

**3.2 REPORT TITLE: 1A BROOKE STREET PLANNING PROPOSAL
PUBLIC EXHIBITION AND AMENDMENTS TO FORBES SHIRE
DEVELOPMENT CONTROL PLAN**

263 *RESOLVED*

That Council upon finalisation of the drafting of clause 5.20 and 6.23 of the DCP:

- 1). resolve to place the amendments to the Forbes Development Control Plan 2013 on public exhibition for a period of 28 days,
- 2). resolve to place amendment No.5 to the Forbes Local Environmental Plan 2013 for the rezoning of 1A Brooke Street on public exhibition for 28 days, and
- 3). forward submissions received during this period to the Department of Planning and Environment.
- 4). forward resolution for 1A Brooke Street, Forbes to the Department of Planning and Environment for endorsement. *(Cr C Roylance/Cr S Karaitiana)*

Chapter 5- Urban Residential Development

“Clause 5.20 Dwellings, alterations and additions immediately adjacent to or within close proximity to a rail corridor

Objectives

- *To comply with Development near rail corridors and busy roads - Interim Guideline. Applies to development of land by application of Clause 87 of State Environmental Planning Policy (Infrastructure) 2007. Part C of the interim Guideline considers development impacted from rail corridors.*
- *To ensure the noise and vibration generated from the rail corridor does not significantly impact the amenity of dwellings, alterations and additions built adjoining or within close proximity to the rail corridor.*

Standards

1. *Dwellings, alterations and additions constructed immediately adjacent to or within 80m of the railway corridor are required to attenuate noise impacts associated with the rail corridor. Examples of how dwellings can be designed to achieve compliance with Part C Development near rail corridors- Interim guideline are provided below:*

- *Minimising the number of doors and windows within the elevation closest to the noise source,*
- *Providing solid balustrades for balconies,*
- *Locating less sensitive areas/uses adjacent to the boundary closest to the noise source,*
- *Providing landscaping along the boundary closest to the noise source, and*
- *Providing solid boundary fencing with no gaps along the boundary adjacent to the noise source.*

Chapter 6-Multi Dwelling Housing, Second Dwellings and Dual Occupancy Development

“6.23 Multi Dwelling Housing, Second Dwellings and Dual Occupancy development immediately adjacent to or within close proximity to a rail corridor

Objectives

- *To ensure the noise and vibration generated from the rail corridor does not significantly impact the amenity of Multi Dwelling Housing, Second Dwellings and Dual Occupancies built adjoining or within close proximity to the rail corridor.*
- *To comply with Development near rail corridors and busy roads - Interim Guideline. Applies to development of the land by application of Clause 87 of State Environmental Planning Policy (Infrastructure) 2007. Part C of the interim Guideline considers development impacted from rail corridors.*

Standards

1. *Multi Dwelling Housing, Second Dwellings and Dual Occupancy development constructed immediately adjacent to or within 80m of the railway corridor are required to attenuate noise impacts associated with the rail corridor. Examples of how Multi Dwelling Housing, Second Dwellings and Dual Occupancy developments can be designed to achieve compliance with Part C Development near rail corridors- Interim guideline are provided below:*