Industrial activities;
ii. Railway lines;
iii. Roundabouts; and
iv. Within any established land use buffer areas.

II. Within 300 m of an existing Child Care Centre;
III. On Classified Roads;
IV. On streets with a carriageway width of 6.5 m or less; and
V. In areas where aircraft noise levels exceed 25 Australian Noise Exposure Forecast (ANEF)

Setbacks

d) Setbacks must be provided in accordance with Section 4.8.

Open Space and Landscaping

e) Outdoor open space is to be located behind the Child Care Centre at the rear of the site and away from busy streets.
f) A Landscape Plan must submitted with any development application for a Child Care Centre.

Building Appearance

g) Buildings should be designed to enable the conversion of the Child Care Centre to a dwelling at a later date.
h) The roof design must be compatible with surrounding properties with respect to height, pitch, building materials and colour.
i) The building must be designed so that it is in character with the surrounding residential area in terms of bulk, scale, size and height.
j) The front pedestrian entrance must be visible from the street.
k) Buildings that face two street frontages or a street and public space must address both frontages by the use of verandas, balconies, windows or similar modulating element.
l) All fencing must comply with Section 4.16.

Car Parking and Accessways

m) Car parking and accessways must be designed and sited in accordance with Appendix 1 and Council's *Engineering Standards: Subdivision and Development* (as amended).

Amenity and Environmental Impact

a) The Statement of Environmental Effects for a Child Care Centre must consider, to the satisfaction of Council, the following potential impacts:
I. Visual impacts;
II. Hours of operation;
III. Deliveries and loading and unloading;
IV. Traffic generation;
V. Pedestrian and vehicular access arrangements;
VI. Waste removal;
VII. Lighting; and
VIII. Signage.

9.2 HEALTH SERVICES FACILITIES

The Hospital Precinct is located within the R1 – General Residential zone. Locating Health Services Facilities (HSF) in or within close proximity to the Hospital Precinct should be promoted. Some Health Service Facilities can be constructed without the consent of Council by public authorities in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. Health Service Facilities include:

- Medical centres;
- Community health facilities;
- Health consulting rooms;
- Patient transport facilities; and
- Hospitals.

Objectives:

a) To ensure HSF do not interfere unreasonably with the amenity of adjoining properties.

b) To ensure the appearance of HSF are consistent with the existing streetscape of the locality.

Controls

General Controls

b) Development must be in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.

Building Appearance and Layout

c) The roof design must be compatible with surrounding properties with respect to height, pitch, building materials and colour.

d) The building must be designed so that it is in character with the surrounding residential areas in terms of bulk, scale, size and height.

e) Buildings that face two street frontages or a street and public space must address both frontages through the use of verandas, balconies, windows or similar modulating elements.

f) All fencing must comply with Section 4.16.

Car Parking and Accessways

g) Car parking and accessways must be designed and sited in accordance with Council's Parking Code (see Appendix 1) and Council's Engineering Guidelines: Subdivision and Development Standards (as amended).

Amenity and Environmental Impact

h) The Statement of Environmental Effects for a Health Service Facility must consider, to the satisfaction of Council, the following potential impacts:

I. Visual impacts;
II. Hours of operation;
III. Deliveries and loading and unloading;
IV. Traffic generation;
V. Pedestrian and vehicular access arrangements;
VI. Waste removal;
VII. Lighting; and
VIII. Signage.

i) Hours of operation are generally restricted to between 7 am and 8 pm Monday to Friday and 8 am to 8 pm on weekends.

Waste Management

j) Adequate waste disposal facilities must be provided for the development located away from adjacent residential dwellings and accessible by the maximum sized waste disposal truck required to access the development.

9.3 NEIGHBOURHOOD SHOPS AND SUPERMARKETS

Appropriately sized retail shops in residential zones can provide for convenient retail services for the day-to-day needs of residents, promote walkability and a sense of place. Neighbourhood shops are defined as:

> *premises used for the purposes of selling general merchandise such as foodstuffs, personal care products, newspapers and the like to provide for the day-to-day needs of people who live or work in the local area, and may include ancillary services such as a post office, bank or dry cleaning, but does not include neighbourhood supermarkets or restricted premises.*

Neighbourhood supermarkets are defined as:

> *premises the principal purpose of which is the sale of groceries and foodstuffs to provide for the needs of people who live or work in the local area.*

Objectives:

a) To facilitate convenient access to daily shopping needs within the neighbourhood while ensuring the amenity of adjacent properties is maintained.

Controls

General Controls

a) Development must be in accordance with the controls in Section 4, except where the controls in this section differ, in which case the controls in this section take precedence.
b) The height of a neighbourhood shop is not to exceed two storeys with an allowance for 'shop top housing' on the first floor.
c) The retail floor area of a neighbourhood shop must not exceed 200 m^2.
d) The retail floor area of a neighbourhood supermarket must not exceed 1000 m^2.

Site Planning

e) *Neighbourhood shops and supermarkets must:*
   I. Be located on streets with a carriageway wider than 6.5 m;
   II. not be located on battle axe lot or on lots with a frontage of less than 18 m; and
   III. have entrances oriented towards the front of the site facing the street.

Building Appearance

f) The roof design must be compatible with surrounding properties with respect to height, pitch, building materials and colour.
g) The building must be designed so that it is in character with the surrounding residential areas in terms of bulk, scale, size and height.
h) Buildings that face two street frontages or a street and public space must address both frontages through the use of verandas, balconies, windows or similar modulating elements.
i) All fencing must comply with Section 4.16.

Car Parking and Accessways

k) Car parking and accessways must be designed and sited in accordance with Council's Parking Code (see Appendix 1) and Council's *Engineering Standards: Subdivision and Development* (as amended).

Amenity and Environmental Impact

l) *The Statement of Environmental Effects for a Neighbourhood Shops must consider, to the satisfaction of Council, the following potential impacts:*
   I. Visual impacts;
   II. Hours of operation;
   III. Deliveries and loading and unloading;
   IV. Traffic generation;
   V. Pedestrian and vehicular access arrangements;
   VI. Waste removal;
   VII. Lighting; and
   VIII. Signage.

m) Hours of operation are generally restricted to between 7 am and 8 pm Monday to Friday and 8 am to 8 pm on weekends.

Waste Management

n) Adequate waste disposal facilities must be provided for the development located away from adjacent residential dwellings and accessible by the maximum sized waste disposal truck required to access the development.

10.0 SUBDIVISION

10.1 GENERAL PROVISIONS AND DEVELOPMENT CONTROLS

Council's Subdivision Code is provided in Appendix 2. All development within the zones to which this Development Control Plan relate must be subdivided only in accordance with the Subdivision Code.

11 SITE SPECIFIC CONTROLS

11.1 COLLINA GROWTH AREA SUBDIVISION CONTROLS

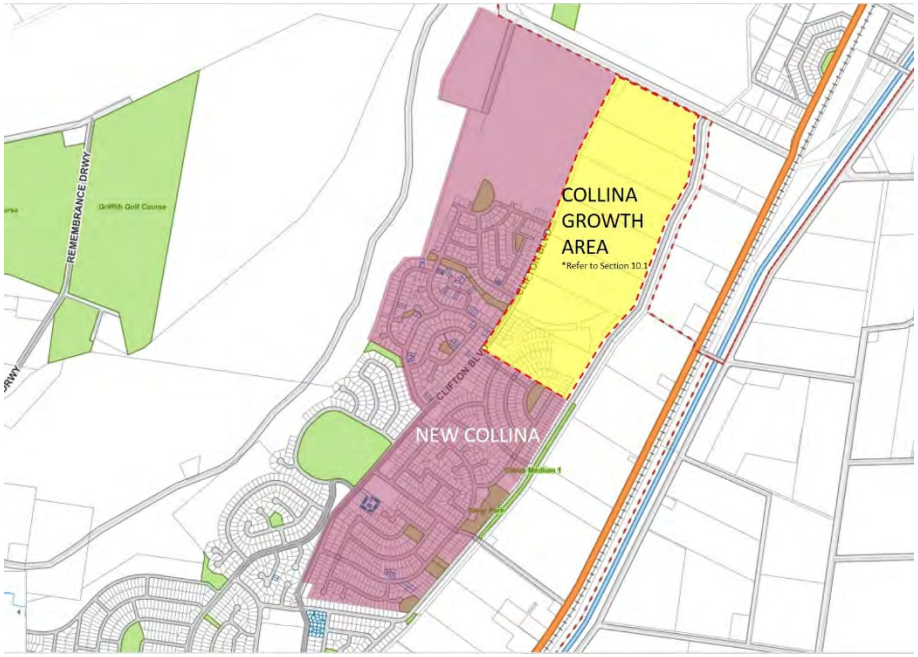


FIGURE 35: COLLINA GROWTH AREA

The Collina Growth Area (CGA) was master planned in 2003 by Council to extend the existing Collina residential area and provide additional low density housing. The controls in this section relate to the initial subdivision of each of the farms in the CGA. Any other development within the CGA is controlled under Section's 4-10 of this DCP.

11.1.1 STAGING

a) Staging of the CGA must be in accordance with the CGA Staging Plan (refer to **Figure 36**).

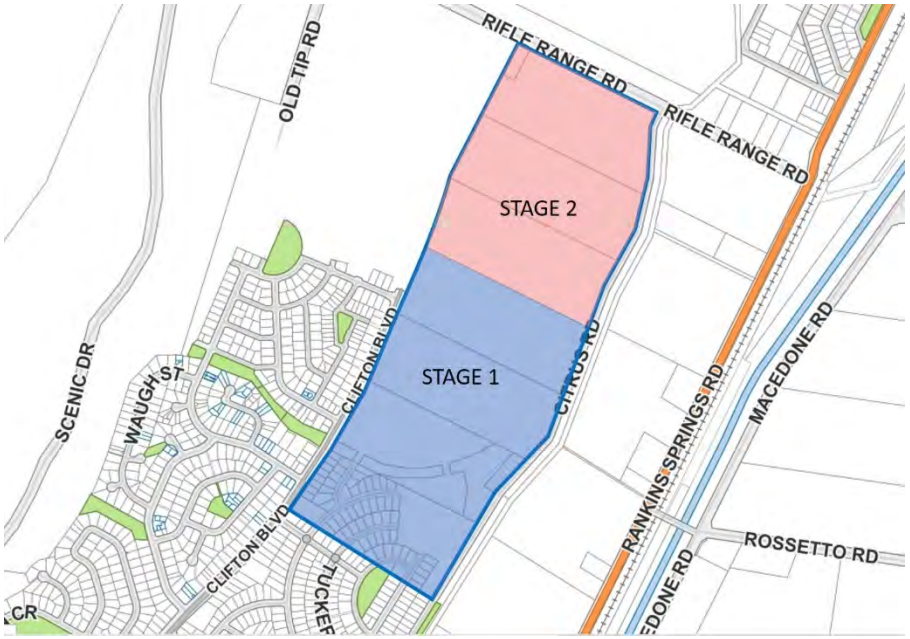


FIGURE 36: COLLINA STAGING PLAN

b) The staging of the CGA should provide for the logical development of the area based on cost effective provision and availability of infrastructure and servicing arrangements.

c) Development Applications for the residential subdivision of the CGA must:

I. Consider infrastructure provision and sequencing;

II. Provide evidence of satisfactory arrangements for essential services, including water and sewerage servicing. The provision of sewerage servicing must be generally in accordance with the CGA Trunk Sewer Main Concept Plan and CGA Water Main Concept Plan. The release of allotments will be dependent on the satisfactory provision of reticulated water and sewerage services; and

III. Incorporate road networks, stormwater detention areas, active and passive recreation areas consistent with the overall staging and intended development outcomes for the CGA.

IV. The release of Stage 2 of the CGA should only occur when 80% of the lots in Stage 1 have been granted a Subdivision Certificate from Council and registered with the NSW Land Registry Services. However, Council at its discretion may release additional lands in Stage 2 by amending the Staging Plan.

11.1.2 TRANSPORT MOVEMENT HIERARCHY

a) The overall movement hierarchy for the CGA must be generally in accordance with the CGA Road and Path Plan (refer to **Figure 37**). However, the installation of alleys identified on the CGA Road and Path are presently not supported due to Crime Prevention Through Environmental Design (CPTED) principles and must be excluded from design plan submitted for subdivision in the CGA.

b) The overall pedestrian and cycleway links should be consistent with the CGA Footpath Plan;

c) The following road network upgrades will be required within the CGA:

I. Clifton Boulevard must be upgraded to a two-lane two-way road with a centre median;

II. The intersection of Clifton Boulevard and Rifle Range Road is required to be upgraded to cater for the increased traffic that will utilise the intersection;

III. Citrus Road must be upgraded to a two-lane two-way road, as per the requirements of a Local Distributor in Council's *Engineering Standards: Subdivision and Development* (as amended);

IV. The intersection of Citrus Road and Rifle Range Road is required to be upgraded to cater for the increased traffic that will utilise the intersection;

V. Rifle Range Road must be upgraded to a two-lane two way road, as per the requirements of a Local Distributor in Council's *Engineering Standards: Subdivision and Development* (as amended). As a minimum Rifle Range Road should be reconstructed between Clifton Boulevard and Rankins Springs Road;

VI. The intersection of Rifle Range Road and Rankins Springs Road is required to be upgraded to cater for the increased traffic that will utilise the intersection; and

VII. All four-way intersections are to incorporate a roundabout. This is consistent with the existing Collina Farms.

d) Development Applications for the residential subdivision of the CGA must:
   I. Include an overall transport movement hierarchy showing major circulation routes and connections to achieve simple and safe movement systems for private vehicles, public transport, pedestrians and cyclists; and
   II. Include cross sections of each type of road proposed in the hierarchy.

11.1.3 LANDSCAPE STRATEGY

a) Landscaping must be required on land adjacent to major intersections and all collector roads so as to soften the visual impact of all built elements and creating attractive streetscapes including along Clifton Boulevard and Citrus Road when viewed by passing traffic and pedestrians.
b) Street Trees must be planted within the road reserves of the CGA in accordance with the following principles:
   I. Street trees should provide shade and enhance the visual quality of the streetscape;
   II. Existing street trees must be protected during construction;
   III. Street trees should be space at regular intervals to enhance the streetscape appearance in the locality;
   IV. Street trees should not interfere with underground and overhead utilities;
   V. Street trees planted around hard surfaces should be provided with appropriate grates to protect the roots and best facilitate water infiltration; and
   VI. Street trees are to be planted in accordance with Council's Tree Policy (PG-CP-402).
c) Development Applications for the residential subdivision of the CGA must include a landscape plan which includes street trees and shrub species selected in accordance with Council's Tree Policy (PG-CP-402).

11.1.4 NETWORK OF ACTIVE AND PASSIVE RECREATION

a) Areas of passive and active recreation must be provided generally in accordance with the CGA Open Space Plan (refer to **Figure 38**).
b) Useable open space areas, must be generally not less than 3000 m² per open space and must be provided within each subdivision within 400 m safe walking distance of each lot.
c) Development applications for the residential development of the CGA are to include a preliminary design of open spaces in accordance with following principles:
   I. Pedestrian, cycle linkages must be provided to other destinations;
   II. Park furniture, shaded areas and resting place must be provided to promote pedestrian comfort;
   III. Safe pedestrian crossing points must be provided where routes intersect the road network;
   IV. Easily identifiable access points must be provided; and
   V. Frontage to abutting roads provided to optimise pedestrian access and visibility.

11.1.5 STORMWATER

a) Stormwater detention and management for the CGA must be generally in accordance with the Collina Drainage Modelling and Design 2018 (refer to **Figure 39**).
b) Development applications for the residential development of the CGA must include a preliminary Stormwater Management Plan which:
    I. Is designed in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended) and the Collina Drainage Modelling and Design 2018 (refer to **Figure 39**);
    II. Addresses the Griffith City Council Developer Servicing Plan – Stormwater Development Servicing Plan – Collina (adopted 27 July 2004); and
    III. Identifies long-term maintenance requirements in the design of the proposed WSUD elements.

11.1.6 MEDIUM DENSITY LOTS

a) Medium density lots permitting the development of more than one dwelling must be strategically located in close proximity to arterial roads and the public transportation network and public open spaces
b) A maximum of 25% of the lots within the CGA can be utilised for medium density lots.
c) Development applications for the residential development (subdivision) of the CGA must identify proposed locations of medium density allotments. Medium density lots must be designed to be of an appropriate size and shape for multiple dwelling developments.
d) A Restriction as to User pursuant to Section 88B of the Conveyancing Act must be placed on all lots within the CGA stating that only one primary dwelling must be constructed with the exception of lots designated as medium density lots.

11.1.7 LOT SIZE, LAYOUT AND DIMENSIONS

a) The lot layout of the CGA must generally be in accordance with the CGA Lot Layout Plan.
b) The minimum lot sizes of the CGA are set by the Griffith Local Environmental Plan 2014. The minimum lot is 700 m^2.
c) Development applications for the residential development of the CGA must include a lot layout plan which complies with the following controls:
    I. Allotments should be of sufficient size and shape to enable efficient siting of a dwelling and provision for outbuildings, acceptable private outdoor space, vehicle access and parking;
    II. Higher densities, where provided, should be located in areas closer to commercial areas, parks, community facilities and public transport routes;
    III. Allotments should be orientated and configured to maximise opportunities for solar access;
    IV. Corner allotments should be designed to enable the construction of a dwelling that can comply

with the prevailing setback requirements along both street frontages; and

V. The subdivision design should avoid the creation of battle-axe or highly irregular shaped allotments.

11.1.8 NEIGHBOURHOOD COMMERCIAL AND RETAIL USES

a) The Griffith Local Environmental Plan 2014 permits a limited amount of commercial and retail uses within the R1 – General Residential zone.
b) Neighbourhood Commercial and Retail uses within the CGA must provide for the day to day needs of residents in the locality.
c) Council will support and encourage the location of neighbourhood shops, restaurants and cafes and business premises within the CGA located in accessible locations in proximity to Clifton Boulevard.

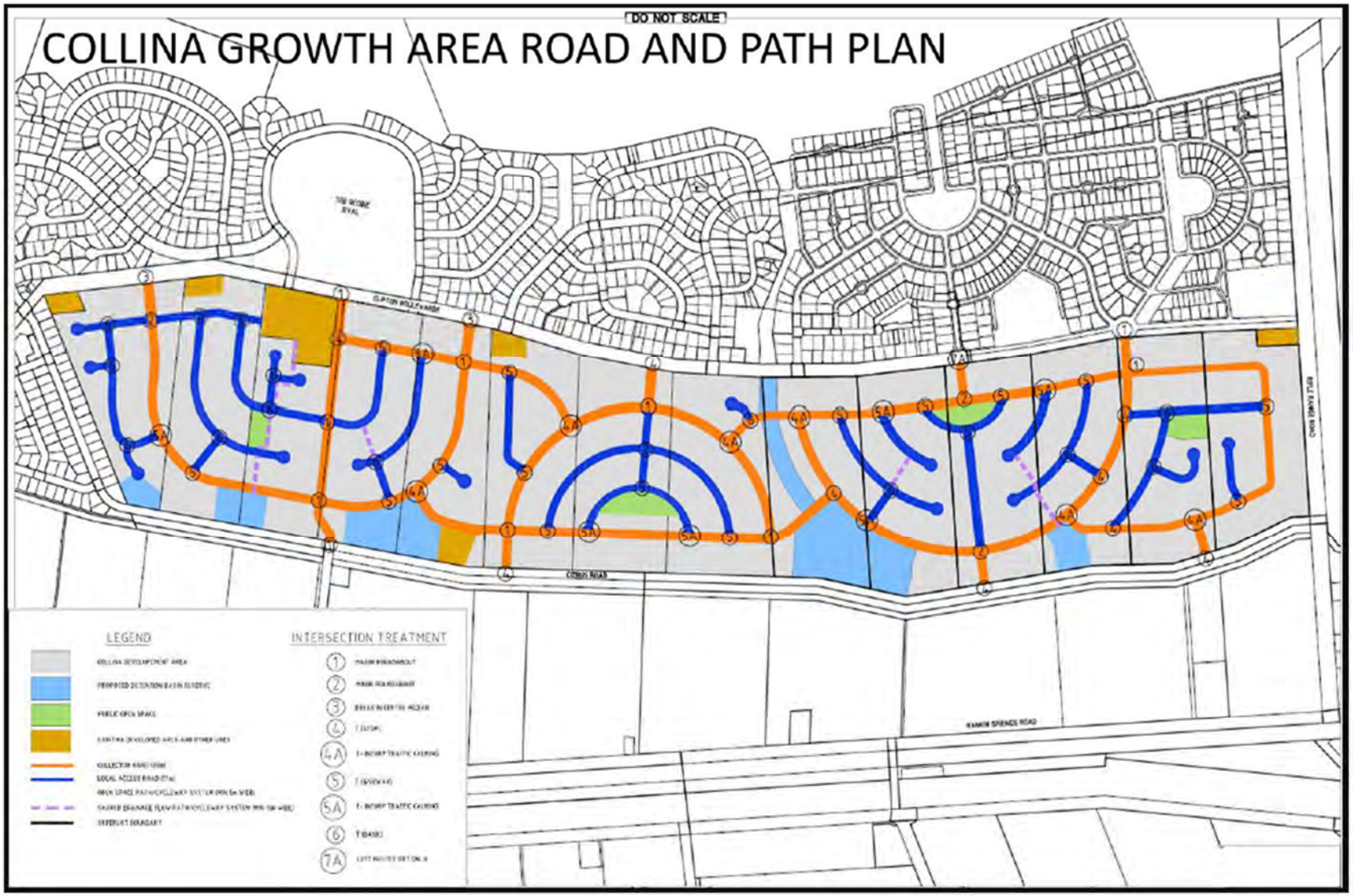


FIGURE 37: ROAD AND PATH PLAN

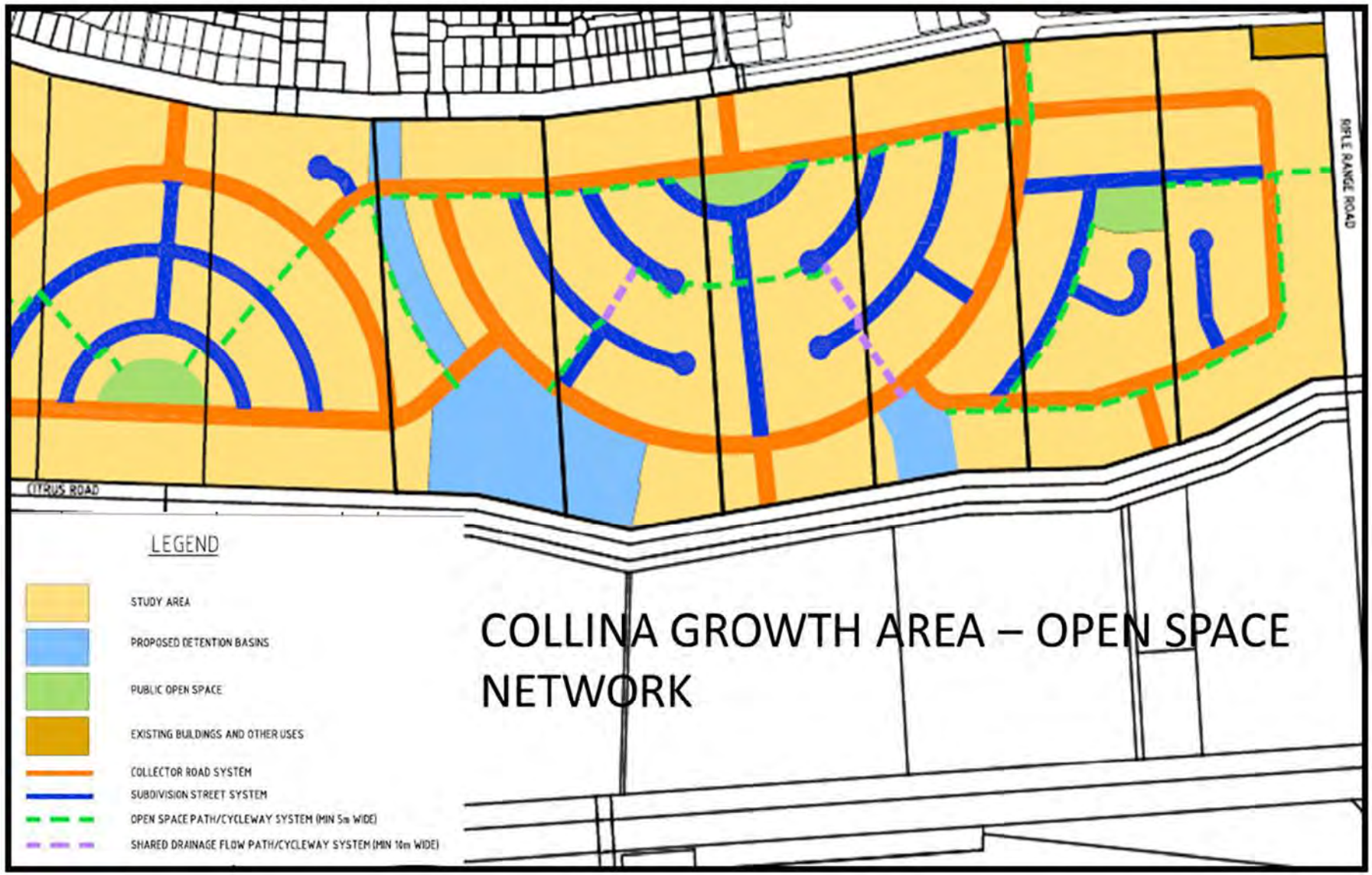


FIGURE 38: OPEN SPACE NETWORK

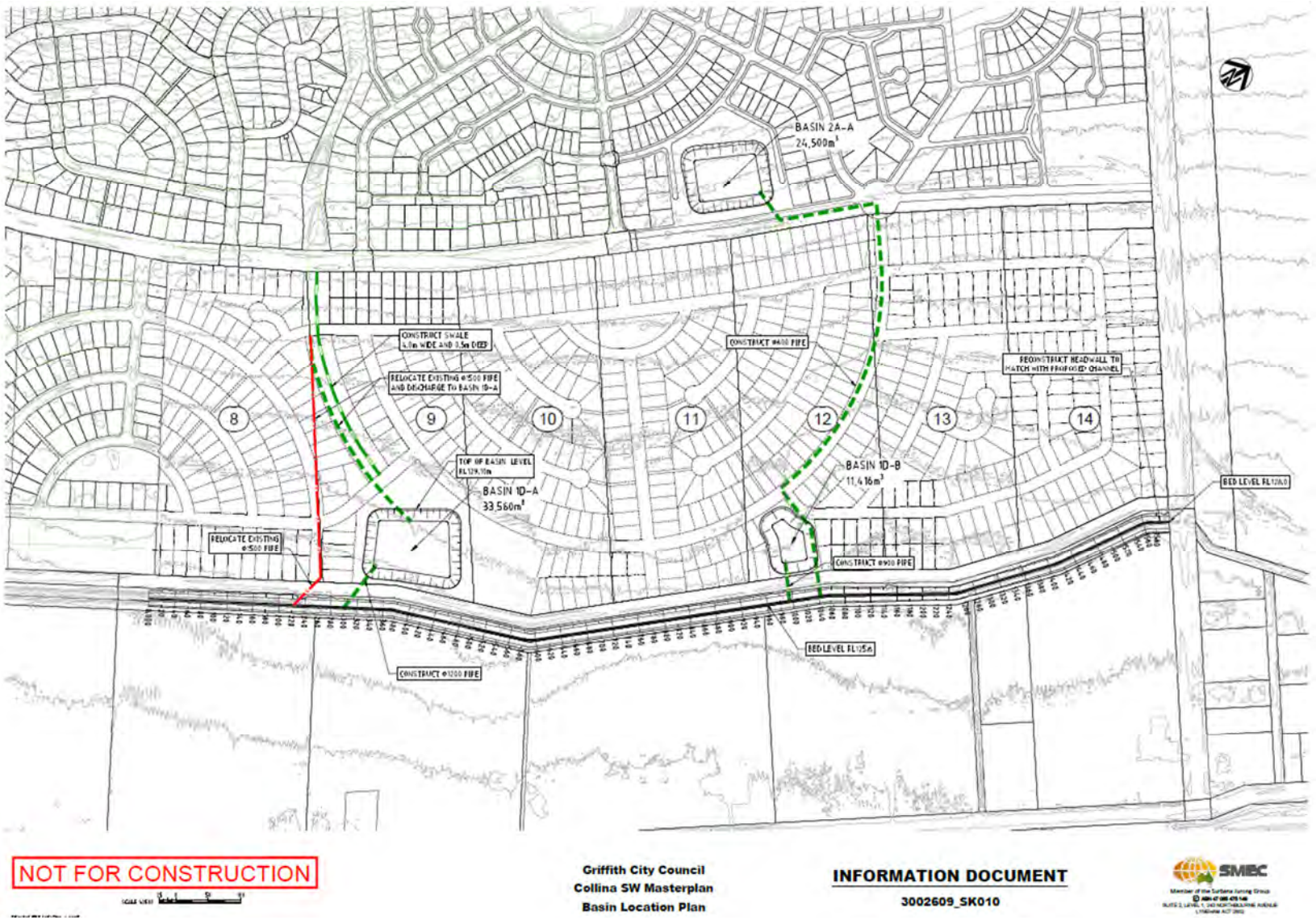


FIGURE 39: STORMWATER CONCEPT PLAN

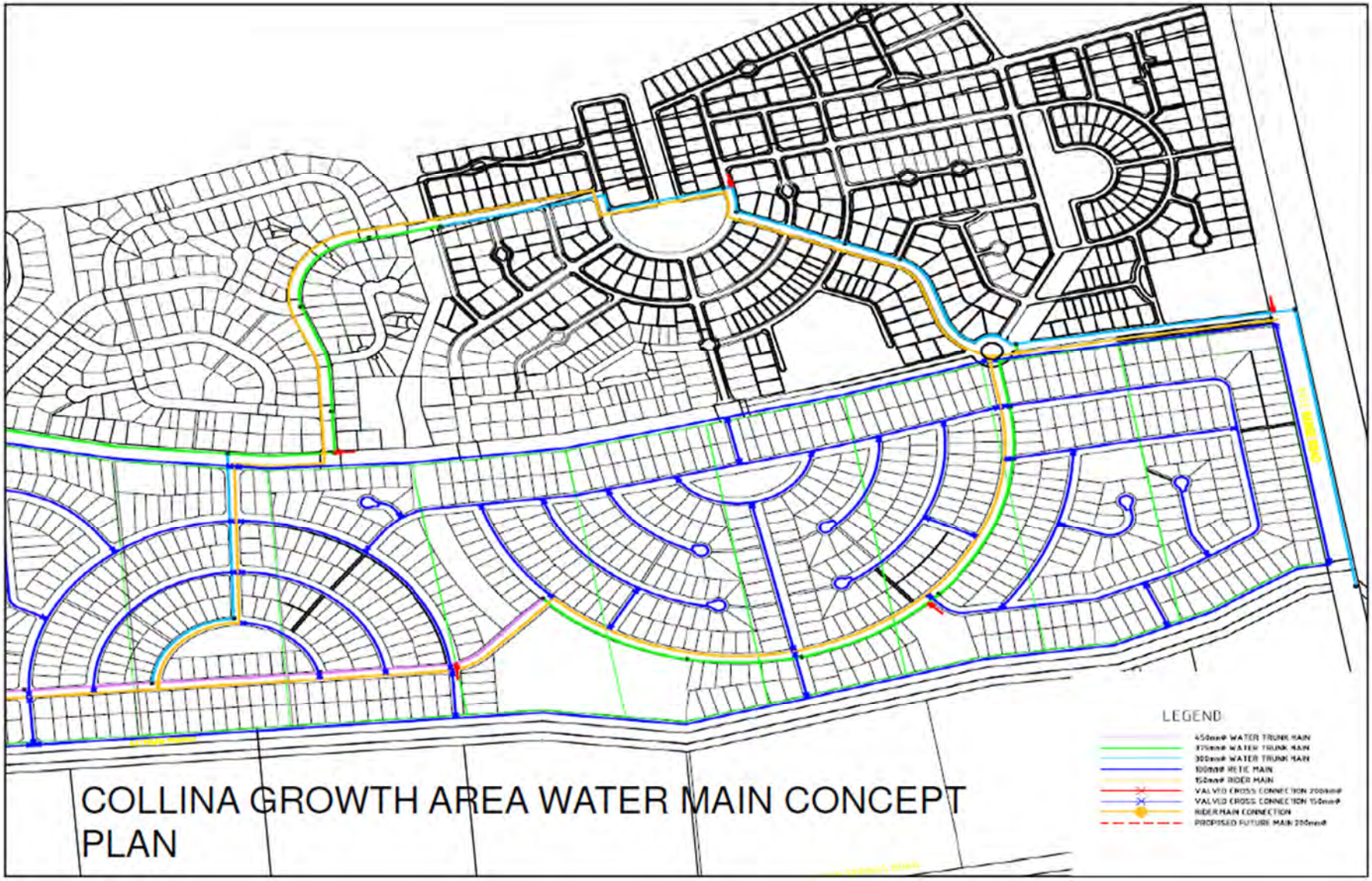


FIGURE 40: WATER MAIN CONCEPT PLAN

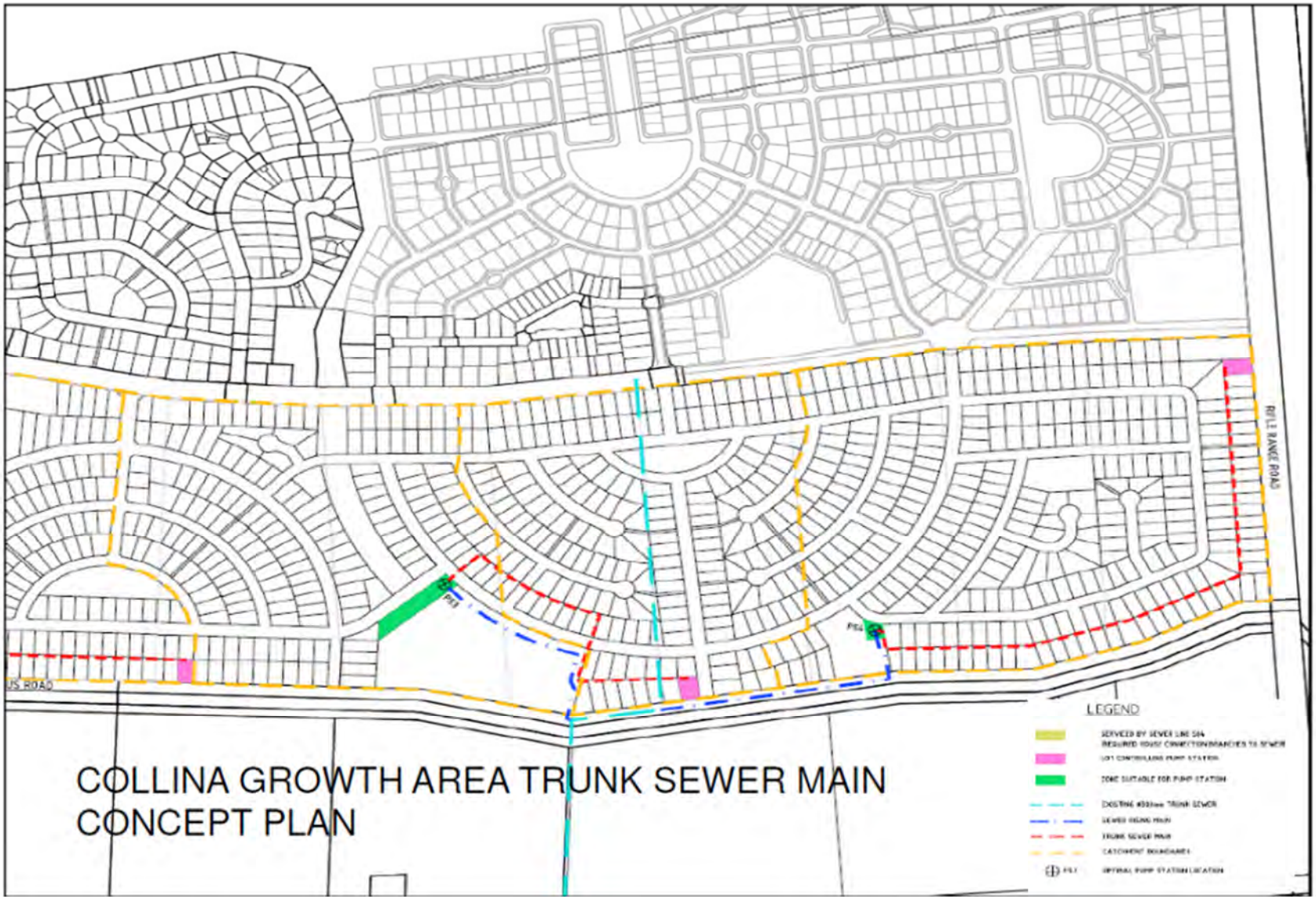


FIGURE 41: SEWER MAIN CONCEPT PLAN

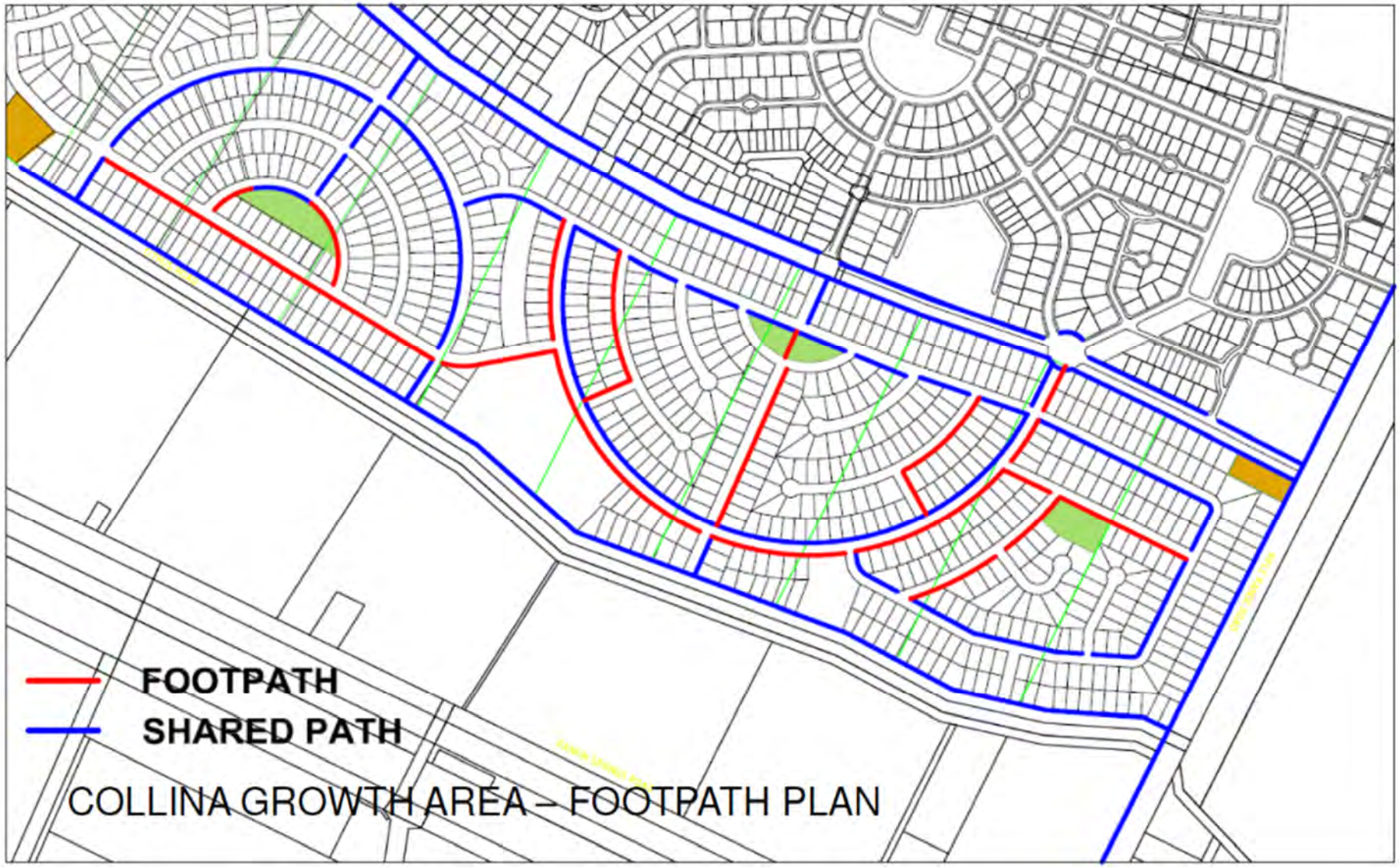


FIGURE 42: FOOTPATH PLAN

APPENDIX 1 - GRIFFITH PARKING CODE

1.0 INTRODUCTION

This Parking Code applies to the all Lands to which the DCP applies. Griffith City Council requires that off-street car parking be provided to meet the needs of the proposed use and that car parking is designed to meet the relevant code and standards set at the Local, State and Federal levels. This Chapter excludes any parking arrangement within a street reserve. The Parking Code sets out numerical standards and controls which will be addressed in relation to the provision of access, parking and servicing of a development. Applicants are required to demonstrate with their application that the proposed parking provisions are consistent with the objectives and principles of this Parking Code.

1.1 OBJECTIVES

a) To ensure that safe and sufficient parking for all modes of transport is provided to meet anticipated demands.
b) To improve the design and quality of the urban environment.
c) Ensure equitable access for people with disabilities.
d) To facilitate alternative modes of transportation.
e) To encourage re-development within the CBD precincts (Map 1).

1.2 GENERAL PROVISIONS AND DEVELOPMENT CONTROLS

a) The number of parking spaces to be provided on-site is to be determined in accordance with the requirement specified under each use category and are summarised in Table 1 below.
b) Compliance with the numerical and design requirement of this Plan is not necessarily sufficient basis for approval. Council must also ensure that the development proposal overall satisfies the zone objectives and any other applicable planning or legal instrument.

1.3 DEFINITIONS

Gross floor area (GFA) means the overall area of a building as measured from the outer face of external walls, but excludes:

a) columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall.
b) lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air-conditioning ducts.
c) car parking needed to meet any requirements of Council and any internal access to such spaces.
d) space for the loading and unloading of goods.

Gross leasable floor area (GLFA) means the overall area of a building as measured from the internal face of the walls, but excludes:

a) stair cases and fire escapes.
b) staff and/or public amenities, toilets.
c) lift towers, machinery and plant rooms, ancillary storage space and vertical air conditioning ducts.
d) space for the loading/unloading of goods.
e) any other area, which in Council's opinion, does not contribute to parking.

TABLE 1 – PARKING RATIOS

Land Use Type	Minimum Car Parking Requirement
Agriculture	Calculated based on the estimated maximum number of employees and potential visitors to the site or a comparative analysis of other similar developments
Agricultural Industries • **Agricultural produce industry** • **Livestock produce industry** • **Rural industry**	Calculated based on the estimated maximum number of employees and potential visitors to the site or a comparative analysis of other similar developments
Rural Supplies	1 space per 100 m^2 GFA plus 1 space per 300 m^2 of outdoor display area.
Amusement Centre	1 space per 40 m^2 GFA
Animal boarding or training establishment	Calculated based on the estimated maximum number of employees and potential visitors to the site or a comparative analysis of other similar developments
Business Premises	
• **Bulky goods premises**	1 space per 50 m^2
• **Industrial retail premises**	1 space per 50 m^2
• **Neighbourhood shops**	1 space per 40 m^2 GFA
• **Office premises**	1 space per 50 m^2 GFA within CBD 1 space per 40 m^2 GFA outside CBD
• **Retail premises**	1 space per 50 m^2 GFA within CBD 1 space per 40 m^2 GFA outside CBD
• **Supermarkets**	1 space per 30 m^2 GFA within CBD
• **Wholesale Supplies**	1 space per 50 m^2 GFA
• **Business Premises (banks, post office, hairdressers, dry cleaners, travel agencies (see definition of a Business premises in the Griffith Local Environmental Plan 2014**	1 space per 40 m^2 GFA
Cellar door premises	1 space per 50 m^2 GFA

APPENDIX 1 - GRIFFITH PARKING CODE

Child care facility	1 space per employee and 1 space per 10 children
Residential Development	
• **Affordable rental housing**	As per SEPP (Affordable Rental Housing) 2009
• **Dwellings (including dual occupancies, attached dwellings, multi dwelling housing and residential flat buildings)**[1]	• 1 space per 1 bedroom/studio dwelling • 1.5 spaces per 2 bedroom dwelling • 2 spaces per 3 or more bedroom dwelling • 1 space per 10 bedrooms for visitors
• **Group homes**	1 space per 4 beds + 1 space per 2 employees
• **Boarding house**	0.4 spaces per boarding room
• **Moveable dwellings**	1 space per dwelling
• **Shop top housing**	• 0.5 spaces per 1 bedroom unit • 1 space per 2 + bedroom unit
• **Seniors Housing, residential care facility or hostel**	AS per SEPP (Housing for Seniors or People with a Disability) 2004
Educational Establishment	
• **Primary school**	2 spaces per classroom
• **Secondary school**	2.4 spaces per classroom
• **Tertiary**	2.4 spaces per classroom
Emergency services facility	1 space per emergency vehicle + 1 space per 50 m^2
Entertainment facilities	1 space per 10 m^2 or 1 space per 10 seats, whichever is greater
Exhibition home	2 parking spaces
Food and drink premises	
• **Kiosks**	1 space per 50 m^2 GFA within CBD 1 space per 40 m^2 GFA outside CBD
• **Pubs**	1 space per 5m^2 GFA
• **Restaurants**	1 space per 4 seats including any outdoor seats

[1] Refer to Precinct Statement in DCP for a

Take away food & drink premises	1 space per 10m^2 GFA or 1 space per 4 seats where onsite dining is provided whichever the greater
Function centre	1 space per 5m^2
Health Services Facility	
• **Medical centre**	3 spaces per surgery, consultation room or treatment room + 1 space per staff doctor + 1 space per staff member on duty at any one time
• **Health consulting rooms**	3 spaces per surgery, consultation room or treatment room + 1 space per staff doctor + 1 space per staff member on duty at any one time
• **Hospital**	1 space per 10 beds + 1 space per resident or staff doctor + 1 space per staff member on duty at any one time + ambulance parking
Home-based development	
• **Home based child care**	1 space plus dwelling requirements (can be a tandem space)
• **Home business or industry**	1 space plus dwelling requirements
• **Home occupation**	As per dwelling requirements
• **Home occupation (sex services)**	1 space plus dwelling house requirements
Industry	
• **Freight transport facilities**	Calculated based on the estimated maximum number of employees and potential visitors to the site or a comparative analysis of other similar developments
• **Industry**	1 space per 200 m^2 with a minimum of 2 spaces per industrial unit
• **Industrial retail outlet**	1 space per 50 m^2 GFA
Market	2 spaces per stall
Passenger transport facility	Traffic Impact Assessment including parking analysis required
Place of public worship	1 space per 5 seats or 1 space per 10m^2 GFA whichever is greater
Public administration building	1 space per 40m^2 GFA plus 1.5 spaces per 100m^2 GFA public area
Recreation facility	
• **Indoor** **a) Bowling alley** **b) Dance studio** **c) Gymnasium**	a) 1 space per bowling lane b) 1 space per 25m^2 GFA c) 1 space per 25m^2 GFA

d) Squash courts **e) Swimming pools**	d) 3 spaces per court e) 1 space per 10 m^2 of pool area
• **Outdoor** **a) Bowling green** **b) Golf course** **c) Showground** **d) Tennis courts**	a) 30 spaces per green plus 15 per additional green b) 3 spaces per hole c) Traffic Impact Assessment including parking analysis required
• **Major**	Traffic Impact Assessment including parking analysis required
Registered Club	1 space per 5 seats or 1 space per 10m^2 GFA whichever is the greater
Accommodation	
• **Bed and breakfast**	1 space per room plus dwelling requirements
• **Caravan parks**	1 space per caravan/cabin site plus 1 space per operator plus 1 space per employee
• **Farm stay accommodation**	1 space per room plus dwelling requirements
• **Backpacker accommodation**	1 space per four beds plus 1 for the manager
• **Hotel or motel accommodation**	1.25 spaces per two hotel suites + any function room or food and drink premises requirements if included
• **Service Apartment**	1.25 spaces per serviced apartment
Sex service premises	
• **Brothels**	2 spaces per client room
• **Restricted premises**	1 space per 40 m^2 GFA
Storage Premises	
• **Depot**	Calculated based on the estimated maximum number of employees and potential visitors to the site or a comparative analysis of other similar developments
• **Transport (incl. truck) depot**	Calculated based on the estimated maximum number of employees and potential visitors to the site or a comparative analysis of other similar developments
• **Self-storage units**	1 space per 10 storage units or 1 space per 300m^2 whichever is the greater
Trade Supplies	
• **Landscape and garden supplies**	1 space per 100m^2 GFA plus 1 space per 300m^2 of outdoor display area
• **Trade and building supplies**	1 space per 100m^2 GFA plus 1 space per 300m^2 of outdoor display area

APPENDIX 1 - GRIFFITH PARKING CODE

Vehicle related development	
• ***Boat repair facility***	2 spaces per work bay
• ***Car wash facilities***	4 spaces per wash bay
• ***Service stations***	6 spaces per service bay and 3 spaces per 100m^2 GFA of convenience store and if restaurant present, 15 spaces per 100m^2 GFA, or 1 space per 3 seats whichever is greater)
• ***Vehicle body repair workshop***	2 spaces per work bay
• ***Vehicle repair station***	3 spaces per 100 m^2 GFA or 3 spaces per work bay whichever is greater
• ***Vehicle sales or hire premises***	1 space per 100m^2 GFA plus 1 space per 300m^2 of outdoor display area
Veterinary hospital	3 spaces per surgery, consultation room or treatment room
Warehouse or distribution centre	1 space per 300 m^2 GFA
Waste management facility	Calculated based on the estimated maximum number of employees and potential visitors to the site or a comparative analysis of other similar developments

2.0 PARKING PROVISIONS

2.1 REDUCTION OF REQUIRED PARKING

a) A reduction of the required number of parking spaces may be permitted in order to comply with the desired design standards suggested in this DCP, to improve accessibility to parking spaces, and to enhance manoeuvrability of vehicles.

b) *A further* reduction of the required parking may only be permitted under the following circumstances:

I. Development within a precinct of the CBD; or

II. Departure from parking requirements because of Shared Parking Calculation

2.1.1 REDUCTION OF REQUIRED PARKING DEVELOPMENT WITHIN THE CBD

a) Applications involving a departure from parking requirements in a precinct of the CBD (Figure 1) may be permitted with the maximum reduction allowed in the respective precincts of the CBD subject to the criteria listed below will be:

Precinct 1: 100%
Precinct 2: 50%
Precinct 3: 75%
Precinct 4: 75%

b) Council will consider the following criteria when considering a reduction of the required parking:

I. Size and nature of the development;

II. Amount of additional floor area relative to the existing floor area;

III. Parking demand generated;

IV. Availability and access of other public parking;

V. Proximity to bicycle paths;

VI. Existing and likely future traffic volumes on the surrounding road network;

VII. Nature of the surrounding road network;

VIII. Environmental implications of providing parking with particular regard to vegetation and landscape impacts;

IX. The likely impact of not providing the parking; and

X. Additional information stipulated or needed for the calculation of a reduction.

c) Reduction of the required number of parking spaces may be calculated according to the guidelines in Table 2 to a maximum reduction as per section 2.1.1(a).

TABLE 2 – Parking Reductions in CBD

Development Circumstance (Criteria)	**Maximum reduction permitted**
Development fronting Banna Avenue, Kooyoo Street, Olympic Street, Ulong Street and Yambil Street.	**30%**
Use or renovation of a building listed in Schedule 6 of the Griffith LEP	**50%**
Development entailing a restaurant or night club	**20%**
Development entailing an outdoor eating area equivalent to or exceeding indoor eating areas	**50%**
Development entailing an outdoor eating area less than indoor eating areas	**20%**
Development of a second storey for the expansion of an existing ground floor business.	**50%**
Development entailing an addition of a mezzanine floor	**20%**

within an existing structure, but with no further additions to the existing outer structure.	
Development entailing provision of new multi-destination parking	**20%**
Development entailing provision of new multi-level, roof-top or basement parking	**30%**
Development and new additions less than 50m² GFA	**20%**

2.1.2 REDUCTION OF REQUIRED PARKING: SHARED PARKING CALCULATION

a) Shared Parking Calculation *applies to development outside the CBD* and in the following circumstances:
   I. If a development exceeds 500m² in floor area and involves a combination of two or more of the respective primary and secondary land uses listed in Table 1 on the same property, the applicant may apply for calculation of the required car parking based on Shared Parking Calculation; and
   II. If up to two directly adjacent allotments involves a combination of two or more of the respective primary and secondary land uses listed in Table 3 on adjoining properties with a combined floor area exceeding 1000m², the applicant may apply for calculation of the required car parking based on Shared Parking.

b) The extent of the reduction in the parking requirement because of Shared Parking calculation outside the CBD may not exceed 50% of the number of parking spaces required for the total development, including existing parking approved prior to the development.

c) Shared parking may only be calculated for the primary uses in Table 3, using either the floor area (m²) for non-residential uses or the number of units in the case of residential uses.

Table 3 – Land-use Mixes Qualifying for a Shared Parking Calculation

Primary uses	**Secondary uses**
Dwelling, dwelling units, residential development or boarding house	Child care centre, commercial purposes, educational establishment, general store, medical centre, light industry, neighbourhood centre (excluding a club, hotel, place of assembly, place of public worship, recreation facility and service station), public building, retail plant nursery, roadside stall, shop and shopping centre.
Commercial purposes, child care centre, educational establishment, general store, medical centre, light industry, neighbourhood centre (excluding a club, hotel, place of assembly, place of public worship, recreation facility and service station), public building, retail plant nursery, roadside stall, shop and shopping centre.	Dwelling, dwelling units, residential development or boarding house
Industries	Commercial purposes, dwelling, dwelling units, educational establishment, general store, medical centre, neighbourhood centre (excluding a club, hotel, place of assembly, place of public worship, recreation facility and service station), public building,

	residential development or boarding house, retail plant nursery, roadside stall, shop and shopping centre.
Medical centre, hospital	Educational establishment, commercial premises

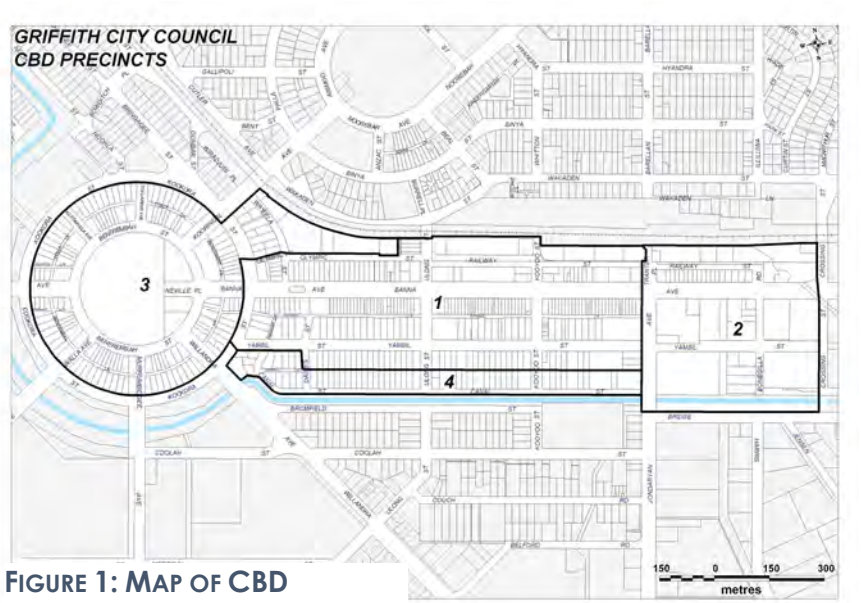


FIGURE 1: MAP OF CBD

c) Where an application involves Shared Parking Calculation the following will apply:
   I. It must be demonstrated that the land uses have differing peak hours (not overlapping), or that the combination of land uses will imply multi-destination parking.
   II. Shared Parking Calculation must form part of the initial development application, and must include a detailed breakdown of the likely peak hours of traffic generated in the proposed development.
   III. Where more than one parking rate can be used to calculate the parking requirement for the primary use, the highest parking rate applicable must be used in the calculation of the required parking spaces.
   IV. Where Shared Parking Calculation involves two adjoining properties, a written agreement between the involved landowners must form part of the initial application for reduction.
   V. Shared Parking Calculation involving two adjoining properties may only be approved subject to the registration of an easement to this effect on the relevant properties, even when both properties are in the same ownership.

2.1.3 PARKING CREDITS

Credits for parking will be given to existing development on the following basis:

a) The requirements of any previous development consent; and
b) The payment of any previous Section 94 Contributions.

2.2 CALCULATION OF REQUIRED PARKING

When calculating the required parking the following principles will apply:

a) When determining the required number of parking spaces results in a fraction, the number of spaces required will be rounded to the nearest whole number, and each fraction one-half (0.5) or more must constitute another space.

b) Should a development contain two or more types of uses, rounding of the number of spaces required will not be permitted for each of the different uses, but will only be allowed as a final rounding of the total number (sum) of spaces required.
c) Where the end use of a proposed development, or part of a development, is not known during the assessment stage, Council may calculate the parking requirement according to the maximum required rate for the most likely end use reasonably foreseen.
d) For stadiums, sports arenas, churches, places of public assembly or other uses in which patrons or spectators occupy benches, pews or other similar seating facilities, each 60 cm of such seating facilities must be counted as one seat for the purpose of determining the required number of parking.
e) Except as provided for specifically under a Shared Parking Calculation, should a development contain two or more types of uses, each use must be calculated separately for determining the total required number of parking spaces.
f) Where development comprises an extension of an existing development, additional parking must be calculated for the additional floor area.
g) Where development entails a change of a lawfully approved use, additional parking must be calculated for the difference in the required parking ratio.
h) Where it can be demonstrated that the existing buildings and/or development on the site has been subject of contributions in the past, a credit must be calculated on the basis of the existing and approved floor area and any parking space paid for under Section 94 of the Environmental Planning and Assessment Act, 1979.

2.3 EXCLUSIVE PARKING

a) All required parking spaces must be available for use by patrons/clients of a development at all times during operating hours. If parking spaces are required for the exclusive use of an owner or employees of a development, then such spaces must be provided over and above those required in this Plan.

2.4 PROVISION OF ON-SITE PARKING ON ANOTHER SITE

a) Where it is not possible or desirable to provide on-site parking, partially or in total, for a proposed development, Council may permit parking to be provided on another site if:
    I. The site on which the parking will be provided will be readily accessible and within reasonable walking distance, not exceeding 300 metres, from the development site
    II. The site forms part of the lands to which the development application related.
    III. The parking is maintained on that site for the life of the development

3.0 PARKING DESIGN

3.1 MINIMUM DESIGN STANDARDS SINGLE DWELLINGS AND DUAL OCCUPANCIES

a) Off-street parking may be located in enclosed garages or under a protective roof or covering.
b) For each residential lot, not more than two driveways must be permitted, each of which must be a maximum of 3.5m wide.
c) The width of a garage or gate is to be at least 3.0m with 2.75m unobstructed width at the doorway measured between the door jambs.
d) Access to or from a site must be located no closer than 1.0m from any property boundary and not closer than 6m from a corner boundary.
e) Driveways will generally not be permitted in the following locations: (Figure 2)
    I. In close proximity to traffic signals, intersections or roundabouts where queuing and sight distances are issues of consideration and distances from this infrastructure do not meet AUSTROAD's Guidelines; and
    II. In the sections of kerb shown in heavy lines (see Figure 2).

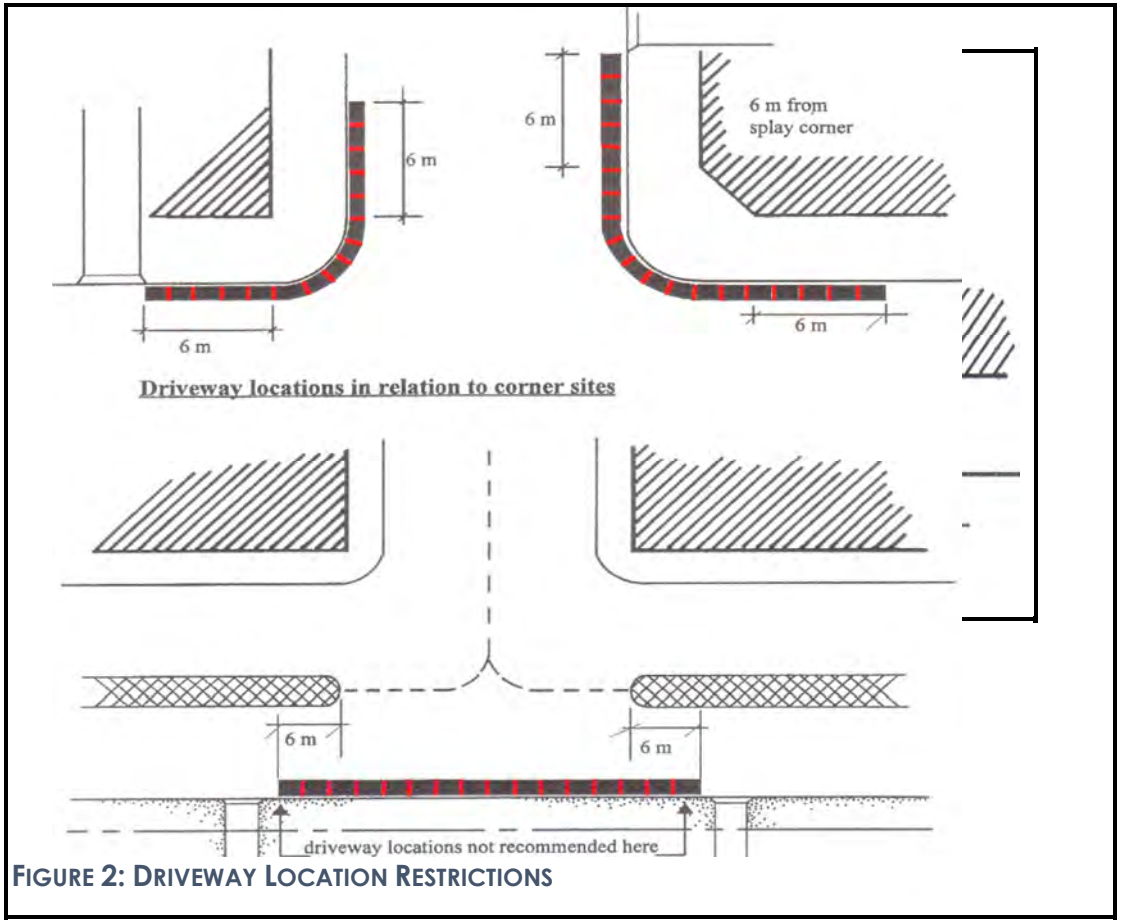


FIGURE 2: DRIVEWAY LOCATION RESTRICTIONS

3.2 MINIMUM STANDARDS FOR ALL OTHER DEVELOPMENTS

3.2.1 ACCESS

a) The design of access points and internal circulation should be such that all vehicles can enter and leave the site in a forward direction.
b) Access to or from a site must be located where it causes the least interference to vehicular and pedestrian traffic on a public road, to the discretion of the Council. Access to parking areas will generally not be permitted in the following locations:
    I. In close proximity to traffic signals, intersections or roundabouts where queuing and sight distances are issues of consideration and distances from this infrastructure do meet AUSTROAD Guidelines;
    II. Opposite other developments generating a large amount of traffic unless separated by a median island, or unless the road is a dual carriageway; and
    III. In the sections of kerb shown in heavy lines (see Figure 3)

c) Access to loading facilities must be provided directly from a public road or lane that will not interfere with public convenience and that will permit orderly and safe movements of trucks.
d) The number of access points from a site to any one street frontage must be limited to 1 entrance and 1 exit (or 1 combined entrance/access), except where large car parks are controlled by vehicle movements in peak hour situations.
e) Where access to a parking area is available from a road other than a major road, such alternative access is to be utilised in preference to direct access to the major road.

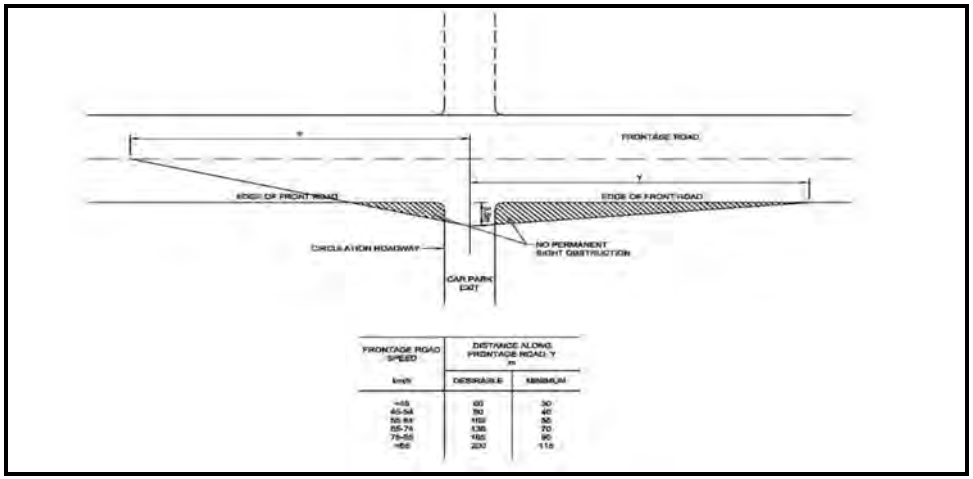


FIGURE 3: LOCATION OF ACCESSES

f) The potential for on-street queuing should be eliminated by the provision of sufficient standing area for vehicles entering the carpark and loading areas.
g) Intersection sight distance – signalised access driveway exits must be located so that the intersection sight distance along the frontage road available to drivers leaving the car park is as indicated in Figure 3.

h) Driveway exits need to be located and constructed so that there is adequate intersection sight distance to traffic on the frontage road and sight distance to pedestrians on the frontage road footpath (see Figure 4).

i) Sight distance to pedestrians – clear sight lines (see Figure 5) must be provided at the property line to ensure adequate visibility between vehicles on the driveway and pedestrians on the frontage road footpath. The loss of on-street parking incurred as a result of a driveway and sight distance requirements must be provided on-site in addition to the required number of parking bays.

j) Access for vehicles in Precinct 1 of the CBD indicated on Map 1 must be further limited to the following:
   - Residential vehicle access to properties fronting Banna Avenue must be via Olympic Street, Railway Street, or Banna Lane.
   - Residential vehicle access to properties fronting Yambil Street (northern side) must be via Banna Lane.
   - Where possible residential vehicle access to properties fronting Yambil Street (southern side) must be via Canal Street, or side streets.

k) Accessways must be designed and constructed in accordance with Council's *Engineering Standards: Subdivision and Development Standards* (as amended).

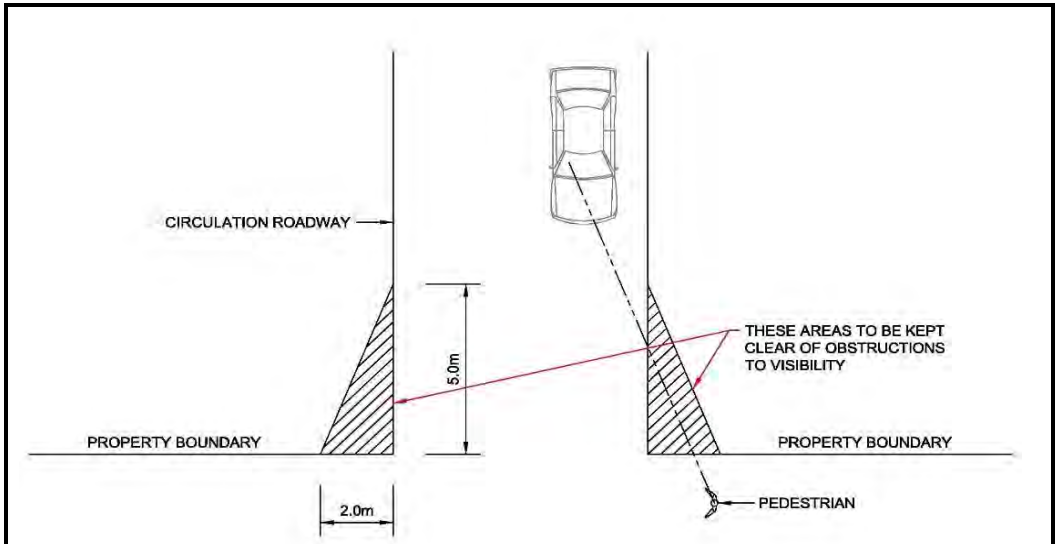


FIGURE 4: SIGHT DISTANCE FOR PEDESTRIANS

3.2.2 PARKING AREA DESIGN, DIMENSIONS AND DRIVEWAY/AISLE WIDTHS

a) The parking areas of all developments must adhere to the requirements of Australian Standard 2890 (as amended) (AS 2890).
   i. Notwithstanding, the provisions of AS 2890 to the contrary, all parking spaces must have minimum dimensions of **2.6 m x 5.5 m**; and
   ii. Notwithstanding, the provisions of AS 2890 to the contrary, all parking areas with 90 degree parking must have minimum aisle width of **6.2 m**.

3.2.3 VEHICLE STACKING (TANDEM PARKING)

a) The provision of tandem parking, that is parking of a vehicle directly behind another vehicle, where access

to the parking space is via the end of the space, is generally not included for the purpose of tallying car space numbers, except for:

i. Single dwellings and residential units where one space may be provided in front of a garage or carport for every residence or unit; and
ii. Commercial/retail establishments with drive-in or drive-through services that create lines of customers waiting to be served within vehicles.

b) In the case of the afore-mentioned commercial/retail establishments with drive-in or drive-through services, stack parking must be allowed according to the following minimum requirements:

i. Drive-through restaurants, banks and beverage docks that can normally serve customers within three minutes or less must provide no less than four stacking spaces per service point;
ii. Self-service carwash facilities must provide no less than three stacking spaces per wash bay. Automated carwash facilities must provide no less than five stacking spaces per wash bay; and
iii. Service stations must provide no less than two stacking spaces for each accessible side of the pump island, in addition to the actual spaces in front of each pump used for fueling.

3.2.4 MANOEUVRABILITY

a) The minimum turning path for vehicles must be in accordance with AS2890, however with the following minimum application:

i. For all residential developments a design car turning path will be applied with a minimum design turning circle of 11.5m diameter;
ii. For all commercial, retail and industrial developments less than 500m² a turning circle will be required to accommodate a Small Rigid Truck for access to the loading bay/service area or largest vehicle expected to access the site;
iii. For all commercial, retail and industrial developments 500m² or greater, a turning circle will be required to accommodate a Large Rigid Truck for access to the loading bay/service area or the largest vehicle expected to access the site; and
iv. Reversing of a vehicle to exit a carparking space and/or parking area must not exceed 15 metres in length. In this instance a manoeuvring area/turning bay must be provided at the end of the carpark for vehicles to enter and exit area in a forward direction. The manoeuvring area/turning bay must be appropriately line-marked and signposted to the satisfaction of Council.

3.2.5 PARKING FOR PEOPLE WITH DISABILITIES

a) All parking for people with disabilities must be provided according to the classification and requirements of the National Construction Code (NCC) and AS2890.
b) Parking for people with disabilities must be clearly signposted and located closest to the main entrance

of the primary facility of any development.

c) Parking for people with disabilities must have a clear height of 2.5m that must be maintained from the access point to the parking spaces to provide for roof mounted devices and "high-roof" vehicles.

3.2.6 LOADING BAYS AND SERVICE AREAS

a) All loading docks must be used solely for loading and unloading purposes. Loading and unloading must not be permitted from a public road unless designated loading and unloading bay's in Council's road reserve are utilised. Storage of waste products or merchandise must not be permitted in a loading dock. A loading dock may be used for waste collection by a garbage collection vehicle.

b) Loading bays must conform to the following minimum dimensions:

- Single dock width: 3.5m
- Multi-unit dock width (per bay): 4.0m
- Dock depth (non-semi-trailer): 12.5m
- Dock depth (semi-trailer): 19.0m
- Dock handling area depth (for goods movement): 3.0m
- Free clearance over dock and vehicle movement area: 3.6m

c) All service vehicles should be able to enter and leave the site in a forward direction and therefore, adequate manoeuvring space is required on-site.

d) Internal circulation roadways must be adequate for the largest vehicle anticipated to use the site.

3.2.7 BUS AND COACH PARKING

a) Bus and coach parking may be required by the Council, in addition to the required parking rate, for any development likely to generate or attract such traffic.

b) Unless otherwise required, bus and coach parking must be provided in a parallel parking configuration, in parking spaces with a minimum width of 3.3m and the following minimum lengths:

- Urban medium single deck: 19 m
- Large coach: 21 m
- Articulated: 27m

3.2.8 BICYCLE AND MOTORCYCLE PARKING

a) Parking must be provided for bicycles and motorcycles for all new developments of a non-residential nature with in excess of 10 parking spaces on the site to be developed or at another locality, accessible to the public, as agreed to by Council or the Authorised Officer.

b) In addition to the required parking rates, parking must be provided for motorcycles at a rate of 1 marked parking space for every 20 car parking spaces, and for bicycles at a rate of 1 bicycle rail with at least 3-wheel slots for every 50 car parking spaces.

c) Parking for bicycles must be clearly signposted and located closest to the main entrance of the primary facility of any development, second only to parking spaces for disabled people.

4.0 PARKING CONSTRUCTION

4.1 GRADIENTS

a) Unless explicitly otherwise permitted for parking garages; no access way, driveway, or turning area must have a longitudinal gradient exceeding 10%.
b) The maximum driveway grades for single dwellings or residential units must be 3% (1:33) from the top of the kerb to the property boundary.
c) All car parking spaces must have a maximum longitudinal gradient of 10% and a maximum cross-fall of 5%.
d) All access ways for pedestrians and driveways also being used as pedestrian access must have a maximum longitudinal gradient of 8%.

4.2 MATERIALS AND STANDARDS FOR CONSTRUCTION

a) All areas used for standing and manoeuvring of vehicles must be designed in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended).
b) All non-residential development parking, access and manoeuvring are must be constructed in accordance with following minimum requirements (unless an alternative construction standard is permitted under Council's Sealing of Parking and Manoeuvring Areas Policy (CS-CP-405)):

Base Course

i. Minimum 200mm of compacted road building gravel must be placed over the total carpark area. This thickness must be increased depending on traffic usage and natural soil type. All soft or unsuitable materials must be removed to give a sound base.

Drainage

ii. All parking areas must be designed to avoid concentrations of water run-off on the surface. The carpark must be graded to retain water on-site and diverted to collection pits (or an on-site detention basin) for discharge to Council's underground drainage system (where available) by suitably sized pipes. The minimum pipe size in the table drain, where required, is 375mm diameter. Where no underground drainage system is available, discharge to the street gutter will be required with provision for onsite dispersal where soil type allows.

Surface Finish

iii. The surface must be properly sealed by using either reinforced concrete, asphaltic concrete, paving bricks or a two-coat bitumen seal.

Kerb Requirement

iv. Barrier kerbs must be employed for parking area perimeters and around islands within parking lots, as well as for all service driveways, loading areas and the like. Exceptions may be granted by Council for rear yard parking facilities and for design purposes, such as where barrier kerbs will interfere with drainage on the merits of each case.
v. Kerb and guttering crossing are to be designed to Council's *Engineering Standards: Subdivision & Development* (as amended), and should conform to the levels of the road drainage system. Under no circumstances must a crossing

obstruct the flow of water along a gutter.

Speed Humps and Wheel Stops

vi. Speed humps must comply with AS 2890.

vii. Wheel stops, including bumper guards, must be provided for all parking areas, to contain vehicles on sloping surfaces, prevent overhang, or to protect trees and vegetation from damage. Wheel stops must comply with AS 2890.

4.3 LANDSCAPING AND VEGETATION

a) With the exception of dwellings and dual occupancies, at least 10% of parking lots are required to be landscaped, and where possible be screened from roads and public areas by landscaping, to Council's satisfaction. A landscape plan may be required for this purpose.

b) The location of existing trees on site and methods of retention are to be considered in the preliminary design phase of the development.

c) Except, where explicitly allowed otherwise by Council, trees must be planted and maintained for shade at a ratio of at least one tree for every four parking bays in the case of single rows of parking and one tree for every eight parking bays in the case of double rows of parking.

d) Plants and trees must be protected from damage due to vehicular movement by appropriate obstructions such as wheel stops, railings or custom-made frames.

e) Where plants and trees are used to screen parking lots from roads, planting height must be graded across the width of the bed with larger species in the centre and smaller species at the edge, in order to limit loss of visibility.

4.4 LIGHTING AND SIGNAGE

a) All parking areas for developments comprising night time operation or occupation must be illuminated in accordance with Australian Standards 4282 Control of the obtrusive effects of outdoor lighting (as amended).

b) No open lights, such as strips of light bulbs must be permitted.

d) To ensure the efficient operation of parking areas:

- Signage must indicate the location of parking and loading areas not clearly visible to drivers.
- Vehicle entry and exit lanes must be clearly marked with either pavement arrows and/or signage.
- Desired traffic movements must be indicated through the use of pavement arrows.
- Long stay spaces for employees and disabled people must be indicated with appropriate signage.
- Physical impediments and constraints (such as severe gradients and occasional flooding) that may affect parking or the safety of passengers and pedestrians must be clearly indicated.
- Non-standard signs and signage which may be offensive or confusing must not be permitted.
- All signage advising of the availability of on-site car parking must be in accordance with AS2890.

e) Painted parking bay delineation, arrows or other information for the driver, painted on the pavement are to be marked in accordance with AS2890.

5.0 INFORMATION REQUIRED TO BE SUBMITTED

a) In the case of residential developments comprising up to two residences or units, the following information must be indicated on the site plan submitted as part of the development application:
   - Locality and dimensions of garages, car-ports and other parking areas;
   - Width and clear height of garage door or gate in the case of enclosed parking;
   - Locality, length and width of driveway;
   - Driveway surface type;
   - Distance of driveway from adjacent driveways, services, trees, etc; and
   - Distance from nearest splay – in the case of a corner allotment.

b) For any other development a site plan indicating the parking configuration, at a scale of 1:100 or 1:200, must accompany the development application, indicating the following information:
   - Locality and dimensions of all parking spaces (including parking for disabled persons, bicycles and motorcycles);
   - All parking spaces must be numbered on the site plan for reference purposes;
   - Gross leasable areas in the case of retail, commercial (including offices) and industrial buildings;
   - Number of units, rooms or offices;
   - Any other criteria used for the calculation of the required parking;
   - A schedule indicating the calculation of the required parking;
   - Locality, length and width of access driveways and driveways used for internal circulation;
   - Direction of traffic flow for internal traffic and traffic accessing the site;
   - Distances from adjacent driveways, intersections and splays;
   - Locality, dimensions and details of dividing medians, areas used for landscaping and screening, pedestrian paths, loading facilities, refuse storage areas, service areas, and the like;
   - Details regarding the type of surfaces and kerbing for driveways, and parking areas, and other materials associated with parking such as wheel stops and trolley bays;
   - All proposed signposting and surface marking for parking areas, including details of the type and colour of markings suggested, the content of signposts and the indication of internal traffic flow;
   - Clear height and nature of cover in the case of covered parking;
   - Gradients and details regarding stormwater management on, and surrounding the site of application;
   - Maximum size of vehicle to access the site; and
   - Proposed lighting

c) Additional Information - In determining parking and access requirements for a development application, the Assessing Officer, Authorised Officer or Council may in addition to the information provided on the site plan, request any, or all of the following information:
   - Likely demand for off-street parking because of

the development;
- Availability of public transport and other transport facilities, if any, provided for employees and visitors, customers or patrons;
- Likely modes of transport to be used by employees and patrons;
- Likely peak hours of the proposed development;
- Existing traffic volumes on the surrounding street network;
- Expected traffic generation and the nature of traffic impacts resulting from the development;
- Information relating to the justification for departures from parking requirements - if any;
- Information relating to on-site manoeuvrability of vehicles;
- Stormwater plans and calculations from a suitably qualified Civil Engineer; and
- Any other information reasonably necessary to determine the level of expected traffic impact of any proposed development with extraordinary or special characteristics.

d) All development applications for major developments are to be accompanied by a parking and traffic impact study assessing the impact of the proposed development on the surrounding arterial and local road network, including transport infrastructure requirements and cost implications. If required, a traffic impact study may be requested at the development assessment stage.

e) A major development will be a traffic generating development as outlined in Clause 104 and Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007. However, a major development may also be a smaller development that is deemed by the Council to constitute a potentially significant traffic impact, or which may influence traffic and pedestrian safety.

APPENDIX 2 - GRIFFITH SUBDIVISION CODE

1.0 INTRODUCTION

This Subdivision Code applies to the all Lands to which the DCP applies. Under the *Environmental Planning and Assessment Act 1979* (EP&A Act), subdivision is defined as 'development that seeks the division of land into two or more parts that, after the division, would be adapted for separate occupation, use or disposition'. There are three main forms of subdivision and land title in NSW:

Torrens title subdivision

This is the most common type of subdivision and is often referred to as 'freehold' subdivision. This title has one registered owner of the land.

Strata title subdivision

This type of subdivision allows for a horizontal subdivision of land into separate titles for separate "strata" lots and is commonly associated with units. Each lot or unit represents a separate allotment, in which the owner of a strata title unit has title to that cube of air bounded by the inner skin of the boundary walls of the unit vertically and by the ceiling height above and the floor level below horizontally. The owner also shares the common property which may consist of driveways, gardens, etc., which is used by all owners and managed by a Body Corporate.

Community title subdivision

Community title is a mix of both Torrens title and Strata title which allows you to own your own allotment however you also have a responsibility in the common 'community' property (usually a shared swimming pool, BBQ area or the like). A Neigbourhood Association is established to manage the common 'community' feature of the subdivision.

1.1 OBJECTIVES

a) To ensure the subdivision of land and associated development is consistent with the Precinct Statement of the area through consistent lot size, shape, orientation and housing density.
b) To improve the design and quality of the urban environment.
c) To promote the energy efficient usage of land.
d) To prevent the fragmentation of land.
e) To ensure new lots sizes comply with the Griffith Local Environmental Plan 2014 (GLEP) and any development can meet the development controls of the DCP.

1.2 DEFINITIONS

Gross floor area (GFA) means the overall area of a building as measured from the outer face of external walls, but excludes:

a) Columns, fin walls, sun control devices and any elements, projections or works outside the general lines of the outer face of the external wall.
b) Lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air-conditioning ducts.
c) Car parking needed to meet any requirements of Council and any internal access to such spaces.
d) Space for the loading and unloading of goods.

Gross leasable floor area (GLFA) means the overall area of a building as measured from the internal face of the walls, but excludes:

a) stair cases and fire escapes.
b) staff and/or public amenities, toilets.
c) lift towers, machinery and plant rooms, ancillary storage space and vertical air conditioning ducts.
d) space for the loading/unloading of goods.
e) any other area, which in Council's opinion, does not contribute to parking.

2.0 INFILL SUBDIVISION

Infill subdivision relates to the subdivision of land which is located within the existing built up areas of Griffith and the villages to create 10 or less lots on land with an area of 0.5 ha or less. Common types of infill subdivision development include the subdivision of corner lots, undeveloped or amalgamated lots or the subdivision of dual occupancies.

2.1 OBJECTIVES

a) To allow for a range of housing choices.
b) To efficiently utilise existing essential services with capacity.
c) To improve or maintain the amenity of the locality.
d) To encourage subdivision and increase in housing in accessible locations.
e) To ensure solar access and energy efficiency is considered in the subdivision of land.

2.2 GENERAL CONTROLS

a) The size of any lot subdivided must be in accordance with the relevant clauses in the *GLEP*.
b) Subdivision must be consistent with the localities Precinct Statement in Section 3 of the DCP.
c) The density of lots should maintain and promote the residential character of the area.
d) Subdivision must not compromise any significant features of the locality, including streetscape character, landscape features or trees.
e) Development applications for subdivision must demonstrate that future development of vacant lots can comply with all sections of the DCP (ie. setbacks, parking and private open space).
f) Development applications must demonstrate the following has been considered:
    i. topography and other natural and physical site features;
    ii. existing services;
    iii. existing vegetation;
    iv. existing easements and the need for new easements;
    v. vehicle access;
    vi. flood affectation and stormwater management requirements ;
    vii. contamination (refer to Council's Contaminated Land Management Policy (EH-CP-2013);
    viii. existing buildings and structures; and
    ix. fencing.

g) Subdivision must not result in the creation a new lot which contains significant site features that would render the land unable to be developed because of:
   i. easements;
   ii. flooding;
   iii. contamination;
   iv. significant trees;
   v. lot size or shape not conducive to development; and
   vi. lack of frontage or access to a road

h) Development applications must demonstrate the subdivision meets the requirements of Council's *Engineering Standards: Subdivision and Development* (as amended)

2.3 LOT SIZE AND LAYOUT

a) Proposed lots must be of a size and have a shape and dimensions to enable the siting of a dwelling and ancillary structures that:
   i. minimise impacts on adjoining lots including access to sunlight, privacy and views;
   ii. provide usable principal private open space;
   iii. provide vehicle access; and
   iv. protect or replace significant trees.

b) If an existing dwelling is to be retained, the proposed lot should be of sufficient size and design so that the dwelling complies with section 4 of the DCP.

c) Lot design should maintain a minimum lot width that is compatible with the subdivision pattern, measured at the building line adjacent to the primary frontage as detailed in the following table:

GLEP Area	Minimum Lot Size	Minimum Lot Width
D	300	10
G	450	12
I	500	15
M	600	16
Q	700	18
U	1000	20

d) Lots with a north-south axis should be prioritised.

e) Rectangular shaped lots should be prioritised.

f) Provision must be made for the collection of garbage and recycling.

2.3 ACCESS AND PEDESTRIAN MOVEMENT

a) The subdivision design must ensure an accessway can be constructed to access each lot which meets the requirements of Council's *Engineering Standards: Subdivision and Development* (as amended).

b) Vehicle access on a classified or arterial road should be avoided if another means of access is available (side street or rear lane).

c) In accordance with *Griffith's Pedestrian & Bicycle Strategy*, the subdivision design should provide for footpath and cycleways where required.

2.4 ESSENTIAL SERVICES

a) The design and installation of sewerage and water must be in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended).

b) The subdivision must be designed to ensure that a suitable location for a water meter can be provided at least 1 m from a driveway.

c) Electricity should be provided via underground trenching in accordance with Essential Energy's requirements at the front of the lot.
d) Common trenching, or the location of compatible utility services in the same trench should be prioritised.
e) Easements over essential services must be provided to the satisfaction of the service provider.
f) The design of the subdivision must meet the requirements of Fire and Rescue NSW – Fire Safety Guideline – Fire Hydrants for Minor Residential Development.

2.5 STORMWATER

a) The subdivision must be designed in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended) and Council's *On-Site Detention Policy* (CS-CP-404)
b) Easements to drain stormwater must be provided over all pipeline, inter-allotment drainage and any overland flow paths.

2.6 BATTLE-AXE LOTS

a) Battle-axe lots may only be permitted where it can be demonstrated that full street frontage for all lots is not achievable due to site constraints.
b) Only two battle-axe lots can share the same access handle.
c) Battle-axe lots must meet the following requirements:
    i. Any battle-axe lot without a frontage to the street must have a minimum site area of 450 m^2.
    i. In calculating the area of a battle-axe lot, the area of the access handle is to be excluded.
    ii. Single access handles must have a minimum width of 4.5 m and a maximum length of 30 m.
    iii. Dual access handles must have a combined width of 6 m and a maximum length of 30 m.
    iv. The access handle must be a sufficient width / area to accommodate the location of all services including a water meter located 1 m from any driveway and the placement of garbage and recycling bins.
d) Battle-axe lots to facilitate a handle for the location of only a water meter are prohibited.

3.0 GREENFIELD SUBDIVISION

Greenfield subdivisions relate to the subdivision of land where the lot yield is in excess of 10 lots and where the urban pattern (street and open space network, neighbourhood structure) is not determined by existing development and street pattern on lands zoned R1 or RU5.

3.1 OBJECTIVES

a) To ensure all essential services are provided to new lots.
b) To ensure lot sizes allow for diversity in housing types.
c) To ensure subdivision design prioritise energy efficiency and solar access.
d) To maximise residential amenity by ensuring that roads, public transport, community facilities, open space and pedestrian and cycle networks are integrated.

e) To ensure that the subdivision is consistent with orderly and proper planning and the character of the area.
f) To prioritise pedestrian safety and walkability in the design subdivisions.

3.2 LOT SIZE AND LAYOUT

a) The size of any lot subdivided must be in accordance with the relevant clauses in the *GLEP*.
b) Proposed lots must be of a size and have a shape and dimensions to enable the siting of a dwelling and ancillary structures that:
    i. minimise impacts on adjoining properties including access to sunlight, privacy and views;
    ii. provide usable principal private open space;
    iii. provide vehicle access; and
    iv. protect or replace significant trees.
c) Lot design should maintain a minimum lot width that is compatible with the subdivision pattern, measured at the building line adjacent to the primary frontage as detailed in the following table:

GLEP Area	Minimum Lot Size	Minimum Lot Width
D	300	10
G	450	12
I	500	15
M	600	16
Q	700	18
U	1000	20

d) Larger lots should be provided in response to hazards such as flooding.
e) Higher densities, where provided, should be located in areas closer to commercial uses, open space, parks, community facilities and public transport routes.
f) Lot layout should enable dwelling fronts to face other dwelling fronts across a public street and backyards to face backyards.
g) Lots should be oriented and configured to maximise opportunities for solar access.
h) Corner lots should be designed to enable the construction of a dwelling that can comply with the prevailing setback requirements along both street frontages (dual occupancy lot).

FIGURE 1: ORIENTING LOTS TO ENSURE NORTH FACING PRINCIPLE PRIVATE OPEN SPACE

i) The subdivision design should avoid the creation of battle-axe or highly irregular shaped lots.
j) Consideration must be given to how garbage and recycling will be removed from the frontage of all lots by providing maneuvering space to enable trucks to access bin collection areas.

3.3 CONNECTIVITY AND MOVEMENT NETWORKS

Neighbourhoods that have clearly defined street hierarchy and link people to destinations have the potential to reduce travel times and reduce vehicle reliance.

Subdivision design must take into consideration the following controls:

a) Where staging is to occur, each individual stage should be integrated with one another over the course of the development to ensure multi-modal connectivity.
b) Good pedestrian, cycling and vehicular connections to existing and proposed open space, community facilities and commercial areas should be prioritised.
c) Road networks (street length, intersection type, stagger and spacing) should be designed to control traffic speeds to appropriate limits.
d) Design of roads should provide appropriate carriageway widths, street trees, lighting and adequate footpaths and cycleways.
    i. Footpaths and cycleways must be provided in accordance with the *Griffith Pedestrian and Bicycle Strategy – 2018.*
    ii. Roads must be designed in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended).
e) Development Applications for greenfield residential subdivisions must:
    i. Include an overall transport movement hierarchy showing major circulation routes and connections to achieve simple and safe movement systems for private vehicles, public transport, pedestrians and cyclists; and
    ii. Include cross sections of each type of road proposed in the hierarchy including required footpaths and cycleways.

3.4 ESSENTIAL SERVICES

Greenfield subdivisions must comply with the following controls (where applicable):

a) The design and installation of sewerage, water and stormwater must be provided in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended).
b) Where there is no reticulated sewerage system in reasonable proximity to the site the development application must demonstrate that:
    i. All lots are capable of supporting an approved on-site sewerage management system supported by a Land Capability Assessment prepared by a suitably qualified Geotechnical Engineer.

ii. Compliance with Council's On-site Sewage Management Plan is possible.
iii. Sewerage collection and disposal areas address the following:
- They are above the Flood Planning Level;
- Effluent disposal areas are a minimum of 200 m^2;
- They adequately treat sewerage to appropriate standards; and
- The groundwater table is at least 1.2 metres below the disposal area.

c) Council's reticulated water supply system must be connected to the subdivision and provided to each lot through Council mains or privately owned connections.
d) The design of the subdivision must meet the requirements of Fire and Rescue NSW's *'Fire Safety Guideline – Fire Hydrants for Minor Residential Development'*.
e) The design and installation of electricity, street lighting, telecommunications (including NBN) and gas services must be in accordance with the requirements of the relevant servicing authorities.
f) Electricity and telecommunications infrastructure should be provided as underground services.
g) Compatible public utility services should be coordinated in common trenching to minimise construction costs for underground services and reduce restrictions on landscaping within road reserves.
h) Where the connection of reticulated water and sewer infrastructure is not immediately available to the subdivision, or requires upgrading, the developer should make all necessary arrangements for the extension of these services to service each lot in the subdivision, with all costs associated with the extension of services borne by the developer.
i) Development Applications for greenfield residential subdivisions must Include draft servicing plans showing the location of all required utilities and demonstrating compliance with this section.

3.5 STORMWATER

a) Post-development runoff rates should be equal to or less than pre-development runoff rates for the full range of design storm events. Drainage from the proposed lots should not significantly alter pre-development stormwater patterns and flow regime.
b) Water Sensitive Urban Design (WSUD) elements should be provided in the design of the subdivision.
   i. Long term maintenance requirements must be identified for WSUD elements; and
   ii. WSUD must be designed to suit the climate of Griffith.
c) Stormwater must discharge to the street gutter or inter-allotment drainage system.
d) Easements to drain stormwater must be provided over all pipeline, inter-allotment drainage and any overland flow paths.
e) Where the stormwater drainage system in the locality requires upgrading, the developer should make all necessary arrangements for the extension of the drainage system to service each allotment in the

subdivision, with all costs associated with the extension of the drainage system borne by the developer.

f) Development applications for greenfield subdivisions must include:
   i. a preliminary Stormwater Management Plan prepared in accordance with *Engineering Standards: Subdivision and Development* (as amended) and Council's *On-Site Detention Policy* (CS-CP-404) demonstrating how the development can comply with this section.

3.6 SAFETY

a) Development applications for greenfield subdivisions should demonstrate how the lot, access, street and street lighting arrangements will promote the principles of Crime Prevention Through Environmental Design (CPTED), including but not limited to:
   I. Orienting building envelopes and car parking areas to minimise inactive streets;
   II. Casual surveillance of public spaces, including the street; and
   III. Appropriate lighting of public spaces and walkways.

3.7 OPEN SPACE

Greenfield subdivisions should comply with the following controls:

a) Public open space should be planned in close consultation with Council and in consideration of Council's *Section 94A Contributions Plan 2010* and Council's *Playground Strategy 2014*.
b) The required amount of open space dedicated to Council is calculated on the basis of 1000 m^2 / 20 lots.
c) At least 90% of dwellings should be located within 400 m straight line distance from an existing or proposed public open space.
d) Public open space should be integrated with major drainage networks and water quality facilities where they are compatible.
e) Public open space should be provided in a manner that can be economically maintained.
f) Development applications for greenfield subdivisions which require open space must include a draft design of the open space addressing how the open space will:
   i. Be buffered from main roads and identified hazards for improved safety;
   ii. Be safely accessible by pedestrian and/or cycleway links;
   iii. Located to maximise walkable access to the highest number of the population; and
   iv. Have passive / casual surveillance opportunities for security and safety.

3.8 LANDSCAPING

a) Development applications for greenfield subdivisions must include a concept landscape plan providing the following details:
   I. Location of existing trees to be retained or removed.

II. Location and schedule of proposed plantings (quantity, species, expected mature height and spread and time expected to mature).
III. A fencing and retaining wall schedule.
IV. Proposed maintenance program and watering system.

3.9 CONTAMINATION

a) The Statement of Environmental Effects for subdivision to which this section relates should provide a history of the use of the site indicating whether there may have been any previous or current land uses that could have resulted in contamination of the site in accordance with Council's *Contaminated Land Management Policy* (EH_CP_203).
b) If there is a possibility the site could be contaminated from past uses, the development application must address the requirements of *State Environmental Planning Policy 55- Remediation of Land*, *Managing Land Contamination Planning Guidelines 1998* - Department of Urban Planning / Environment Protection Authority (as amended or replaced) and Council's *Contaminated Land Management Policy* (EH_CP_203).

4.0 LARGE LOT RESIDENTIAL SUBDIVISION

This section applies to lands zoned R5 or development in the R1 and RU5 zones for lots larger than 3000 m^2.

4.1 LOT SIZE AND LAYOUT

a) The size of any lot subdivided must be in accordance with the relevant clauses in the *GLEP*.
b) Proposed lots must be of a size and have a shape and dimensions to enable the siting of a dwelling and ancillary structures that:
   i. minimise impacts on adjoining properties including access to sunlight, privacy and views;
   ii. provide usable principal private open space;
   iii. provide vehicle access; and
   iv. protect or replace significant trees.
c) Larger lots should be provided
   i. In the vicinity of intensive agriculture;
   ii. Fronting arterial roads;
   iii. Fronting railway lines; and
   iv. Where site conditions require larger areas for onsite detention or on-site waste disposal.
d) Subdivision design should avoid using access to a public road via a right of carriageway or battle-axe lot. However, should a right of carriageway or battle-axe lot be deemed acceptable, the minimum width of the carriageway or access handle should be 8 m with a constructed driveway not less than 5 m wide.
e) Building envelopes must be established on subdivision plans with the following requirements:

Setback	**3000m^2 – 1 ha**	**1 ha to 2 ha**	**2 ha +**
Front	7.5 m	10 m	15 m
Side	5 m	10 m	20 m
Rear	5 m	10 m	20 m

Arterial Road	20 m	20 m	20 m

f) Subdivision design should ensure that all the requirements in Section 7.0 of the Residential DCP can be catered for on each lot.

4.2 ROADS

a) Road networks (street length, intersection type, stagger and spacing) should be designed to control traffic speeds to appropriate limits.

b) Design of roads should provide appropriate carriageway widths, street trees, lighting and adequate footpaths and cycleways:

   i. Footpaths and cycleways must be provided in accordance with the *Griffith Pedestrian and Bicycle Strategy – 2018;* and

   ii. Roads must be designed in accordance with Council's *Engineering Standards: Subdivision and Development* (as amended).

c) Development Applications for large lot residential subdivisions should:

   i. Include cross sections of each type of road proposed in the hierarchy including required footpaths and cycleways.

4.3 UTILITIES AND STORMWATER

a) Large lot residential subdivisions must meet the requirements of Section 3.4 for the provision of essential services and 3.5 for the control of stormwater.

b) Individual onsite detention basins for lots with areas of 3000 m^2 to 5000 m^2 should be avoided.

c) Any communal raw water systems are to be designed and constructed to meet any requirements of Murrumbidgee Irrigation.

4.4 MANAGEMENT OF COMMUNAL FACILITIES

a) The proposed management structure for communal facilities or infrastructure, such as raw water dams, sewerage treatment systems, roads and common land associated with the subdivision must be described as part of the development application which could include a Community Title Association or a Neighborhood Association

b) A Management Plan for the ongoing management of the communal lands to the satisfaction of Council must be provided prior to the issue of a Subdivision Certificate.

4.5 BATTLE-AXE LOTS

a) Battle-axe shaped lots may only be permitted where it can be demonstrated that full street frontage for all lots is not achievable due to site constraints.

b) Only two battle-axe lots can share the same access handle.

c) Battle-axe lots must meet the following requirements:

   i. Single access handles must have a minimum width of 8 m and a maximum length of 50 m;

   ii. In calculating the area of a battle-axe lot, the area of the access handle is to be excluded;

   iii. Dual access handles must have a combined width of 10 m and a maximum length of 60 m; and

iv. The access handle must be of a size to accommodate the location of all services including a water meter located 1 m from any driveway and the placement of garbage and recycling bins.

d) Battle-axe lots to facilitate a handle for the location of a water meter only are prohibited.

4.6 BUSHFIRE PRONE LAND

This section contains development controls applying to Development Applications for subdivisions involving land that is classified as bushfire prone on the Bushfire Prone land Map.

a) A Bushfire Risk Assessment Report must be lodged together with the Statement of Environmental Effects in support of the Development Application on bushfire prone lands. The Bushfire Risk Assessment Report must be prepared by a suitably qualified and experienced bushfire consultant and address the developments consistency with RFS's *Planning for Bushfire Protection Guidelines*.

b) Bushfire protection measures are to be placed wholly within the development site. All proposed Asset Protection Zones are to be within the property to be subdivided and incorporated into affected lots. Asset Protection Zones will not be accepted on existing Council reserves, other public lands or in reserves proposed to be dedicated through the subdivision.

c) Fire trails, if required, are not accepted on existing Council reserves proposed to be dedicated through the subdivision.

4.7 CONTAMINATION

d) The Statement of Environmental Effects for subdivision to which this section relates should provide a history of the use of the site indicating whether there may have been any previous or current land uses that could have resulted in contamination of the site in accordance with Council's *Contaminated Land Management Policy* (EH_CP_203).

e) If there is a possibility the site could be contaminated from past uses, the development application must address the requirements of *State Environmental Planning Policy 55 - Remediation of Land*, *Managing Land Contamination Planning Guidelines* - Department of Urban Planning / Environment Protection Authority (as amended or replaced) and Council's *Contaminated Land Management Policy* (EH_CP_203).

4.8 SALINITY

Where salinity is present on the site, is known to occur in the locality, or has been mapped in the GLEP as prone to salinity the following controls apply:

a) A Management Plan must be provided with the development application which:

i. Provides mechanisms to maintain groundwater levels that will not adversely influence future building structures and shall provide guidelines for

future landowners for on-site water and vegetation management (reference should be made to Council's Waterwise Guidelines);

ii. Identifies how Infrastructure materials and construction methods will suit the soils on the site;

iii. Addresses issues consistent with the NSW Salinity Strategy; and

iv. Provides a plan of areas of on the site known to have excessive salinity and ensures building envelopes are located outside these areas.

APPENDIX 3

REQUEST FOR VARIATION TO A DEVELOPMENT CONTROL AND SUPPORTING INFORMATION

Under clause 1.5 of the Griffith Residential Development Control Plan (GRDCP 2020)

THIS REQUEST MUST ACCOMPANY A DEVELOPMENT APPLICATION LODGED WITH COUNCIL WHERE THE DEVELOPMENT DOES NOT MEET THE DEVELOPMENT CONTROL(S) WITHIN THE GRIFFITH RESIDENTIAL DEVELOPMENT CONTROL PLAN (2020).

CLAUSE 1.5 OF THE GRDCP 2020

There will be instances in which strict adherence to the controls in this Plan cannot be achieved. Should an aspect of a development not comply with a standard, the non-compliance must be justified in the Statement of Environmental Effects in a variation statement addressing:

a) The control being varied.
b) The extent of the proposed variation and the unique circumstances as to why the variation is requested.
c) Why compliance with the control/standard is unreasonable or unnecessary in this particular case.
d) How the objectives of the control are met and an acceptable solution achieved with the proposed variations.
e) That the development will not have additional adverse impacts as a result of the variation.

The fact that an existing development may not comply with one or more of the development controls, does not necessarily mean that the development control is unreasonable or unnecessary, when applied to future development.

The following section is required to be completed as part of any development application where a variation is sought to development control(s) contained within the GRDCP 2020. Alternatively, the required information below can be provided in an appendix attached to the Statement of Environmental Effects.

APPLICANT DETAILS

Name	
Property Details	
Description of Development	
Signature and Date	

1 What is the development control(s) to be varied? (specify)

2	Provide details of the extent of variation (ie. what is the non-compliance? Is it minor or extensive? (% of variation between your proposal and the development control)

3	Provide details of the specific circumstances of the variation and why it is being requested?

4	Are the controls considered unnecessary or unreasonable in the circumstances of the proposal, why?

5	If there are objectives of the control how does the variation achieve them?

6	Provide a justification as to why the development will not have additional adverse impacts as a result of the variation.