JOINT REGIONAL PLANNING PANEL

(Southern Region)

SUPPLEMENTARY REPORT - 2014STH004

SCHEDULE 2

South Tralee Development Guidelines – March 2015

(as amended by Queanbeyan City Council)

SOUTH TRALEE RELEASE AREA

DEVELOPMENT GUIDELINES

MARCH 2015

AS AMENDED BY COUNCIL

The Village Building Co.

Acknowledgement

This document was based on Queanbeyan City Council's Comprehensive Development Control Plan 2012, Googong Development Control Plan (June, 2012) and South Jerrabomberra Development Control Plan (February 2015)

Contents

1 PRELIMINARY

1.1 Introduction

The purpose of these development guidelines is to establish objectives, design guidance and controls to inform and achieve desirable development outcomes for the South Tralee Release Area. In addition, the guidelines incorporate a Master Plan for the release area which outlines the overarching structure for the future development of South Tralee including its future staging, landuse framework, transport and movement hierarchy, neighbourhood centre location in addition to future open space and recreation areas.

Pursuant to Section 83C of the *Environmental Planning and Assessment Act,1979* the guidelines and associated master plan documentation have sought to address and largely satisfy clause 6.3 of the *Queanbeyan Local Environmental Plan (South Tralee) 2012.*

1.2 Regional Context

The study area is located on the south west edge of the city of Queanbeyan. The study area forms part of the South Jerrabomberra Urban release area and consists of the Poplars and North Tralee land parcels with Jerrabomberra immediately to the east, South Tralee to the South, Hume to the west and ACT to the north.

The Queanbeyan Residential and Economic Strategy 2031 has identified this area for residential, employment, commercial, educational, community and non urban land uses. The contextual analysis as outlined in the map below shows the existing built and landscape characters of the area and that surrounding the proposal and is further described below.

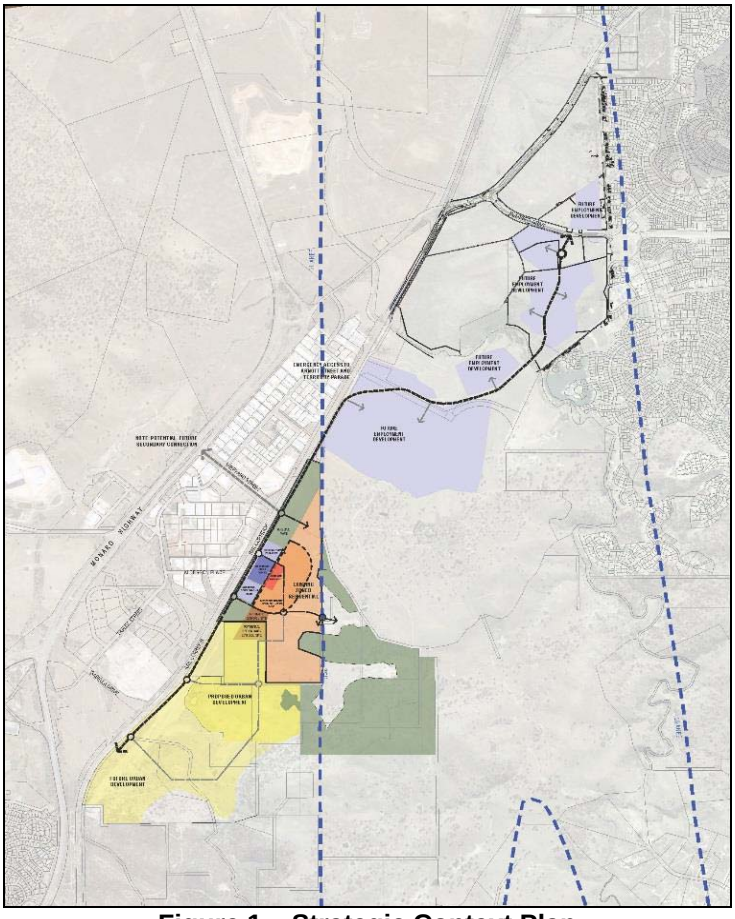


Figure 1 – Strategic Context Plan

1.3 Area of the Land to which these Development Guidelines Apply

These Guidelines apply to the land as shown outlined in black on the zone map below (Figure No 1) for development that has been approved as part of South Tralee Urban Concept Development Application 263-2013. This land is zoned under both the Queanbeyan Local Environmental Plan (South Tralee) 2012 and the Queanbeyan Local Environmental Plan 1998.

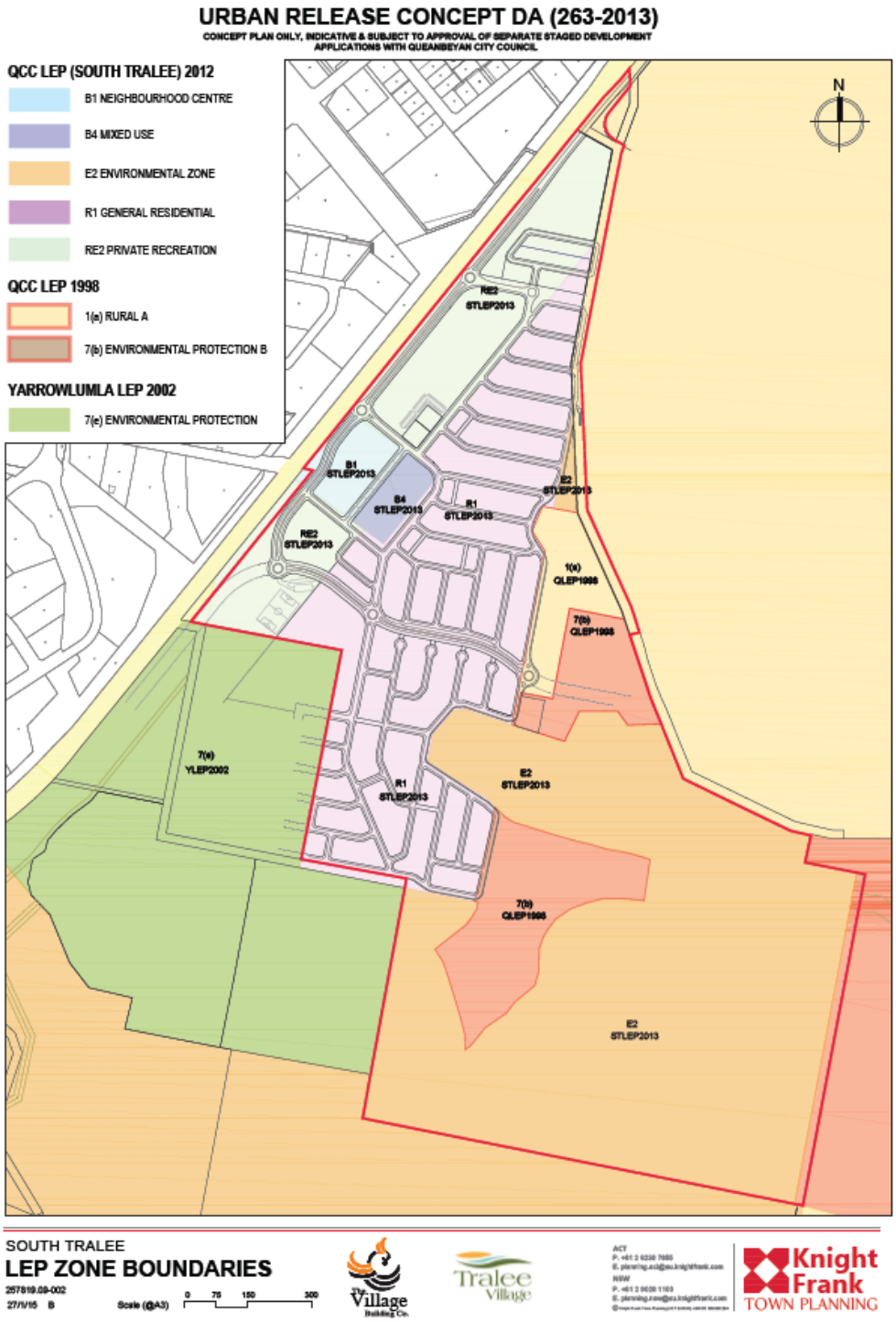


Figure 2 – Land to Which These Development Guidelines Apply

1.4 Development Controlled by these Guidelines

These guidelines are intended to apply to development that is approved under development consent 263-2013 and that is also permitted by the *Queanbeyan Local Environmental Plan (South Tralee) 2012* ('South Tralee LEP) and the *Queanbeyan Local Environmental Plan 1998*, in particular residential and commercial development with the obvious exception of exempt or complying development forms listed in Part 3 (Schedules 2 & 3) of the South Tralee LEP or as specified in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.*

1.5 Variation to these Guidelines

It is possible there may be circumstances (context or site specific) where a minor variation to the requirements of these guidelines may be justified. Council may consider variations to the development guidelines where it is demonstrated that the objectives of the particular development standard can be achieved without detriment. Any applicant wishing to vary the Guidelines must request a variation in writing to Council (as part of any future Development Application) providing detailed justification for the request and evidence that a better or more logical design outcome will result from the variation. Council will not approve any variation unless it is fully satisfied with the argument for non compliance.

1.6 Masterplan

The South Tralee Masterplan is designed to provide a coordinated approach to future development within South Tralee. It establishes the broad parameters within which future detailed design and planning outcomes for specific developments at a site specific level should be undertaken.

The Masterplan documentation contains a series of illustrations and explanatory text to establish the overall structure and planning principles within the release particularly with regards to the location of roads, pedestrian movement networks, key infrastructure, open space, proposed schools, residential densities, and commercial uses (proposed neighbourhood centre).

The Masterplan has been designed in regard to specific constraints to the site including –

- Aircraft noise
- Site topography
- Proximity to Hume industrial lands
- Threatened Flora and Fauna
- Heritage issues
- Servicing and stormwater management
- WSUD
- Connectivity to potential future urban development

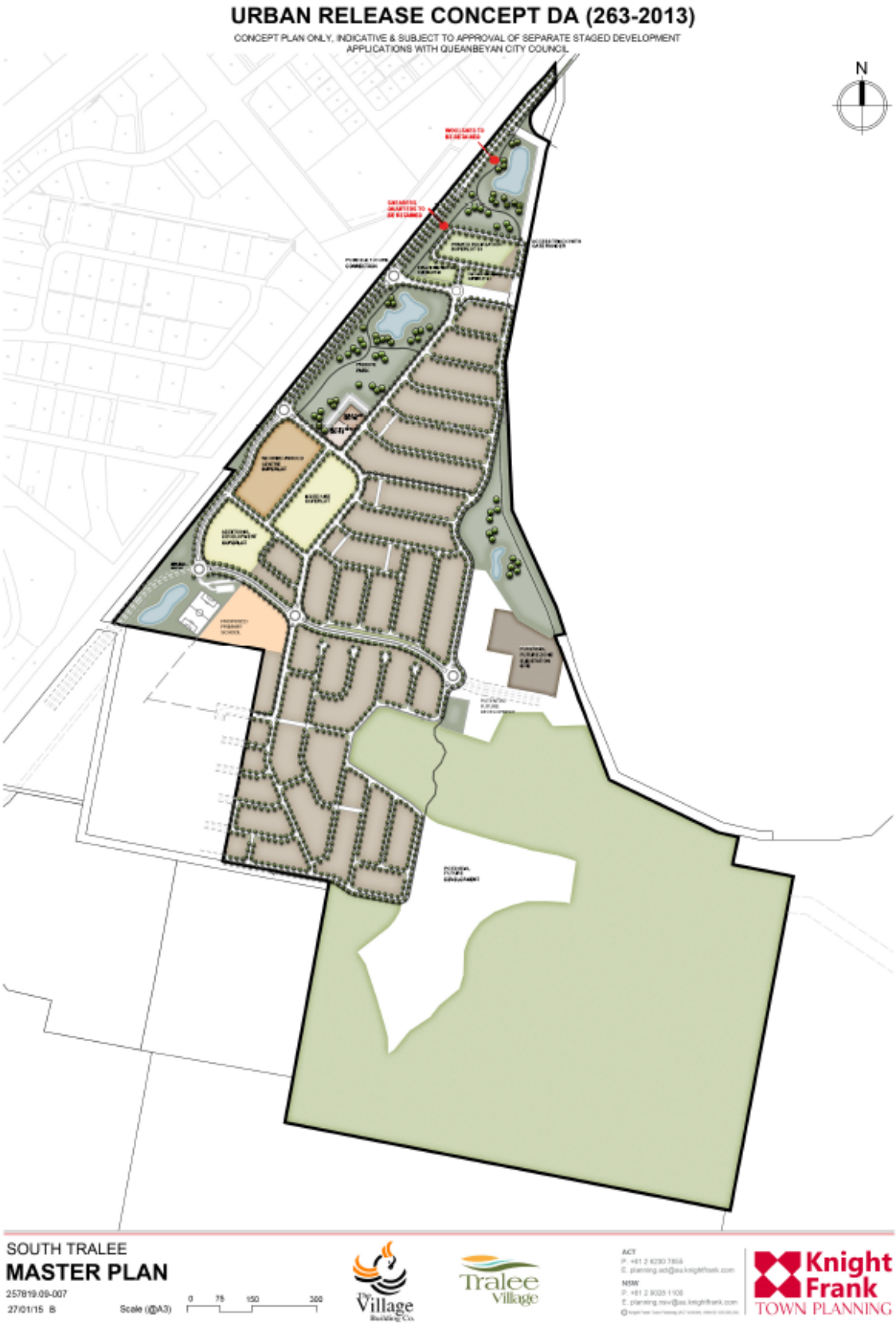


Figure 3 – South Tralee Masterplan

1.7 Desired Future Character for South Tralee

South Tralee will be characterised by urban streetscapes and environmentally responsible development. High quality pathways, direct connections and attractive streets will encourage walking and cycling. The high value natural habitat provides a visual backdrop and usable open space for the residents. New development will integrate with the existing characteristics, surrounding land uses and will take into consideration the historical context of the site. The desired future character should consider landscape character and areas of environmental conservation including land that may contain endangered ecosystems in a landscape context.

Housing at South Tralee will comprise a diverse range of higher density housing, affordable housing, traditional residential lots and a vibrant mixed use & neighbourhood centre precinct within a well-connected and walkable urban environment.

The Neighbourhood Centre will provide a traditional main street shopping experience with an enjoyable pedestrian environment. The Town Centre will provide an attractive environment for residents, business and visitors (with links to the surrounding parks and residential areas).

1.8 Sustainability

Key Sustainability Principles that have informed these guidelines –

- Value the Site Attributes ~ preserve ecosystems, protect biodiversity, air, water, and conserve heritage
- Create Localised Landscapes and Quality Public Domains ~ based on the indigenous landscape attributes
- Create Communities ~ not just housing estates
- Create Employment ~ promote the economic growth of the City and minimise the need for commuting
- Save Water ~ Water Sensitive Urban Design (WSUD)
- Save Energy and Greenhouse Gases ~ ‘smart-lot’ design
- Maximise Liveability & Longevity ~ design for durability and adaptability
- Reduce Resource Consumption ~ energy, land, water and materials
- Minimise Waste ~ return, reuse, recycle
- Build-in Community Safety & Crime Prevention Measures ~ thoughtful design of the public domain

The specific objectives and controls are contained within the relevant sections within the Design Guidelines.

1.9 Staging of the Development in South Tralee

The indicative staging plan contained within the Master Plan documentation outlines in what sequence land within the release is to be generally developed.

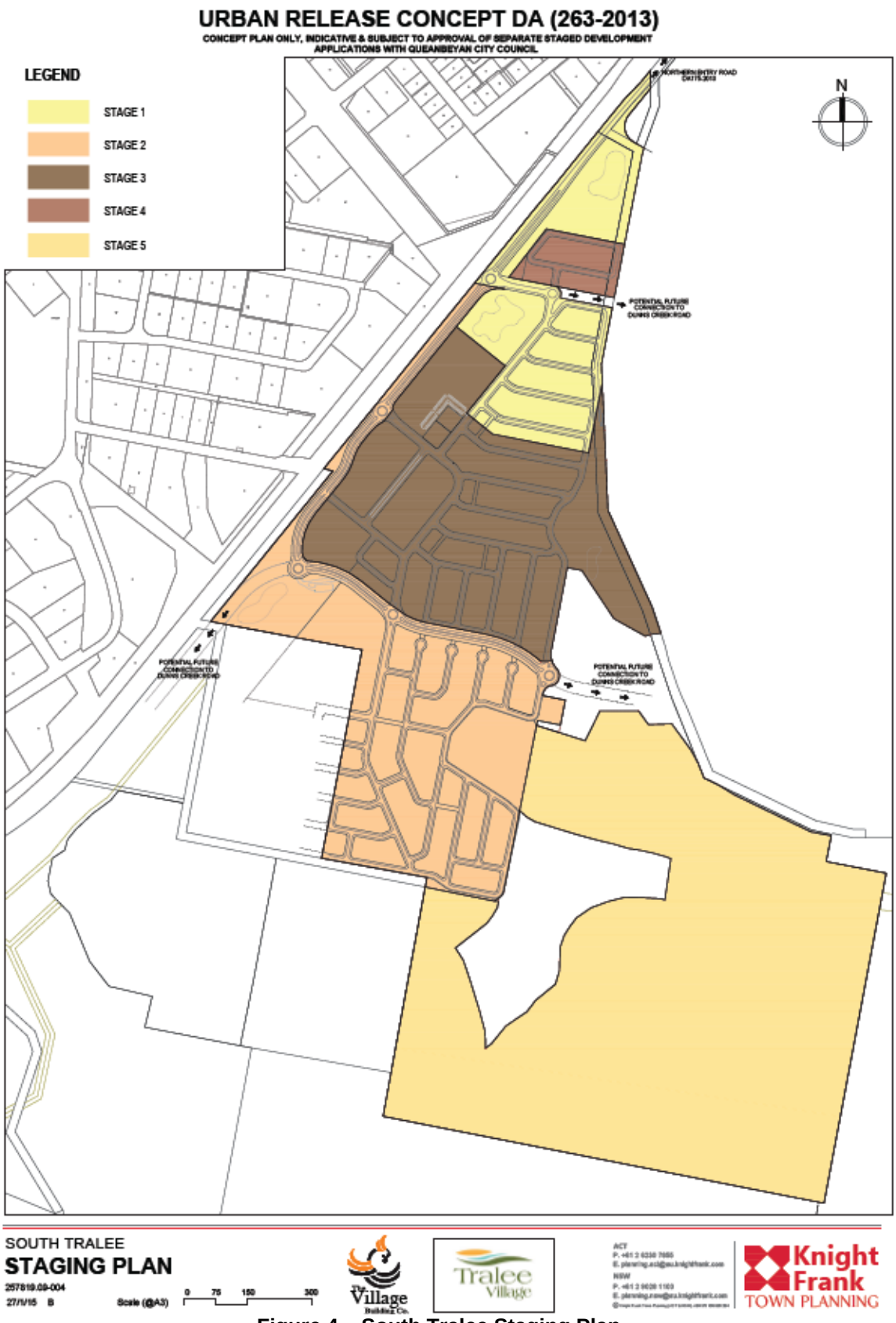


Figure 4 – South Tralee Staging Plan

1.10 Citation

These Guidelines may be cited as the South Tralee Development Guidelines (STDG)

1.11 Date of Approval and Commencement of these Development Guidelines

This Plan was approved as a condition of consent relating to Development Application 263-2014 approved by the Southern Joint Regional Planning Panel on …… and came into effect on that date.

1.12 Relationship to Other Planning Instruments and Policies

The principal purpose of these Guidelines is to provide guidance on the following matters:

a) Giving effect to the aims of the STLEP,,

b) Facilitating the development that is permissible under such instrument,

c) Achieving the objectives of land zones under such instrument.

The provisions of this Guideline for that purpose are not statutory requirements.

These Development Guidelines support the *Queanbeyan LEP (South Tralee) 2012* which was gazetted on 9 November 2012. The Guidelines provide further detailed objectives and design guidelines and controls for the development of the new land release areas of South Tralee.

Accordingly, it shall be read in conjunction with any gazetted LEP applying to the land and Council policies and specifications relevant to the proposal. Aspects of the development not covered in the Development Guidelines may be covered by the South Jerrabomberra DCP 2014 or the Queanbeyan Development Control Plan 2012. Where there is an inconsistency between these Guidelines and the LEP applying to the same land, the LEP provisions prevail. Where there is an inconsistency between these Guidelines and the South Jerrabomberra DCP or the Queanbeyan DCP applying to the same land, the Guidelines provisions prevail.

The following provisions of the *Queanbeyan Development Control Plan 2012* are adopted by this Development Guideline.:

- Part 1 Sections 1.7 and 1.8
- Part 2 Sections 2.2, 2.4, 2.6, 2.7 and 2.9

The following provisions of the *South Jerrabomberra Development Control Plan 2014* are adopted by this Development Guideline.:

- Part 1 Section 1.9
- Part 9 Sections 9.1, 9.2 and 9.3.

2 PRINCIPAL DESIGN CONTROLS – SUBDIVISION & HOUSING

2.1 Introduction

The following section sets out the principal design guidelines for the subdivision of land, in addition to the design elements in Section 3.0.

The guidelines outline the objectives and design considerations that should be met as part of all stages of the development. Pursuant to 83C Section of the Environmental Planning and Assessment Act, these principal Development Guidelines form part of the Staged Development Application.

2.2 Subdivision Design

Subdivision Design Objectives:

The design objectives for subdivisions are:

1) To create a legible subdivision pattern that maximises the 'sense of neighbourhood' and promotes walking and cycling over private car uses.

2) To set up a neighbourhood pattern that utilises the residential development areas efficiently, optimises the natural attributes of the site and clearly defines and reinforces the public domain.

3) Optimise views and the amenity of residential allotments in regards to views, solar access and proximity to community facilities, open space and public transport

4) Provide good solar access opportunities for future dwellings and residents and ensure that the lot layout responds to and optimizes solar access.

5) Ensure that neighbourhoods have a range of densities and housing choices to cater for the various needs of the community and that consideration is given to creating walkable communities where urban design focuses on pedestrian comfort between key destinations.

6) Provide and maintain a visual and acoustic attenuation buffer between the Hume Industrial Area and the residential areas of South Tralee.

General Controls:

The general controls are to ensure that:

a) The overall subdivision design including the street block arrangement is to be generally consistent with that shown on the Masterplan for South Tralee.

b) The subdivision lot sizes shall comply with the minimum lot sizes as specified in the South Tralee LEP 2012 (refer Clauses 4.1, 4.1A and also the Lot Size Map).

c) There are to be no lots above the 740m contour.

d) Residential lots located between the 710 and 740 metre contours are to be large to act as visual attenuation between the urban and non-urban fringe. Any design and siting guidelines prepared for these areas are to consider consistency of colour, shape, scale, texture and reflectivity to protect scenic amenity.

e) The neighbourhood pattern creates a legible and permeable street hierarchy that responds to the natural site topography and solar design principles.

f) Neighbourhoods should relate to the neighbourhood centre with retail, commercial or community facilities that are generally within a 5 – 10 minute walk from all dwellings where possible.

g) Each new allotment has sufficient building area on it, being land with a slope of generally less than 20%.

h) Pedestrian and bicycle connectivity within residential neighbourhoods is to be provided between the residential areas and public open space areas in the buffer, public transport nodes, education and community / recreation facilities.

i) Street blocks are to be generally a maximum of 250m long by 70m wide. Block lengths and widths in excess of 250m may be considered by council where connectivity objectives are achieved.

j) Any development or subdivision application that incorporates road construction shall be accompanied by a planting schedule for road reserves. Such proposed planting shall include a mix of exotic and local native species.

2.3 Lot Orientation and Layout

Lot layout and orientation must be considered from a number of angles, including maximising energy efficiency, creating a sense of place and attractive streetscape, supporting community interaction and safety, and housing choice.

In assessing applications for residential subdivisions major emphasis is placed on the ease with which the great majority of future dwellings will be able to achieve good solar access.

The preferred lot orientation is either on a north-south or east-west orientation (refer Figure 6 and 7).

Lot Size and Layout Objectives:

1) Encourage a variety of lot sizes across the site to promote housing choice and create varied streetscapes.

2) Smaller lot sizes are to be located within easy walking distance of the neighbourhood centre and public transport nodes, with larger lot sizes generally located on the higher elevations and adjoining the E2 environment conservation zoned land of South Tralee.

3) Promote generally rectangular street blocks and lots to maximise efficiency.

Lot Size and Layout Controls:

a) Minimum lot size is to be in accordance with the South Tralee LEP 2012 (refer Clauses 4.1, 4.1A and the Lot Size Map) and the lot dimensions are to be generally in accordance with the Table below.

Lot Size	Minimum Frontage Dimension
170 - 329m^2	6.0m
330 – 449m^2	10m
450 – 600m^2	12m
601 – 900m^2	12m
901 – 1500m^2	15m
Over 1500m^2	18m

Table 1 – Minimum Frontage Requirements

b) Residential lot size must be capable of accommodating a dwelling, principal private open space and at least one under cover car parking space, behind the front building setback.

c) Lot size and layout are to take into account the slope of the land, any environmental constraints and any significant natural features to create a legible and permeable neighbourhood pattern.

d) Lots should be generally rectangular in shape and orientated to allow future dwellings to gain access off streets and where possible, public open spaces.

e) No more than two (2) battle axe shaped allotments should adjoin each other. The access corridor is that part of a battle axe shaped allotment which provides private access between the main part of the allotment and the public road.

Requirements for battle axe access corridors are as follows:

- Maximum length: 60m
- Minimum width: 4.0m
- Minimum width of Shared Access Corridor: 6.0m
- No more than two (2) allotments should be served by a shared access corridor.

The access corridor of a battle axe allotment is not included in the calculation of the minimum allotment area.

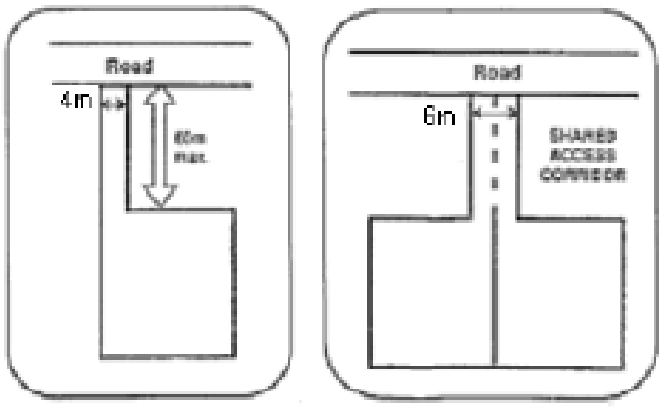


Figure 5 – Access Corridors on Battleaxe Allotments

Despite the minimum lot sizes shown on the LEP Lot Size Map, the consent authority may consent to the subdivision of land to create lots with a minimum size of 170m^2 if:

- The land to be subdivided is located within 200 metres of any land zoned B4 Mixed Use; and
- The subdivision development application:
    i. Proposes the creation of a minimum of 4 lots, and
    ii. Includes a dwelling design for each lot.

Lot Orientation Objectives:

1) Consideration should be given to different lot dimensions depending on the lot orientation. In this regard, upfront detailed tailoring of a layout at the early stages of a project can deliver sustainable outcomes.

2) Lot orientation and dimensions should support the provision of future dwellings having living areas with a northerly orientation as well as a principal private open space area with a northerly orientation that is located to the rear or side of the dwelling.

3) Lot orientation, size and dimensions should enable dwellings to be generally sited either on an N-S or E-W orientation. Where other amenities such as views over open space are available or the topography prevents efficient design then alternative lot orientations can be considered.

4) Allowances are to be made for different lot depths and widths, depending on orientation, which may also result in increased variety to the streetscape frontage pattern.

5) E-W oriented lots should be wider to allow for a long-axis.

6) Designs for N-S lots on the southern side of roads, particularly if two storey dwellings are envisaged, should allow for deeper allotments to provide solar access to principal private open space at the rear.

7) N-S oriented lots on the northern side of an E-W road can be less deep than N-S lots on the southern side of the same road. Narrower lots can be accommodated, particularly for the northern lots as they are particularly suitable for two storey dwellings with a lesser footprint.

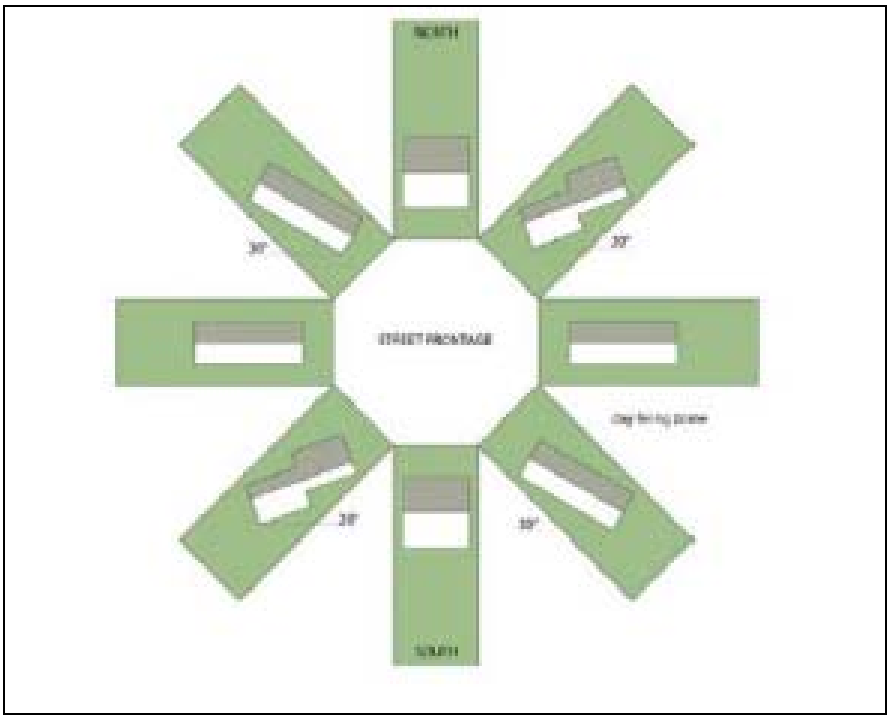


Figure 6 – Indicative Dwelling Siting and Orientation (Note Living Area Shown Grey)

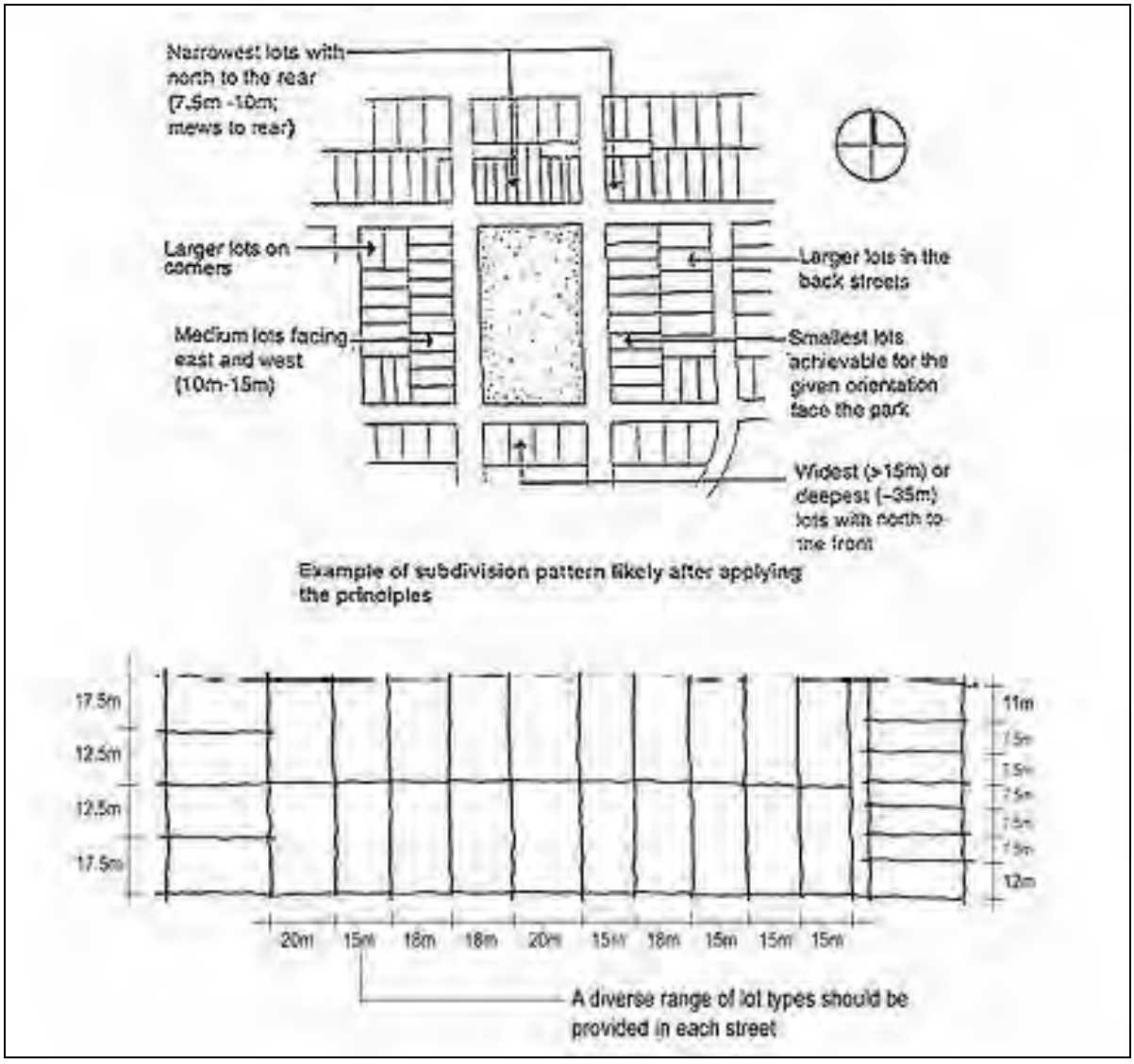


Figure 7 – Lot Orientation

2.4 Bushfire Management

Objectives:

1) Consider bushfire protection and management issues in land use planning and development decisions, to provide a safer environment for the community.

Controls:

a) All Asset Protection Zones required for the proposed subdivision must be provided on land within the proposed developments boundaries.

b) Separation between the estate boundary and lots is to be provided in accordance with the distances specified in the Planning for Bushfire Guidelines 2006.

c) Provide at least two access points to the site to minimise travel times for fire services.

2.5 Additional Controls for Subdivision in a Buffer Area

Buffer Areas are shown on the South Jerrabomberra Masterplan Shown in Appendix 1.

2.5.1 Buffer to Hume Industrial Area and Goulburn/Bombala Railway

Objectives:

1) Consideration to be given to potential impacts by the road and rail activities, including but not limited to noise, emission, odour, vibration, structural integrity and light nuisance on the amenity of end users of any proposed development.

2) Proposed development should ensure the operation of the state and regionally significant infrastructure is not unreasonably constrained or impacted by the location or type of the proposed use.

3) Where the current or future operation of the existing rail or operation of the Hume Industrial Estate is likely to impact on sensitive uses (including community facility, educational establishment, child care centre or any use which includes an accommodation component) these are to be considered within the buffer area only where the consent authority is satisfied that all environmental issues can be addressed.

4) In circumstances where separation of uses does not satisfactorily deal with conflicts or impacts the proposed development must incorporate further measures to ensure that those impacts are addressed.

Controls:

a) Ensure the potential for land use conflict is considered at the subdivision stage

b) Potential for land use conflict including any proposed mitigation measures will be assessed as part of any development application seeking approval for a use.

c) Maintain the buffer as a visual and acoustic break between the Hume Industrial Estate and South Tralee.

d) Any use able to accommodate people is to have habitable rooms located on the side facing away from the industrial area while less sensitive rooms may be located on the side facing the industrial area.

e) Development should provide residential amenity that conforms to relevant noise guidelines, including for Suburban Land in the *NSW Industrial Noise Policy (EPA 2000*).

f) A planting strip should be provided that is sufficient to screen Hume industrial uses from residential properties where appropriate.

g) Earth mound or acoustic walls to 3m height should be used as buffers in appropriate circumstances.

2.5.2 Urban and Non-Urban Interface

Objectives:

1) New development next to or near to farmland, waterways, wetlands, and areas of high biodiversity value should incorporate buffers to avoid land use conflict.

2) New urban development and other development in non-urban areas should be sited and designed so they do not interfere with legitimate and routine rural land uses on adjoining lands.

3) Proposed buffers or setbacks are not to be imposed beyond the property boundary.

4) In circumstances where the proposed buffer does not satisfactorily deal with conflicts or impacts the proposed development must incorporate further measures to ensure that those impacts are addressed.

Controls:

a) Ensure the potential for land use conflict is considered at the subdivision stage

b) Residential development shall be of low density at the perimeter of urban development in accordance with the relevant Local Environmental Plan Lot Size Map.

c) Selective tree removal within a designated building envelope no greater than 800m^2.

3 PUBLIC DOMAIN GUIDELINES – ROADS AND PUBLIC PLACES

3.1 Public Road Design and Streetscape Guidelines

Introduction:

The public domain is composed of the public elements and places that collectively contribute to the functioning and amenity of South Tralee. A high quality, usable and attractive public domain adds considerably to the liveability of particularly a new community. The objectives of the public domain should be to:

- Create a sense of community by establishing public places that foster community interaction;
- Create opportunities throughout the release for informal gathering and generally opportunities for community interaction;
- Create adaptable spaces that are flexible and able to accommodate a range of complementary uses;
- Allow for the interpretation of the identity and history of South Tralee; and
- Utilise sustainable design and construction methods in terms of environmental outcomes and costs to maintain.

Background:

The street network forms an integral part of the public domain and it is therefore important that the network creates legibility and contributes to a sense of place, social sustainability, casual surveillance and active vibrant places.

A legible well connected street network ensures that people move easily between key activity nodes. It will also ensure privacy for neighbourhoods by supporting local destination traffic rather than through traffic.

Streets will be designed to facilitate efficient pedestrian, bicycle, public transport and private car movement. A network of pedestrian and cycle paths in South Tralee will provide good access to key destinations such as the neighbourhood centre, schools, public open space and community facilities.

Objectives:

1) Establish a street network that promotes a liveable and permeable local environment.

2) Provide safe and convenient access to all subdivisions and all allotments within a subdivision.

3) Facilitate safe movement of road users through the provision of usable and accessible facilities for pedestrian and cyclists.

4) Promote use of public transport through the provision of appropriate facilities for users of public transport.

5) Make provision for legible, safe and efficient pedestrian, bicycle and vehicular movement throughout the South Tralee precinct and connections to the established network.

6) Create a street hierarchy that reflects the function and character of each street and forms part of a legible network.

7) Make provision for a public transport route through South Tralee.

8) Provide as appropriate Water Sensitive Urban Design (WSUD) elements into the street network wherever possible.

General Controls:

a) The street layout is to be generally consistent with that shown in the South Tralee Masterplan and Road Hierarchy Plan (refer Figure 8 below).

b) Streets are to be designed in accordance with Typical Cross Sections prepared by Browns Consulting whilst the engineering design of a road should also have regard to Council's adopted Engineering Design Specifications.

c) A development application must demonstrate that the proposed streets are appropriate for their role in the street network.

d) Subdivisions are to be designed to provide adequate safety for pedestrians using the street verge.

e) Applications for subdivision shall be accompanied by a traffic engineering assessment that includes traffic volumes and movements, cross-sections through typical street types demonstrating that road reserve widths can adequately accommodate electricity, gas, telecommunications, water and waste water infrastructure, street trees, footpaths, shared paths, on-street parking, road pavement widths and where appropriate on-street cycling.

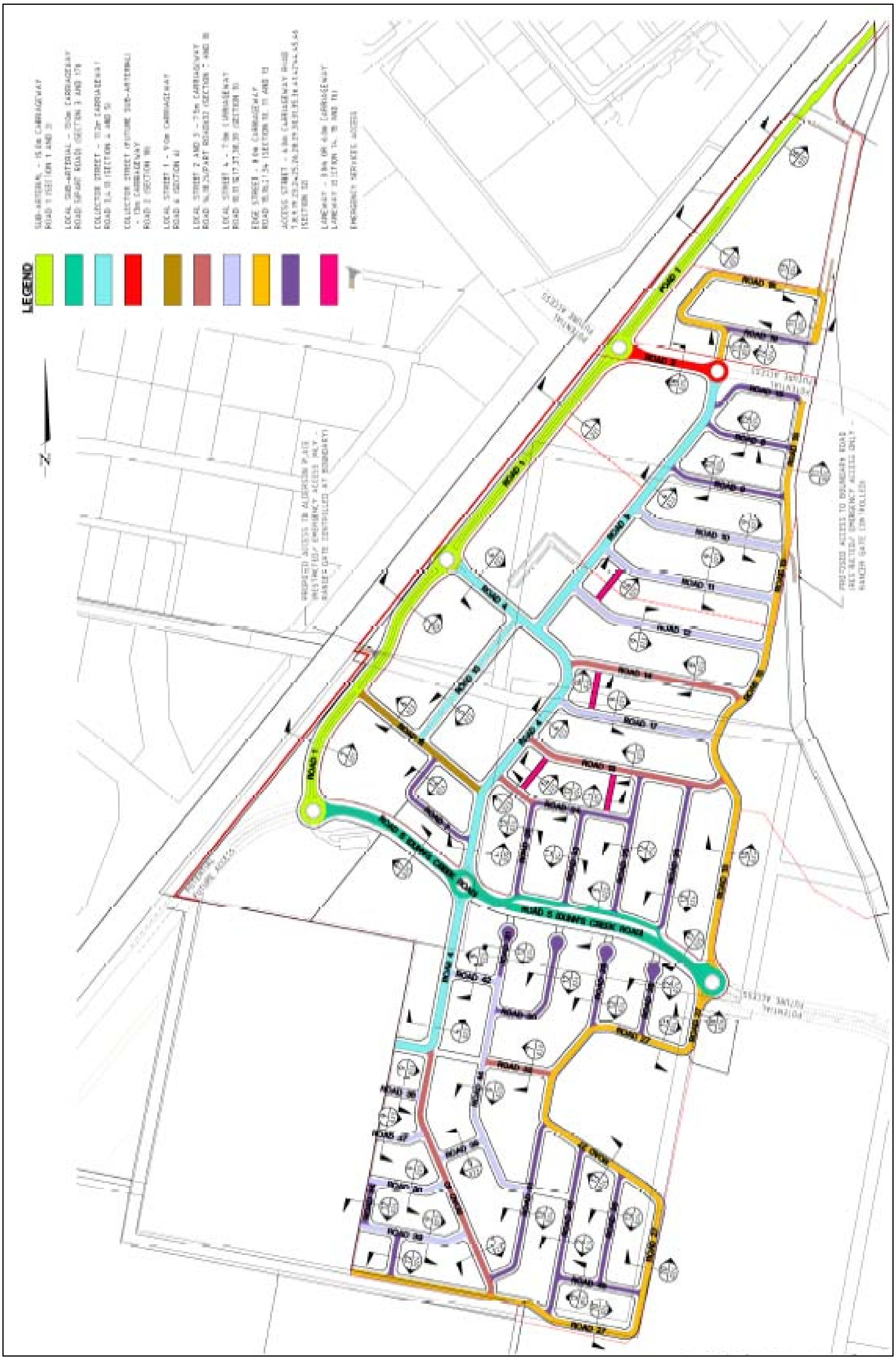


Figure 8 – Road Hierarchy Plan

3.2 Local Sub-Arterial Road

Objectives:

1) These roads are intended as the main roads linking the neighbourhood centre at South Tralee with the rest of the South Jerrabomberra as well as to the external network. Their main function is to provide the convenient and safe distribution of traffic generated by the new development.

2) These streets are to be designed to accommodate public transport, cars, cyclists and pedestrians.

3) Residential development along these roads is to achieve relevant standards to mitigate road traffic noise.

Controls:

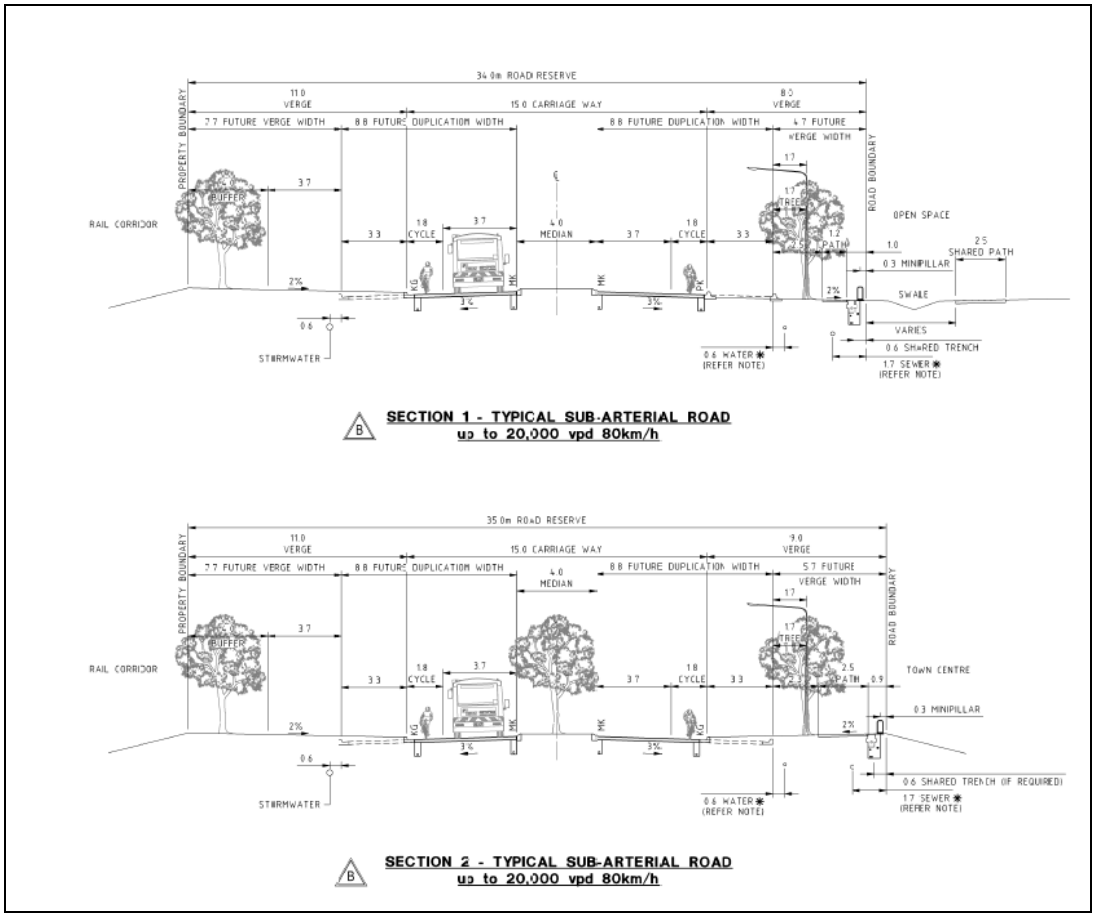
a) Sub-Arterial Roads will provide for travel lanes in each direction with access from allotments prohibited.

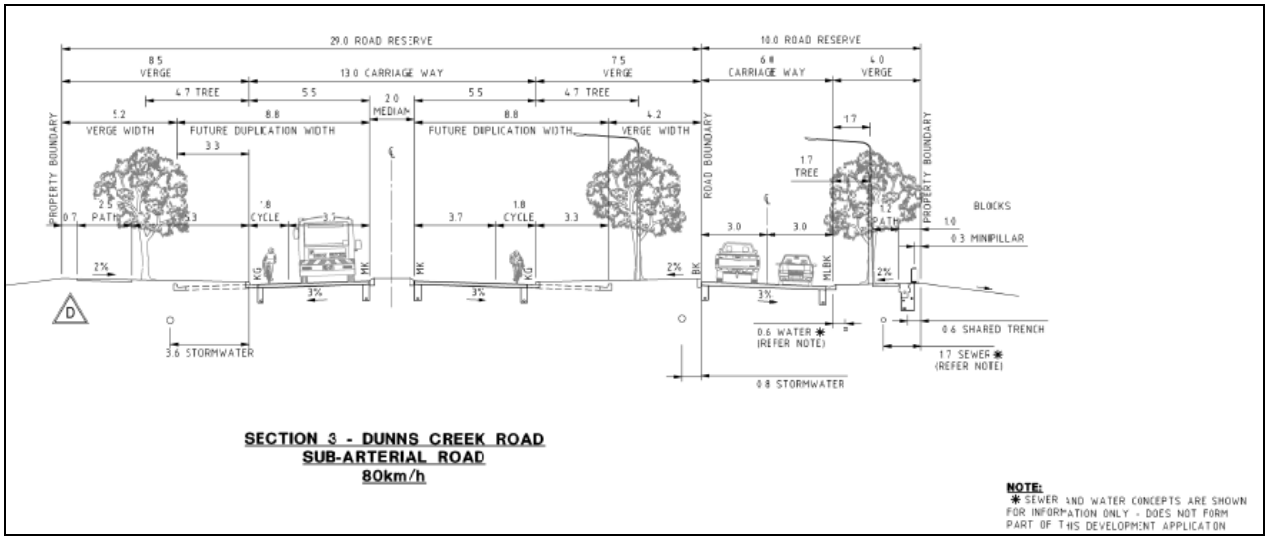
b) Where access to lots is required a service road will be provided.

c) Daily traffic is intended to be approximately 9,000 vehicles per day.

d) It is to be designed for a vehicle speed of up to 80 km/h and be able to accommodate public buses. See sections 1 – 3 and 16-18 below.

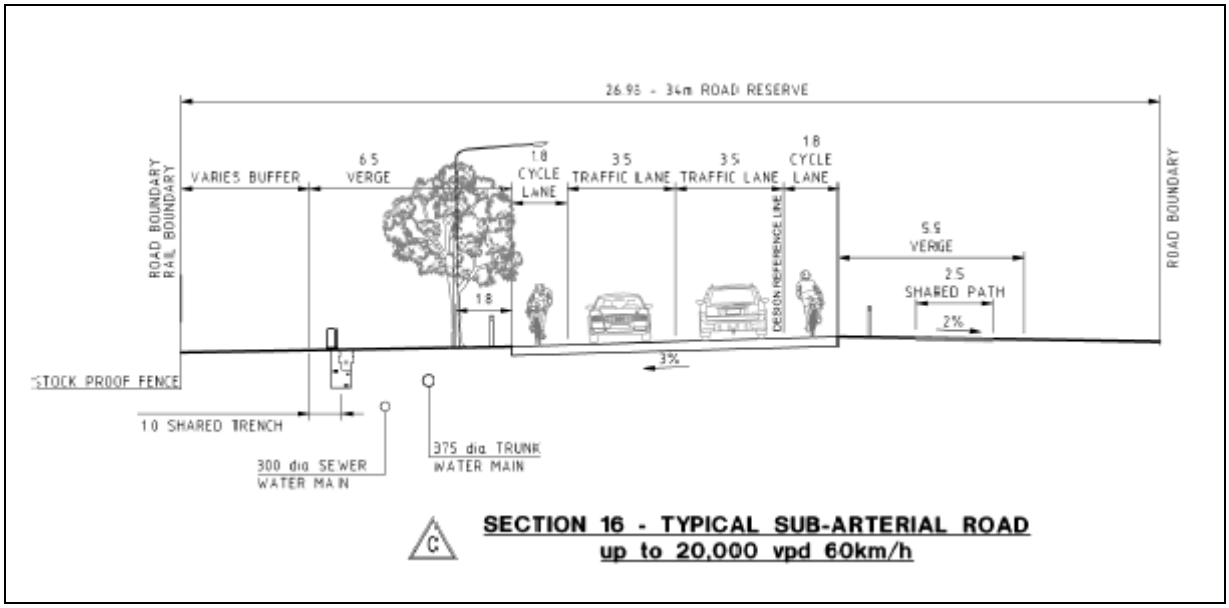
e) Compliance with the EPA's Environmental Criteria for Road Traffic Noise Policy is to be achieved through a combination of building setbacks, noise barriers and solid high fences and building design, layout and treatment.



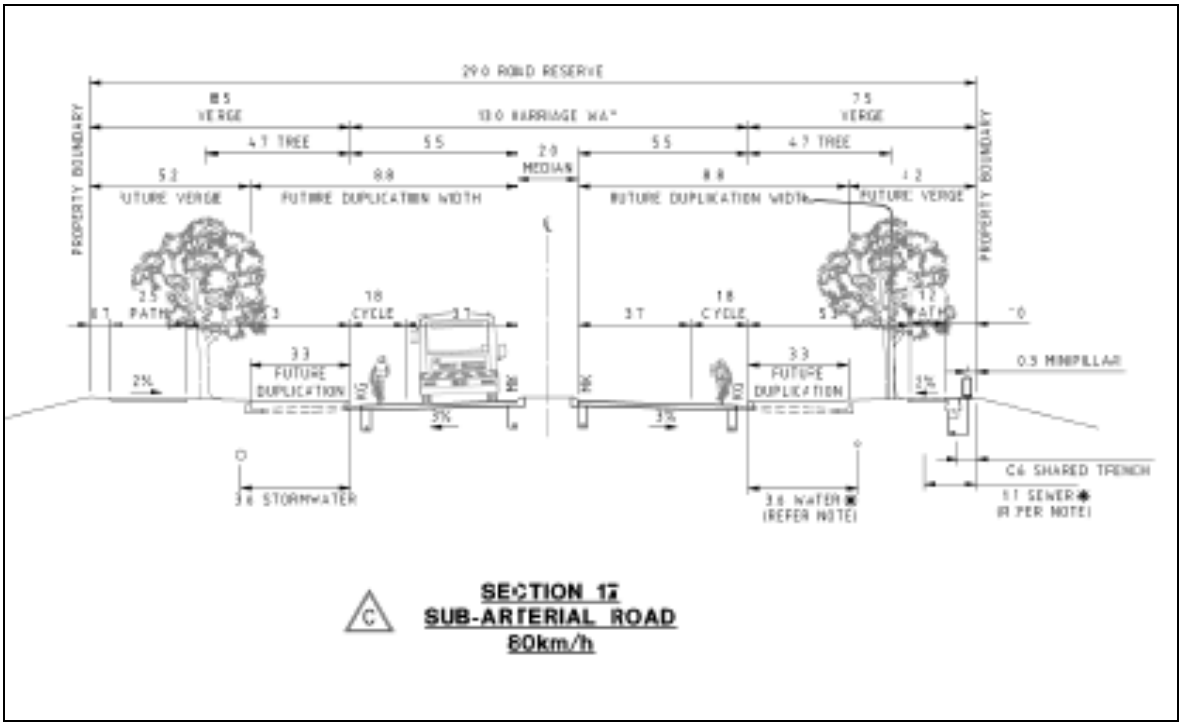


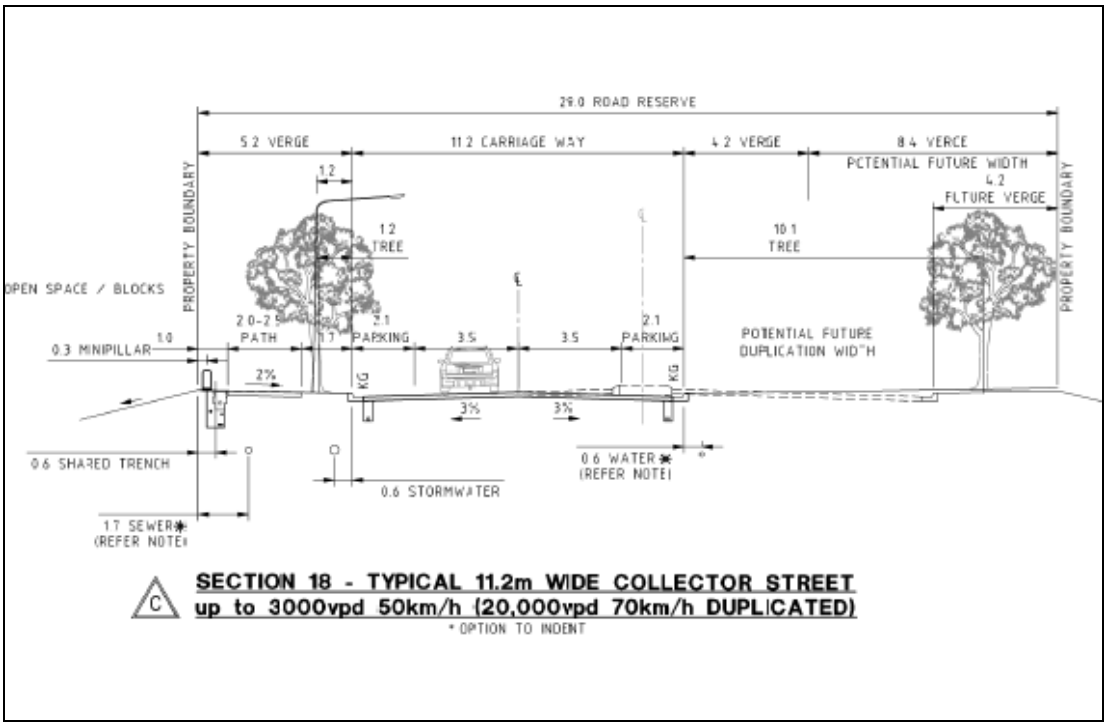
SECTION 3 - DUNNS CREEK ROAD
SUB-ARTERIAL ROAD
80km/h

NOTE:
* SEWER AND WATER CONCEPTS ARE SHOWN FOR INFORMATION ONLY - DOES NOT FORM PART OF THIS DEVELOPMENT APPLICATION



SECTION 16 - TYPICAL SUB-ARTERIAL ROAD
up to 20,000 vpd 60km/h


29.0 ROAD RESERVE
8.5 VERGE
13.0 CARRIAGE WAY
7.5 VERGE
4.7 TREE
5.5
2.0 MEDIAN
5.5
4.7 TREE
5.2 FUTURE VERGE
8.8 FUTURE DUPLICATION WIDTH
8.8 FUTURE DUPLICATION WIDTH
4.2 FUTURE VERGE
PROPERTY BOUNDARY
PROPERTY BOUNDARY
3.7 PATH
1.8 CYCLE
3.7
3.7
1.8 CYCLE
3.7 PATH
3.3 FUTURE DUPLICATION
3.3 FUTURE DUPLICATION
0.3 MINIPILLAR
2%
3%
3%
3%
3.6 STORMWATER
3.6 WATER (REFER NOTE)
C4 SHARED TRENCH
1.1 SEWER (REFER NOTE)
C
SECTION 17
SUB-ARTERIAL ROAD
60km/h


29.0 ROAD RESERVE
5.2 VERGE
11.2 CARRIAGE WAY
4.2 VERGE
8.4 VERGE
POTENTIAL FUTURE WIDTH
4.2
FUTURE VERGE
1.2
1.2 TREE
10.1 TREE
PROPERTY BOUNDARY
PROPERTY BOUNDARY
OPEN SPACE / BLOCKS
0.3 MINIPILLAR
1.0
2.0-2.5 PATH
1.7
2.1 PARKING
3.5
3.5
2.1 PARKING
POTENTIAL FUTURE DUPLICATION WIDTH
2%
KG
KG
3%
3%
0.6 SHARED TRENCH
0.6 STORMWATER
0.6 WATER (REFER NOTE)
1.7 SEWER (REFER NOTE)
C
SECTION 18 - TYPICAL 11.2m WIDE COLLECTOR STREET
up to 3000vpd 50km/h (20,000vpd 70km/h DUPLICATED)
* OPTION TO INDENT

3.3 Collector Road

Design Objective:

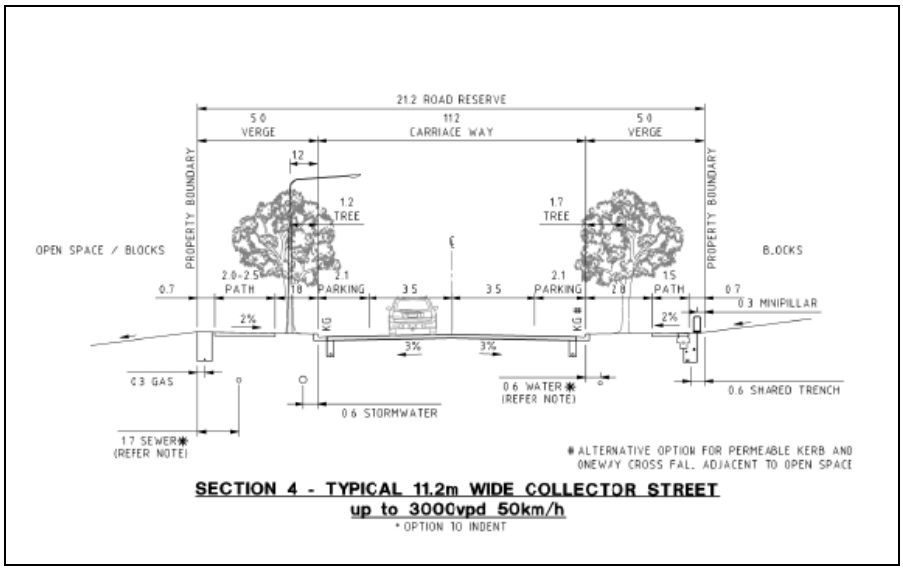
1) Collector Streets are intended to also accommodate buses and link the Local Streets within neighbourhoods to the Sub-Arterial road and beyond.

2) They are the neighbourhood 'arrival' streets so their character has an important impact on sense of place.

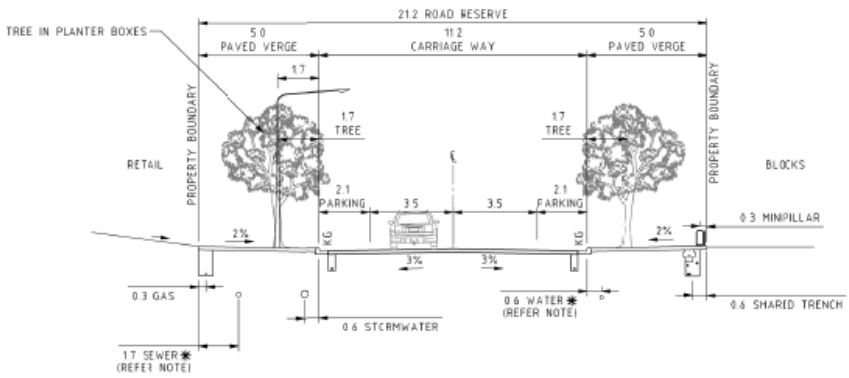
3) These streets will tie South Tralee together providing the preliminary movement system for pedestrians, motorists, cyclists and the public transport system.

Controls

a) Daily traffic will be fewer than 3,000 vehicles per day. See sections 4 and 5 below.



SECTION 4 - TYPICAL 11.2m WIDE COLLECTOR STREET
up to 3000vpd 50km/h
* OPTION TO INDENT



SECTION 5 - TYPICAL 11.2m WIDE COLLECTOR STREET
up to 3000vpd 25km/h
* OPTION TO INDENT

Note: Footpath to be provided on one side of the road only except where part of a defined off road cycleway / key path route.

3.4 Local Streets

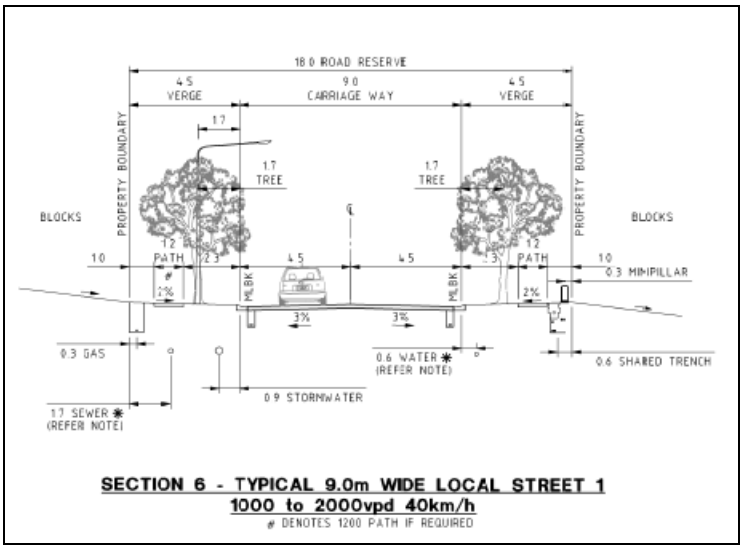
Objectives:

1) Local streets will be the most common street type in South Tralee. They are designed to meet the typical conditions of residential areas.

2) The network of local streets will link neighbourhood areas to the collector streets. Total number of vehicles is estimated to be 2,000 per day.

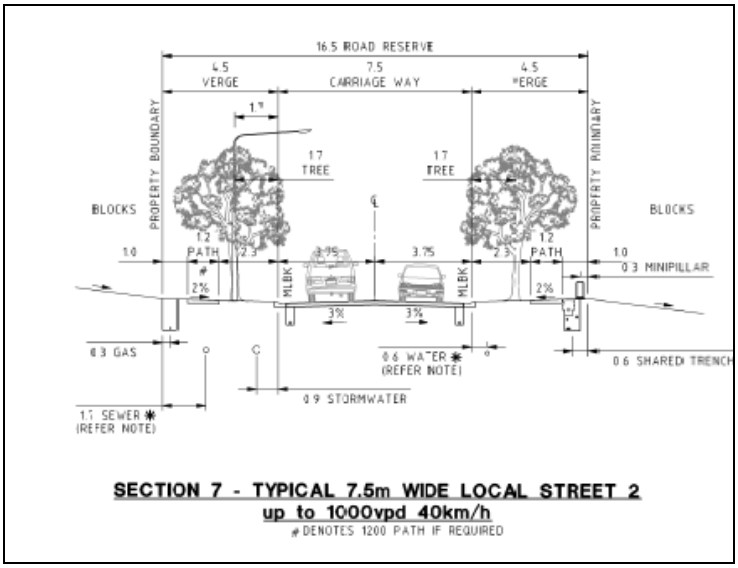
Controls:

a) Daily traffic is intended to be approximately 2,000 vehicles per day. Refer to sections 6 to 9 below.



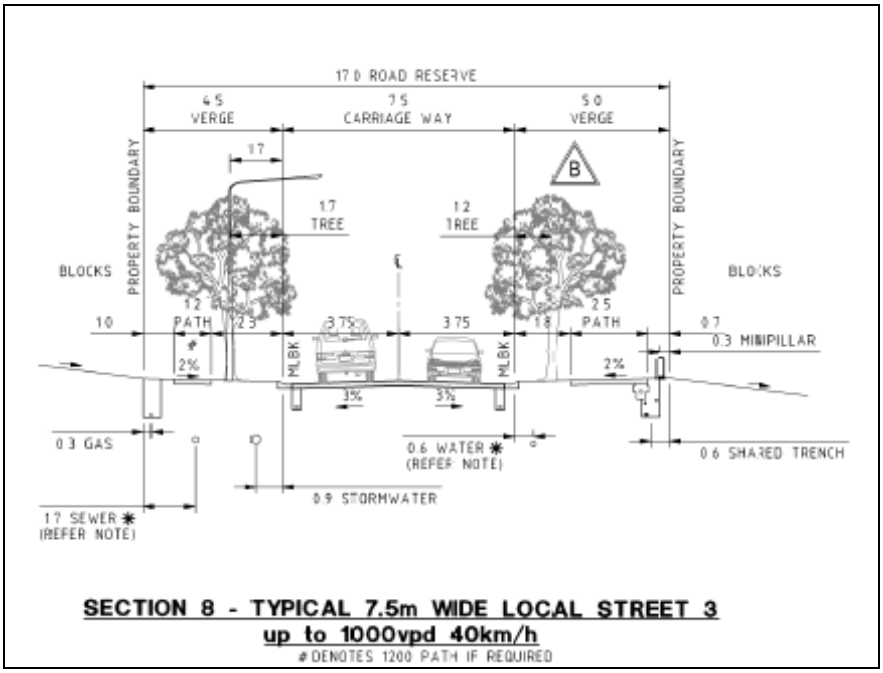
SECTION 6 - TYPICAL 9.0m WIDE LOCAL STREET 1
1000 to 2000vpd 40km/h
# DENOTES 1200 PATH IF REQUIRED

Note: Footpath to be provided on one side of the road only except where part of a defined off road cycleway / key path route.



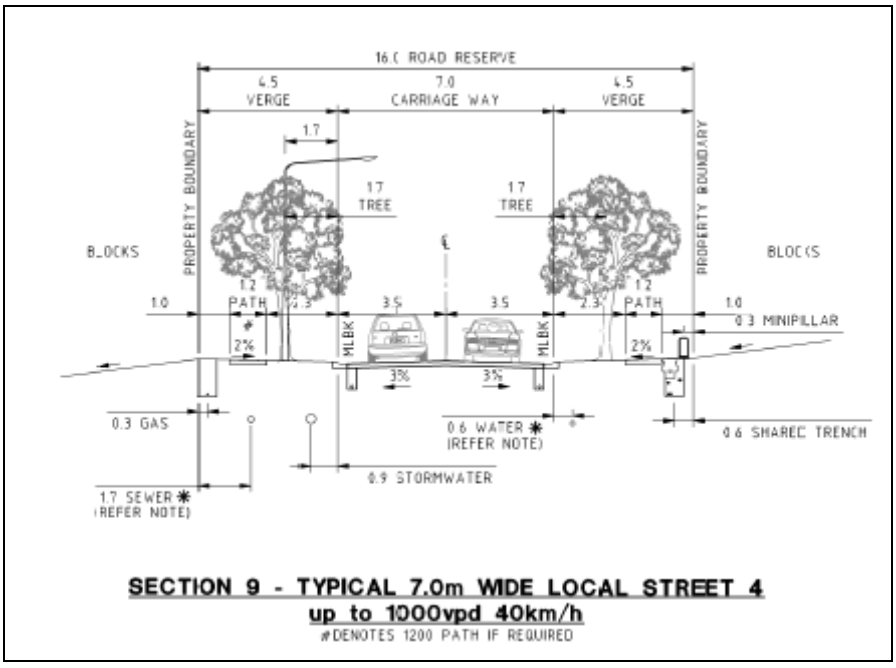
SECTION 7 - TYPICAL 7.5m WIDE LOCAL STREET 2
up to 1000vpd 40km/h
# DENOTES 1200 PATH IF REQUIRED

Note: Footpath to be provided on one side of the road only except where part of a defined off road cycleway / key path route.



SECTION 8 - TYPICAL 7.5m WIDE LOCAL STREET 3
up to 1000vpd 40km/h
# DENOTES 1200 PATH IF REQUIRED

Note: Footpath to be provided on one side of the road only except where part of a defined off road cycleway / key path route.



SECTION 9 - TYPICAL 7.0m WIDE LOCAL STREET 4
up to 1000vpd 40km/h
# DENOTES 1200 PATH IF REQUIRED

Note: Footpath to be provided on one side of the road only except where part of a defined off road cycleway / key path route.

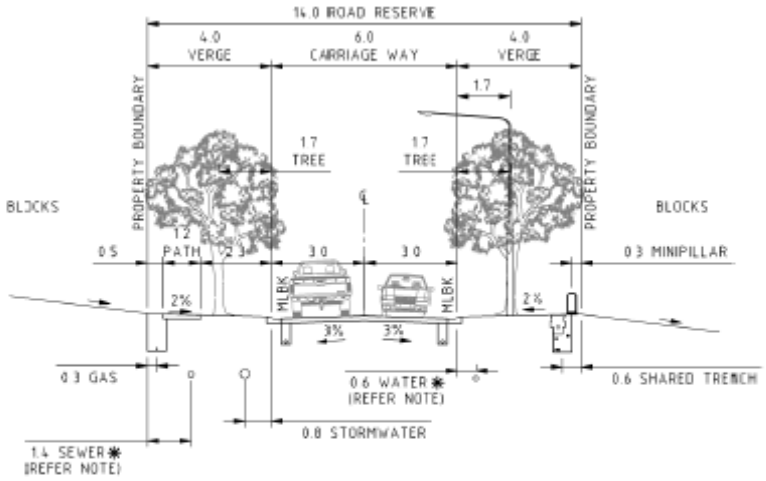
3.5 Access Street

Objectives:

1) This road is a variation of the Local Street and provides a narrower road width commensurate with the low traffic volumes (<200 vpd) associated with this street type.

Controls:

a) The road will have a total carriageway width of 6m with indented parking where required. See section 12 below.



SECTION 12 - TYPICAL 6.0m WIDE ACCESS STREET
500vpd 40km/h

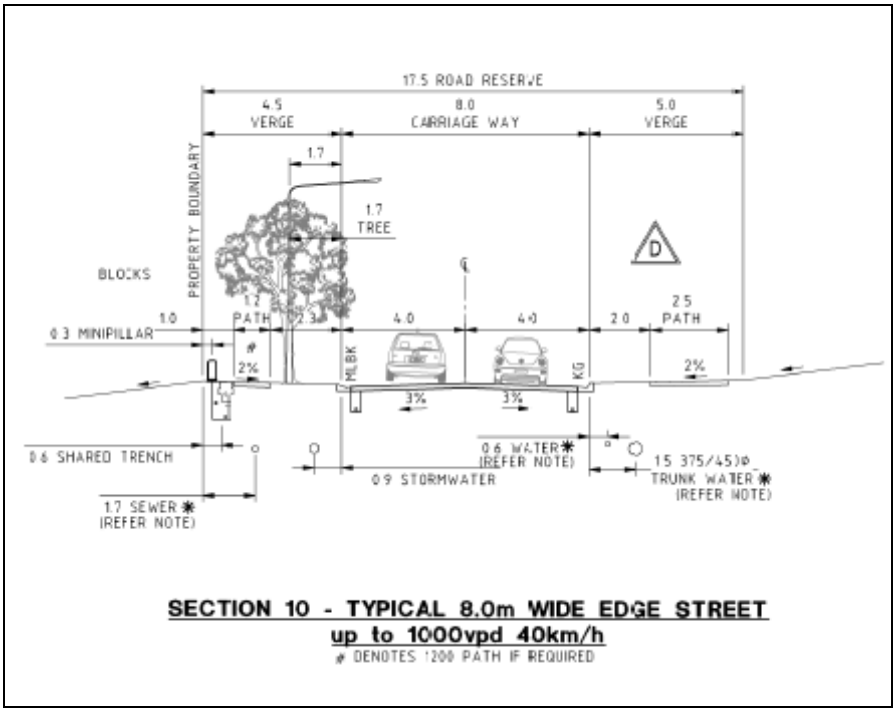
3.6 Edge Street– Adjacent to Major Open Space Areas

Objectives:

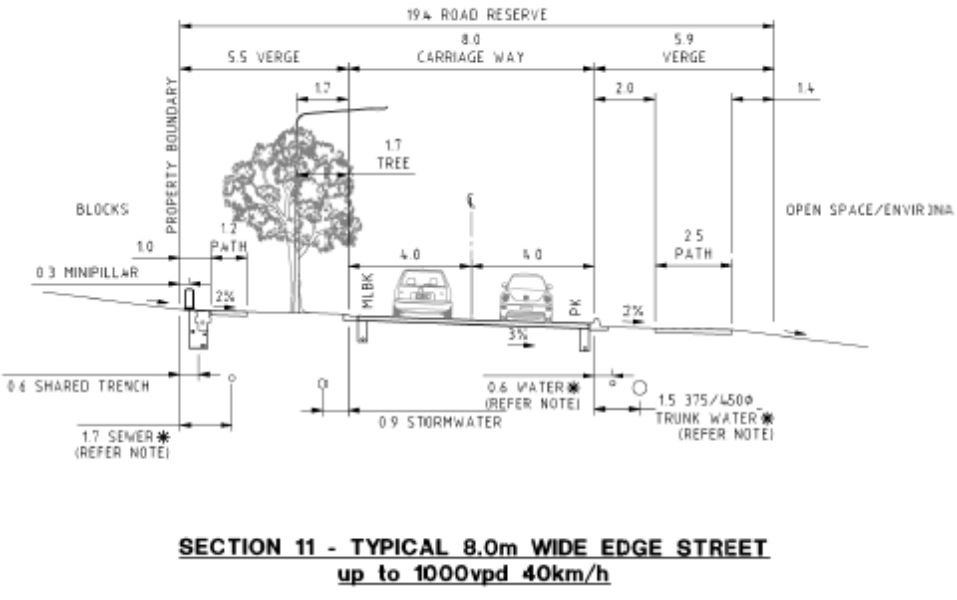
1) These roads are intended to complement the open space areas abutting the street to enhance the amenity of the area.

Controls:

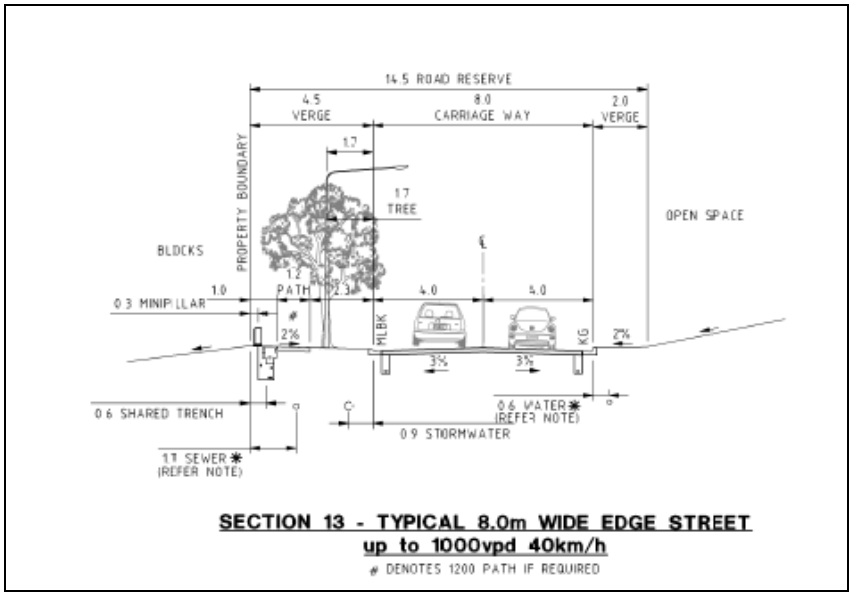
a) These roads will have a total carriageway width of 8.0m (including parking) where the daily traffic volume is intended to be approximately 1,000 vehicles per day. See sections 10, 11 and 13 below.



SECTION 10 - TYPICAL 8.0m WIDE EDGE STREET
up to 1000vpd 40km/h
# DENOTES 1200 PATH IF REQUIRED



SECTION 11 - TYPICAL 8.0m WIDE EDGE STREET
up to 1000vpd 40km/h



3.7 Local Street – Laneway

Objectives:

1) Laneways within South Tralee will be preferably public but if private lanes are included they are to form part of a community title development.

2) Promote a shared zone with pedestrians, allowing vehicular traffic only for access to garages/parking spaces and waste management.

3) Incorporate a change in materials and/or kerb cuts to provide differentiation to other vehicular streets.

4) Be designed to cater for traffic that is likely to use the laneway, particularly with regard to delivery vehicles in commercial areas.

5) Facilitate development that is of a scale and architectural quality which contributes to the laneway's streetscape.

6) Provide a visually interesting streetscape through landscaping, articulation and setbacks along laneways and through limiting laneway length.

7) To ensure that laneways are constructed in a manner which promotes use and safety, encouraging activity and surveillance.

8) hey are also to have a.

Controls:

a) Typical laneway treatments are shown in Figure 11.

b) No parking is permitted.

c) Maximum vehicle movements of 100vpd.

d) Where total length exceeds 60m (see note below) the laneway shall be designed to eliminate the 'gun barrel' effect whereby long, narrow and featureless streetscapes are visible from either end of the lane. Maximum laneway length is 100m where it is staggered, 60m if not staggered.

e) Laneways

i. For one way laneways are to have a carriageway of 3.0m with 2.5m verges
ii. For two way are to have a carriageway width of 6.0m with 2m verges
iii. Any above ground structures, trees or landscaping on the laneway shoulder must be located to allow vehicles to enter garage doors in accordance with Figure 5.4 of AS/NZS 2890.1 – 2004
iv. must allow for garbage service vehicles and medium rigid trucks
v. should be offset from one another at a public street junction and any staggering must allow for use by medium rigid trucks. See sections 14 and 19 below.

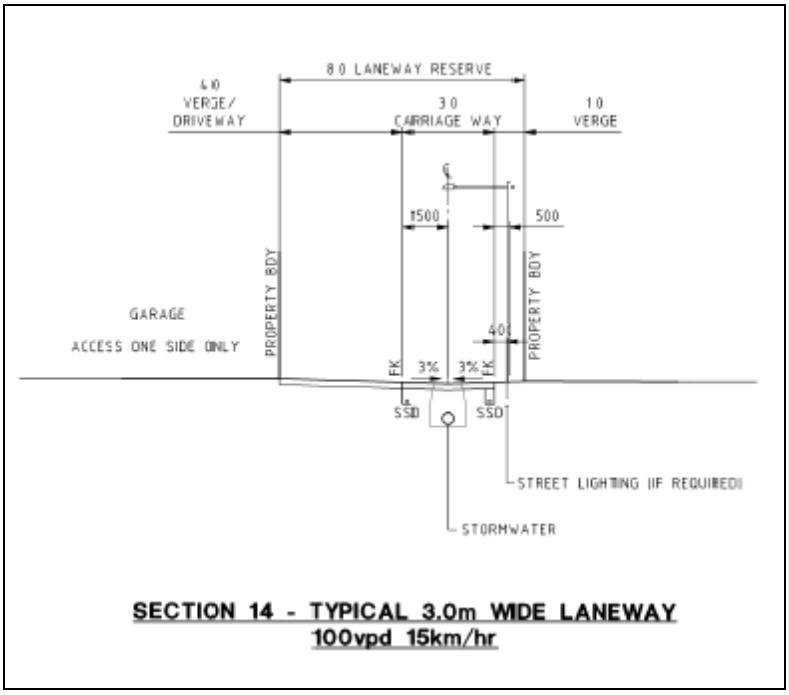
Note: Laneway length to be measured from road reserve boundary to road reserve boundary.

f) Changes in laneway direction to remove long straight lengths, is encouraged subject to meeting the minimum construction requirements for turning paths.

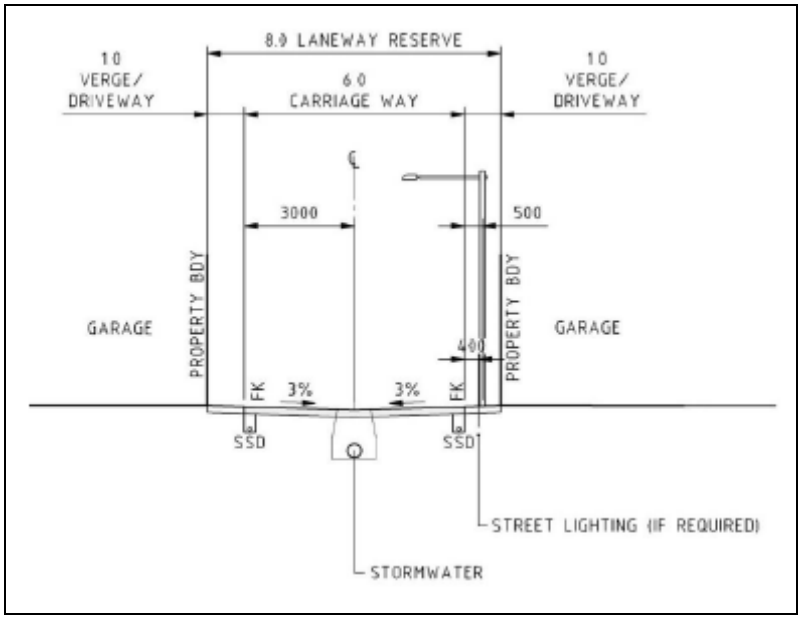
g) Rear fences to laneways shall be constructed so that they are a minimum 50% transparent material to improve surveillance of the laneway.

h) Articulation of building forms and fencing shall be interspersed with drought resistant, soft landscaping to improve visual amenity. Landscaping treatments with pavers, gravel or similar hardstand material is not acceptable.

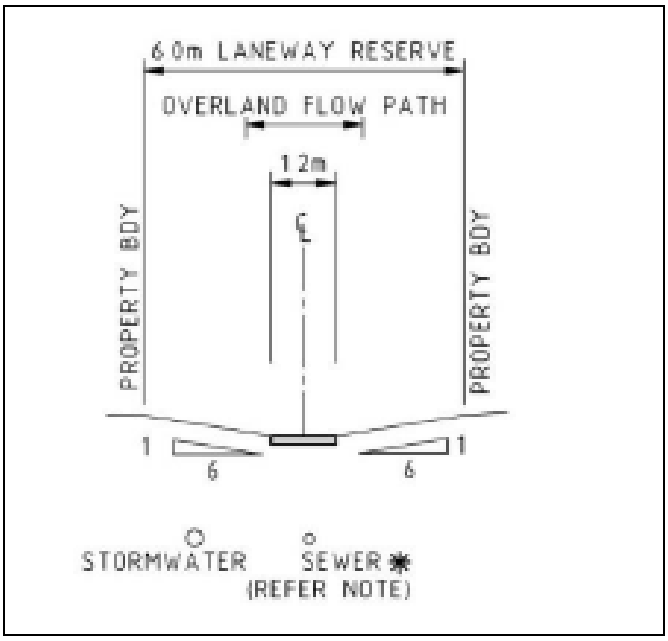
i) Laneways shall be provided with street lighting.



SECTION 14 - TYPICAL 3.0m WIDE LANEWAY
100vpd 15km/hr



SECTION 19 – Typical 6.0m WIDE LANEWAY
100vpd 15km/hr



SECTION 20 – TYPICAL 1.2M WIDE PEDESTRIAN LANEWAY 6.0M RESERVE

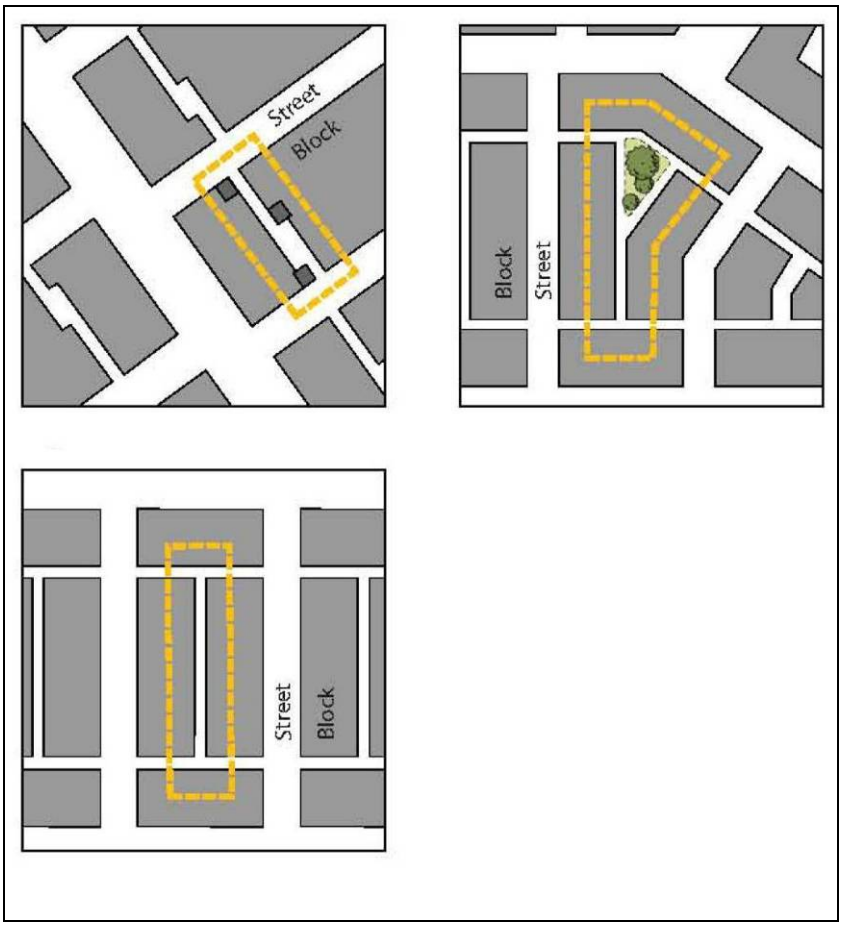


Figure 11 – Typical Laneway Treatments

3.8 Landscaping Along the Street Network

The following controls should be adhered to in the preparation of road engineering plans and development applications involving road construction.

Controls:

a) Street tree plantings are to be generally consistent with the 'Street Tree Hierarchy' plan prepared by Redbox Landscape Architects (refer Figure 12 below).

b) Any development or subdivision application that incorporates road construction shall be accompanied by a planting schedule. Such proposed planting shall include a mix of exotic and local native species. Other plants may be used where it can be demonstrated that they meet the objectives and controls in this section.

c) Construction of Landscaping is to be in accordance with the site analysis plan and landscape plan and is not to commence until it has been approved by Council and a construction certificate has been issued for the subdivision or for that part of the subdivision where landscaping in accordance with the approved plan is to occur. A landscape plan must be submitted with a DA application for subdivision.

d) The Landscape Plan is to demonstrate the full understanding of the existing site and its landscape features including landform, soil, climate, ecology and vegetation. In preparing the Landscape Plan the following factors should be considered:

i. The existing surrounding land use and neighbourhood character.
ii. The influence the existing and any proposed development may have on the amenity of the area.
iii. The potential bushfire threat to the property/land and whether a bush fire hazard exists on or is adjacent to the land.
iv. The implications of vegetation and wildlife corridors.

The Landscape Plan is to provide details on:

- Plant species and sizes
- Hard and soft landscape treatments
- Utilities and services
- Entry statements, street furniture, signage, public lighting, play equipment
- Waste management rehabilitation/remediation work to any degraded land treatment and protection measures of gullies, creeks and river corridors and significant tree and other vegetation.

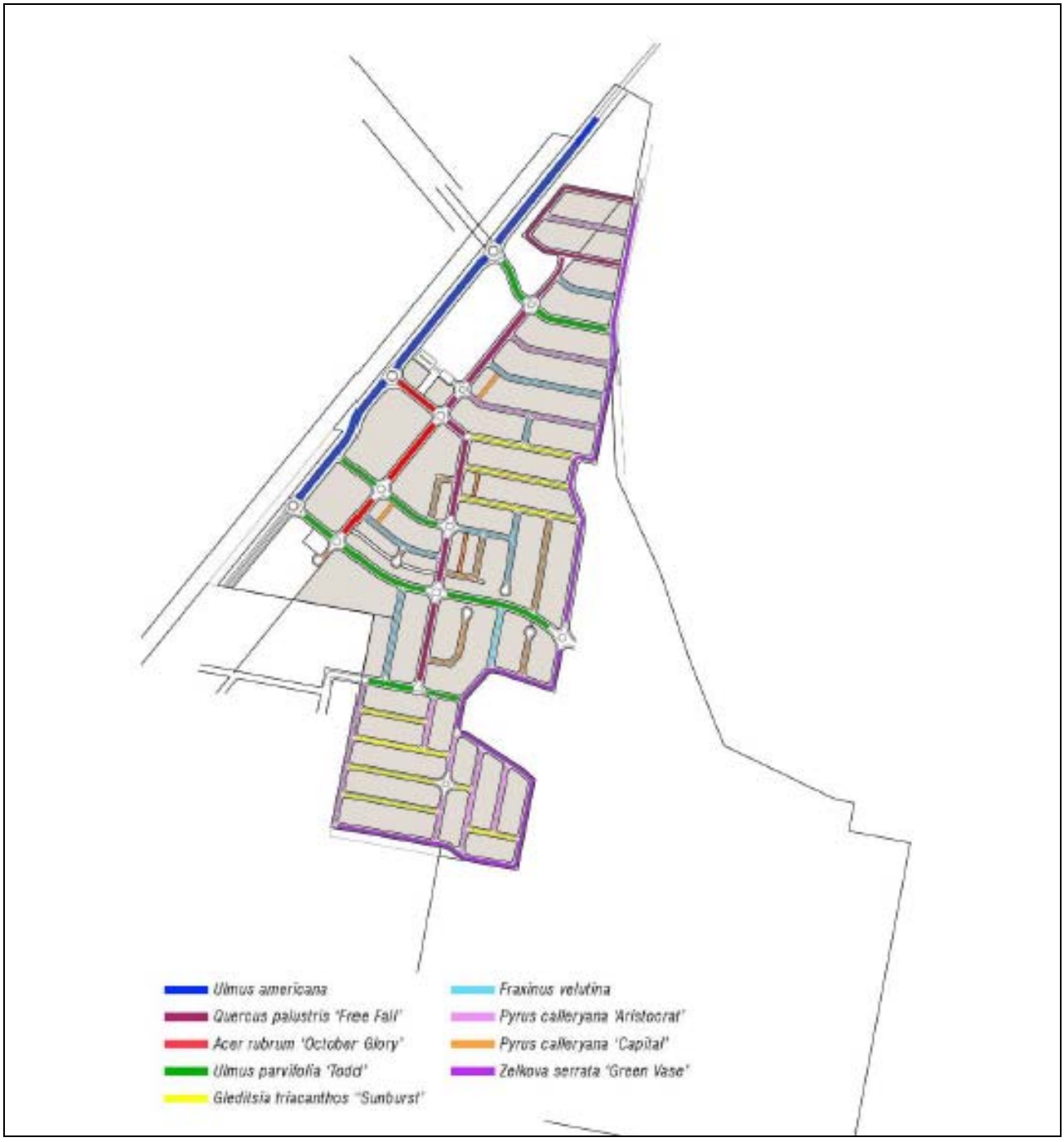


Figure 12 – Street Tree Planting

3.9 Potential Dunns Creek Road Extension (Local sub-arterial road)

The following guidelines are to be considered where development is proposed along the frontage or within close proximity to the proposed 'local sub-arterial road'. This road is shown coloured aqua on the accompanying street hierarchy plan and extends from the north-south sub-arterial roadway through the release to the eastern extremity of the South Tralee precinct. The roadway may accommodate traffic movements from any future extension of the proposed Dunns Creek Road.

Objectives:

1) To minimise any visual or acoustic impacts on development proposed in the vicinity of the local sub-arterial road.

2) Ensure that development proposed in the vicinity of that land will not compromise, restrict or otherwise prevent the future operation of the local sub-arterial road.

Controls:

Any proposed residential development along the frontage of the proposed road should consider the following matters:

a) The impact of noise, vibrations and other emissions from any future construction and the ongoing use of that land as a road are as per outlined within the Wilkinson Murray report for the DA noise assessment dated December 2013. This report notes that vibration and other emissions from the road are negligible and that any impact from noise would be readily mitigated through the incorporation of aircraft noise mitigation measures included enhanced glazing and ventilation.

b) Refer to ARUP South Tralee Traffic Report and Engineering Plans for details on the future construction (including the provision of any public utility infrastructure) and operation of the proposed road.

3.10 Public Open Spaces and Landscaping

Objectives:

1) Provide a mix of passive, active, formal and informal public open spaces and play opportunities that will cater for and support the future community of South Tralee.

2) Provide open space areas which are distinctive in character and provide safe and secure access for all users.

3) Establish attractive walking and cycling links throughout.

4) Create attractive landscapes that are durable and generally low maintenance.

5) Landscaping of public open space shall be generally in accordance with any Landscape and Open Space Strategy for South Jerrabomberra which will be reflected in a local Voluntary Planning Agreement.

3.11 Open Space and Landscaping in the Hume Industrial Buffer Area and Goulburn / Bombala Railway Buffer Area

The buffer area should:

1) Provide an open space resource.

2) Provide an embankment with tree and shrub planting as appropriate providing for noise attenuation and the visual screening of the Hume Industrial area where Noise and Visual Studies advise.

3) Provide cycle and pedestrian paths, amenities, playgrounds, passive recreation, active sports facilities and shelters, art and heritage interpretation.

4) Contain a neighbourhood park which shall:

v. Be identified in Masterplan.
vi. Be located so that the park is generally within 800m from the majority of dwellings.
vii. Have a minimum area of 3,000m^2.
viii. Be located with drainage lines or ridgelines to accommodate stormwater management and views respectively.
ix. Provide areas and facilities for both active and passive recreation.
x. Provide detail grading and retaining systems to allow for levels associated with existing trees to be retained and to achieve a satisfactory and practical park grade.
xi. Provide one large play area with adequate shade facility and fencing/planting to define the play zone.
xii. Provide a large shelter facility with BBQ facility with seating and tables.
xiii. Provide entry and signage (park name) elements.
xiv. Ensure heritage overlay where appropriate through interpretive signage, artwork installations or retention of existing shelter belt and cultural plantings.
xv. Include water sensitive urban design elements such as vegetated swales, minor creek lines, passive irrigation and detention ponds or treatment basins as a water feature.

3.12 Local Parks

Local Parks shall:

1) Have a minimum area of 1000m^2 and be linked to a larger open space network.

2) Be generally within 400m of most residents.

3) Allow for passive and / or active recreation.

4) Provide seating and pathways for circulation.

5) Incorporate small children's play facilities.

6) Provide entry and signage elements.

7) Integrate open space with stormwater management and environmental strategies

8) Optimise ecological functionality through planting of endemic species.

3.13 Civic Spaces in the Neighbourhood Centres

Civic spaces in the neighbourhood centres shall:

1) Provide one central space.

2) Provide vegetation or other buffering elements from NW to SE winds to provide protected enjoyable spaces.

3) Provide areas and facilities for both active and passive recreation and café/spill out zone from adjoining retail or community facility.

4) Provide entry and signage (park name) elements.

5) Provide interpretive signage to reflect upon cultural and ecological landscape.

6) Provide and integrate artwork.

7) Provide and integrate cycle parking.

8) Provide for and integrate water sensitive urban design elements.

9) Be predominantly planted with a single identifier species.

10) Be generally oriented to optimise solar access.

3.14 Linear Parks and Drainage Reserves

Linear Parks and drainage reserves shall:

1) Maximise ecological function through the planting of endemic species.

2) Link the neighbourhood and local parks and other key community focal points into the continuous open space network.

3) Facilitate overland flow requirements.

4) Integrate non-vehicular circulation within footpaths and cycleways to increase safety and connectivity.

5) Include water sensitive urban design elements such as weir structures to control water flow around drainage lines and create pooling where required, urban creek lines along streets and existing creeks.

6) Include bushland regeneration where appropriate.

3.15 Landscaping in Public Places

1) Main access roads and boulevards are to incorporate WSUD bio retention elements where appropriate.

2) Gateways to the site are to include feature planting to establish a visual identity and include exotic species.

3) Any subdivision application shall be accompanied by a planting schedule detailing proposed planting for local streets. Such proposed planting shall include a mix of exotic and local native species.

4) Other plants may be used where it can be demonstrated that they meet the objectives and controls in this Development Gudieline.

3.16 Construction of Landscaping

Construction of Landscaping is to be in accordance with a site analysis plan and landscape plan and is not to commence until it has been approved by Council and a construction certificate has been issued for the subdivision or for that part of the subdivision where landscaping in accordance with the approved plan is to occur. A landscape plan must be submitted with a DA application for subdivision.

A Landscape Plan is to demonstrate the full understanding of:

- The existing site and its landscape features including landform, soil, climate, ecology and vegetation.
- The existing surrounding land use and neighbourhood character.
- The influence the existing and any proposed development may have on the amenity of the area.
- The potential bushfire threat to the property/land and whether a bush fire hazard exists on or is adjacent to the land.
- The implications of vegetation and wildlife corridors.

A Landscape Plan is to provide details on:

- Earthworks.
- Plant species and sizes.
- Hard and soft landscape treatments.
- Utilities and services.
- Entry statements, street furniture, signage, public lighting, play equipment.
- Waste management.
- Rehabilitation/remediation work to any degraded land.
- Treatment and protection measures of gullies, creeks and river corridors and significant tree and other vegetation.

3.17 Community and Educational Facilities

Objectives:

1) Provide a range of quality, safe and well located community and educational facilities suitable for the needs of residents throughout South Tralee.

2) Encourage the co-location of appropriate services and facilities adjacent to school sites including, but not limited to, child care facilities, health centres, recreation and sports facilities.

3) Encourage the design of education and community buildings that will provide a high level of amenity, health and well-being for users of the building.

Controls:

Community facilities provided at South Tralee shall:

a) Generally conform to the scope as outlined in the South Tralee Strategic Social Plan August 2013 which serves the whole of the South Jerrabomberra Area.

3.18 Educational Facilities

The site for the public school is shown on the South Tralee Masterplan (Figure 3).

Should the NSW Department of Education and Training advise at a later date that the potential public school site is no longer required, the sites may be developed for permissible residential uses or if there is a justifiable need, for other community uses.

School sites shall:

a) Be designed and built in accordance with current standards and guidelines from NSW Department of Education and Training or equivalent private education body.

b) Be located near other community facilities including child care facilities, health centres, public open space and community sporting and other recreation facilities

c) Be located on walking and cycling networks.

d) Be located on a distributor or collector road and be well serviced by public transport, pedestrian and bicycle links.

e) Be relatively flat and free of possible restrictions such as power easements, contamination, and environmental constraints.

f) Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets.

Educational Establishments (including schools), Community Facilities and Places of Worship are to:

a) Be located above the 1 in 100 year flood level.

b) Co-locate with appropriate facilities.

c) Locate in or near activity centres to enhance community identity and create focal points in the development.

d) Achieve high quality design that complements the existing and desired character of the surrounding area.

e) Be designed so that the layout and built form minimises impacts on the surrounding residential area, in relation to parking, views, overshadowing and noise.

Parking provisions for community uses are to meet the standard set out in the Queanbeyan DCP section 2.2.

Notwithstanding above, the overall parking rate may be considered by Council to be satisfied with a combination of On Site Parking, Communal Car Parks and On Street Parking where it can be demonstrated by a suitably qualified traffic consultant that there is sufficient public parking in the locality (as demonstrated by an empirical assessment).

3.19 Public Art

Public art may be manifested in countless forms including, sculpture, water features, paving, fencing, paintings, mosaics, incorporated into seating, paving, bus shelters etc. Public art shall be provided in a timely, efficient and cost effective manner.

Objectives:

1) To create opportunities for the provision of public art to embrace the natural environment of the site and foster a sense of place.

2) To provide spaces which act as focal points, utilising the existing views and vistas of the site.

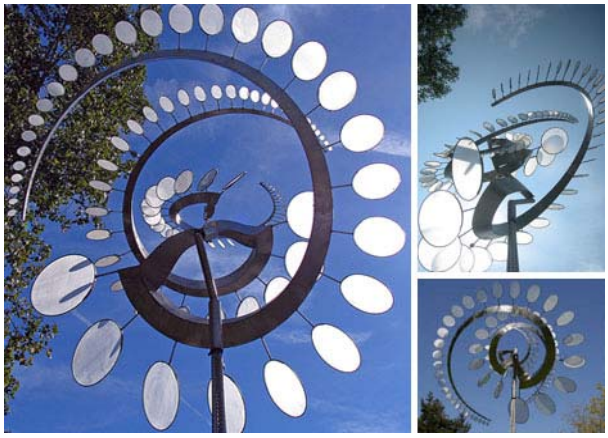
3) To create an element of surprise, wonder and announcement.

Controls:

a) As part of the precinct planning/neighbourhood level subdivision layout, identify spaces suitable for public art.

b) Where appropriate work with stakeholders, community and Council to create a piece of work that enhances public places.

c) Integrate the provision of public art into the staging program for the neighbourhood.



3.20 Natural Hazards Objectives and Controls

Objectives:

1) To design and construct subdivisions which minimises the exposure of future residential development, residents and users to natural hazards such as slip, bushfire and flood.

2) To design and construct subdivisions which comply with all applicable legislative requirements.

Controls:

a) Application of measures which minimises risks to future development and users from slip, bushfire, flood and other natural hazards.

b) Implementation of design and construction measures designed to achieve and comply with the relevant provisions of the STLEP.

3.21 Roads, Traffic (vehicles, cyclists & pedestrians) and Access Objectives and Controls

Objectives:

1) To minimise the establishment of traffic generating development along main and arterial roads.

2) To provide safe and convenient access to all residential subdivisions and all allotments within a residential subdivision.

3) To provide safe and convenient access to all employment subdivisions

4) To provide safe facilities for pedestrians.

5) To provide safe facilities for cyclists.

6) To provide facilities for users of public transport.

Controls:

a) Subdivisions designed so that allotments along a main and arterial road have access from a local or secondary road.

b) Subdivisions designed to maximise the safety of pedestrians using the road reserve.

c) Subdivisions which are designed to comply with any applicable legislative requirements.

d) Provision of footpaths in accordance with the street network design.

e) Provision of an off road cycleway where required in accordance with any local voluntary local planning agreement adopted for South Tralee..

f) Compliance with the design and engineering requirements applicable to roads, crossings, footpaths, cycleways, bus shelters and the like.

g) Provision shall be made for coinciding physical and legal access to all proposed lots.

4 RESIDENTIAL DESIGN CONTROLS – SINGLE DWELLINGS

SECTION A - STREETSCAPE & URBAN CHARACTER

4.1 Streetscape

Streetscape and Urban Character is made up of the visual elements of a street, including the road, adjoining buildings, fencing, trees and open spaces, and the like that combine to form the desired urban character. This Section contains the controls for private development within the South Tralee area. Development applications for the private domain must consider these controls, as well as those contained within Council's existing comprehensive DCP and policies.

Objectives:

1) To promote new development that is of a scale and architectural quality which contributes to the existing and future desired built form and character of South Tralee.

2) Provide a variety of streetscapes that reflect the character of different precincts, the diversity of edge conditions, housing types and street hierarchy.

3) Ensure garage structures do not visually dominate the streetscape.

4) Promote the use of verandahs, balconies, porches and the like to encourage front yard living spaces for surveillance and to relate to the streetscape and engage with the community.

5) To ensure that new development is sensitive to the landscape setting and environmental conditions of the locality.

Controls:

a) Buyers are required to submit their building plans to the Developer for endorsement prior to obtaining any relevant approvals for building or development on their block. Any building or development on the block must substantially accord with any plans for a block endorsed by the Developer.

b) To create an attractive and cohesive streetscape through the use of a mix of compatible materials including masonry, timber and glass and the provision of simple and articulated building and roof forms.

- Walls must be predominantly of masonry construction including face brickwork or an applied finish such as cement render, bagging or painted brickwork. Other materials such as stone, treated timber, weatherboard or pre-coloured corrugated metal sheeting are suggested as relief elements.
- Roofing must be predominantly concrete or clay tiles or pre-coloured metal sheeting. Galvanised sheet metal or unpainted Zincalume cladding will not be permitted on any buildings including sheds, fencing or ancillary structures.
- Items such as vent pipes, meter boxes, gas meters, hot water services, TV antennae, air conditioning units, clothes lines and the like must be positioned to avoid being seen from the street and public open space areas. If a fully concealed location is not possible they must be otherwise screened from view. All hydraulic and other service lines must be concealed in the building fabric.

c) New buildings shall adhere to the minimum building setbacks as set out in Table 1.

d) Any building with walls on the boundary shall adhere to the zero lot line requirements set out in Table 1.

e) Corner sites are developed as visually significant elements in order to promote a strong and legible character, while maintaining sight lines for the safety of pedestrians and vehicles. Façade treatment should address both street frontages.

Figure 13 – Façade treatment to address both streets.
Articulated roof with fences and landscaping defining the front boundary

f) There is to be a clear distinction between private and public space and to encourage casual surveillance of the street.

g) Where a rear lane is provided to a dwelling house, vehicular access to the front of the dwelling house shall be denied.

h) Where a rear laneway is not provided to a dwelling house, garages facing a street generally shall comply with the maximum garage to house frontage requirement as set out in Table 1.

Figure 14 - Garage to House Frontage – See Table 1

i) Where a rear laneway is not provided garage doors are to adhere to the requirements set out in Table 1.

j) Elements such as fences, walls, hedges, level changes and landscaping or a combination of these elements are to define the front boundary.

k) Retaining walls forward of the building line are to be no greater than 1.0m in height.

l) Fences forward of the building line to the primary and secondary road frontage as per Table 1 and Figure 15 below.

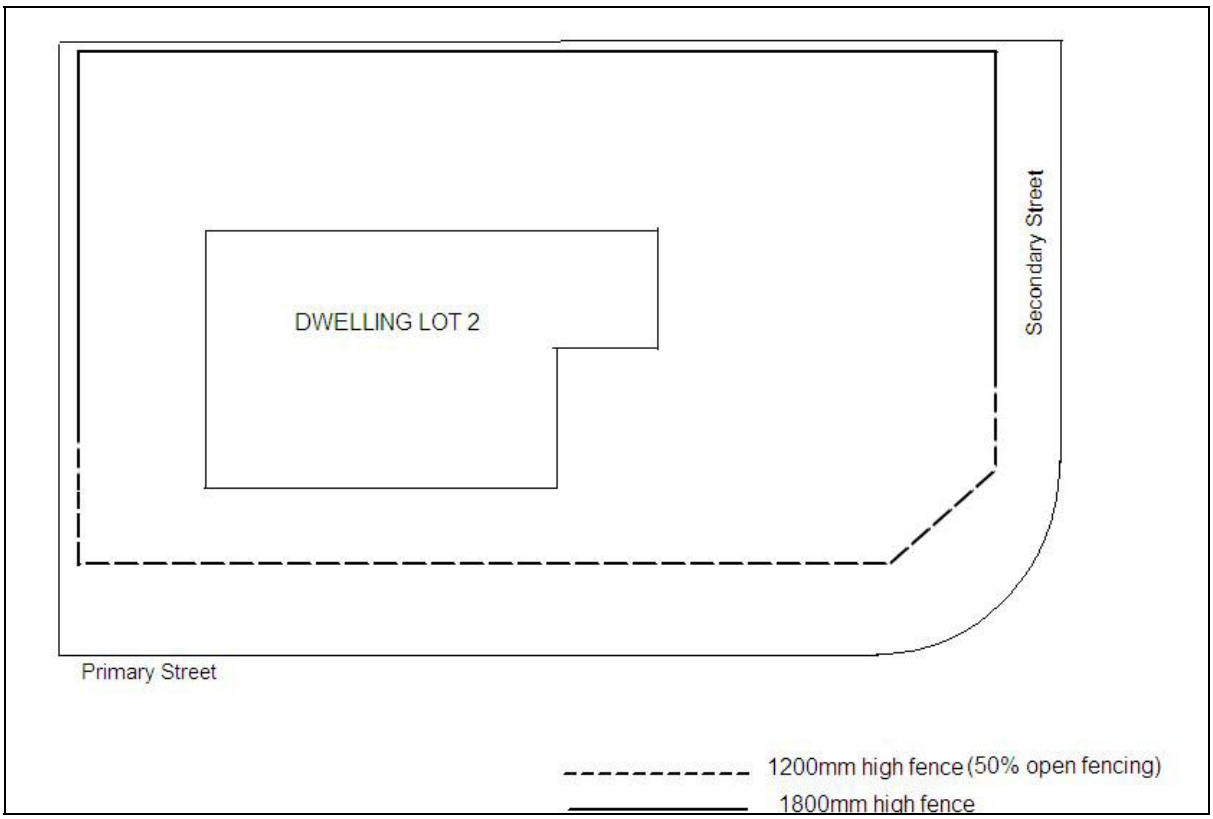


Figure 15 – Fencing Requirements

4.2 Streetscape and Public and Private Laneways

Laneways have the potential to lack amenity, become neglected and create a streetscape that is undesirable and lacks safety and security. Laneways need to act as more than simply a services corridor and should develop their own activated streetscape.

Objectives:

1) To ensure that laneways are constructed in a manner which promotes activation and safety through regular use and active surveillance.
2) To provide development that is of a scale and architectural quality that contributes to the laneways streetscape.
3) To provide a visually acceptable streetscape through landscaping, articulation and setbacks along the laneways.
4) The laneway design shall not compromise the laneway's use as a service corridor by obstructing passage of service and resident vehicles or encouraging inappropriate and unsafe parking.

Controls:

a) Dwellings and garages shall be setback from laneways as set out in Table 1.
b) Articulation of building forms and fencing shall be interspersed with drought resistant, soft landscaping to improve visual amenity. An area shall be provided on each laneway frontage to plant at least one medium sized tree. Landscaping treatment with pavers, gravel or similar hardstand materials is not acceptable.
c) Rear fences to laneways shall be constructed so that they are a minimum 50% transparent to improve surveillance of laneways.

4.3 Building Form and Design

Objectives:

1) To ensure that the bulk, scale and height of proposed development provides good neighbour amenity and maintains an appropriate residential character.

2) To ensure that adequate sunlight access and ventilation for living areas and principal private open spaces of new and neighbouring dwellings is provided for.

Controls:

a) Building form shall be modulated with articulated facades to avoid a heavy bulky appearance.

b) Development is to exhibit a high degree of design quality and provide attractive street frontages by ensuring that all dwellings have a main element to address the street.

c) The facade of a dwelling on a corner lot is to address both streets and is to be appropriately articulated.

d) Articulation zones shall be designed to adhere to the requirements set out in Table 1..

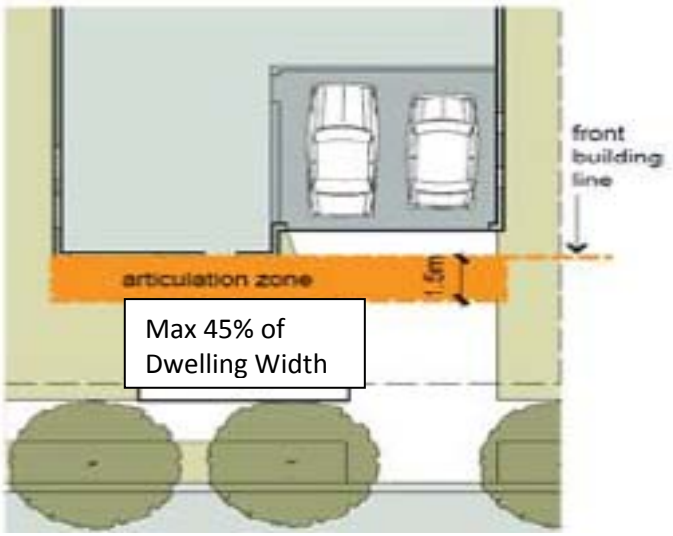


Figure 16 – Articulation Zones

e) The ‘Articulation zone’ consists of architectural elements which address the street frontage and assist in creating a character in an area. Elements permitted in the articulation zone include the following:

i. Entry feature or portico
ii. Awnings or other features over windows
iii. Sun shading
iv. Balcony (roofed or unroofed)
v. Window box treatment to any first floor element
vi. Recessing or projecting architectural elements,
vii. Open verandahs
viii. Bay windows or similar features.

Figure 17 – Broken Wall Planes and Articulation

f) For corner lots, articulation elements are also required to the secondary street. These articulation elements must be setback 1m from the side and front splay boundaries.

4.4 Height, Site Coverage and Gross Floor Area

Objectives:

1) Manage the scale of development across South Tralee to promote appropriate residential densities.

2) To ensure height and scale of development responds appropriately to the topography and the transition from lower density development on the urban/non-urban interface to higher density development near the local and neighbourhood centres.

3) Development shall not exceed the 740m contour.

Controls:

a) The maximum height for dwellings shall be consistent with the relevant Local Environmental Plan (LEP). Generally this is 8.5m through the residential areas of South Tralee whilst in the neighbourhood centre precinct the maximum height is 16 metres.

Note: The building height is taken as the vertical distance between ground level (existing) and the highest point of the building.

b) The ridgeline or any other part of any building shall not protrude above the 740m contour.

c) New buildings shall generally adhere to the maximum site coverage set out in Table 1.

Note: Site Coverage is defined under the appropriate LEP and means the proportion of a site covered by buildings. However, the following are not included for the purpose of calculating site coverage:

i. Any basement,
ii. Any part of the an awning that is outside the outer walls of a building and that adjoins the street frontage or other site boundary,
iii. Any eaves, unenclosed balconies, decks, pergolas and the like.

4.5 Privacy, View Sharing and Acoustic Controls

Designing for privacy protects the ability of the occupants of the building to carry out functions within habitable rooms and principal private open spaces without visual intrusion. Visual privacy is influenced by site configuration, topography, scale of the proposed development, building layout and relationship to adjoining developments.

Privacy and View Sharing Objectives:

1) To provide visual and acoustic privacy in residential dwellings and associated principal private open spaces.

2) To maximize opportunities for view sharing.

Visual Privacy Controls:

a) Windows of upper-level habitable rooms and balconies are to be designed to minimise overlooking into dwellings and/or the principal private open space of neighbouring properties.

b) Appropriate screening, which is permanent, fixed and durable, is to be provided in cases where overlooking cannot be prevented.

Note: Windows in habitable rooms other than bedrooms where the floor level is more than 1m above ground level and less than 3m from the side/rear boundary may require privacy screens or other suitable privacy measures.

View Sharing Controls:

c) Development is to be designed to minimise loss of views from neighbouring properties. Significant views within South Jerrabomberra include the hilltops of Mount Jerrabomberra, Mount Pemberton and Tralee Hills and Stringybark Ridge and are to be valued and shared.

Acoustic Privacy Controls:

d) Noise sources such as air conditioners, exhaust fans and the like shall be sound insulated or located away from noise sensitive areas such as bedrooms of the dwelling or where dwellings on adjoining properties are likely to be located.

4.6 Safety and Security

Objectives:

1) Maximise personal and property security for residents and visitors by ensuring siting and design of built form and open space are planned to facilitate casual surveillance to decrease the opportunity for crime.

2) Encourage design that ensures the community will utilise the streets, open space and other areas of the public realm with a perception of community safety.

Controls:

a) The design of buildings and landscaping should have regard to the safety and security controls contained within Section 2.9 of the Queanbeyan Development Control Plan 2012 – Safe Design.

SECTION B – SITE AMENITY

4.7 Principal Private Open Space and Landscape Design

Well-designed buildings and landscaped areas work together, resulting in greater aesthetic quality and amenity for occupants and the adjoining public domain.

Principal private open space is the 'breathing space' for development. It is required to be provided for amenity, environmental sustainability, solar access, visual privacy, natural ventilation, and opportunities for recreation and social interaction.

'Principal Private Open Space' is an area at ground level (finished) that is directly accessible from and adjacent to, a habitable room other than a bedroom.

'Landscape area' refers to a permeable area of a lot that is capable of growing plants, grasses and trees, or impervious surfaces.

Objectives:

1) Landscape design shall optimize usability, privacy, social opportunity, equitable access and respect for neighbour's amenity as well as providing areas for deep soil planting.

2) Provide sufficient open space for the reasonable recreation needs of residents.

3) Allow northerly aspect into the principal private open space of new residential buildings.

4) Provide areas for deep soil planting with additional landscaping that is to be low maintenance in the long term without continued reliance on watering systems.

5) Principal Private open space shall provide a pleasant outlook.

Controls:

a) Landscaping is to comply with Table 1.

b) Each dwelling is required to be provided with principal private open space adhering to the requirements set out in Table 1.

c) Open space is not to be generated by left-over spaces resulting from building siting and location but shall be attractive, useable spaces.

d) The principal private open space is to be:

i. Located to have a northerly aspect, where the lot allows.
ii. Where a lot is located on the southern, eastern and western side of a street, the PPOS may be located at the front of the dwelling in the form of a garden court or balcony where it is located behind the building line for the main street frontage. The PPOS in the front of a dwelling must be directly accessible from and adjacent to a habitable room, other than a bedroom.
iii. Directly accessible from, and adjacent to, a habitable room, other than a bedroom.
iv. Located to receive direct sunlight during winter, where possible.

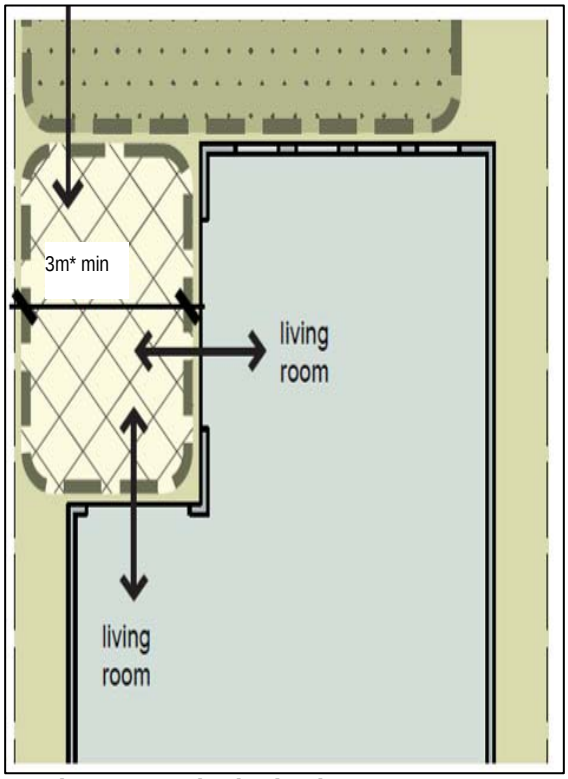


Figure 18 Principal Private Open Space at the Front of Single Dwellings - 24m^2 min Behind the Front Building Setback
* 3m min. for lots less than 600m^2. Refer to Table 1 for other lot sizes

e) A landscape plan is to be prepared and submitted and must incorporate:

i. Front gardens to include at least 2 'small' trees appropriates for the size of the front garden.
ii. Rear yards shall be capable of accommodating grassed areas, or open space with other soft permeable ground cover, where possible with solar access.
iii. Rear yards of lots greater than 900m^2 shall accommodate at least one large tree, 8m to 15m high at maturity, to establish a natural canopy above the site.
iv. Clothes drying areas are to be screened or concealed from view from the street.

4.8 Car Parking and Garages

Parking Objectives:

1) To ensure adequate provision of secure and accessible onsite parking for residents and visitors.

2) To integrate adequate car parking and services vehicle access without compromising street character, landscape or pedestrian amenity and safety.

3) Provide safe and functional parking areas

4) To integrate the location and design of car parking with the design of the site and the building.

5) Ensure the house facade is dominant, with the garage a recessive element in the streetscape.

Parking Controls:

a) All on-site parking is to be provided in accordance with Table 1.

b) Parking may be provided in tandem.

c) All off street parking shall be designed in accordance with *AS/NZS 2890.1-2004 – Parking Facilities, Part 1: Off Street car parking*.

d) Garage doors of single dwelling developments are to be set back at least:

   i. 1m behind the front facade of the home and
   ii. 5.5m from the front boundary to allow another car to park on site in the driveway if necessary.

e) Garage door widths are to adhere to the requirements of Table 1.

f) Garages are to be treated as an important element of the dwelling façade and are to be integrated with and complementary, in terms of design and material, to the dwelling design.

g) When facing the street, the maximum total width of a garage, carport or covered car parking is to comply with the maximum garage to house frontage requirements as set out in Table 1.

h) Garages, carports and covered parking spaces with a column or structure on one or both sides shall be a minimum:

   i. Single Garage or Carport: 3.0m wide, 5.5m in length and with a garage door opening of 2.4m.
   ii. Double Garage or Carport: 5.4m wide, 5.5m in length and a garage door opening of 4.8m

i) The maximum width of a driveway at the property boundary shall be 4.5m.

j) Any proposed car parking spaces located within a front or rear setback shall remain uncovered and shall have a minimum length of 5.5m.

Table 1 - Single Dwellings and Alterations

Single Dwellings and Alterations/Additions					
Lot Size	**330 < 450m^2**	**450 < 600m^2**	**600 < 900m^2**	**900 < 1500m^2**	**>1500m^2**
Lot width (min)	10m	12m	12m	15m	18m
Site coverage max	60%	50%	50%	40%	30%
Building height	As per STLEP 2012 8.5m	As per STLEP 2012 8.5m	As per STLEP 2012 8.5m	As per STLEP 2012 8.5m	As per STLEP 2012 8.5m
Front setback min (excluding garages, carports and covered car parking spaces)	4.0m	4.5m	4.5m	6.5m	10.0m
Corner Lot – Secondary Setback (excluding garage, carports and covered car parking spaces)	2.0m	2.0m	3.0m	3.0m	5.0m
Garage, carport and covered car parking space setback to front boundary	1.0m behind the front façade and a minimum of 5.5m from the front boundary	1.0m behind the front façade and a minimum of 5.5m from the front boundary	1.0m behind the front façade and a minimum of 5.5m from the front boundary	1.0m behind front façade	1.0m behind front façade
Corner Lot – Secondary setback for garages, carports and covered car parking spaces	1.0m behind the front façade and a minimum of 5.5m from the front boundary	1.0m behind the front façade and a minimum of 5.5m from the front boundary	1.0m behind the front façade and a minimum of 5.5m from the front boundary	1.0m behind the front façade and a minimum of 5.5m from the front boundary	1.0m behind front façade
Garage to house frontage (front facade only)	55% of total width of the dwelling	50% of total width of the dwelling	50% of total width of the dwelling	50% of total width of the dwelling	50% of total width of the dwelling
Articulation Zone may encroach within front and secondary street setbacks	Measured from the minimum setback of the lot, 1.5m encroachment for 45% of the total width of the dwelling on the side at which the articulation zone is proposed. For corner lots, articulation elements are also required to the secondary street. These articulation elements must be setback 1m from the side and front splay boundaries.				
Side setback min	0.9m (0m for zero lot line)	0.9m (0m for zero lot line – single storey only on one side only)	0.9m for single storey 1.5m for two storey	1.5m	2.5m

Single Dwellings and Alterations/Additions					
Lot Size	**330 < 450m^2**	**450 < 600m^2**	**600 < 900m^2**	**900 < 1500m^2**	**>1500m^2**
Zero Lot Line requirements **(Maximum length of zero lot line wall)**	70% of depth of dwelling (for single storey dwellings only) 50% of depth of dwelling (single storey portion of two storey dwellings) 30% (two storey portion of the dwelling)	70% of depth of dwelling (for single storey dwellings only)	Not permissible	Not permissible	Not permissible
Corner Lot – Rear / Side setback (min)	0.9m (0m for zero lot line wall on one side – single storey only) 4.0m for any two storey portions	0.9m (0m for zero lot line wall on one side – single storey only) 4.0m for any two storey portions	0.9m for single storey portions 4.0m for any two storey portions	1.5m for single storeys 4.0m for any two storey portions	2.5m for single storey 4.0m for any two storey portions
Rear setback minimum where there is no rear laneway for building wall height up to 4.5m	3.0m for building height up to 4.5m	3.0m for building height up to 4.5m	3.0m for building height up to 4.5m	5.0m for building height up to 4.5m	10.0m for building height up to 4.5m
Rear setback minimum where there is no rear laneway for building wall height greater than 4.5m	4.0m	4.0m	4.0m	5.0m	10.0m
Rear setback minimum to private or public laneway for a garage, carport or covered car parking space (min)	0m	0m	5.5m	5.5m	10.0m

Single Dwellings and Alterations/Additions					
Lot Size	**330 < 450m^2**	**450 < 600m^2**	**600 < 900m^2**	**900 < 1500m^2**	**>1500m^2**
Landscaped area minimum requirements (Permeable area, grasses, trees and the like)	15% of the area of the lot must be landscaped with a minimum width of 1.5m. 25% of the area forward of the building line to the primary road must be landscaped.	20% of the area of the lot must be landscaped with a minimum width of 1.5m. 25% of the area forward of the building line to the primary road must be landscaped.	25% of the area of the lot must be landscaped with a minimum width of 1.5m. 25% of the area forward of the building line to the primary road must be landscaped.	35% of the area of the lot must be landscaped with a minimum width of 1.5m. 25% of the area forward of the building line to the primary road must be landscaped.	45% of the area of the lot must be landscaped with a minimum width of 1.5m. 50% of the area forward of the building line to the primary road must be landscaped.
	50% of the landscaped area must be located behind the building line of the primary road.				
Principal Private open space (PPOS) Minimum area	24sqm PPOS is to be directly accessible from living areas with a minimum width of 3m	24sqm PPOS is to be directly accessible from living areas with a minimum width of 3m	24m^2	24m^2	24m^2
Principal Private open space - location requirements	Principal Private open space is to be: • Located behind the building line to main street frontage • Directly accessible from, and adjacent to a habitable room, other than a bedroom • Located to have a northerly aspect, where practical				
Car parking spaces min. number	2 spaces required per dwelling one of which is permissible in tandem forward of the building line. If a space is to be provided forward of the building line, it is to remain uncovered, not enclosed and entirely within the property boundary.				
Garage door width (front façade only)	Total width of all garage door openings must not exceed: • 3.2m on lots 8m to 10.5m wide measured at the building line, or • 6m if the lot is 10.5m wide measured at the building line.				
Underground parking	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted
Earthworks (measured from finished levels)	1.5m Maximum cut and fill	1.5m Maximum cut and fill	1.5m Maximum cut and fill	1.5m Maximum cut and fill	1.5m Maximum cut and fill
Fences	**Forward of the building line** – Be no more than 1.2m above ground level (existing) and be open style for at least 50% of the upper 2/3 of the area of the fence except for corner lots (see Figure 15) **Behind the building line** – Be no more than 1.8m above ground level (existing). **For sloping sites** – at each step – 1.6m above ground level forward of the building line and 2.2m above ground level in any other case.				

Single Dwellings and Alterations/Additions					
Lot Size	**330 < 450m^2**	**450 < 600m^2**	**600 < 900m^2**	**900 < 1500m^2**	**>1500m^2**
Retaining walls	Retaining walls forwards of the building line are to be no greater than 1.0m in height				
Clothes drying	Provide an area capable of accommodating an open air clothes drying area screened from public street				
Garbage area	Locate behind the building line – Area must accommodate a minimum of 3 waste bins.				

4.9 Secondary Dwellings

A "secondary dwelling" means a self-contained dwelling that:

- Is established in conjunction with another dwelling (the "principal dwelling").
- Is on the same lot of land (not being an individual lot in a strata plan or community title scheme) as the principal dwelling.
- Is located within, or is attached to, or is separate from, the principal dwelling.

"Studio apartments" are a type of secondary dwelling characterised as a self-contained dwelling located above a garage. They take the form of a single multifunctional room which serves as a living room, dining room and bedroom with facilities for a kitchen and bathroom. Clothes washing facilities must also be provided.

Secondary dwellings are permitted on land zoned R1 General Residential within South Tralee.

Objectives:

1) Secondary dwellings should not adversely impact upon the existing or future amenity (overshadowing, privacy or visual) of any adjoining land upon which residential development is permissible and shall be developed in a complementary architectural style, materials and colours to the principal dwelling.

2) Secondary dwellings need to be compatible with the character of the surrounding buildings.

3) Secondary dwellings and studio apartments must provide for passive surveillance to rear lanes.

4) Secondary dwellings and studio apartments must share the open space and parking facilities available on the site.

Controls

a) Secondary dwellings (including studio apartments) cannot be strata titled.

b) For secondary dwellings located on blocks larger than 450m^2 the controls specified in Schedule 1 of the *State Environmental Planning Policy (Affordable Rental Housing) 2009* will apply.

c) For secondary dwellings (including studio apartments) located on blocks smaller than 450m^2 the requirements of Table 2 will apply.

Note*:* Secondary dwellings may be constructed as complying development under *State Environmental Planning Policy (Affordable Rental Housing) 2009.*

Figure 19 – Studio Apartments Above Garages

Figure 20 - Option for self contained studio utilising space above the garage. Passive surveillance over the laneway designed to complement the overall development

Table 2: Studio Apartments/Secondary Dwellings

Studio Apartments	Controls
Lot size	<450m^2
Floor Area (max)	60m^2 or 30% of the total floor area of the principal dwelling
Setbacks • **Front/secondary** • **Side**	 Same as principal dwelling Zero or garage setback
Setback to rear/rear laneway	3.0m
Setback where located over garage	Same as garage
Additional requirements for studio apartments	(a) Studio apartments should not be located over garages directly opposite another studio apartment or secondary dwelling on a private driveway unless adequate separation for privacy is achieved. (b) Side facing windows shall not be provided. (c) A balcony is to be provided off the living area to address the rear lane. (d) Studio apartments shall be constructed above the garage and have a floor area no greater than the garage.

5 RESIDENTIAL DESIGN CONTROLS - SMALL LOT, MULTI-DWELLING AND SHOP TOP HOUSING

SECTION A: STREETSCAPE & URBAN CHARACTER

5.1 Introduction

This section contains controls for small lots, multi-dwelling housing, dual occupancies, residential flat buildings and shop top housing. Development applications must consider these controls, as well as those contained within the Queanbeyan Development Control Plan 2012 (QDCP 2012) referred to in paragraph 1.8 of these development Guidelines.

These uses are defined in the South Tralee LEP 2012.

5.2 Streetscape

Streetscape and Urban Character is made up of the visual elements of a street, including the road, adjoining buildings, fencing, trees and open spaces, etc, that combine to form the desired urban character.

Objectives:

1) To promote new development that is of a scale and architectural quality which contributes to the existing and future desired built form and character of South Tralee.

2) To ensure that new development is sensitive to the landscape setting and environmental conditions of the locality especially where located in a Buffer Area (refer Staging Plan at Appendix 1).

The following additional objectives apply for Residential Flat Development and Shop Top Housing:

3) Establish a high quality residential environment where all dwellings within residential flat buildings and shop top housing have a good level of comfort and amenity.

4) Encourage the development of mixed use residential/commercial development in the neighbourhood centre within easy walking distance of public transport.

5) Ensure that the design of mixed use developments maintains residential amenities and preserves compatibility between uses.

6) Front buildings onto major streets with active uses.

7) Provide for a mix of type and size of unit ensuring that each unit has a designated secure storage space.

8) Shop top housing is encouraged, particularly adjacent to or overlooking public spaces so as to provide 24/7 activity, surveillance, and perceived safety.

Controls:

a) The street pattern and road layout shall be generally in accordance with the South Tralee Master Plan.

b) A mix of materials compatible with the streetscape are to be used including masonry, timber and glass and the provision of simple and articulated building and roof forms.

c) New buildings shall adhere to the minimum building line setbacks as set out in Table 3 Small Lot Housing, Table 4 Multi-dwelling housing, Table 5 Residential Flat Buildings and Table 6 Shop Top Housing.

d) On corner sites the façade treatment should address both street frontages in order to promote a strong and legible character while maintaining sight lines.

e) Fencing should be designed to provide a clear distinction between private and public space and to encourage casual surveillance of the street.

f) Fencing should be consistent with the established style and pattern of fences in the locality.

g) Elements such as fences, walls, hedges, level changes and landscaping or a combination of these elements are to define the front boundary.

h) Where front fences / walls are used they are to be a maximum height of 1.2m to the primary street frontage.

i) Front fencing is to be predominately open in design, such as picket fences, hedges or palisade style fencing.

j) Maximum height of fences to secondary street frontage is 1.8m. A fence on a secondary street frontage that is 1.8m must not extend more than 50% of the lot depth. Fences to secondary street frontage that extend beyond the 50% lot depth are considered to be front fencing and have a maximum height of 1.2m.

k) Side fences between residential lots are to start at least 1m behind the primary building frontage of the dwelling.

5.3 Streetscape – Private Laneways

Laneways have the potential to lack amenity, become neglected and create a streetscape that is undesirable and lacks safety and security. Laneways need to act as more than simply a services corridor and should develop their own activated streetscape.

Objectives:

1) To ensure that laneways are constructed in a manner which promotes activation and safety through regular use and both active and passive surveillance.

2) To provide development that is of a scale and architectural quality that contributes to the laneway's streetscape.

3) To provide a visually acceptable streetscape through landscaping, articulation and setbacks along the laneways and through limiting laneway length.

4) To ensure the laneway's use as a service corridor is not compromised by a design which encourages inappropriate, unsafe parking, encourages the erection of obstructions or otherwise prevents the passage of service and resident vehicles

Controls:

a) Laneways shall be limited in length to 80 metres and 60 metres where it is a "gun barrel" laneway and constructed with decorative elements in the pavement to break up the laneway surfaces.

b) Laneways in adjacent housing blocks shall not be continuous over access streets to prevent the appearance of long, gun barrel laneways unless appropriate measures such as using staggered laneways are taken to eliminate the gun barrel effect.

c) Changes in laneway direction to remove long straight lengths, is encouraged subject to meeting the minimum construction requirements for turning paths.

d) Dwellings and garages shall be setback from laneways as provided in Tables 3, 4, 5 and 6.

e) Rear fences to laneways shall be constructed so that they are a minimum 50% transparent to improve surveillance of the laneway.

f) Articulation of building forms and fencing shall be interspersed with drought resistant, soft landscaping to improve visual amenity. An area shall be provided on each laneway frontage to plant at least one medium sized tree. Landscaping treatments with pavers, gravel or similar hardstand materials are not acceptable.

g) Laneways shall be provided with street lighting.

5.4 Building Form and Design

Facades are the public face of buildings. Their architectural quality contributes to the character and design of the public domain. High architectural quality requires the appropriate composition of building elements, textures, materials and colours and reflects the use, internal design and structure of a development.

The composition and detailing of the building façade has an impact on its apparent scale as well as its appearance and consistency with the desired future character of the South Tralee precinct.

Objectives:

1) To ensure that the bulk, scale and height of proposed development provides good neighbour amenity and maintains an appropriate residential character.

2) To ensure that adequate sunlight access and ventilation for living areas and principal private open spaces of new and neighbouring dwellings is provided for.

3) Provide quality architecture through richness in detail and architectural interest.

4) Provide legibility of building function.

5) Maintain pedestrian scale in the articulation of details on lower levels.

6) Ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings and shop top housing and contribute to the safety and liveliness of the street by allowing for casual overlooking.

7) Establish a high quality residential environment where all dwellings within residential flat buildings and shop top housing have a good level of amenity.

8) Encourage the development of mixed residential/commercial developments in the town and neighbourhood centre within easy walking distance to public transport.

9) Ensure that design of mixed use developments maintains residential amenities and preserves compatibility between uses.

10) Ensure that there is a separate entry provided for public vehicle parking and residential parking in shop top housing developments.

11) Residential development is generally located to take advantage of high amenity spaces and views, such as the Tralee Hills, Mount Jerrabomberra, or other public domain open spaces.

Controls

Design:

a) Development is to exhibit a high degree of design quality and provide attractive street frontages by ensuring that all dwellings have a main element to address the street.

b) The design of new development is to address shading from summer sun, ventilation and topography.

Articulation and Façade Treatment

a) Large expanses of blank walls or 'glass box style' developments will not be permitted as these are considered to be inconsistent with the desired character of South Tralee. Provide non-congruous balconies, awnings and screens.

b) Provide fixed and/or operable sun screens and articulate façades.

c) Select articulated elements which are integral with the building design and massing.

d) Articulation zones shall be designed to adhere to the requirements set out in Tables 3, 4, 5 and 6.

e) The 'Articulation Zone' consists of architectural elements which address the street frontage and assist in creating a character in an area. Elements permitted in the articulation zone include the following:

i. Entry feature or portico
ii. Awnings or other features over windows
iii. Sun shading,
Balcony (roofed or unroofed)
iv. Window box
v. Treatment to any first floor element
vi. Recessing or projecting architectural elements such as, open verandahs, bay windows or similar features.

f) Vary façade treatment, setbacks, cantilevers and materials.

g) Avoid the use of blank building walls at the ground level.

Building Entries

a) Define building entries clearly using setbacks, canopies different materials, textures and colours.

Roof Design

a) Articulate roofs to provide a quality roofscape. Roof design is to:

i. Minimise impact on tree-top skyline viewed from beyond the site.
ii. Avoid glare, high colour contrast and screen unsightly roof mounted services.
iii. Obscure roof mounted structures when viewed from higher dwellings and the public domain

b) Strong colours and black shall be avoided.

c) Roof design shall fully integrate and coordinate services. Antennae, plant and solar panels should not be viewed from public areas where practical.

d) Pitched hip and gable roof forms shall predominate.

5.5 Additional Building Form and Design Controls for Residential Flat Buildings and Shop Top Housing

Objectives:

1) Provide Shop Top Housing only in appropriate locations

2) Establish an attractive streetscape through high quality design where all dwellings as Shop Top housing have a good level of comfort and amenity.

3) Provide for a mix of type and size of unit.

4) Shop top housing is encouraged, particularly adjacent to or overlooking public spaces so as to provide 24/7 activity, surveillance, and perceived safety.

5) Shop top housing shall encourage activity on streets by providing awnings to ground floor retail, commercial or public uses.

6) Residential development is generally located to take advantage of high amenity spaces, such as the Parks or other civic spaces.

7) In development with shop top housing a separate entry is provided for vehicle and residential uses.

8) All developments must provide a designated secure storage space for each unit.

Figure 21 – Shop Top Housing - Sawtell

Controls:

a) Development shall be located generally in accordance with the South Tralee Master Plan.

b) A mix of compatible materials compatible with the streetscape are to be used including masonry, timber and glass and the provision of simple and articulated building and roof forms.

c) Development shall comply with the minimum standards as set out in Table 6 Shop Top Housing.

d) On corner sites the façade treatment should address both street frontages in order to promote a strong and legible character while maintaining sight lines.

e) Provide flexible building layouts which allow variable tenancies or uses on the first two floors of a building above the ground floor.

f) Minimum floor to ceiling heights are 3.3 metres for commercial office and 3.6 metres for active public uses, such as retail and restaurants.

g) Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook.

h) Locate clearly demarcated residential entries directly from the public street.

i) Clearly separate and distinguish commercial and residential entries and vertical circulation.

j) Provide security access controls to all entrances into private areas, including car parks and internal courtyards.

k) Provide safe pedestrian routes through the site, where required.

l) Front buildings onto major streets with active uses.

m) Avoid the use of blank building walls at the ground level.

n) The design of Shop Top housing shall address:

   i. Articulation to the street unless in the buffer area to Hume Industrial Estate
   ii. Roof form to provide for visual variety
   iii. Entrances which are easily identifiable
   iv. Car parking to meet the needs of residents
   v. Allow for principal private open space/balconies, privacy, natural ventilation, daylight access, storage areas and a high level of amenity for residents.

o) Where Shop Top Housing is located in proximity to existing and future noise and odour sources, or within the buffer area to the Hume Industrial estate, building design shall ensure that the impact of any of the existing activities in that adjoining area are minimised by:

   i. Incorporating acoustic protection measures within the building design.
   ii. Siting noise - sensitive rooms like habitable rooms away from the noise source
   iii. Utilising design features such acoustic barriers, fences, mounding and landscaping.
   iv. Views from habitable rooms and balconies to face away from the Hume Industrial Estate.

p) Awnings are to:

i. Give continuous cover in areas which have a desired pattern of continuous awnings
ii. Complement the height, depth and form of the desired character or existing pattern of awnings
iii. Provide sufficient protection for sun and rain
iv. Contribute to the legibility of the shop top housing and amenity of the public domain by locating local awnings over building entries. Provide safe pedestrian routes through the site, where required.
v. Enhance safety for pedestrians by providing under-awning lighting.

The following additional controls apply for Residential Flat Buildings;

a) Residential flat buildings shall be located generally in accordance with the South Tralee Masterplan..

b) Where applicable Residential Flat Buildings should be designed to be consistent with the principles outlined in State Environmental Planning Policy (SEPP) 65 – Residential Flat Development and Residential Flat Design Code.

c) Residential flat buildings shall provide for the activation of roofscape where appropriate.

5.6 Height and Floorspace

Objectives:

1) To promote a mix of housing and to control the scale of development to promote a low to higher density residential environment.

Controls:

a) The maximum permissible floor space ratio for development within the South Tralee Neighbourhood Centre shall be in accordance with the requirements of the South Tralee LEP 2012 (refer to clauses 4.4, 4.5 and the relevant 'Floor Space Ratio Map').

b) The maximum heights within South Tralee shall be in accordance with the requirements of the South Tralee LEP 2012 (refer to clause 4.3 and the relevant 'Height of Buildings Map').

5.7 Privacy and View Sharing

Designing for privacy protects the ability of the occupants of the building to carry out functions within all rooms and principal private open spaces without visual intrusion. Visual privacy is influenced by site configuration, topography, scale of the proposed development, building layout and relationship to adjoining developments.

Objectives:

1) To provide visual and acoustic privacy in residential dwellings and associated principal private open spaces.

Visual Privacy Controls:

a) Windows of upper-level habitable rooms and balconies are to be designed to minimise overlooking of the principal private open space of neighbouring properties.

b) Appropriate screening, which is permanent, fixed and durable, may be provided in cases where overlooking cannot be prevented.

c) Narrow or high sill windows may be used to reduce overlooking. Unscreened outlooks into a habitable room on an adjacent dwelling are to have a minimum distance of 6m at the ground floor level or 9m on upper floor levels.

d) Screening is not required in circumstances where the windows are within non-habitable rooms (e.g. bathrooms, toilets, storage or laundries) and have translucent glazing or high sill windows

e) Windows of upper-level habitable rooms facing a habitable room of a neighbouring dwelling within 9m are to:

i. Be offset by 1m; or
ii. Have high sill windows; or
iii. Have fixed obscure or frosted glazing installed in window above ground level of a dwelling where the sill height is less than 1.6m.
iv. Balconies to have fixed obscure or frosted glazing
v. Provide other suitable solutions

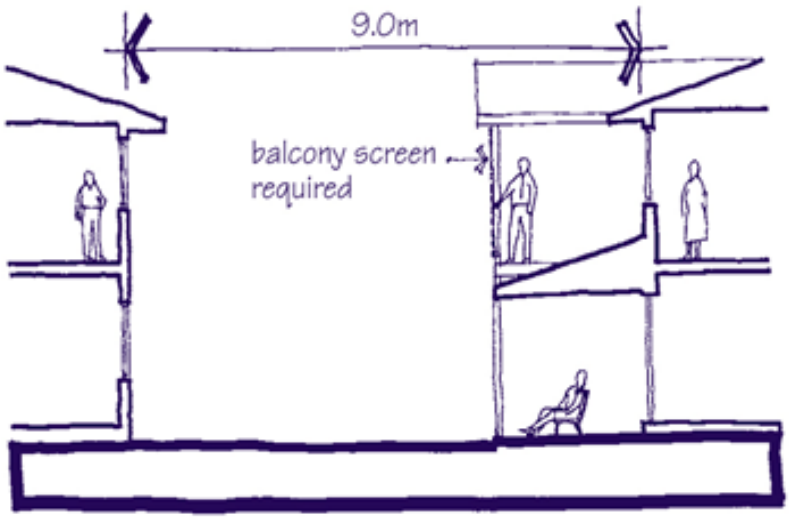


Figure 22 – Above ground floor screen required where setback is less than 9m from next door window (Source Brisbane City Council)

Figure 23 Dual purpose privacy and shade screens on a residential flat building

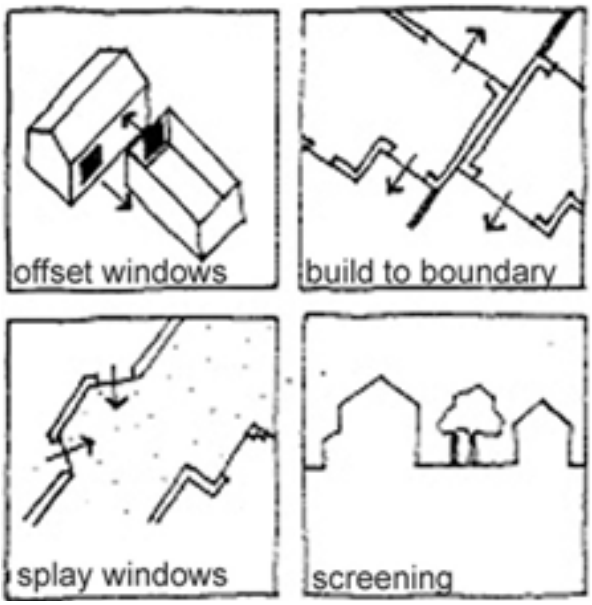


Figure 24 – Position windows to limit overlooking

View sharing Controls

a) Development is to be designed to minimise loss of views from neighbouring properties. Significant views within South Tralee such as of distant hilltops, public open space and the surrounding farmlands are to be valued and shared.

b) A visual analysis illustrating the impacts of the proposed development upon views may be required by Council for lots with prominent views.

Acoustic Privacy Controls:

a) Shared walls and floors to be constructed in accordance with the sound transmission and insulation requirements of the Building Code of Australia.

b) Where buildings adjoin major external noise sources (e.g. parking / recreation areas / garbage collection / air conditioning units, major roads etc), proper consideration is to be given to the following design issues:

i. Appropriate separation.
ii. Use of buildings as noise buffers i.e. less sensitive land uses to be located close to the noise source.
iii. Locating sensitive areas of use such as bedrooms away from noise sources.
iv. Use of acoustic glazing, solid-core doors, solid wall construction and other appropriate noise preventative design measures.
v. Separating plumbing for each dwelling and containing them to prevent transmission of noise between dwellings.

c) Noise sources such as air conditioners, exhaust fans and the like shall be located away from sensitive areas such as bedrooms

d) Where residential development is proposed along a main road (Arterial or sub-arterial) the Environmental Protection Authority's Environmental Criteria for Road Traffic Noise Policy is to be achieved through a combination of building setbacks, noise barriers and solid high fences and building design, layout and treatment.

5.8 Safety and Security

Objectives:

1) Maximise personal and property security for residents and visitors by ensuring siting and design of built form and open space are planned to facilitate casual surveillance to decrease the opportunity for crime.

2) Ensuring the community will utilise the streets, open space and other areas of the public realm with a perception of community safety.

Controls:

a) Design buildings and landscaping in accordance with Part 2.9 of the Queanbeyan Development Control Plan 2012 – Safe Design.

b) Provide safe pedestrian routes through the site, where required.

c) Enhance safety for pedestrians by providing under-awning lighting in shop top housing developments.

5.9 Access and Mobility

The following section is largely informed by Landcom's Universal Housing Guidelines 2008 which are based on a review of the Australian Standards for Adaptable Housing and for Access & Mobility. These principles support the 'Planning to Stay' concept.

Objectives:

1) To provide a diversity of apartment types, which cater for different household requirements now and in the future.

2) To encourage housing designs, which meet the broadest range of the occupants' needs as possible.

3) To encourage adaptive re-use.

Controls:

a) Multiple Dwelling Houses and Residential Flat Buildings must comply with AS4299-1995 Adaptable Housing on the following ratio:

   i. One adaptable dwelling for every 10 dwellings in the development.
   ii. Where the number of dwellings is less than 10 dwellings and not less than five dwellings provision is to be made to provide at least one adaptable dwelling.

b) For Adaptable Housing direct and level access is to be provided from the car parking space to the dwelling or lift access.

c) Car parking spaces for adaptable housing shall be at least 6.0m in length and 3.8m in width

d) Front entrances are to have a minimum internal clearance of 850mm.

e) Internal entry level doorways to have a minimum internal clearance of 820mm.

f) Internal entry level corridors to have a minimum width of 1000mm.

g) A living/family room; a room/space capable of being used as a bedroom; and a bathroom are to be located on the ground/entry level.

h) A living/family room is to be provided with circulation space of at least 2.25m diameter (clear of furniture).

i) Bedroom space (on ground/entry level) is to be large enough for a queen size bed and include wardrobe and circulation space (i.e. 3.5 x 3.2m/3.7 x 3.0m).

j) One bathroom (on ground/entry level) is to have minimum dimensions of 2.4 x 2.4m, with hobless shower, full floor waterproofed and strengthened walls around the toilet and shower (at 700–1,500mm and 700–1,850mm above floor level respectively).

k) Kitchen with a minimum of 2.7m between walls.

l) Laundry with a minimum clear circulation space of 1.55m diameter.

m) Window sills on the ground/entry level at a maximum height of 730mm above floor level (excluding the bathroom and kitchen).

SECTION B: SITE AMENITY

5.10 Pedestrian Access and Building Entries

Design is to focus on delivering high quality, safe and pleasant walking environments for pedestrians. Potential for pedestrian/vehicle conflict must be avoided in the design of developments. Pedestrian access must be enjoyable, logical and available equally to all people who live in, work or visit a development.

Objectives:

1) To promote developments which are well- connected to the street and contribute to the accessibility of the public domain.

2) To ensure that all users of developments, including people with strollers, wheelchairs and bicycles, are able to reach and enter shop, office, apartment, other use areas, and communal areas via minimum grade ramps, paths, access ways or lifts.

Controls:

a) The planning of the site is to optimise accessibility for all to the development from the public domain.

b) High quality accessible routes are to be provided to public and semi-public areas of residential buildings and the site, including major entries, lobbies, communal open spaces, site facilities, parking areas, public streets and internal roads.

c) The main building entrance is to be accessible for all from the street and car parking areas.

d) Pedestrian ramps are to be integrated into the overall building and landscape design.

e) Ground floor shops and apartments are to be designed to be accessible for all from the street.

f) Pedestrian accessways and vehicle accessways are to be separated and clearly distinguishable.

g) The provision of public through-site pedestrian accessways is to be considered in the development of all large sites.

h) The access requirements from the street or car parking area to the entrances of buildings are to be clearly identified.

i) Residential entries are to be clearly demarcated directly from the public street and the commercial entries are to be separately distinguished from the residential entries.

5.11 Principal Private Open Space and Landscape Design

Well designed buildings and landscaped areas work together, resulting in greater aesthetic quality and amenity for occupants and the adjoining public domain.

Principal private open space is the 'breathing space' for development. It is required to be provided for amenity, environmental sustainability, solar access, visual privacy, natural ventilation, and opportunities for recreation and social interaction.

'Principal Private Open Space' is that part of open space primarily intended for outdoor living activities which enjoy a reasonable amount of privacy.

'Landscape area' refers to a permeable area of a lot that is capable of growing plants, grasses and trees or containing impervious surfaces.

Objectives:

1) Landscape design shall optimize useability, privacy, equitable access and respect for neighbour's amenity as well as providing areas for deep soil planting.

2) Provide sufficient open space for the reasonable recreation needs of residents.

3) Allow northerly aspect into the principal private open space of new residential buildings.

4) Provide for landscaping that is low maintenance in the long term without long term reliance on watering systems.

5) Principal private open space shall provide a pleasant outlook.

Controls:

a) Principal private open space shall be provided in accordance with Tables 3, 4, 5 and 6.

b) The principal private open space is to be:

   i. Located behind the building line to the main street frontage
   ii. Directly accessible from, and adjacent to a habitable room, other than a bedroom
   iii. Located to have a northerly aspect where practical

c) A landscape plan is to be prepared in relation to private and communal open space in the case of small lot housing, Multi-Unit/Dual Occupancy development, Residential Flat Buildings and Shop-top Housing. Such a landscaping plan must be prepared by a Council accredited consultant in accordance with Part 2.6 Landscaping of the Queanbeyan Development Control Plan 2012.

5.12 Residential Balconies Associated with Shop Top Housing

Objectives:

1) To provide all dwellings with principal private open space.

2) To ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for residents.

3) To ensure that balconies are integrated into the overall architectural form and detail of buildings with shop top housing.

4) To contribute to the safety and liveliness of the street by allowing for casual overlooking and address.

Controls:

a) Where other principal private open space is not provided, at least one primary balcony should be provided.

b) Primary balconies shall be:

   i. Located adjacent to the main living areas;
   ii. Sufficiently large and well proportioned; and
   iii. Face away from any views to the Hume Industrial Estate.

c) Secondary balconies, including Juliet balconies and the like should be considered for additional amenity and choice.

d) Design solutions should be considered to ameliorate the effect of noise and wind. This could be achieved by:

   i. Locating balconies facing predominantly north, east or west to provide solar access, unless where necessarily located to avoid views to the Hume Industrial Estate.
   ii. Utilising sun screens, pergolas, shutters and operable walls to control sunlight and wind.
   iii. Providing balconies with operable screens, Juliet balconies or operable walls/sliding doors with a balustrade in special locations where noise or high winds prohibit other solutions on busy roads.
   iv. Choose cantilevered balconies, partially cantilevered balconies and/or recessed balconies in response to daylight, wind, acoustic privacy and visual privacy.
   v. Ensuring balconies are not so deep that they prevent sunlight entering the dwelling below.

e) Design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include:

   i. Detailing balustrades using a proportion of solid to transparent materials to address site lines from the street, public domain or adjacent development. Full glass balustrades do not provide privacy for the balcony or the apartment's interior, especially at night.
   ii. Detailing balustrades and providing screening from the public, for example, for a person seated looking at a view, clothes drying areas, bicycle storage or air conditioning units.
   iii. Co-ordinate and integrate building services, such as drainage pipes, with overall façade and balcony design, for example, drainage pipes under balconies are often visible from below in taller buildings and negatively impact on the overall façade appearance.

5.13 Car Parking and Garages

Objectives:

1) To ensure adequate provision of secure and accessible onsite parking for residents and visitors.

2) To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety.

3) Provide safe and functional parking areas.

4) To integrate the location and design of car parking with the design of the site and the building.

5) Ensure the house facade is dominant, with the garage a recessive element in the streetscape.

Controls:

a) All on-site parking is to be provided in accordance with the Tables 3, 4, 5 and 6. Where there are any inconsistencies between the Guidelines and the Queanbeyan Development Control Plan the Guidelines shall prevail.

b) The provision of parking meets the needs of the activity associated with any land use to be accommodated on the site.

c) Car parking structures shall be incorporated into the design of residential flat buildings so to not dominate the appearance of the building when viewed from public streets or internal private roadways.

d) All off street parking (including parking spaces and manoeuvring areas) shall be designed in accordance with *AS/NZS 2890.1-2004 – Parking Facilities, Part 1: Off Street car parking and AS2890.2-2002, Part 2: Parking Facilities, Part 2: Off-street Commercial Vehicle Facilities* and in accordance with Part 2 of the *Queanbeyan Development Control Plan 2012*.

e) Parking may be provided in tandem where two spaces are provided for one dwelling.

f) Garage doors of residential development are to be set back at least:
   i. 1m behind the façade of the home.
   ii. 5.5m from the street boundary to allow another car to park on site in the driveway if necessary.

g) Double garages are only permitted on lots 10.5m wide or greater.

h) Garages on corner lots shall be preferably accessed from the secondary street.

i) Driveways to be a minimum of 1.5m from street trees.

j) Provide landscaping between the driveway and the side boundary.

k) Where bicycle parking is provided in multi unit and residential flat buildings such bicycle parking is to be located in proximity to building entrances in highly visible and illuminated areas to minimise theft and vandalism.

l) Garages are to be treated as an important element of the dwelling facade and are to be integrated with and complementary, in terms of design and material, to the dwelling design.

m) Garage doors are to be visually recessed through use of materials, colours, and overhangs.

n) When facing the street, the maximum total width of a garage or carport door is to be 50% of the building facade length.

o) Garages and covered parking spaces with a column or structure on one or both sides are to be at least 5.5m long with a clear width of at least 3m and a clear height of 2.2m.

p) The maximum width of a driveway at the property boundary is to be 4.5m.

q) Long straight driveways (gun barrel developments) are to be avoided.

r) Large expanses of concrete or sealed surfaces are to be avoided. Different surface treatments to be utilised.

s) The opening of basement parking spaces shall not occupy more than 50% of the total width of the street elevation of the building. This does not apply to rear lanes.

t) No parking is required for secondary dwellings (including studio apartments).

u) In finalising the parking numbers required the total number is to be rounded up to the next whole number.

v) Parking provision shall be provided at a rate of not less than one disabled space per disability unit in accordance with Australian Standards 2890.1 and Part D3.5 of the Building Code of Australia for parking located at ground level.

w) Provide security access controls to all entrances into private car parking areas

5.14 Site Facilities

Objectives:

1) To have adequate provision made for site facilities including: garbage areas, mail boxes, service meters etc.

2) To have site facilities that are functional, accessible and easy to maintain.

3) To have site facilities thoughtfully and sensitively integrated into development so as not to be obtrusive, noisy or unsightly.

Controls:

a) Refer to 6.5 for specific waste storage area requirements.

b) Communal waste bin enclosure areas are to be located so as to:

i. Conceal their contents from view from the dwellings, public places and adjacent properties,
ii. Avoid creating an odour nuisance for dwellings on property and adjoining properties,
iii. Avoid creating a noise nuisance during servicing for dwellings on the property and on adjoining properties, and
iv. Be incorporated into the landscaping if provided at ground level.

c) One television antenna is provided to serve all dwellings in a residential flat building. Likewise for other communication antennae or dishes.

d) Each dwelling is provided with a lockable external store of waterproof construction with a minimum volume of 6 cubic metres. A lockable garage or locker in a carport is acceptable.

e) Appropriately designed, clearly visible signage is to be provided indicating the address, street number (and name) of the building for ease of identification.

f) Developments are to be provided with secure, open air clothes drying facilities screened from street view.

g) Open air, common clothes drying facilities are provided to be easily accessible to all residents and visually screened from streets and other public areas. If clothes drying facilities are located on private balconies, $2m^2$ is to be provided in addition to the minimum private open space requirements and screened when viewed from outside the development.

h) Mechanical plant design is to be designed as integral to the building and structure. Mechanical plant for individual apartments (such as air conditioner heat pumps) is to be visually and acoustically screened from public spaces and neighbouring dwellings.

i) Mailboxes are to be convenient for residents and delivery services. They should be provided in a safe, secure, well lit location. Mail boxes must be located on the site and shall not be erected on the road verge.

j) Water meters shall be provided for each individual tenancy in any development. Individual water meters shall be located so that they are accessible at all times from a publicly accessible area, preferably in a central or common location. Under no circumstances should a water meter by placed within an individual tenancy. The intention is to ensure water meters can be accessed and read at any time by water authority staff.

Table 3: Small Lot Housing

Small Lot Housing		
Lot Size	**170 < 250m^2**	**250 < 330m^2**
Lot Width (min)	6.0m	6.0m
Site Coverage	70% including all ancillary buildings	70% including all ancillary buildings
Building height	As per STLEP 2012	As per STLEP 2012
Front setback min (excluding garages and carports)	3.0m	3.0m
Corner Lot – Secondary Setback (excluding garages and carports)	1.5m	2.0m
Garage setback to front boundary	5.5m	5.5m
Corner Lot – Secondary setback for garages and carports	5.5m	5.5m
Articulation Zone may encroach within front setback	Measured from the minimum setback of the lot, 1.5m encroachment for 45 - 50% of the width of the dwelling on the side at which the articulation zone is proposed.	
Side setback min	0.9m (0m for zero lot line)	0.9m (0m for zero lot line)
Zero Lot Line requirements	70% of the depth of the lot (for 1 storey) 50% (for 2 storeys) For lots that have a width measured at building line of at least 6m but less than 8m, the building may be built to both side boundaries.	70% of the depth of the lot (for 1 storey) 50% (for 2 storeys) For lots that have a width measured at building line of at least 6m but less than 8m, the building may be built to both side boundaries.
Rear setback min where there is no rear laneway for building wall height up to 4.5m	3.0m for building height up to 4.5m May be reduced to 1m for 30% of southern or western boundary – single storey only	3.0m for building height up to 4.5m May be reduced to 1m for 30% of southern or western boundary – single storey only
Rear setback min where there is no rear laneway for building wall height greater than 4.5m	4.0m	4.0m
Rear setback min to private or public laneway for a garage or carport	0m	0m

Small Lot Housing		
Lot Size	**170 < 250m^2**	**250 < 330m^2**
Landscaped area min (Permeable area, grasses, trees etc)	10% of the area of the lot **50% of the landscaped are must be located behind the building line of the primary road.**	10% of the area of the lot **50% of the landscaped are must be located behind the building line of the primary road.**
Principal private open space (PPOS) **Minimum area**	24m^2 PPOS is to be directly accessible from living areas, with a minimum width of 3m and located behind the building line to the main street frontage Where lots have a width of at least 6m but less than 10m, the POS can be reduced to 16m^2	24m^2 PPOS is to be directly accessible from living areas, with a minimum width of 3m and located behind the building line to the main street frontage Where lots have a width of at least 6m but less than 10m, the POS can be reduced to 16m^2
Solar access to principal private open space (as measured between 9am and 3pm on 21 June)	Principal private open space will be North facing where practical. Minimum 3hrs to 50% of principal open space. 3hrs to adjoining living room windows and POS on neighbour's land.	
Car parking spaces - minimum number	2 spaces required per dwelling with 1 permissible forward of the building line. If a space is to be provided forward of the building line, it is to remain uncovered and not enclosed.	
Garage to house frontage (front façade only)	Total width of all the door openings must not exceed: 3.2m on lots 8m to 10.5m wide measured at the building line, or 6m if the lot is greater than10.5m wide measured at the building line.	
Underground parking	Not permitted	Not permitted
Earthworks	1.5m Maximum cut and fill	1.5m Maximum cut and fill
Fences and retaining walls	**Forward of the building line** – Be no more than 1.2m above ground level (existing) and be open style for at least 50% of the upper 2/3 of the area of the fence. **Behind the building line** – Be no more than 1.8m above ground level (existing). **For sloping sites** – at each step – 1.6m above ground level forward of the building line and 2.2m above ground level in any other case.	
Clothes drying	Provide open air clothes drying area screened from public street	
Garbage area	Locate behind building line Area must accommodate a minimum of 3 waste bins	

Table 4: Multi Dwelling Housing and Dual Occupancy

Multi Dwelling Housing and Dual Occupancy	
Min lot size	Dual Occupancy – 600m^2 Multi Dwelling Housing – 750m^2 (Refer to Clause 4.1A of the QLEP (ST) 2012)
Min lot width	Dual Occupancy – 18.0 metres Multi Dwelling Housing – 25.0 metres
Site coverage max	40%
Building height	As per STLEP 2012
Articulation zone	1.5m (minor architectural feature over 45 - 50% building width)
Front setback min	6.0m
Corner lot - Secondary Setback (min)	Where facade length is less than 9m in length setback is 3.0 metres Where facade length is greater than 9m in length setback is 4.0 metres.
Garage setback to front or secondary boundary (min)	5.5m
Side setback min	Up to 2 Storeys – 3.0m Subsequent stories – an additional 0.5m per storey
Rear setback min	4.0m
Garage setback to public or private rear lane	0m
Principal private open space – On ground Minimum area	24m^2 – North facing, directly accessible from living areas. Must have a minimum width of 4m to be counted as principal private open space. 50% of POS to be permeable and landscaped.
Principal private open space – Balcony Minimum area	Must be north facing 12m^2 minimum area 2.0m minimum dimension **(The minimum balcony PPOS requirements only apply where on ground PPOS cannot be provided – otherwise no restriction)**
Solar access to principal private open space as measured between 9am and 3pm on 21 June	Minimum 3 hrs to 50% of POS. At least 80% of dwellings shall have living room windows and POS which receive a minimum of 3 hours direct sunlight into primary window surfaces. Minimum 3 hrs to adjoining living room windows and POS on neighbour's land.
Communal Landscaped Area (min)	20% (60% of communal open space to be landscaped as permeable surface, grasses, trees, etc). Deep soil zones required alongside and rear boundaries.

Multi Dwelling Housing and Dual Occupancy	
Car Parking – minimum number of spaces	1 bed- 1 space 2 bed - 2 spaces 3 bed - 2 spaces
Visitor parking - minimum number of spaces	3-5 dwellings – 1 space 6-10 dwellings – 2 spaces 11-15 dwellings – 3 spaces For every 5 units thereafter – 1 additional space
Underground parking	Underground parking permissible where the slope of the land provides the opportunity
Garage to building frontage (front façade only)	No more than 50% of street façade. Double width garage doors not permitted. Two separate doors are to be used with a min 230mm separation. No common gable over both doors.
Maximum length of multi dwelling buildings	Buildings should not exceed a total length of 60m. Wall planes should not exceed 15m in length without the roof and wall design being broken.
Minimum gap between multi dwelling buildings	6.0m
Earthworks	1.5m maximum cut and fill

Table 5: Residential Flat Building

Residential Flat Building	
Minimum Lot Size	1000m^2
Lot width (min)	25m
Site coverage max	40%
Building Height	As per the STLEP 2012
Front setback min	Residential Flat Buildings - 6.0m
Corner Lot Secondary Setback (min)	Residential Flat Buildings: Where facade length is less than 9m in length setback is 3.0m; Where facade length is greater than 9m in length setback is 4.0m
Articulation zone	1.5m articulation zone – 40% of width of building
Garage setback to front boundary (min)	6.0m
Garage setback to secondary boundary (min)	5.5m
Side setback min	Residential Flat Buildings: 3.0m – up to two storeys plus an additional 0.5m – for each floor over two storeys
Rear setback min (excluding garaging)	Residential Flat Buildings: 4.0m
Garage setback to rear public or private lane	0m
Principal private open space min - On Ground	24m^2 North facing, directly accessible from living areas minimum width of 4.0m. 50% of POS to be permeable and landscaped.
Principal private open space **Balcony** **Minimum area**	12m² North facing directly accessible from living areas minimum width of 2.0m. **(The minimum balcony POS requirements only apply where on ground POS cannot be provided – otherwise no restriction)**

Residential Flat Building	
Solar access to principal private open space (POS) as measured between 9am and 3pm on 21 June	Minimum 3 hrs to 50% of POS. At least 80% of dwellings shall have living room windows and POS which receive a minimum of 3 hours direct sunlight into primary window surfaces. Minimum 3 hrs to adjoining living room windows and POS on neighbour's land.
Communal Landscaped Area (min)	20% (60% of communal open space to be landscaped as permeable surface, grasses, trees, etc). Deep soil zones required alongside and rear boundaries.
Garage to building frontage (front façade only)	No more than 50% of street façade.
Number of car spaces (min)	1 bed- 1 space 2 bed – 2 spaces 3 bed or more – 2 spaces 1 disabled space for each 1 bedroom adaptable dwelling 1 disabled space and 1 additional carspace for each adaptable unit with 2 or more bedrooms
Visitor parking	3-5 dwellings – 1 space 6-10 dwellings – 2 spaces 11-15 dwellings – 3 spaces For every 5 units thereafter – 1 additional space
Underground parking	Permissible – 3m set back to side boundaries Minimum basement floor to ceiling height - 2.2m
Earthworks	1.5m maximum cut and fill
Maximum length of residential flat building	Buildings should not exceed a total length of 60m. Wall planes should not exceed 30m in length without the roof and wall design being broken.
Minimum gap between residential buildings	6.0m

Table 6: Shop Top Housing

Shop Top Housing	
Minimum Lot Size	1000m^2
Lot width (min)	25m
Site coverage max	40%
Building Height	As per the relevant LEP
Front setback min	Ground floor – Zero setback First floor – Zero setback Subsequent floors – 6.0m
Corner Lot Secondary Setback (min)	Ground floor -Zero setback First floor – Zero setback Subsequent floors – 4.0m
Side setback min	Ground floor -Zero setback First floor – Zero setback Subsequent floors – 4.0m
Rear setback min (excluding garaging)	Ground floor -Zero setback First floor– Zero setback Subsequent floors – 4.0m
Articulation zone	1.5m articulation zone – 45-50% of width of building
Principal private open space Balcony **Minimum area**	12m² North facing directly accessible from living areas minimum width of 2.0m. **(The minimum balcony POS requirements only apply where on ground POS cannot be provided – otherwise no restriction)**
Solar access to principal private open space (POS) as measured between 9am and 3pm on 21 June	Minimum 3 hrs to 50% of POS. At least 80% of dwellings shall have living room windows and POS which receive a minimum of 3 hours direct sunlight into primary window surfaces. Minimum 3 hrs to adjoining living room windows and POS on neighbour's land.
Communal Landscaped Area (min)	20% (60% of communal open space to be landscaped as permeable surface, grasses, trees, etc). Deep soil zones required alongside and rear boundaries.

Shop Top Housing	
Number of car spaces (min)	1 bed- 1 space 2 bed – 2 spaces 3 bed or more – 2 spaces 1 disabled space for each adaptable dwelling 1 disabled space and 1 additional carspace for each adaptable unit with 2 or more bedrooms
Visitor parking	3-5 dwellings – 1 space 6-10 dwellings – 2 spaces 11-15 dwellings – 3 spaces For every 5 units thereafter – 1 additional space
Underground parking	Permissible – 3m set back to side boundaries Minimum basement height - 2.2m
Earthworks	1.5m maximum cut and fill
Maximum length of shop top housing	Buildings should not exceed a total length of 60m. Wall planes should not exceed 15m in length without the roof and wall design being broken.
Minimum gap between residential buildings	6.0m

6 ENVIRONMENTAL MANAGEMENT

This section outlines the objectives and development controls relating to general environmental management issues to apply to all development at South Tralee.

6.1 Thermal Performance

The ability of buildings to optimise thermal performance, thermal comfort and day lighting will contribute to the energy efficiency of buildings, provide increased amenity to occupants and reduce greenhouse gas emissions and hence, the cost of supplying energy.

Objectives:

1) To reduce the necessity for mechanical heating and cooling.

2) To reduce reliance on fossil fuels.

3) To minimise greenhouse gas emissions.

4) To promote renewable energy initiatives.

5) Buildings shall be designed to take advantage of energy saving technology such as solar panels.

Controls:

a) All dwellings within the South Tralee are to comply with the relevant energy efficiency requirements of *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*.

b) A BASIX Certificate is to accompany all development applications for new dwellings or alterations and additions to existing dwellings having an estimated construction cost of $50,000 or more.

6.2 Solar Access

A significant element of the level of amenity of a dwelling is its access to sunlight. Maximising solar access to dwellings, particularly principal living spaces also has significant benefits for energy conservation.

The ability of buildings to optimise thermal performance, thermal comfort and day lighting will contribute to the energy efficiency of buildings, provide increased amenity to occupants and reduce greenhouse emissions and hence, the cost of supplying energy.

Objectives:

1) Allow adequate daylight into habitable room windows.

2) Minimize the degree of overshadowing of neighbouring properties.

3) Encourage energy efficient principles and practices.

Controls:

a) Buildings shall be sited and designed to maximise sunlight to north facing windows and principal private open space.

b) A maximum of 50% of the Principal Private Open Space shall not have sunlight reduced to less than three hours between 9am and 3pm on 21 June.

c) Living areas are to generally have a desired northern solar orientation and be directly accessible to principal private open space areas.

d) Windows are to be protected from direct summer sun with appropriate shading devices such as hoods, eaves or louvres.

e) Windows to habitable rooms shall open to the sky or a verandah.

6.3 Energy and Natural Ventilation

Designing for natural ventilation is one of the cornerstones of sustainable development, by eliminating the need for mechanical cooling of buildings. Natural air flow can be harnessed by the careful orientation of buildings and room windows.

Clause 7.3 (2) (c) of the STLEP requires that development within South Tralee meets indoor design sound levels for aircraft noise in accordance with AS 20121 – 2000. Within the Tralee Precinct Noise and Air Assessment Report, Wilkinson Murray concluded that aircraft noise reductions of; 28dBA to sleeping areas, 23dBA to other habitable spaces (e.g. kitchen, rumpus), and, 18dBA to bathrooms, toilets and laundries were required.

Wilkinson Murray recommended that to meet these aircraft noise reduction targets a typical house should have; laminated glass 6.38mm to 10.38mm thick with acoustic seals, improved roofing with acoustic insulation and mechanical ventilation.

Whilst these aircraft noise reduction recommendations don't prohibit the use of natural ventilation, the incorporation of mechanical ventilation may restrict its use depending on the sensitivity of the occupiers.

Windows, where desirable, should be able to be opened enabling the option for natural ventilation to be utilised. Occupiers can then determine if they wish to take advantage of natural ventilation or if they are sensitive to any aircraft noise they may wish to close the windows to increase insulation and utilise mechanical ventilation. It should be noted, as per Section 4.2 of the Tralee Precinct Noise and Air Assessment Report, that these noise forecasts are based on Canberra Airport's Ultimate Capacity and

that by the time Canberra Airport reaches this capacity 747's will be replaced by newer aircraft resulting in lower noise levels.

It should also be noted that the items such as laminated glass 6.38mm to 10.38mm and improved roofing with acoustic insulation recommended to ameliorate aircraft noise may also provide thermal insulation properties which may assist with energy efficiency.

Objectives:

1) Improve the energy efficiency and comfort of housing by designing to make the best use of natural ventilation.

2) Reduce energy consumption throughout the South Tralee area.

3) Promote greater energy efficiency and ecologically sustainable development.

Controls:

a) Reduce energy consumption by precinct and site specific initiatives such as optimisation of street block orientation and exploring solar ready initiatives in housing design. Buildings shall be designed and oriented to take optimal advantage of passive solar access and prevailing breezes.

b) To reduce energy consumed by clothes drying machines, all dwellings are to be provided with secure, open air clothes drying facilities.

c) Where feasible make use of solar energy and solar hot water.

d) Setbacks of dwellings are to be developed to ensure the natural flow of air for cooling.

e) Buildings are to be developed with a maximum internal dimension between openings of 14m to maximise natural ventilation.

f) Ventilation of residential buildings can be achieved by permanent openings, windows, doors or other devices, which have an aggregate opening or openable size of not less than 5% of the floor area of the room.

g) Locate openings on opposite sides of the room.

h) Locate windows and openings in line with each other, and where possible, in line with prevailing breezes. A low level inlet and high level outlet is preferable.

i) Consider strategic positioning and type of vegetation to modify wind.

j) Incorporate window types that provide security while allowing for good ventilation.

The following controls apply to Residential Flat Buildings and Shop Top Housing

k) Residential Flat Buildings and Shop Top Housing are to be designed to ensure that a minimum of 60% of residential apartments in every building in a development are to be naturally ventilated.

6.4 Landscape

Objectives:

1) Develop safe and convenient linkages between open spaces and residential areas by providing legible cycle and pedestrian pathways

2) Provide a variety of recreational opportunities for community enjoyment

3) Maximize opportunities for integration of environmentally sensitive areas for passive recreation

4) Create a unique sense of place which responds to the positive features of the area

5) Integrate best practice WSUD features where feasible

6) Protect and enhance ecologically sensitive E2 environmental conservation reserves

Landscape Masterplan Controls:

a) Provide an open space network to cater for a wide and varied range of activities to support a healthy community lifestyle

b) Link high demand activities and formal recreational opportunities with the Neighbourhood Centre and Community buildings

c) Site facilities to promote pedestrian connectivity with the neighbourhood

d) Consider public transport linkages

e) Integrate open space opportunities with the adjacent conservation areas

f) Utilise existing site character, topography and views in the siting of facilities and activities to reinforce identity and legibility and

g) Build on the existing site features to create unique spaces

Streetscape Controls:

a) Consider streets as a whole and maintain continuity

b) Incorporate access for persons with disabilities in the street design

c) Utilise a hierarchy of footpath materials complementary to the adjacent land uses

d) Ensure street tree planting is in keeping with the scale, status, continuity and amenity of each street. Large trees for larger streets, smaller trees for small streets

e) Consider solar access to residential allotments. Use primarily deciduous trees within residential areas.

Local Parks Controls:

a) Establish the open space hierarchy and develop a unique character to each of the areas which reflects their individual use

b) Provide connections with pedestrian networks

c) Establish separation with vehicle circulation

d) Ensure all open space areas are accessible and safe

e) Consider future management and maintenance requirements

f) Enhance conservation areas

Landscape Character Controls:

a) Quality – use of materials and construction techniques which will provide a durable and robust landscape.

b) Consistency – choose a palette of materials and finishes which will contribute to the overall sense of place and character of South Tralee

c) Site suitable – choose plant material which is suited to the climate and site conditions.

6.5 Waste Management

Objectives:

1) To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction.

2) To encourage waste minimisation, including source separation, reuse and recycling.

3) To ensure efficient storage and collection of waste and quality design of facilities.

Controls:

a) Each dwelling shall be provided with sufficient room on site to store 3 x 240L mobile garbage bins (MGBs). The minimum space required is 2300mm long by 750mm wide. Storage areas shall have an easily cleaned all weather surface.

b) Storage areas shall be located so that:

   i. MGBs are not visible from public view and located behind the building setback.
   ii. MGBs can be transferred from their storage location to the street frontage for collection without needing to be wheeled over steps or through the dwelling unit.

c) On any collection day residents will be required to wheel two full MGB's to the kerbside. As a general rule MGBs shall not be wheeled more than 75m. For aged persons or persons with a disability this shall not exceed 50m. Grades shall be less than 1:14.

d) For multi-unit developments with nine or more units or a frontage less than 20m and for residential flats or shop top housing, each development shall be provided with an external communal storage bay for MGBs. Communal MGB's shall be stored in this area for the use of all occupiers. MGBs shall not be removed from the storage area by occupiers. Council's waste contractors will remove bins from the storage area, empty bins and place the emptied bins back in the storage area.

e) Storage bays shall be located within 6m of the boundary on the road from which they will be serviced and shall be constructed as follows:

i. Wall height shall be a minimum of 1,200mm.
ii. Floors shall be a minimum 100mm reinforced concrete graded to drain to the outside.
iii. The opening to the storage area shall be a minimum of 2,000mm wide and where practical located so that it does not open directly onto the street.
iv. The opening shall be provided with a gate or roller style door. In larger developments a personal access door may also be required to allow occupiers ease of access to the storage area.
v. For a single row of bins the minimum internal width of the storage area shall be 2,750mm. For a double row of bins (along each side of the enclosure) the minimum width is 3,500mm.
vi. An area 600mm wide x 750mm deep shall be provided for each MGB.
vii. Provision shall be made for the following number of MGBs -1 x 240L MGB (red lid garbage) for every two units - 1 x 240L MGB (yellow lid bin) for every two units.
viii. A paved path 2000mm wide with a grade of no greater than 1:14 shall be provided from the opening to the driveway or other paved area leading to the kerbside.

f) Roofed storage areas are generally discouraged except where overlooking is likely to occur from balconies above. Roofed storage areas shall be provided with ventilation panels in external walls.

g) A graded wash down point connected to the sewer is permitted in the floor of roofed storage areas.

h) It is recommended that a layby be constructed as close as possible to the waste storage area to allow residents leaving the premises to park briefly to utilise the storage area.

Note*:* For multi-unit developments between 7 and 8 units please discuss the particular circumstances of the site with Council staff who will determine whether the single dwelling provisions or a communal storage area will need to be provided. In developments with particularly wide frontages the single dwelling provisions may be applied to developments with 9 or more units after discussion with Council staff.

6.6 Water Conservation

Objectives:

1) To optimise the conservation of potable water.

2) To minimise impacts of development on the hydrological regime of receiving waters including stormwater.

Controls:

a) Development applications for new developments are required to include a Water Management Statement. This is a statement that summarizes proposed water management measures and expected performance levels compared to BASIX performance standards and should include details of how water usage is minimised and how the quality and quantity of water discharge from the site is managed, details of the potential for water recycling and rainwater harvesting and reuse options.

b) Details of proposed installation of appliances and plumbing hardware, which are to have a minimum AAA Australian Standards rating are also to be provided.

c) Rainwater tanks are required to be installed where BASIX certificates require such items connected to all new residential dwellings.

6.7 Soils and Salinity

Objectives:

1) To minimise erosion and sediment loss during and after construction.

2) To minimise water pollution due to erosion, siltation and sedimentation.

3) To ensure development will not significantly increase the salt load in existing watercourses within the site.

4) To ensure measures are implemented as part of the to prevent any degradation of the existing soil and groundwater environment.

5) To minimise the damage caused to property and vegetation by existing saline soils, or processes that may create saline soils.

Controls:

a) All development must incorporate soil conservation measures to minimise soil erosion and siltation during construction and following completion of development. Soil and Water Management Plans, prepared in accordance with Managing Urban Stormwater – Soils and Construction (NSW Department of Housing 3rd Edition March 2004 ('*The Blue Book*') are to be submitted with each subdivision development application.

b) All sediment and erosion controls are to be installed prior to the commencement of any construction works and maintained throughout the course of construction until disturbed areas have been revegetated/established.

c) Unless previously provided to Council, each subdivision application is to be accompanied by a salinity report prepared by a suitably qualified consultant, reporting on the conditions of the site, the impact of the proposed subdivision on the saline land, the mitigation measures that will be required during the course of construction and a requirement that the consultant signs off the project upon completion of works. Investigations and sampling for salinity are to be conducted in accordance with the requirements of Site Investigations for Urban Salinity (DNR).

6.8 Cut and Fill

Objectives:

1) Minimise the extent of excavation and fill.

2) Ensure that the built form responds to the topographical constraints of the South Tralee.

3) Ensure dwelling designs allow for accessible driveway grades and safe vehicular movement.

4) Ensure that the amenity of adjoining residents is not adversely affected by any cut and fill operation.

5) To minimise the need for retaining walls.

6) To ensure that batters can be maintained and to limit the potential for soil erosion.

Controls:

a) Excavation and fill on building sites shall be limited to a max of 1.5m. Greater depth may be considered by Council, if within the building envelope, suitably retained and/or stabilised and not visible from the street.

b) Development applications are to identify the extent of proposed cut and/or fill land and provide justification for the proposed changes to the land levels.

c) The maximum height of retaining walls is to be 1.0m.

d) Where terraced walls are proposed the minimum distance between each step is 0.5m.

e) A variation to the retaining wall heights can be considered with supporting justification and concurrence of the adjoining neighbours. Walls over 1m in height are to be designed/certified by a structural engineer

f) Batters are to be limited to a maximum gradient of 1 vertical: 4 horizontal where adequately landscaped.

g) Proposed cut or fill in the vicinity of sewer and stormwater mains must comply with Council's Development Adjacent to Water, Sewer and Stormwater Mains Policy.

6.9 Stormwater Management

Objectives:

1) To control stormwater runoff and minimise discharge impacts on adjoining properties and into natural drainage systems before, during and after construction.

2) To prevent flood damage to the built and natural environment, inundation of dwellings and stormwater damage to properties.

3) To ensure that proposed development does not adversely affect the operational capacity of the downstream stormwater system.

4) To encourage reuse, recycling and harvesting of stormwater to reduce wastage consumption.

Controls:

a) Where any development will result in an increase in stormwater runoff, Council may require the developer to make satisfactory arrangements for the efficient disposal of stormwater from the site. These arrangements may include (but not be limited to) onsite detention of stormwater and/or appropriate augmentation of Council's stormwater disposal system.

b) The stormwater discharge for development sites shall not exceed the 5 year ARI storm event. Typically an onsite stormwater detention system will be required to reduce the velocity of stormwater discharge.

c) Stormwater should be gravity drained to Council's drainage system, which may require inter - allotment drainage.

d) An easement may be required over downstream properties. In this circumstance a letter of agreement from the owner(s) of the downstream properties is to be submitted with the development application.

e) Such agreement must state that they have no objection to the discharge of stormwater through their properties to reach Council's drainage system nor do they have objection to the creation of necessary easements over the pipelines.

f) If an easement is necessary over downstream properties this must be created prior to the development consent becoming active, that is, a deferred commencement consent would be issued in such cases where an easement is outstanding.

g) The collection and pumping of stormwater upslope shall be limited to on-site stormwater harvesting and the pump out of underground car parks to provide discharge to the street gutter or stormwater system.

6.10 Water Sensitive Urban Design and Flooding

Objectives:

1) Ensure that all development within South Tralee incorporates stormwater reuse, retention and detention strategies to limit the changes to the hydrological regime of the receiving waterways with particular regard to cross border flows that could affect the Jerrabomberra wetlands in the ACT.

2) To minimise the impacts of development and associated infrastructure on the health and amenity of natural waterways.

3) Treat run-off from development such that it does not adversely impact on downstream flora and fauna during construction and post development phases.

4) Incorporate Water Sensitive Urban Design (WSUD) in the planning of the site layout and design and development to promote sustainable and integrated management of land and water resources incorporating best practice stormwater management, water conservation and environmental protection.

Controls:

a) Where appropriate Development Applications shall include a Stormwater Drainage Analysis, detailing stormwater runoff volumes and velocities, addressing the management of water quality and quantity (having regard to all contributing catchments and downstream water bodies including those in the ACT), and in particular for a range of storm events and addressing the objectives of WSUD.

b) Existing natural drainage lines shall form part of a stormwater and runoff drainage management system utilising soil conservation measures (including detention basins and or wetlands) to alleviate stormwater peaks and retain sediments and pollutants.

c) Stormwater management strategies shall be adopted to maximize the efficient use of land and facilitate adequate allocation of land for these purposes.

d) Stormwater management strategies shall be developed and implemented in a manner which addresses potential salinity hazards.

e) Stormwater treatments are to be designed to meet the minimum level of performance which is a reduction in the stormwater peak run off flows to predevelopment levels for a range of storms ARI events.

f) Stormwater management design is to maintain the existing hydrological regime for stream forming flows, with respect to peak flows and duration of flow through Hume or Jerrabomberra Creek.

g) WSUD elements shall be incorporated into the design of all development.

h) A Development Application shall include WSUD assessment that addresses:

   i. The relevant site characteristics and constraints;
   ii. Stormwater management strategies including treatment measures, reuse and maintenance requirements with particular regard to cross border flows;
   iii. A rationale for the proposed strategies; and
   iv. Evidence of stormwater modelling is to accompany all development applications for all proposed development except those for less than 10 dwellings.

6.11 Bushfire Management

Applicants are advised to consult the following publication: Bushfire Protection Assessment for the South Tralee Urban Release Area by Australian Bushfire Protection Planners Pty Limited.

Objectives:

1) Consider bushfire protection and management issues in land use planning and development decisions, to provide a safer environment for the community.

2) Manage vegetation to reduce potential bushfire attack in the vicinity of habitable buildings.

3) Design and siting of habitable buildings for the protection of life and to improve the survivability of the building during the passage of a fire front.

4) Provide safe access for emergency service personnel.

5) Ensure adequate water supplies are available to householders and emergency services to assist in the defence of habitable buildings against bushfire attack.

6) Establish a maintenance regime for fire protection for the life of the habitable building.

Controls:

a) Where required by Council, a Bushfire Assessment Report is to accompany development applications for lands identified as 'bush fire prone' on the Queanbeyan City Council Bush Fire Prone Land Map or where a potential bushfire threat is identified.

b) Any such report should have regard to and incorporate any relevant recommendations arising from the assessment undertaken of South Tralee by Australian Bushfire Protection Planners Pty Ltd (October, 2013).

c) The report is to identify the vegetation type, distance to vegetation and slope under the hazard on the allotment and surrounding allotment, in order to establish the level of bush fire threat associated with the allotment. Assessment of bushfire threat must examine impacts on the proposed development from fire both on and approaching the site. It must also include an evaluation of the capacity of the existing road network serving the site to accommodate traffic in emergency situations, and consider emergency vehicle access to those parts of the site fronting a potential bushfire source.

d) The recommendations of the Bushfire Assessment report must be incorporated into the design of the proposed development. That design may require further amendment based on additional conditions, which may be imposed by the approving authority (normally Council or the RFS).

e) Preparation of an assessment of threat from bushfire should include reference to:

i. NSW Rural Fire Service (RFS) – Planning for Bushfire Protection a guide for land use planners, fire authorities, developers and home owners.
ii. AS 3959, Construction of buildings in bushfire-prone areas.
iii. Consultation with Council.

f) Subject to detailed design at development application stage, the location and widths of APZs are to be provided generally as follows:

i. To be located wholly within the development site.
ii. May incorporate roads of at least 9m width.
iii. Are to be maintained in accordance with the Planning for Bushfire Protection 2006 (RFS).
iv. Are to be generally bounded by a perimeter fire trail/road that is linked to the public road system at regular intervals in accordance with Planning for Bushfire Protection.

g) Reticulated water is to meet the standards contained within Planning for Bushfire Protection 2006. Water supply is to be via a ring main system, engineered to the requirements of Australian Standard 2419.1-1994 Fire Hydrant Installations.

h) Dwellings adjacent to APZs are to be constructed in accordance with the requirements of *Appendix 3 of Planning for Bushfire Protection 2006 and Australian Standard 3959 – Construction of Building in Bushfire Prone Areas*. In accordance with the Bushfire Assessment report all dwellings within 100m of the eastern woodland hazard and 50m of the eastern grassland hazard should be constructed to a minimum standard of BAL 12.5.

6.12 Aboriginal Heritage

Objectives:

1) To ensure that any items of potential Aboriginal heritage significance are appropriately addressed in the redevelopment of the South Tralee precinct.

Controls:

a) Items of potential Aboriginal significance within South Tralee were identified within the Heritage Assessment prepared by Navin Officer dated September 2013. Development shall not proceed within these areas without appropriate investigation and consultation with the relevant local Aboriginal groups. The investigations are to identify, where required, conservation zones for the protection and management of archaeological deposits. A Plan of Management is to be prepared to address the ongoing protection and management of the archaeological deposits. Any development application for development within these sites is to be accompanied by an Aboriginal Cultural Heritage Assessment Report that is supported by the comments of the local Aboriginal groups.

b) Where development is to impact upon an identified Aboriginal site, an Aboriginal Heritage Impact Permit (AHIP) will need to be sought under Section 90 of the NSW Parks and Wildlife Act 1974.

6.13 European Archaeological Heritage

Objectives:

1) To ensure that any items of potential heritage significance are appropriately addressed in the redevelopment of the South Tralee precinct.

2) To protect the recognised European archaeological significance of the South Tralee area.

Controls:

a) Items of potential heritage significance within South Tralee were identified within the Heritage Assessment prepared by Navin Officer dated September 2013. Prior to any development that affects these elements a detailed assessment of heritage significance (Heritage Impact Statement) is to be undertaken which addresses the significance against assessment criteria contained in the NSW Heritage Manual. An applicant is to demonstrate to Council how any proposed development that affects the identified elements responds to any identified archaeological constraints. If any items are to be retained in situ, an applicant is to outline with the development application all management measures to ensure ongoing protection of the items.

6.14 Tree Retention and Biodiversity

Objectives:

1) Development should minimise the loss of trees to protect scenic values, habitat and biodiversity.

2) Development should minimise the loss of existing site trees that enhance natural or scenic values, control sunlight, or provide shade, shelter, habitat or screening.

3) The development should minimise the environmental impacts of clearing for bushfire hazard reduction.

4) To maintain or improve as much existing vegetation as practicable within the locality.

5) Reduce impacts of runoff from roads and impervious areas on adjacent lands.

6) To manage weeds on the site during and after construction to prevent the spread of weeds.

Controls:

a) Development must provide filter and protection strips to natural drainage lines, watercourses, streams, foreshores of constructed drainage corridors, riparian habitat strips and exclusion zones for preserving vulnerable and/or significant remnant vegetation and species.

b) All high recovery potential vegetation is to be retained within open space. The moderate recovery potential vegetation is to be retained, where possible, within open space but may be retained within private lots.

c) Existing significant trees, in particular large hollow bearing trees, are to be retained wherever possible within public and community parks, streetscapes and riparian corridors.

d) Native vegetation (canopy level) shall be provided, where possible within pocket parks, riparian corridors and street verges. Details of any planting shall be provided within a detailed Landscape Plan submitted at development application stage.

e) Where development is located within or close to a known biodiversity corridor fencing shall be sympathetic to the passage of native fauna.

f) Development must provide temporary tree/vegetation protection measures prior to any clearing works.

g) Erosion and sediment controls during and after construction should have minimal impact on watercourses and remnant bushland.

h) Where required by Council, subdivision development applications are to be accompanied by a Weed Management Plan that identifies weed control measures during and after development.

6.15 Land Contamination Management

Objectives:

1) To minimise the risks to human health and the environment from the development of potentially contaminated land.

2) To ensure that potential site contamination issues are adequately addressed at the subdivision stages.

Controls:

a) Development applications should have regard to the South Tralee Site Contamination Summary Report undertaken by SMEC Consulting (December, 2013). Development applications for development in Areas of Environmental Concern (AEC) shall be accompanied by the required level of investigative report as set out in accordance with *SEPP 55 – Contaminated Land and Council's Policy – Management of Contaminated Lands*.

b) When redevelopment is proposed on a site where Council suspects that contamination may be present or for applications proposing a change of use to a more sensitive land use (e.g. residential, education, public recreation facility etc), Council may request a Stage 1 Preliminary Site Contamination Investigation.

c) All investigation, reporting and identified remediation works must be in accordance with the protocols of Council's Policy – Management of Contaminated Lands, the NSW EPA's (now DECC) Guidelines for Consultants Reporting on Contaminated Sites and SEPP 55 – Contaminated Land.

d) Prior to granting development consent, Council must be satisfied that the site is suitable, or can be made suitable for the proposed use. Remediation works identified in any RAP will require Council consent prior to the works commencing.

e) Council may require a Site Audit Statement (SAS) (issued by a DECC Accredited Site Auditor) where remediation works have been undertaken to confirm that a site is suitable for the proposed use.

6.16 Odour

Objectives:

1) To ensure appropriate levels of odour amenity for future residents near the Hume industrial area.

Controls:

a) Any proposed residential development within the 'buffer zone' (being land approximately 200 metres from the eastern edge of the Hume industrial precinct) shall have regard to the findings and recommendations contained within the Tralee Precinct Concept – DA Noise and Odour Assessment prepared by Wilkinson Murray (November, 2013).

b) In accordance with Section 5.6 of this report, any application for residential development above ground level within the Neighbourhood Centre superlot should be accompanied by a detailed odour assessment, and where exceedances are indicated the following mitigation measures can be employed, for example:

- Design and orientation of building layout so the odour ingress is minimised.
- Installation of carbon filters on the fresh air ventilation system.
- Liaison with the plant operator to upgrade the plant to capture future emissions.

c) Landscaping within the buffer is required to reduce dust impacts.

d) Any application for proposed development within the Buffer Area that would be sensitive to odour will need to be accompanied by a detailed odour assessment

6.17 Noise

Objectives:

1) To ensure appropriate levels of noise amenity for future residents within South Tralee in terms of such noise and for those dwellings located near the Hume industrial area.

Controls:

Aircraft Noise Controls:

a) Based on the Practical Ultimate Capacity ANEF for Canberra Airport maximum noise levels across the site will be due to the departure of a long range 747-400. Based on AS2021:2000 an LAmax (slow) level of 78 dBA has been determined whereby the following ANR (Aircraft Noise Reduction) are required.

i. Sleeping areas, dedicated lounges 28 dBA
ii. Other habitable spaces (i.e. kitchens, rumpus rooms) 23 dBA
iii. Bathrooms, toilets, laundries 18 dBA.

b) All buildings for dwellings and other sensitive uses such as hospitals, schools, churches, child care centres and community facilities are to comply with clause 7.3 of the South Tralee LEP 2012 and any buildings constructed in accordance with Australian Standard (AS) 2021-2000 (*Acoustics: Aircraft Noise Intrusion – Building, Siting and Construction*). Guidelines to assist in the design of residential development which would comply with the standards are provided in Appendix 2.

c) In the case of dwellings that are not of standard construction (as per any residential development complying with the above), a detailed acoustic assessment is required to determine suitable constructions to meet the established Aircraft Noise Intrusion requirements.

Industrial Noise Controls:

a) Based on the findings of the Wilkinson Murray assessment referred to above, potential industrial noise ingress will be adequately managed provided all dwellings near or within close proximity to the Hume industrial area adopt and employ the recommended siting, construction and ventilation methods to minimise aircraft noise levels in accordance with *AS2021-2000.* Applications for residential development shall demonstrate adherence to these recommended siting, construction and ventilation methods.

6.18 Airspace Operations

Parts of the South Jerrabomberra are located under flight paths to Canberra Airport. Specific provisions within relevant Local Environmental Plans apply to ensure the Limitations or Operations Surface for the airport is not compromised (Refer Clause 7.2 of *Queanbeyan Local Environmental Plan (South Tralee) 2012.*

6.19 Construction Waste

All construction waste contains resources that are useful. Recovering, recycling and using these as secondary resources reduces demand for landfill sites.

Waste includes:

- Any substance (whether solid, liquid or gaseous) that is discharged, emitted or deposited in such volume, constituency or manner as to cause an alteration in the environment.
- Any discarded, rejected, unwanted, surplus or abandoned substance.
- Any otherwise discarded, rejected, unwanted, surplus or abandoned substance intended for sale or for recycling, reprocessing, recovery or purification by a separate operation from that which produced the substance.
- Any substance prescribed by the regulation to be waste for the purpose of the Waste Minimisation and Management Act 1995.

Objectives:

1) Development should include design and project management to maximise avoidance, reuse and recycling of subdivision debris and refuse, demolition waste and building/construction materials.

2) Building designs and construction techniques should minimise waste generation.

Controls:

a) A Waste Management Plan must be provided for all development requiring construction works on site. The level of detail in the plan will reflect the scale of development being undertaken but will generally include details of:
   i. The volume and type of waste to be generated.
   ii. How waste is to be stored and treated on site.
   iii. How and where residual material is to be disposed.

b) The Waste Management Plan must be accompanied by drawings with specific details showing:
   i. On site sorting and storage areas.
   ii. Access for collection vehicles.
   iii. Vegetation to be removed or retained.

c) The Waste Management Plan must optimise recycling to reduce waste to landfill.

d) Council may require the owner/applicant to provide evidence that construction wastes have been satisfactorily disposed of.

6.20 Landfill/Earthworks

It is common practice to use the term ‘clean fill’ to describe the material suited for landfill activity. However, landfill carried out with material that contains building waste such as broken concrete slabs or bricks may be contaminated and present long term environmental problems particularly in flood affected areas.

The EPA requires that landfill uses only virgin excavated natural material (VENM) such as clay, gravel, sand, soil and rock.

Landfill with material that is mixed with any other type of waste excavated from areas of land contaminated with human made chemicals or which contains sulphidic soils is not acceptable.

Landfill with material other than VENM may require a licence from the EPA for a waste facility operation.

Objectives:

1) To ensure that any earthworks (excavation or filling) will not have a detrimental impact on environmental functions and processes, neighbouring uses or heritage items and features of the surrounding land.

2) Proposed development that includes any landfill activity using material other than VENM should be referred to the EPA as an integrated development assessment.

3) Development should minimise the amount of landfill required.

Controls:

a) Adequate justification of the need for landfill to be deposited on a site must be provided.

b) The type and origin of landfill material being used must be detailed. Landfill activity must only be undertaken using VENM such as clay, gravel, sand, soil and rock only must be used for land filling activities.

c) Material that is mixed with any other type of waste which has been excavated from areas of land contaminated with human made chemicals as a result of industrial, commercial, mining or agricultural activities or which contains sulphidic ores or soils must not be used for landfill.

d) Council may approve the addition of selected crushed inert materials to VENM for specific landfill activities.

e) A scaled plan must be provided demonstrating the location of any existing features on the property such as drainage lines and infrastructure, vegetation, roads etc.

f) A site plan prepared by a registered surveyor must be submitted demonstrating the existing levels of the property and proposed levels of the landfill.

g) The extent of the fill including location, depth, direction and gradient slope of the surface and batter slopes must be clearly demonstrated on a plan.

h) Landfill must not adversely affect the natural flow of drainage or runoff.

i) Before granting development consent for landfill or earthworks, an applicant is to demonstrate to Council the following issues have been addressed:

i. The likely disruption of or any detrimental effect on existing drainage patterns and soil stability in the locality.
ii. The effect of the proposed development on the likely future use or redevelopment of the land.
iii. The quality of the fill or of the soil to be excavated, or both.
iv. The effect of the proposed development on the existing and likely amenity of adjoining properties.
v. The source of any fill material or the destination of any excavated material.
vi. The likelihood of disturbing Aboriginal objects or other relics.
vii. Proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.

6.21 Land in the Vicinity of Dunn's Creek Road

Clause 7.5 of the *Queanbeyan Local Environmental Plan (South Tralee) 2012* outlines additional controls for land within the vicinity of the proposed Dunn's Creek Road.

Residential development along main (Arterial and Sub – arterial) roads is to achieve relevant standards to mitigate road traffic noise. Compliance with the EPA's *Environmental Criteria for Road Traffic Noise Policy* is to be achieved through separation of the building with the noise source (building setbacks), combined building setbacks with noise barriers or mounds, or solid high fences and building design, layout and treatment.

Appropriate controls will be determined through an acoustic assessment, by a suitably qualified Engineer, and to be incorporated into the design, prior to approval being granted. An acoustic assessment is to be submitted with the development application to Council.

6.22 Land adjoining Hume Industrial Area and Goulburn/Bombala Railway

Clause 7.4 of the *Queanbeyan Local Environmental Plan (South Tralee) 2012* requires that land uses within this area (mapped at Appendix 1) be subject to additional controls for the management of noise, vibration and other emissions.

The potential impacts on development within the buffer by existing uses in this area are to be identified by a suitably qualified consultants prior to any development being approved. Mitigation measures are to be included in the siting and design of any use. Should mitigation measures alone not be to Council's satisfaction, increased separation of the use and the source may be required.

6.23 Additional Environmental Controls in the Buffer Area and Land on the Urban/Non-Urban Interface

Buffer Areas are shown on the South Jerrabomberra Master Plan in Appendix 1.

Buffer to Hume Industrial Area and Goulburn / Bombala Railway

Objectives:

1) The visual and acoustic buffer is to provide noise and vibration mitigation measures to noise sensitive uses including dwellings such as shop top housing.

2) The visual and acoustic buffer land shall incorporate measures to minimise the visual impact of Hume on the South Tralee urban area.

3) Development within the visual and acoustic buffer land shall incorporate measures which mitigate noise and odour emissions where applicable.

Controls:

a) Where appropriate, acoustic, odour and vibration measures shall be incorporated into the design or layout of development within the buffer.

b) Noise and vibration mitigation measures shall be incorporated into the landscaping and any building design to protect development and occupants of the buffer land and the adjoining land to the east.

c) The visual impact of Hume development is to the identified in visual catchments.

d) Landscaping and building forms that screen and mitigate visual impacts shall be identified and incorporated into development to mitigate visual impact identified above.

e) Any development able to accommodate people is to have habitable rooms located on the side facing away from the Hume industrial area while less sensitive rooms may be located on the side facing the industrial area.

f) Future development is to provide residential amenity that conforms to relevant noise guidelines, including for Suburban Land in the NSW Industrial Noise Policy (EPA 2000).

g) A planting strip should be provided that is sufficient to screen Hume industrial uses from residential properties where appropriate.

h) Earth mound or acoustic walls to 3m where vegetation or suitable land uses cannot be used.

i) Where development will be impacted by noise or other emissions appropriate mitigation measures shall be incorporated into the design.

Urban and Non-Urban Interface

Objectives:

1) The interface between new development, rural lands, environmental conservation zones and areas of high biodiversity value should consider appropriate transitions and design solutions which minimise any adverse impacts from development on these areas.

2) Ensure the potential for land use conflict is considered at the subdivision stage.

3) To protect conservation areas from weeds, intrusion by humans and animals or blown litter.

Controls:

a) Low density development is to be located at the perimeter of urban development.

b) Landscaping on land at the interface shall not include any weed or invasive species.

c) Development shall be setback a suitable distance from adjoining rural and environmental land to avoid potential land use conflict.

d) Where required, buffers are to be incorporated to address land use conflict. Such buffers are to be sited within the development site.

e) In circumstances where the proposed buffer does not satisfactorily deal with conflicts or impacts the proposed development must incorporate further measures to ensure that those impacts are addressed.

f) To protect the integrity of areas recognised as having environmental significance, development shall consider any adverse impacts and incorporate appropriate design solutions to address these.

7 SOUTH TRALEE NEIGHBOURHOOD CENTRE

The following section outlines the desired future character for the South Tralee Neighbourhood Centre, in addition to objectives, key controls and design principles for its future development. Reference should be made to the attached master plans for the centre in Appendix 3.

7.1 Desired Future Character

The South Tralee Neighbourhood Centre is planned to be the focus of community life within the South Tralee release, providing a range of social, civic, retail, business, entertainment and recreation functions.

The Neighbourhood Centre comprises a mixed use and neighbourhood zone to ensure diversity in the types of uses, and is adjoined by community support uses, recreation and residential zones. It will be an active centre accommodating a mix of residential dwelling types including townhouses, apartments, shop top housing and work/live opportunities in buildings ranging in height of up to four storeys.

It will be a walkable centre with street frontages activated by shops, business and work/live spaces to create a vibrant lively village atmosphere.

A future north-south aligned main street through the centre will contain a mix of appropriately managed vehicular and pedestrian traffic to ensure it maintains sufficient energy to be an active street for much of the time. Active outdoor spaces including cafes and eateries and an active, vibrant street life will be encouraged.

Figure 25 – Indicative Character for Neighbourhood Centre

The village centre will be easily accessed by pedestrians and cyclists from surrounding residential areas and community / recreation spaces.

Retail and commercial services will include potential uses such a supermarket, specialty retailing and personal services in a manner that appropriately reflects the role of the centre and the catchment it serves. Additional commercial support services will be provided immediately to the south of the Village Centre core.

Parking will be provided through a mix of on street and dedicated parking areas, strategically located to achieve a balance of active streets and adequate parking for visitors. The topography of the site lends itself to a pedestrian friendly environment and walkability, together with provision for cyclists is encouraged.

An attractive landscaped buffer zone along the ACT Border will accommodate the main vehicular access to the village centre together with a range of public open space functions (active and passive) cycle way, trunk utility services and stormwater management.

Objectives:

1) To create a vibrant, mixed use neighbourhood centre that provides a range of retail and community facilities that serve the local population as well as higher density housing options.

2) To ensure that the detailed design of the neighbourhood centre is undertaken in a coordinated manner in order to achieve a high quality urban design outcome.

3) To ensure good quality development has regard to adjoining development in minimising any adverse impacts.

Controls

a) The South Tralee neighbourhood centre is to be developed generally in accordance with the structure and design principles shown in the accompanying master plan drawings prepared by PAA Design in Appendix 3. However variations will be considered by Council provided the overall desired future character and any relevant objectives are largely satisfied.

b) Function and Uses:

   i. Incorporate a range of local convenience retail, commercial, childcare and community uses to serve the needs of the local community.
   ii. Incorporate transport infrastructure such as bicycle parking and park & ride facility.
   iii. Provide for the daily needs of residents with active uses at street level.
   iv. Incorporate residential and shop top housing within the centre orientated wherever possible to the adjacent public open space, residential areas or the main street.
   v. Medium density dwellings such as attached and small lot housing will be clustered around the centre whilst apartments and shop top dwellings are to generally occur within the centre.

c) Built Form:

i. Allow a range of building heights (up to a maximum of 16m) with a transition in heights to surrounding residential areas. Reference should be made to the related provisions in the Queanbeyan Local Environmental Plan (South Tralee) 2013 and in particular the Height of Buildings Map and Floor Space Ratio Map which specify maximum building heights and Gross Floor Area within the centre and surrounds.

ii. Buildings are to define the entry to the residential areas and the open spaces adjacent to the neighbourhood centres and to be generally built to the street edge.

iii. All larger retail premises are to provide active uses to the street frontages. Blank walls visible from the public domain should be avoided.

iv. Footpaths shall be wide enough to encourage bicycle storage, outdoor dining and other community activities where required.

v. Residential development within the neighbourhood is to have regard to the guidelines and principles outlined in SEPP 65 – Residential Flat Development and the Residential Flat Design Code (DoP, 2002).

vi. Establish a high quality built form and energy efficient architectural design that promotes a ‘sense of place’ and modern character for the neighbourhood centres.

d) Pedestrian Amenity:

i. Provide high amenity pedestrian streetscapes to and within the neighbourhood centres.

ii. Walking and cycling leading to and within the neighbourhood centres is to take priority over traffic circulation.

iii. Provide continuous weather protection for pedestrians on all commercial and mixed use buildings and in key locations.

iv. Provide adequate solar access to key pedestrian streets.

v. Design site servicing and loading facilities, waste storage and other infrastructure so as to minimise visual impact on the public domain and impacts on neighbours

7.2 Built Form

Development in the neighbourhood centre shall be of high architectural quality and shall ensure that massing, scale, colours and materials used for buildings result in harmonious and high quality urban design outcomes.

The built form character of centres shall promote development that supports the function of the centre in terms of the centres hierarchy and that creates a diverse, lively and attractive character.

Objectives:

1) To create safe and lively streets which encourage pedestrian movement, and services to meet the needs of residents.

2) To ensure that developments have facades which define and enhance the public domain and desired street character.

3) Development shall respond to the local context and environmental conditions.

4) To ensure that shop top housing provides for residential amenity and compatibility of land uses.

5) To allow for outlook and surveillance towards the street and public realm.

Controls:

a) Development should feature highly articulated facades in order to add visual interest to a building. Such architectural treatment may be provided through stepping built form, emphasized entries and separation of the façade into separate sections by means of columns, windows and other vertical elements, or other similar architectural treatments.

b) Building heights will be highest in the centre of the neighbourhood centre and tapering down towards surrounding residential areas.

c) Horizontal elements shall be incorporated into the design of each level to give a sense of legible scale to the building.

d) Openings such as windows shall be recessed rather than being on the same plane as the main façade.

e) Glazing areas shall be maximized for retail uses, but shall be broken into sections to avoid large expanses of glass.

f) Roofs shall be an integral part of the building design and not appear as an ‘ad hoc’ addition to the overall façade. Visual interest and variation through architectural articulation is provided to parapets or rooftops and may include sloping roofs.

g) Plant equipment and other rooftop necessities are disguised within the rooftop structure and/or are not visible from the street.

h) Blank and opaque walls of greater than 5m or 50% of the site frontage, whichever is lesser are not acceptable in the main street.

i) Unsightly streetscape elements such as garage doors and other service infrastructure should generally not be visible from the street/footpath.

j) Building design is to orientate the habitable rooms within the residential units on the western edge of the centre away from the Hume Industrial Lands to minimise the visual impact, industrial noise and odour. This will also assist with surveillance of the public areas of the neighbourhood centre.

7.3 Setbacks

Buildings shall be designed to provide a sense of scale comfortable to pedestrians and not be visually dominant while having an inherent legibility and contributing to people's understanding of the centres.

Buildings shall not overshadow civic spaces or residential development for long periods of time, or intrude upon residential privacy.

Objectives:

1) Development shall be compact and maximise opportunities of the site and so minimise the need to unnecessarily project beyond the site.

2) The public domain shall be framed by strong building lines that frame the street. A continuous and cohesive building façade is provided along the street.

3) Corner sites shall be clearly defined, with architectural features or design elements such as verandahs, awnings or colonnades that wrap around the corner and address the street on all frontages.

Controls:

a) Buildings are to define the spatial proportions of the street and define the street edge.

b) Buildings should provide a transition between the public and private domain.

c) Buildings shall be located on the front property boundary to provide for a continuous façade along retail and commercial streets.

d) At ground level buildings are generally built-to-boundary at side boundaries to provide a compact and urban frame to the street without gaps in the alignment. Where buildings (generally residential buildings) are not built to the side and front boundaries, these setbacks are used for deep planting and landscaping.

e) Residences are to have a high level of amenity, with privacy matters addressed within building design. Such measures may include screening, a minimum separation of 12m, offsetting/staggering of windows to provide oblique views only, or higher windows.

f) Rear boundary setbacks result from building design that takes account of cross-ventilation, privacy, and solar access, both to the development itself and to adjoining buildings.

7.4 Active Street Frontages

It is important that the centre design facilitate the development of a vibrant, safe and enjoyable focal point for community life.

Objectives:

1) To provide active street frontages to all retail, commercial and mixed use buildings in order to maintain or enhance the vibrancy of local businesses.

2) To ensure ground floor level retail or business premises provide direct access to/from the streets with direct visual inspection into each premise.

Controls:

a) All retail or commercial development shall provide ground level active street frontages.

b) Development shall address the street frontages with numerous at grade access points to the street.

c) Entry points to buildings shall be contiguous with the public domain.

d) Develop frontages along main pedestrian routes to provide interest at pedestrian level by providing meeting areas, 'break out' spaces, outdoor cafes and the like.

e) Buildings shall contain no more than 5m of ground floor wall without a door or window. Windows shall make up at least 50% of the ground floor wall.

f) Pedestrian comfort is provided through safe, well-lit, and sheltered street frontages.

g) The interface between the street and internal spaces of buildings are blurred through windows, displays, entries, public artwork and similar features. Buildings are to have minimum expanses that are not activated, and directly address the street front.

h) Where car parking is proposed at ground floor level, it is to be located behind active uses, such as shops.

i) Vehicular entrances are minimised and promote pedestrian safety awareness. They should not be located on the main street frontage.

j) Residential buildings with minimal ground floor activity shall have a number of pedestrian entries, preferably to individual ground floor residence, or encourage casual surveillance through semi-transparent fencing and landscaping, or carefully located windows.

7.5 Lightweight Elements (Awnings/Verandahs)

Objectives:

1) To provide for pedestrian comfort, streetscape continuity and legibility.

Controls:

a) Awnings (or overhangs or verandahs) are provided to shape the pedestrian space on the street.

b) Awnings are consistent in height to adjoining existing awnings, and of a complementary design, colour, or material.

c) As an indicative standard, where no awning line has yet been established, awnings should be a minimum of 3.3m above ground level (consistent with the minimum ground floor height) and a minimum setback of 600mm from the kerb line.

d) Two storey verandahs are appropriate where suitable to the proposed building use and location.

e) Posts used to support the lightweight elements shall not be dominant.

f) The second storey balcony/verandah may not be permanently or fully enclosed.

7.6 Access and Car Parking

Objectives:

1) Car parking is to be provided on-site which will cater for the increased demand brought about by the development of the site.

2) Adequate car parking for people with disabilities.

3) The provision of car parking which is functional, safe and attractive.

4) Functional loading and unloading facilities are provided to cater for the development of the site.

5) The construction of car parking areas, service areas and associated areas to be in accordance with good engineering practice.

6) To provide general standards for car parking

7) To maintain the amenity of the future neighbourhood centre by ensuring adequate parking is provided for.

Controls:

a) Comply with the relevant controls in Clause 2.2 of the Queanbeyan Development Control Plan 2012. Where variations to the relevant controls are requested or where no controls exist for a particular use car parking requirements for a development proposal will be determined using the following principles:

i. The likely demand for onsite parking to be generated by the development.
ii. The availability of public transport in the vicinity to service the likely demands to be generated by the development.
iii. Traffic volumes on the surrounding street network, including, where relevant, likely future traffic volumes.
iv. The probable mode of transport of the users of the development.
v. The likely peak usage times of the development.
vi. The provision of alternative private transport arrangements (e.g. courtesy buses to licensed premises at no charge to users).

b) Provide on street parking for convenience and to contribute to street life and surveillance.

c) The main street through the centre may comprise an 11.2 metre wide carriageway with 5.0 metre wide verges, provision for on-street parking with buildings located on the front property boundary. See Section 4 under part 3.3 of these Guidelines.

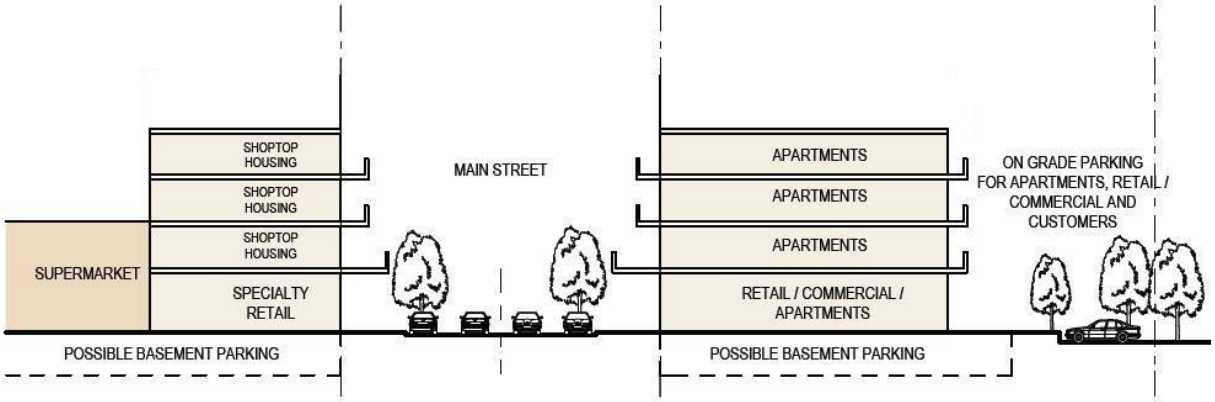


Figure 26 – Indicative Cross Section Through Main Street Precinct

Special Carparking Requirements Related to Change of Use

Objectives:

1) To encourage continued use and reuse of existing commercial premises to make the centre financially viable for prospective lessees, landowners and purchasers to establish their proposed business and to promote continued commercial uses and avoid empty premises.

2) To encourage a vibrant commercial centre.

Controls:

a) Where the use of an existing building is to be changed Council will require that additional car parking (if any) be provided on the basis of the difference between the requirements for the approved/authorised existing use and the proposed use.

b) Notwithstanding the above control nothing in these Guidelines shall be applied to require that additional parking is required for the change of use of existing lawful commercial premises within the Neighbourhood Centre (where there is no increase in floor space proposed) to:

   i. Business premises
   ii. Food and drink premises
   iii. Restaurants
   iv. Retail premises
   v. Takeaway food & drink premises
   vi. Kiosks

   as defined under the STLEP.

7.7 Signage

The objectives and controls specified in Parts 9.1, 9.2 and 9.3 of the South Jerrabomberra Development Control Plan 2014 shall apply to signage in South Tralee.

7.8 Solar Access

It is important that public and private spaces in the centre enjoy good access to sunlight.

Objectives:

1) Ensure buildings do not significantly overshadow public open spaces, private open spaces and north facing windows of any living area.

Controls:

a) Development shall not overshadow more than 50% of adjacent public spaces (not including footpaths) including parks and recreation facilities between 9.00am and 3.00pm on 22 June.

b) Buildings adjacent to residential areas are to comply with the overshadowing controls for residential development contained in the residential development sections of these guidelines.

c) Shadow diagrams are to be submitted with any application for buildings two or more storeys in height.

7.9 Safety and Security

It is envisaged that the neighbourhood centres become vibrant, active safe places. Design of the built environment can have a significant impact on perceptions of safety as well as actual opportunities for crime. A development which provides safe ground level entry 24 hours a day will serve to minimise levels of crime.

The CPTED or 'Safer by Design' principles, developed by the Department of Planning and NSW Police are based on designing to enable casual surveillance, reinforcement of territory, controlling access and managing space.

Objectives:

1) Provide safe ground-level entry and exit during all times of the day and night.

2) Provide opportunities for casual surveillance of the public domain.

Controls:

a) Design buildings and landscaping in accordance with the CPTED principle to minimise unsafe places.

b) Ensure all development addresses and overlooks streets, civic spaces and where relevant rear parking areas.

c) Provide a CPTED statement detailing safety and crime prevention design approach with development proposals in centres.

d) Create entries at ground level activities from the street where possible, as opposed to internal lobbies.

e) Ensure that ownership of different spaces is clear and unambiguous, whether public or private.

f) Any pedestrian space to have at least two access points, preferably more.

g) All pedestrian spaces are to be lit at night to ASA standard.

7.10 Pedestrian Access and Mobility

Objectives:

1) To provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition whilst also contributing to the vitality and vibrancy of the public domain.

2) To ensure buildings and places are accessible to people with a disability.

3) To provide a safe and accessible public domain.

Controls:

a) To assist people with a disability the main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.

b) The design of facilities (including car parking requirements) for disabled persons shall comply with the relevant Australian Standard (AS 1428 Pt 1 and 2 or as amended) and the *Disability Discrimination Act 1992* (as amended).

c) The development shall provide at least one main pedestrian entrance with convenient barrier free access to the ground floor and/or street level.

d) The development shall provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access.

e) The development shall provide visually distinctive accessible internal access linking to building entry points and the public domain.

f) Pedestrian access ways, entry paths and lobbies shall use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.

g) Any new development providing basement car parks shall make provision for access for persons with a disability.

Appendix 1

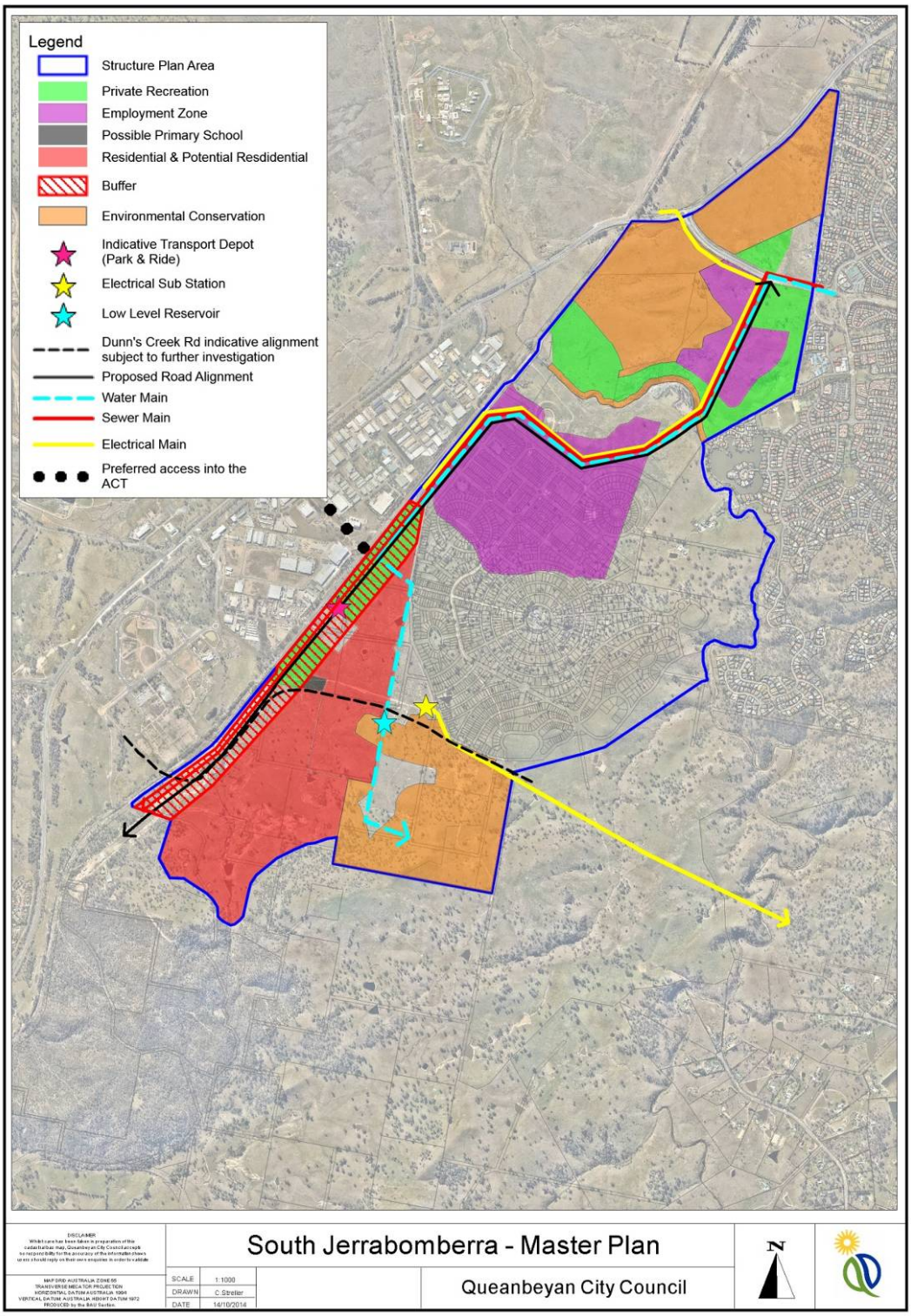


Figure 27 – South Jerrabomberra Masterplan Showing Bufer Area Hatched Red

Appendix 2

Aircraft Noise Assessment Guidelines

Introduction

Proposed residential development in South Jerrabomberra is subject to noise attenuation measures. These guidelines contain suggested measures that are necessary for a development to comply with the Local Environmental Plan Clause "Development in areas subject to aircraft noise".

Council may grant development consent for such development only if it is satisfied that any building to be constructed will satisfy the provisions of AS 2021-2000 *Acoustics–Aircraft Noise Intrusion–Building Siting and Construction*. If an applicant wants to vary from this guide then they may engage an independent consultant to assess and report on the building's compliance with the Standard.

Required Attenuation (RW value)

The required attenuation has been calculated based on the procedures outlined in AS 2021-2000. These were calculated taking into consideration variables such as distance from the runway, offset, reverberation time, size of room, area of each building component (wall, window, floor, door, roof and ceiling) as required. The results are summarised in the table below.

- Glazed doors should be treated as windows and should be included in the percentage of allowable glazing.
- External timber doors should use the door type nominated at the bottom of the appropriate table.
- All external door and windows systems that open into rooms nominated in the tables should include acoustic seals. These should be of the rubber type (sliding doors and windows should use seals such as Q-lon from Schlegel or similar, and hinged doors and windows should use acoustic seals from Raven or Lorient). Brush seals should not be used.

Alternate constructions may be used, but must achieve the same RW to those specified below for this guide to be used. If the RW for alternate constructions are not the same or cannot be determined from published product catalogues an acoustic consultant should be engaged to assess the development to AS 2021.

The assessment and calculations assume the following construction materials. Designers should seek advice from an acoustic consultant for buildings using other construction materials.

Roof/ceiling – (Minimum RW 49)

- "Colorbond" or tiled roof with greater than 200mm (average) airspace;
- Insulation and,
- One layer 10mm plasterboard.

Note: if airspace is less than 200mm two layers of plasterboard are required.

Walls – (Mimimum RW 50)

Option 1

- Brick veneer consisting of masonry 90mm thick and 170 kg/m2;
- 90mm timber studs;
- Minimum 50mm thick fibrous insulation; and,
- One layer of 10mm plasterboard.

Option 2

- “Colorbond” or other similar metal;
- 90mm timber studs;
- Minimum 50mm thick fibrous insulation; and,
- 2 layers of 10mm plasterboard.

Option 3

- Minimum 6mm fibre cement sheeting;
- 90mm timber studs;
- Minimum 50mm thick fibrous insulation; and,
- 2 layers of 10mm plasterboard.

Note: any combination of these three types of construction may be used in any wall or room.

Floors (see the diagram below)

Option 1 - (Ground floor only fully exposed) (Minimum RW 44)

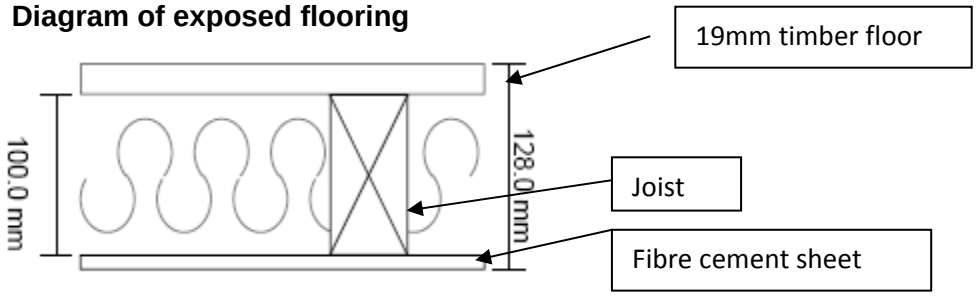
- 19mm particle board floor (such as CSR Structafloor or “yellow tongue” or similar) or 19mm tongue and grooved timber;
- Minimum 100mm air gap, (thickness of joist);
- Minimum 50mm thick fibrous insulation such as glass wool or polyester in air gap;
- 1 layer of 9mm fibre cement sheet.

Option 2 - (Ground floor only, not fully exposed) (Minimum RW 44)

- 19mm particle board floor (such as CSR Structafloor or “yellow tongue” or similar) or 19m tongue and grooved timber;
- Minimum 100mm air gap, (thickness of joist);
- With minimum 50mm thick fibrous insulation such as glass wool or polyester in air gap;
- 1 layer of 6 mm fibre cement sheet.

Floors that are fully exposed should have a minimum 9mm fibre cement sheet. Floors that are well built in (that is they have brick work or other lining material from floor level to ground level) should have a 6mm fibre cement sheet. Suspended concrete floors and slabs on ground require no treatment.

Diagram of exposed flooring



Assessment Procedures

Step 1: Calculate the floor and glazing areas of all rooms.
Step 2: Calculate the glazing area as a percentage of the floor area for each room.
Step 3: Select the type of glazing required from the table below based on the glazing/floor area percentage. If this percentage exceeds the criteria in the table, consider reducing the area of glazing and repeating Steps 1-3 above.

Worked Example
A bedroom in a house on an upper level is 3m by 3m.
This example uses the top line of the table.

Floor area 9m²
If 6mm float glass is to be used, the area of glazed area and all external doors (to balconies for example) will be non compliant.
If 6.38mm laminated glass is to be used: glazed area: 9m² x 8% = 0.72m2.
If 8.38mm laminated glass is to be used: glazed area: 9m² x 13% = 1.17m2.
If 10.38mm laminated glass is to be used: glazed area: 9m² x 17% = 1.53m2.

Non-habitable Residential Buildings or Structures

Non-habitable residential buildings or structures (Class 10 buildings under the Building Code of Australia) are not required to comply with the provisions of AS 2021-2000.

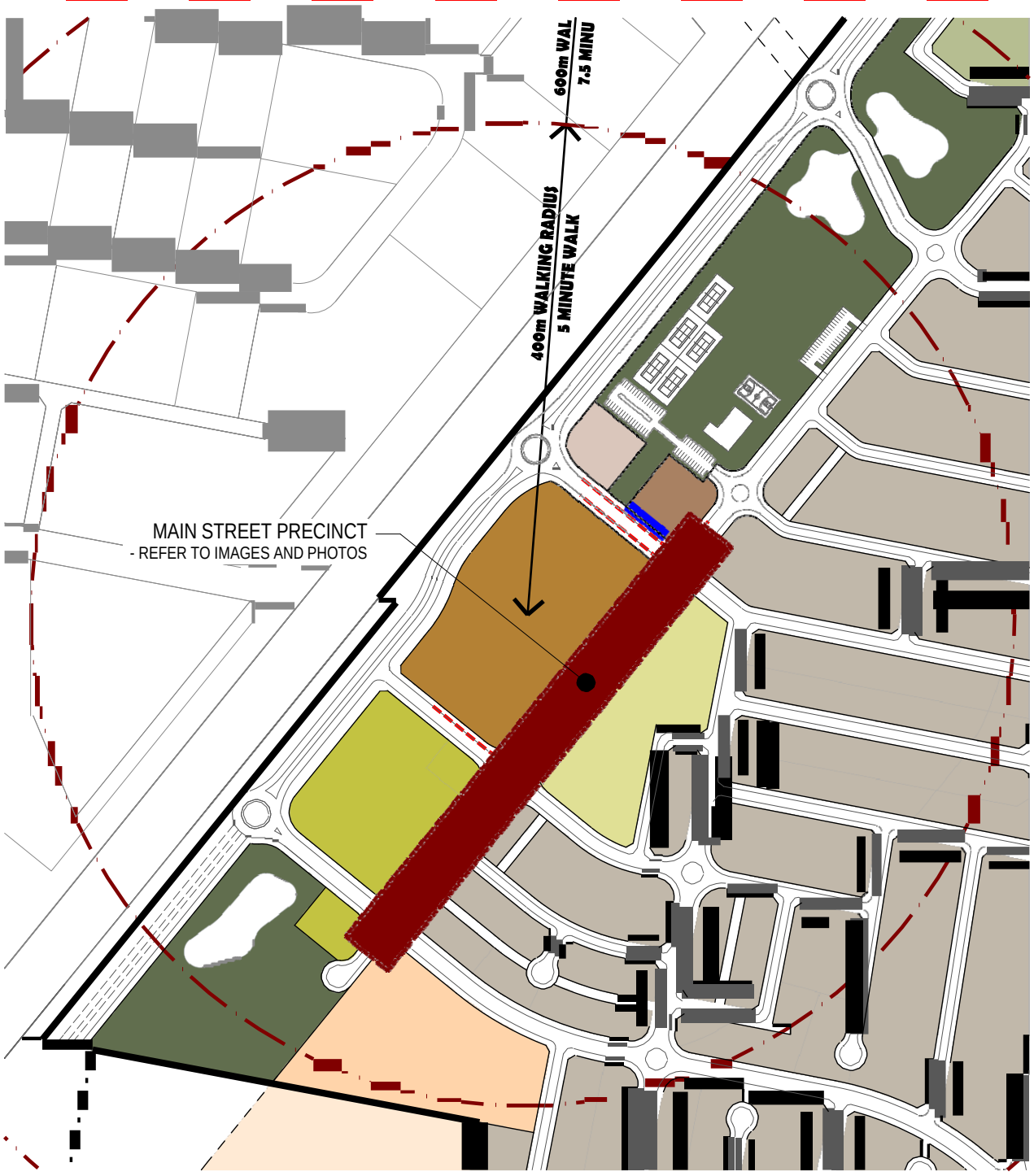
Summary glazing recommendations as a percentage of floor area

Floor	Room/Space	6 mm Float Glass %	6.38 mm Laminated Glass or 6/12/6 Double Glazing[1] %	8.38 mm Laminated Glass %	10.38 mm Laminated Glass or 6.38/12/6 Double Glazing[2] or 80 mm glass block %
Upper Floor	Sleeping areas, dedicated lounges	<12	<30	30<50	50<70
	Other habitable spaces	<40	40<100	100<160	160<200
	Bathrooms, toilets, laundries	<120	Any size	Any size	Any size
Ground Floor	Sleeping areas, dedicated lounges	<13	13<32	32<45	45<60
	Other habitable spaces	<40	40<110	110<170	170<220
	Bathrooms, toilets, laundries	<130	Any size	Any size	Any size
	Equivalent Timber door	Hollow core door	35 mm solid core door	45 mm solid core door	45 mm solid core door

1. 6mm float/ 12 mm airgap/ 6 mm float
2. 6.38mm laminated/ 12 mm airgap/ 6 mm float

APPENDIX 3

Neighbourhood Centre Masterplan Details



South Tralee Village Centre
Desired Future Character

- The Village Centre will be the focus of community life for South Tralee, providing a range of social, civic, retail, business, entertainment and recreation functions.

- The Village Centre comprises a mixed use zone and neighbourhood business zone to ensure diversity in the types of uses, and is adjoined by commercial support uses, recreation and residential zones.

- It will be an active centre accommodating a mix of residential dwelling types including townhouses, apartments, shop top housing and work/live opportunities in buildings ranging in heights up to four stories.

- It will be a walkable centre with street frontages activated by shops, business and work/live spaces to create a vibrant lively village atmosphere.

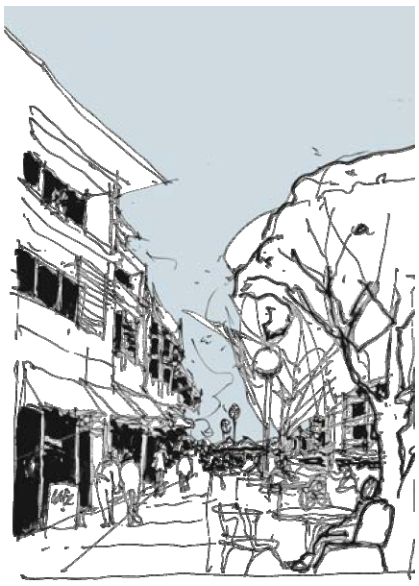
- The main street will contain a mix of appropriately managed vehicular and pedestrian traffic to ensure it maintains sufficient energy to be an active street for much of the time. Active outdoor spaces including cafes and eateries and an active, vibrant street life will be encouraged.

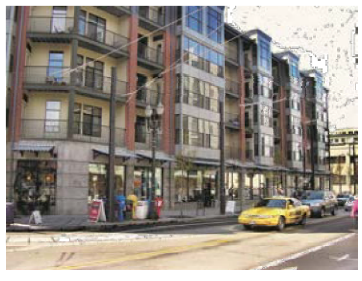
- The village centre will be easily accessed by pedestrians and cyclists from surrounding residential areas and community / recreation spaces.

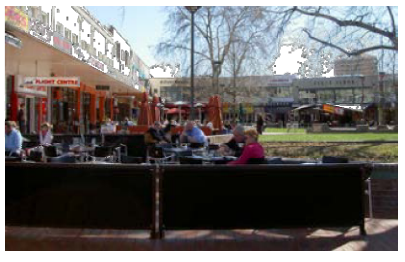
- Retail and commercial services will include uses such as supermarkets, specialty retailing and personal services in a manner that appropriately reflects the role of the centre and the catchment it serves. Additional commercial support services will be provide to the south of the Village Centre core.

- Parking will be provided through a mix of on street and dedicated parking areas, strategically located to achieve a balance of active streets and adequate parking for visitors. The topography of the site lends it self to a pedestrian friendly environment, and walkability together with provision for cyclists is encouraged.

- An attractive landscaped buffer zone along the ACT Border will accommodate the main vehicle access to the village centre together with a cycle way, trunk utility services and stormwater management.







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SOUTH TRALEE
DESIGNED FUTURE CHARACTER

Issue Date : 25.11.2013 Scale : 1:5000@A3 Project No. : 09_001

Village Building

LEGEND

- PROPOSED PRIMARY SCHOOL
- PROPOSED CHILDCARE CENTRE
- PROPOSED MULTI PURPOSE CENTRE
- PROPOSED NEIGHBOURHOOD CENTRE
- PROPOSED ADDITIONAL DEVELOPMENT LOT
- PROPOSED MIXED USE DEVELOPMENT LOT
- PROPOSED POTENTIAL LOCATION FOR SECONDARY SCHOOL
- PROPOSED PARKS AND RECREATIONAL AREAS
- ACTIVE STREET FRONTAGES
- POSSIBLE PARK AND ROAD LOCATION
- PROPOSED MAIN STREET PRECINCT (INCORPORATING ON STREET PARKING)
- VEHICULAR ACCESS POINT PRINCIPLES
- PEDESTRIAN ACCESS POINT PRINCIPLES
- PROPOSED ON STREET PARKING PRINCIPLES
- POSSIBLE PARKING LOCATIONS
- PROPOSED BUFFER CORRIDOR TO RAIL (INCORPORATING LANDSCAPING, ACCESS AND SERVICES)
- EXISTING DISUSED RAIL CORRIDOR AND ADDITIONAL BUFFER TO HUME INDUSTRIAL LANDS

NOTE : BUILDING DESIGN IS TO ORIENTATE THE HABBITABLE ROOMS WITHIN THE RESIDENTIAL UNITS ON THE WESTERN EDGE OF THE VILLAGE AWAY FROM HUME INDUSTRIAL LANDS TO MINIMISE THE VISUAL IMPACT, INDUSTRIAL NOISE AND ODOUR .

NORTH

600m WALKING RADIUS
7.5 MINUTE WALK

400m WALKING RADIUS
5 MINUTE WALK

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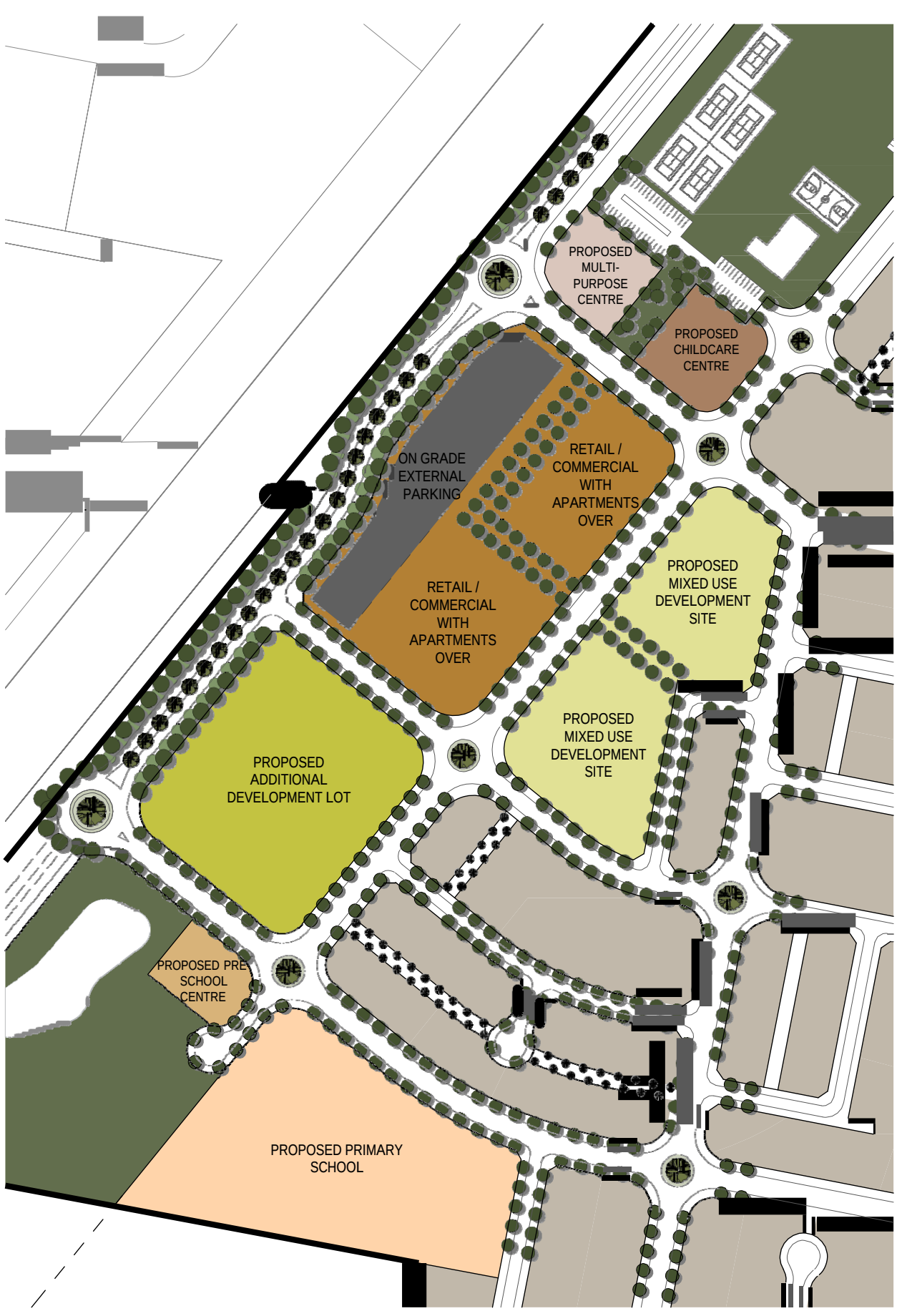
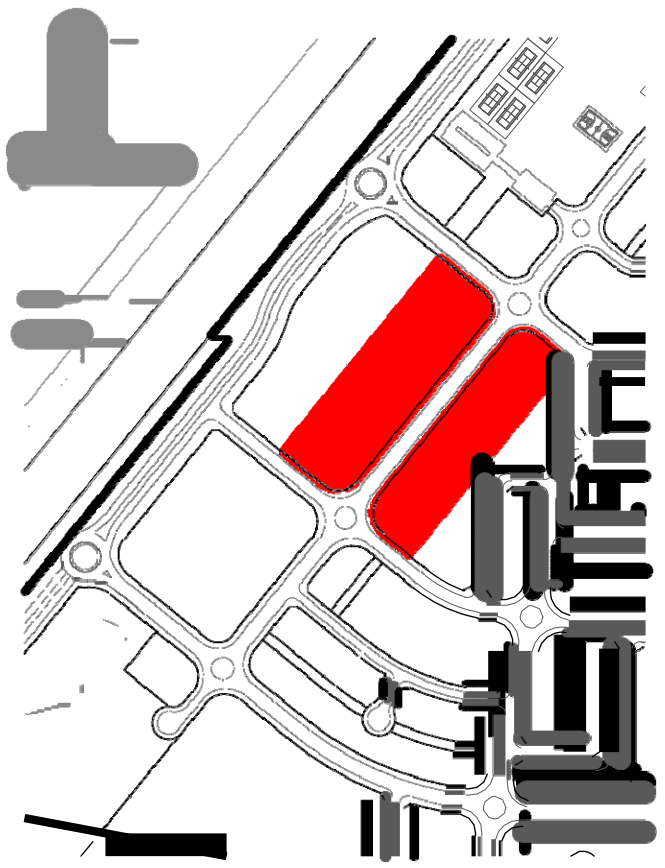
SOUTH TRALEE

VILLAGE CENTRE PRINCIPLES

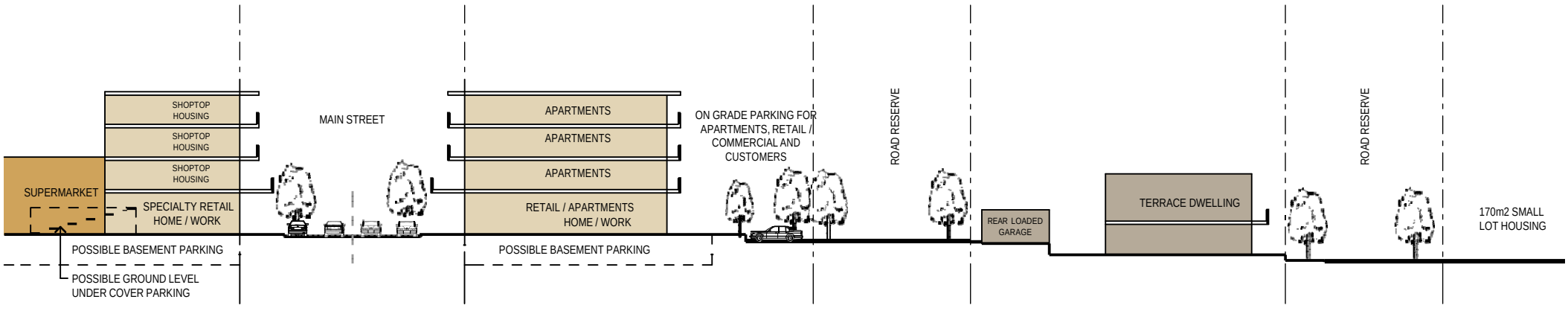
Issue Date : 06.12.2013 Scale : 1:3000@A3 Project No. : 09_001

Village Building





POSSIBLE BASEMENT PARKING OPTION



INDICATIVE SECTION THROUGH MAIN STREET CONCEPT

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SOUTH TRALEE

PRINCIPLES FOR PUBLIC DOMAIN

Issue Date : 06.12.2013 Scale : 1:3000@A3 Project No. : 09_001

Village Building