Section 2

General Guidelines

Chapter A

Miscellaneous

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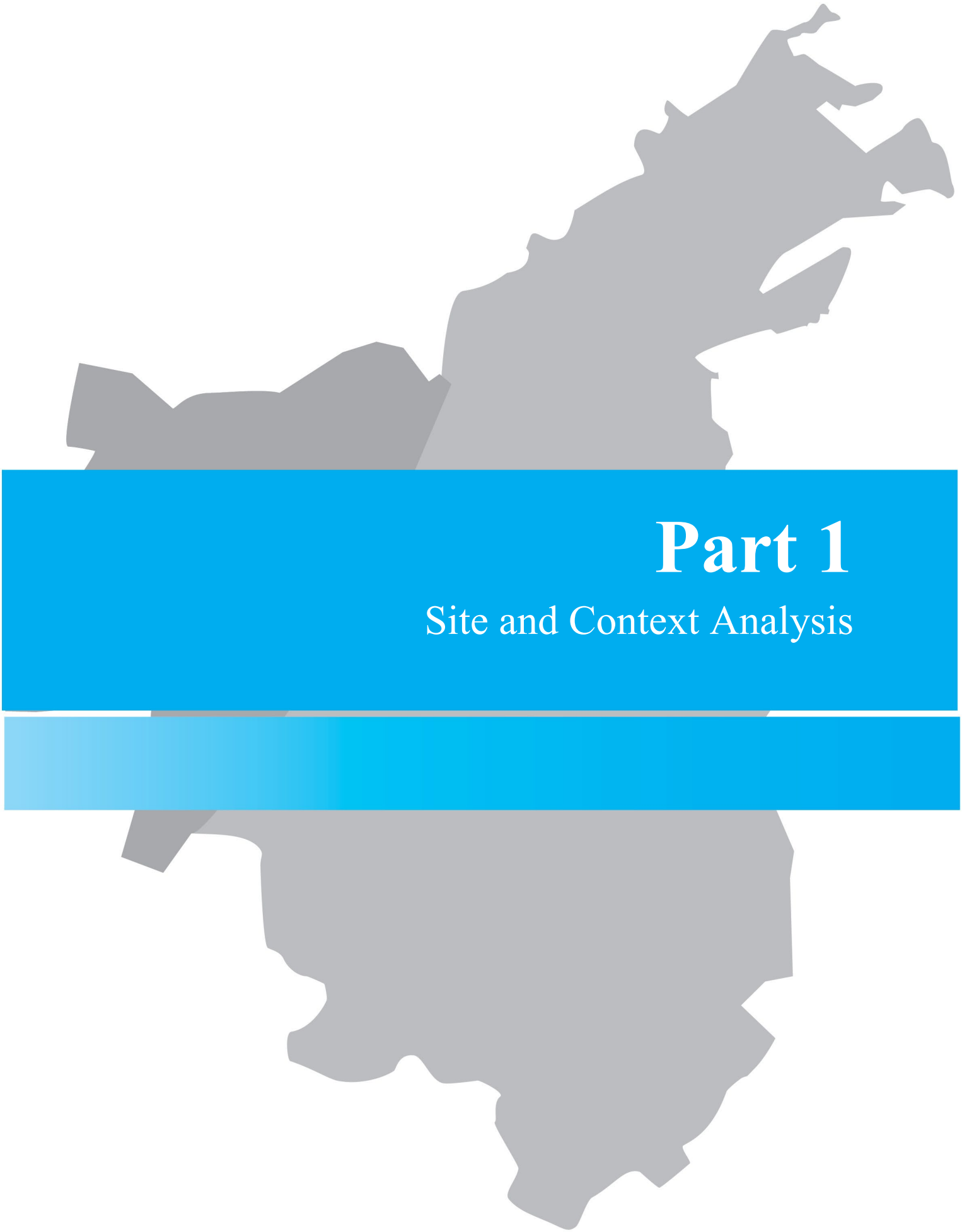

Part 1

Site and Context Analysis

Application

This Guideline applies to the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.

The level of detail required for each Site and Context Analysis will vary according to the complexity and potential impact of development. For example, a small alteration to an existing dwelling that is unlikely to have any significant adverse amenity impact on adjoining properties will likely only need to submit material that addresses the site and adjoining properties, However, development of a new residential flat building is likely to need to submit material that addresses the site, adjoining properties, the neighbourhood and other special matters. Early discussion with council officers is recommended to determine the suitable level of detail for each development.

Site and Context Analysis are to be clear and legible and is more than simply a documentation exercise – it must clearly show how key neighbourhood features have shaped the design response.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

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The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To identify and document site opportunities and constraints.
- To identify and document the dominant features of the neighbourhood, including within the private and public domain.
- To understand the relationship between the dominant features of the neighbourhood that creates neighbourhood character.
- To ensure the site design responds to site opportunities and constraints and respects existing desirable neighbourhood character or is consistent with the desired future character of neighbourhoods undergoing substantial change.
- To ensure the site design respond respects adjoining and nearby heritage.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
General			
PC1.	Development is well designed, deriving from and respecting site and desirable neighbourhood characteristics, and reinforcing the character of the LGA.	**DS1.1**	Development is supported by a Site and Context Analysis that has a level of detail appropriate to its scale and likely impact. Matters for identification, documentation and consideration include: In relation to all situations: • recognised, common scale (e.g. 1:100) • scale and north point (magnetic north and true north) • use of common or easily recognisable map symbols • clear legend • computer generated is preferred In relation to the site: • site area and dimensions, including width, length and street frontage/s • topography, including spot levels and contours • services, including easements and connections for drainage and utility services • existing vegetation, including species, condition, height and canopy spread • climate, including orientation, solar and daylight access, prevailing and desirable breezes • buildings and structures • heritage and archaeological features • pedestrian and vehicle access • fences • natural features such as rock outcrops, cliff faces and watercourses • stormwater drainage pattern • views and outlooks to and from the site • impacts by neighbouring properties, such as overshadowing • contaminated soils or filled areas In relation to adjoining land (land that shares at least one common point on a boundary with the site): • neighbouring buildings, including their use and height • adjoining private open spaces • location of any facing doors and/or windows • location of living rooms • setbacks from all boundaries • differences in levels between the site and adjacent boundaries

Performance Criteria	Design Solution
	• views and solar access enjoyed by neighbouring properties • major trees on adjacent properties which overhang the subject property In relation to the neighbourhood: • the pattern of development, including: – street block length – street alignment, type and proportions – extent of private open space – landscaping and vegetation – patterns of use and occupation – diversity of housing • the built form, scale and character of development, including – building mass and height – setbacks – site coverage – car parking – fences (style and height) • architectural style, including: – diversity or consistency of architectural character – porches and verandahs – roof form • dominant features, characteristics or influences: – topography – waterways – street trees – landscaping and vegetation – heritage Where a significant increase in residential density or scale is proposed: • location relative to local facilities, including: – local shops – schools – community facilities – public open space – major roads – public transport routes and stations/stops
	DS1.2 A brief written statement describing and explaining how the design response derives from and responds to the key features of the site and neighbourhood

Part 2

Good Design

Application

This Guideline applies to the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.

Using this Guideline

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Purpose

- To be used as a reference when called up by other parts of this DCP, such as Boarding Houses and Residential Care Facilities.
- To ensure development is well designed and appropriately considers context, scale, built form, density and resource, energy and water efficiency, landscape, amenity, safety and security, social dimensions and aesthetics.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Context			
PC1.	Development: • responds and contributes to its context • contributes to the quality and identity of the area • in areas of relatively stability, reinforces desirable element of established street and neighbourhood character • in areas undergoing substantial change, contributes to the creation of the identified desired future character	**DS1.1**	No design solution is provided. Each Development Application is to respond to a Site Analysis and will be assessed and determined on its own individual merits
Scale and Built Form			
PC2.	Development has a scale: • that suits the scale of the street and the surrounding buildings • in areas undergoing substantial change, contributes to the creation of the identified desired future character	**DS2.1**	No design solution is provided. Each Development Application is to respond to a Site Analysis and will be assessed and determined on its own individual merits
PC2.1	Development has a built form that: • is appropriate for the site and the building's purpose in terms of building alignments, proportions, building type and building elements • defines the public domain • contributes to the character of streetscapes and parks, including their views and vistas • provides internal amenity and outlook		
Density			
PC3.	Development has a density that is: • appropriate for a site and its context in terms of floor space yields (or number of units) • sustainable and consistent with the existing density in an area, or in areas undergoing substantial change, are consistent with the stated desired future density	**DS3.1**	Compliance is required with the **Inner West LEP 2022**.
Resource, energy and water efficiency			
PC4.	Development: • makes efficient use of natural resources, energy and water throughout its full life cycle • uses appropriate and sustainable materials • has a sustainable layout and built form, including in accordance with passive solar design principles	**DS4.1**	The proposal complies with BASIX and/or the design is capable of compliance with the Building Code of Australia Energy Provisions

Performance Criteria	Design Solution
• includes soil zones for vegetation and reuse of water	
Landscape	
PC5. Development incorporates landscaping that: • integrates with buildings • builds on the existing site's natural and cultural features in responsible and creative ways • enhances micro-climate, tree canopy and habitat values, • presents a positive image to the streetscape • contributes to neighbourhood character • promotes appropriate levels of privacy and respect for neighbours' amenity	**DS5.1** No design solution is provided. Each Development Application is to respond to a Site Analysis and will be assessed and determined on its own individual merits
Amenity	
PC6. Development: • provides amenity through high quality physical, spatial and environmental design • has access to: – sunlight – natural ventilation – visual privacy – acoustic privacy – storage – indoor and outdoor space – outlook and views • has ease of access for all age groups and degrees of mobility • has efficient layouts and has appropriate room dimensions and shapes	**DS6.1** No design solution is provided. Each Development Application is to respond to a Site Analysis and will be assessed and determined on its own individual merits
Safety and security	
PC7. Development: • optimises safety and security, both internal to the development and for the public domain • maximises overlooking of public and communal spaces while maintaining internal privacy • avoids dark and non-visible areas • maximising activity on streets • provides clear, safe access points • provides quality public spaces that cater for desired recreational uses • provides lighting appropriate to the location and desired activities • provides clear definition between public and private	**DS7.1** No design solution is provided. Each Development Application is to respond to a Site Analysis and will be assessed and determined on its own individual merits

Performance Criteria	Design Solution
space	
Aesthetics	
PC8. Development: • has an appropriate composition and architectural standard, including its building elements, textures, materials and colours • relates to the environment and context, particularly responding to desirable elements of the existing streetscape or, in areas undergoing substantial change, contributes to the desired future character of the area	**DS8.1** Development complies with the relevant parts of this DCP in relation to streetscape outcomes

Part 3

Flood Hazard

Application

This Guideline applies to land identified as being flood prone land on the Flood Control Lot Map for both the Dobroyd & Hawthorne Canal Catchment areas (see **Schedule 2**).

Flood prone land consists of land which:

- is in the flood planning area (mainstream flooding for both the Dobroyd & Hawthorne Canal Catchments areas); and/or
- is in the flood planning level (for local overland flooding).

The areas identified on the Flood Control Lot Map were based on information available to Council when the map was prepared. As new information becomes available, additional land may be identified as potential flood prone land.

A flood is an overflow or accumulation of an expanse of water that submerges land. In the sense of flowing water, the word may also be applied to the inflow of the tide. Floods are a natural and inevitable event that communities must learn to live with while minimising risks to public health and safety, property and infrastructure.

This policy recognises that there are some flooding risks that require development controls and guidelines in order to reduce or eliminate their impacts.

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Purpose

- To minimise risk to human life and damage to property.
- to maintain the existing flood regime and flow conveyance capacity.
- To enable the safe occupation of, and evacuation from, land to which flood management controls apply.
- To avoid significant adverse impacts upon flood behaviour.
- To avoid significant adverse effects on the environment that would cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of the river bank/watercourse.
- To limit uses to those compatible with flow conveyance function and flood hazard.

Development Standards for Flood Affected Land

Performance Criteria	Design Solution
General	
	DS1.1 A Flood Risk Management Report must be submitted for applications that are on land identified on the Flood Control Lot Map **(See Schedule 2)** The report must be informed by flood information relevant to the subject property and surrounds, including the 1% AEP flood level, Flood Planning Level, Probable Maximum Flood (PMF) level and the Flood Hazard Category, as obtained from Council. The report is not required where the assessed value of the works is under $50,000 except where, in the opinion of Council, those works are likely to substantially increase the risk of flood to the subject or adjoining or nearby sites. The report may be limited to a short report (Flood Risk Management Statement) for single residential dwellings, alterations and additions or change of use developments where the property is confirmed by Council as being subject only to low hazard flooding. The Flood Risk Management Statement must reference the source of flood information; specify the relevant flood information applicable to the site, then describe the proposed development and how it meets the relevant development controls. If Council is concerned with the apparent loss of flood storage and/or flood or overland flow paths, and/or increase in flow velocities, and/or risk of life, on any type of development, the applicant may be requested to undertake further analysis in support of the proposal and detail it in a new/revised Flood Risk Management Report.
	DS1.2 The Flood Risk Management Report must address: • Description of the existing stormwater drainage system, including catchment definition. • Extent of the 1% AEP flood event in the vicinity of the development. • The Flood Hazard Category affecting the subject site and surrounds. Where the site is subject to the high hazard flooding category, the Probable Maximum Flood (PMF) extent must be shown. • Long and cross sections showing the Flood Planning Level(s) in relationship to the floor levels of all existing and proposed components of the development. • Recommendations on all precautions to minimise risk to personal safety of occupants and the risk of property damage for the total development to address the flood impacts on the site during a 1% AEP flood and PMF event. These precautions must include but not be limited to the following:

Performance Criteria	Design Solution	
		○ Types of materials to be used to ensure the structural integrity of the development for immersion and impact of velocity and debris for the 1% AEP flood event and PMF (for high hazard); ○ Waterproofing methods, including electrical equipment, wiring, fuel lines or any other service pipes or connections; ○ A flood evacuation strategy (Flood Emergency Response Plan); and ○ On site response plan to minimise flood damage, and provide adequate storage areas for hazardous materials and valuable goods above the flood level; • Details of any flood mitigation works that are proposed to protect the development. • Supporting calculations. • The architectural/engineering plans on which the assessment is based. • The date of inspection. • The professional qualifications and experience of the author(s).
	DS1.3	All applications for development must be accompanied by a survey plan including relevant levels to AHD (Australian Height Datum) ***Note:*** *These surveys must use a survey datum with a minimum vertical class "D" and a vertical order of five (5) as identified on the Survey Control Information Management System on the Land and Property Information website. Consideration must be given to whether structures or filling are likely to affect flood behaviour and whether consultation with other authorities is necessary.*
	DS1.4	Compliance with flood management controls must be balanced by the need to comply with other controls in this Policy.
Controls for new residential development		
	DS2.1	Floor levels of habitable rooms must be a minimum of 0.5m above the 1% AEP flood level at that location. For areas of minor overland flow (a flood depth of 300mm or less or overland flow of 2cum/sec or less) a lower freeboard of 300mm may be considered on its merits.
	DS2.2	Any portion of a building classified as being flood prone must be constructed from flood compatible materials (See **Schedule 1**).
	DS2.3	Flood free access must be provided where practicable.

Performance Criteria	Design Solution	
Controls to residential development – minor alterations		
	DS3.1	Additions with a habitable floor area of up to 30m2 may be approved with floor levels below the 1% AEP flood level at that location if the applicant can demonstrate that no practical alternatives exist for constructing the extension above the 1% AEP flood level.
	DS3.2	Additions greater than 30m2 will be considered against the requirements for new residential development (refer **DS2.1**, **DS2.2**, and **DS2.3**). ***Note:*** *Additions greater than 30m2 do not necessarily mean an increase to the existing building footprint by 30m2. It relates to the area which shall the demolished and rebuilt shall not exceed 30m2.*
	DS3.3	Any portion of a building subject to inundation must be constructed from flood compatible materials. All flood sensitive equipment must be located above the 1% AEP flood level at that location.
Controls for non-habitable additions or alterations		
	DS4.1	All flood sensitive equipment must be located above the 1% AEP flood level at that location.
	DS4.2	Any portion of buildings subject to inundation must be built from flood compatible materials.
Controls for new non-residential development		
	DS5.1	Floor levels (except for access-ways) must be at least 0.5m above the 1% AEP flood level, or the buildings must be flood-proofed to at least 0.5m above the 1% AEP flood level. For areas of minor overland flow (a flood depth of 300mm or less or overland flow of 2cum/sec or less) a lower freeboard of 300mm may be considered on its merits.
	DS5.2	Flood-free access must be provided where practicable.
Controls for non-residential development - additions		
	DS6.1	Where the proposed development is for an addition to an existing building on flood prone land, the development may be approved with floor levels below the 1% AEP flood level if the applicant can demonstrate that all practical measures will be taken to prevent or minimise the impact of flooding. In determining the required floor level, matters which will be considered include: • The nature of the proposed land use; • the frequency and depth of possible flooding; • the potential for life and property loss; • the suitability of the building for its proposed use; **And** • whether the filling of the site or raising of the floor levels would render the development of the site impractical or uneconomical.

Performance Criteria	Design Solution	
	DS6.2	Any portion of the proposed addition below the flood 1% AEP flood level must be built from flood compatible materials.
Controls for change of use of existing buildings		
	DS7.1	Development consent for change of use of an existing building with floor levels below the 1% AEP flood level will only be given where there is no foreseeable risk of pollution associated with the proposed use of the building in the event that the 1% AEP flood event occurs.
	DS7.2	In determining whether to grant development consent for change of use of an existing building with floor levels below the 1% AEP flood level, consideration will be given to whether the proposed development would result in increased flood risk for the property on which the building is located, or other land. In this regard, the following matters will be considered: • The nature of the proposed use and the manner in which it is proposed to be carried out within the building or on the land; **And** • The foreseeable risk of pollution associated with the proposed use of the building/land in the event that the 1% AEP flood event occurs.
Controls for subdivision		
	DS8.1	Development consent for the subdivision of flood prone land may depend on whether the land to which the proposed development relates is unsuitable for any development made likely by the subdivision, by reason of the land likely to be subject to flooding.
	DS8.2	Development consent for the subdivision of flood prone land may depend on whether the carrying out of the subdivision and any associated site works would: • adversely impede the flow of flood water on the land or land in its vicinity; • imperil the safety of persons on that land or land in its vicinity in the event of the land being inundated with flood water; **And** • aggravate the consequences of flood water flowing on that land or land in its immediate vicinity with regard to erosion or siltation.
Controls for filling of flood prone lands		
	DS9.1	Development consent will not be granted to filling of flood ways or high flood hazard areas. Consideration will only be given to granting development consent to the filling of other flood prone land where: • flood levels are not increased by more than 0.01m by the proposed filling;

Performance Criteria	Design Solution
	• downstream velocities are not increased by more than 10% by the proposed filling; • proposed filling does not redistribute flows by more than 15%; • the potential for cumulative effects of possible filling proposals in that area is minimal; • the development potential of surrounding properties is not adversely affected by the filling proposal; • the flood liability of buildings on surrounding properties is not increased; **And** • the filling creates no local drainage flow/runoff problems. ***Note**:* Where the proposal has the potential to increase flood levels, depths, velocities and/or the risk to life or property, through loss of flood storage and/or blockage/ redirection of overland flowpaths, the Flood Risk Management Report supporting the development application must include detailed flood analysis. Such analysis should address compliance with all relevant development controls and include survey cross-sections to provide representative topographic information. The proponent should approach Council to determine available Council flood studies for the area, with the analysis based on or calibrated against relevant studies. In some cases, flood model data can be obtained from Council, subject to application and payment of fees.
Controls for land uses on flood prone land identified on the Flood Control Lot Maps	
	DS10.1 A site emergency response flood plan must be prepared in case of a PMF flood.
	DS10.2 Adequate flood warning systems, signage and exits must be available to allow safe and orderly evacuation without increased reliance upon the State Emergency Service (SES) or other authorised emergency services personnel.
	DS10.3 Reliable access for pedestrians or vehicles must be provided from the building, commencing at a minimum level equal to the lowest habitable floor level to an area of refuge above the PMF.
Controls for basement garages, car ports	
	DS11.1 The floor level of new enclosed garages must be at or above the 1% AEP flood level plus 200mm. In extenuating circumstances, consideration may be given to a floor level at a lower level, being the highest practical level but no lower than 180mm below the 1% AEP flood level, where it can be demonstrated that providing the floor level at the Flood Planning Level is not practical within the constraints of compliance with Australian Standard AS/NZS 2890.1 Parking facilities as amended.
	DS11.2 The floor levels of open car park areas and carports must

Performance Criteria	Design Solution	
		meet the same criteria as above for garages. In extreme circumstances, for single dwelling residential development, a floor level below the 1% AEP flood level minus 180mm may be accepted for a single car space, subject to bollards being provided along the 'free' perimeter (excluding the vehicle entry on one side only) at 1.2m intervals and the floor level being raised as high as practical within the constraints of compliance with Australian Standard AS/NZS 2890.1 Parking facilities as amended.
	DS11.3	On properties with a low flood hazard classification, basement (below natural ground level) car parking must have all access and potential water entry points above the Flood Planning Level, and a clearly signposted flood free pedestrian evacuation route provided from the basement area separate to the vehicular access ramps. For basement car parking in properties affected by High Hazard flooding further considerations will apply.
	DS11.4	Basement garages must include: • Suitable pumps must be provided within the garage to allow for the drainage of stormwater should the underground garage become inundated during flooding. • Adequate flood warning systems, signage and exits must be available to allow safe and orderly evacuation without increased reliance upon the SES or other authorised emergency services personnel.
	DS11.5	For parking areas servicing more than two parking spaces, reliable access for pedestrians must be provided from all parking areas, to a safe haven which is above the PMF.

Schedule 1 – Flood Compatible Material

Building component	
Flooring and sub-floor	• Concrete slab-on-ground monolith
	• suspended reinforced concrete slab
Floor covering	• clay tiles
	• concrete, precast or in situ
	• concrete tiles
	• epoxy, formed-in-place
	• mastic flooring, formed-in-place
	• rubber sheets or tiles with chemicals-set-adhesive
	• silicone floors formed-in-place

	• vinyl sheets or tiles with chemical-set adhesive
	• ceramic tiles, fixed with mortar or chemical-set adhesive
	• asphalt tiles, fixed with water resistant adhesive
Wall structure	• Solid brickwork, block work, reinforced, concrete or mass concrete
Roofing structure (for situations where the relevant flood level is above the ceiling)	• reinforced concrete construction • galvanised metal construction
Doors	• solid panel with water proof adhesives
	• flush door with marine ply filed with cell foam
	• painted metal construction
	• aluminium or galvanised steel frame
Wall and ceiling linings	• fibro-cement board
	• brick face or glazed
	• clay tile glazed in waterproof mortar
	• concrete
	• concrete block
	• steel with waterproof applications
	• stone, natural solid or veneer, waterproof grout
	• glass blocks
	• glass
	• plastic sheeting or wall with waterproof adhesive
Insulation windows	• foam (closed cell types)
	• aluminium frame with stainless steel rollers or similar corrosion and water resistant material
Nails, bolts, hinges and fittings	brass, nylon or stainless steel removable pin hinges hot dipped galvanised steel wire nails or similar

SCHEDULE 1 – FLOOD COMPATIBLE MATERIALS (cont.)

Electrical and mechanical equipment

For dwellings constructed on land to which this DCP applies, the electrical and mechanical materials, equipment and installation must conform to the following requirements:

Main power supply

Subject to the approval of the relevant authority the incoming main commercial power service equipment, including all metering equipment, must be located above the relevant flood level. Means must be available to easily disconnect the dwelling from the main power supply.

Wiring

All wiring, power outlets, switches, must be to the maximum extent possible, located above the maximum flood level. All electrical wiring installed below this level must be suitable for continuous underwater immersion and must contain no fibrous components. Earth leakage circuit-breaker (core balance relays) or a Residual Current Device must be installed. Only submersible type splices must be used below maximum flood level. All conduits located below the relevant designated flood level must be so installed that they will be self-draining if subjected to flooding.

Equipment

All equipment installed below or partially below the relevant flood level must be capable of disconnection by a single plug and socket assembly.

Reconnection

Should any electrical device and/or part of the wiring be flooded it must be thoroughly cleaned or replaced and checked by an approved electrical contractor before reconnection.

Heating and air conditioning systems

Where viable, heating and air conditioning systems should be installed in areas and spaces of the house above maximum flood level. When this is not feasible, every precaution must be taken to minimise the damage caused by submersion according to the following guidelines:

Fuel

Heating systems using gas or oil as fuel must have a manually operated valve located in the fuel supply line to enable fuel cut-off.

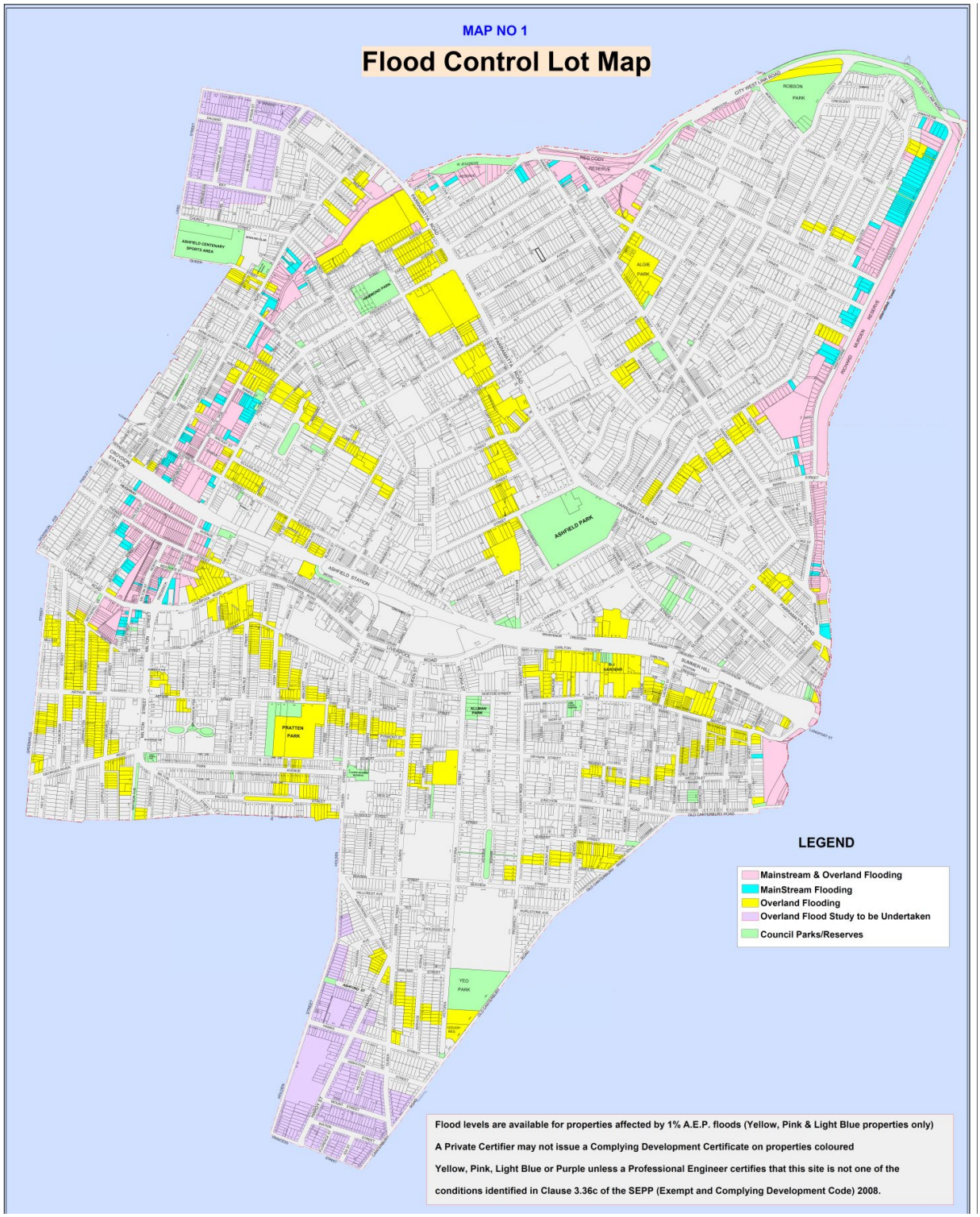
Installation

Heating equipment and fuel storage tanks must be mounted on and securely anchored to a foundation pad of sufficient mass to overcome buoyancy and prevent movement that could damage the fuel supply line. All storage tanks must be vented to an elevation of 600 millimetres above the relevant flood level.

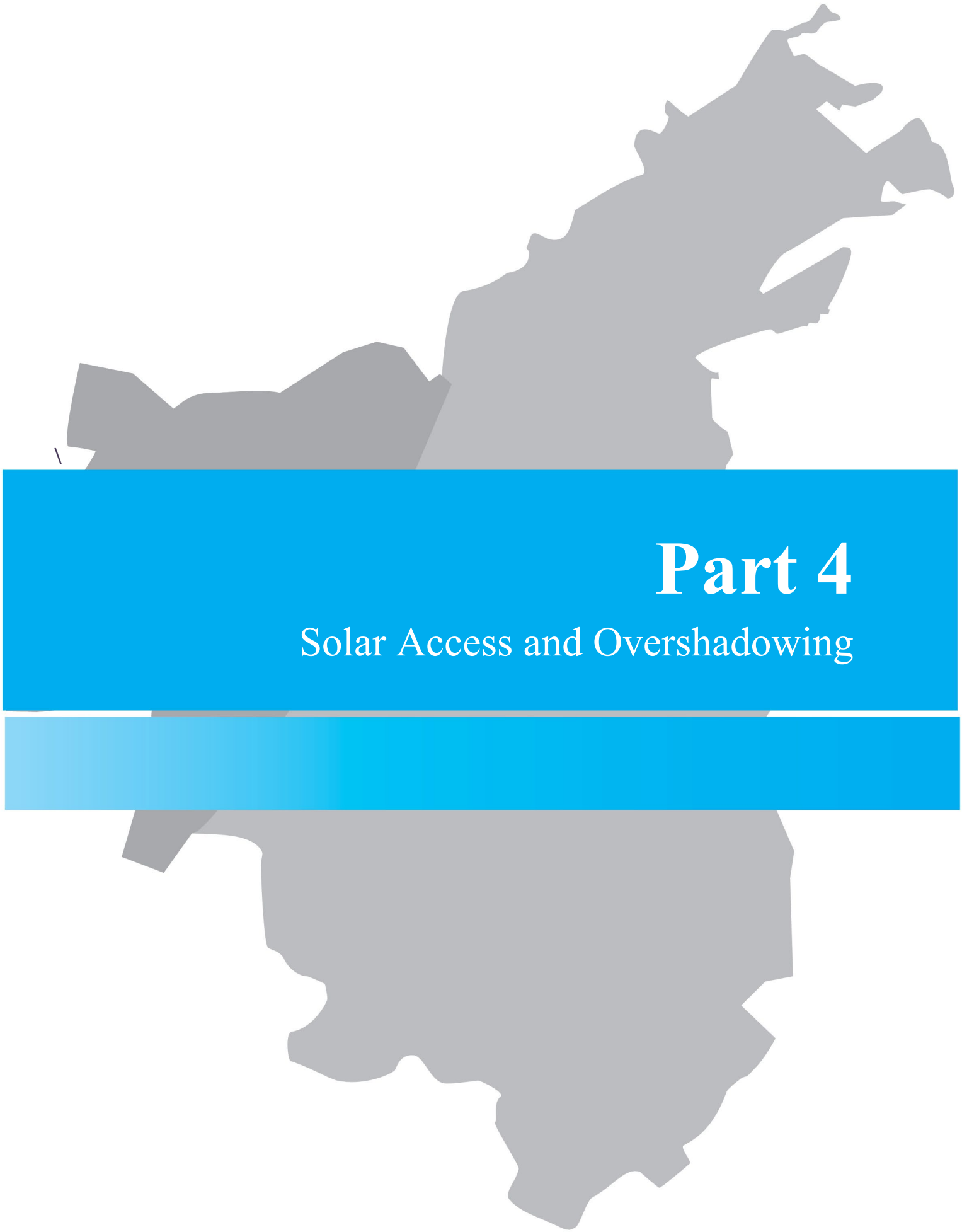
Ducting

All ductwork located below the relevant flood level must be provided with openings for drainage and cleaning. Self-draining may be achieved by constructing the ductwork on a suitable grade. Where ductwork must pass through a water-tight wall or floor below the relevant flood level, a closure assemble operated from above relevant flood level must protect the ductwork.

Schedule 2 – Flood Control Lot Map



Go to Council website to view pdf and to enlarge map.



Part 4

Solar Access and Overshadowing

Application

This Guideline applies to all development within the Inner West Local Government Area for the extent of land show on **Map 1** in Chapter A of this DCP, except for residential flat buildings, shop top housing and mixed use development with a residential component.

Within this Guideline, the following terms having the following meaning:

- **Living room**: means a room whose principal purpose is for gathering and recreation, often in a shared or communal way, and includes a living room, dining room, rumpus room and the like
- **Principal private open space**: means that part of the private open space area that is most heavily used. This area usually adjoining and is directly accessible from a main living area. It is often providing with paving and can accommodate a table and seating. Common examples include a balcony, courtyard or terrace

Using this Guideline

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Purpose

- To achieve adequate levels of amenity for existing residents.
- To ensure appropriate levels of solar access to adjoining and nearby properties.

Performance Criteria and Design Solutions

Performance Criteria	Design Solution
Where for residential flat buildings	
PC1. Development optimises solar access to living rooms and principal private open space of neighbouring properties	**DS1.1** Whichever is the lesser, development: • maintain existing levels of solar access to adjoining properties **Or** • ensures living rooms and principal private open space of adjoining properties receive a minimum of 2 hours direct sunlight between 9am and 3pm on 21 June ***Note**: solar access is a key element of residential amenity. Development should be designed to minimise as much as reasonable overshadowing of adjoining properties. Compliance with this design solution will typically be regarded as a minimum outcome, and enabling greater solar access to adjoining properties is encouraged*
	DS1.2 Applications are to show: • plans of affected buildings and rooms, plans of affected open space, site plan, and the parts of the development causing the shadowing • elevations of affected rooms and degree of shadowing to relevant walls and windows
	DS1.3 Private Open Space referred to in Clause DS 1.1 is to be an area which is adjacent living areas.

Part 5

Landscaping

Application

This Guideline applies to all development within the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.

Within this Guideline, the following terms having the following meanings:

- **Landscape**: the treatment of an area which combines plants and materials to enhance the visual and climatic aspects of a proposed development
- **Landscape Concept Plan**: drawing(s) showing the extent, function and character of areas to be landscaped, any proposed earthworks and an indicative planting palette
- **Detailed Landscape Plan:** drawing(s) showing detailed landscape treatment including excavation, location of site services and proposed levels, drainage, construction detail and detailed planting schedule.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution.

Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To maintain and enhance the landscape character of the land where this DCP applies.
- To reinforce the visual landscape character of streets with distinct planting patterns.
- To create attractive, functional and safe environments, in particular within the public domain.
- To provide robust, low maintenance landscaping.
- To enhance the environmental performance of the LGA by increasing on-site stormwater infiltration, increasing tree cover and providing additional habitat for urban wildlife.
- To reduce the visual dominance of the built form in suburban, garden settings.
- To retain, protect and integrate significant vegetation within development.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Character			
PC1.1	To maintain and enhance the landscape character of the land where this DCP applies.	**DS1.1**	Where a street or a neighbourhood has a character that is derived from or strongly influenced by existing vegetation, in particular street trees, similar species are planted on site, except where the existing species are undesirable species listed in the **relevant Tree Policy** and **Ashfield Town Centre Public Domain Plan**
PC1.2	To reinforce the visual landscape character of streets that have a distinct planting pattern, in particular those that are heritage listed	**DS1.2**	Landscaping is located, arranged and is selected from species that are compatible with the dominant visual character of the street
Function and appearance			
PC2.	To create attractive, functional and safe environments, in particular within the public domain	**DS2.1**	Landscaping provides visual interest through form, texture and variations in seasonal colour
		DS2.2	Landscaping areas are open to the sky
		DS2.3	Landscaping forward of the front building line does not obstruct views from windows of main living areas to the adjoining public footpath
		DS2.4	Landscaping increases residential amenity, in particular through providing shade in summer and allowing sunlight in winter and screening views to undesirable or noisy features such as rail lines
Maintenance			
PC3.	To provide robust, low maintenance landscaping	**DS3.1**	Unless they are a key part of the visual landscape character of the street, landscaping does not include species that cause a safety hazard or inconvenience such as through invasive or disruptive, root systems, excessive dropping of flowers or excessive risk of falling branches
		DS3.2	Vegetation is to tolerate an urban setting, including pollution and low water conditions
Environmental performance			
PC4.	To enhance the environmental performance of the LGA by increasing on-site stormwater infiltration, increasing tree cover and providing additional habitat for urban wildlife	**DS4.1**	Landscaping areas maximise the amount of impermeable surfaces that enable stormwater to be absorbed into the ground on site, including grassed areas and planting beds
		DS4.2	Landscaping includes a minimum of 1 tree that is able to have a spreading canopy within 10 years of planting
		DS4.3	Where surface carparking that comprises 10 or more carparking spaces is provided, trees are planted at a minimum of 1 per 6 spaces and are capable of providing shade to a minimum of 30% of the carpark within 10 years of planting
Significant vegetation			
PC5.	To retain, protect and integrate significant vegetation	**DS5.1**	Established significant vegetation removed due to disease or old age and/or damaged during construction is replaced with

Performance Criteria	Design Solution	
within development ***Note:*** *significant vegetation can include that which provides wildlife habitat, contributes to the visual character and appeal of the street or neighbourhood or increases the amenity of the site, street or neighbourhood*		mature vegetation of the same or similar species
	DS5.2	Buildings, carparks and driveways are sited and designed to enable the retention and long term performance of significant on–site vegetation

Part 6

Safety by Design

Application

This Guideline applies to all development within the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To ensure development contributes to the creation safe, active and welcoming public spaces.
- To minimise the risk of personal or property crime.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
General			
PC1.	Development is sited and designed in accordance with the principles of **Crime Prevention Through Environmental Design (CPTED)**, including consideration of: • surveillance • legibility • territoriality • vulnerability	**DS1.1**	Where creating new public open space, development maximises the amount of people using this space through measures such as alignment with pedestrian desire lines or bordering by active uses such as cafes and restaurants
		DS1.2	Development provides for passive casual surveillance of areas of adjoining public domain and communal private open space
		DS1.3	Abrupt or significant changes in level in the public domain are not created ***Note**: publicly accessible sunken areas such as pedestrian underpasses or gardens are to be avoided*
		DS1.4	Clear delineation is provided between the public and private domain
		DS1.5	Building and dwelling entries are legible from the public domain
		DS1.6	The intended use of, and navigation within, the public domain is legible, with wayfinding signage provide
		DS1.7	Adequate night lighting is provided to all areas of the public domain
		DS1.8	A concentration of uses that have the potential for elevated risk of personal or property crime is avoided

Part 7

Access and Mobility

Application

This Guideline applies to the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.It applies to all new development, existing buildings undergoing significant alteration/extension and certain changes of use, with the exception of single dwelling houses and dual occupancy development.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To improve access to and mobility within, all properties within the LGA.
- To establish standards for Council's assessment of the provision of access to all new buildings, services and places.
- To encourage upgrading of existing buildings to provide access for all people.
- To ensure that the range of housing opportunities available for people with disabilities or other special mobility needs is representative of the local population in terms of access, size, location, orientation and general amenity of accommodation.
- To provide additional and specific guidelines for residential building types.

Section 1 – Multi Unit Residential Development

This section applies to:

- Residential flat buildings and multi- dwelling housing within the R3 Medium Density Residential Zone which includes villas, townhouses and also apartment buildings up to 3 storeys.
- Residential flat buildings, Shop Top Housing and multi-dwelling within the B4 Mixed Use Zone and B2 Local Centre Zone.

Performance Criteria	Design Solution
Universal Accessible Design for multi-unit dwellings, including residential flat buildings, townhouses, villas and low-rise flats.	
PC1.1 To complement the requirements of **SEPP 65** and the referenced **Apartment Design Guide** - objectives at **Part 4Q** - by providing greater design guidance for affected apartment buildings and townhouse dwelling types, and specifying the amount of apartments required to have Universal Accessible Design. ***Note:*** *Universal Design ensures that practical design features are incorporated upfront into new buildings that would be otherwise difficult and costly, or unable, to retrofit at a later stage. Universal Design is required in order to have apartments spacious enough so as not to require demolition of structural elements such as walls, and to provide a sufficient pool /quantum of suitable apartments that can potentially be used by people with disabilities. For example, people with disabilities should be able to easily reconfigure, or adapt any "UAD" type apartments, without major or impractical structural change, so that specially designed fixtures such as handrails, bench tops, kitchen sinks, or toilet pans, can be installed.* *Also, many apartments offered for sale or lease will likely be occupied by persons who do not have disabilities, and those people could choose to buy or lease those apartments identified as having universal design. This means that a large amount of universal design may be subject to being "removed" from the market. Therefore, there should be high amount of universal design dwellings stock in order to meet needs and demand.*	**DS1.1** **Universal Accessible Design** requirements apply to the following: • Villas and Townhouses, being dwellings which are one, two or three storeys, within R3 Medium Density Residential Zone where each dwelling has its own ground level entry and private open space, must maximise the amount of or have all dwellings, complying with universal accessible design principles as required by **Section 5 – Design Checklist 1** of this Chapter, except as permitted by **Variations to universal design standards – DS3.1**. • "Low Rise" Flats without lifts, being residential flat buildings in the R3 Medium Density Residential Zone which are one, two or three storeys, must have all their ground level apartments complying with universal accessible design principles as indicated by **Section 5 – Design Checklist 1** of this Chapter. **Or** • Residential flat buildings or shop top housing, higher than 3 storeys with lifts, which may or may not be part of a "mixed development", must maximise the amount of or have all apartments complying with universal accessible design principles, as required by **Section 6 – Design Checklist 2** of this Part. except as permitted by **Variations to universal design standards – DS3.1**
PC1.2 Address the mobility/living requirements of an ageing population and the needs of people with disabilities including people who use wheelchairs as part of **Our Inner West Housing Strategy**.	
PC1.3 To provide an adequate amount of new dwelling stock capable of use by people with disabilities by maximising the amount of dwellings which have universal accessible design features.	
PC1.4 To identify **Universal Accessible Design** principles for	

Performance Criteria		Design Solution	
	defining the minimum level of internal design and fit out of dwellings, in order to ensure satisfactory construction outcomes, which reflect the intent of the Development Approval.		
PC1.5	Allow flexibility in the interpretation of the requirements of this Policy in relation to the amount of dwellings required to have **Universal Accessible Design**		
Mandatory requirement for Adaptable Housing			
PC2.	As explained in the **Apartment Design Guide**, Universal Accessible Design is different to Adaptable Housing which is governed by **Australian Standard 4299-1995** and is specifically designed to allow for the future adaptation of a dwelling to accommodate the occupant's specific needs.	**DS2.1**	In addition to complying with **Universal Accessible Design** requirements, a minimum ten (10) percent of dwellings on the site (rounded to nearest whole number) shall also be capable of being "adaptable housing", which meets the relevant **Building Code of Australia and Australian Standards** (building design standards) and the unique specialist needs for accessibility and useability by the occupants. At Development Application stage, compliance with this can be firstly demonstrated by compliance with **DS1.1**. Secondly, this can be demonstrated by documentation of a design of a typical UAD apartment, or a design of all typical UAD apartment types, which shows how they can be "adapted" in the future.
Variations to universal accessible design			
		DS3.1	Council will consider variations to the number of dwellings required to comply with **DS1.1** of this section, providing there are sound reasons explained and demonstrated for varying the number of units required to have **Universal Accessible Design**, including matters of construction difficulties, functional site layout and building design issues.

Section 2 – Other Residential Development

Performance Criteria	Design Solution
General	
	DS4.1 Refer to relevant SEPP's (State Environmental Planning Policies) for particular requirements for access, and to the **Building Code of Australia (BCA)**. For example, the **Affordable Housing SEPP** and **Seniors Living SEPP** both have accessibility criteria that need to be met.

Section 3 – Non-residential Development

Performance Criteria	Design Solution	
General		
	DS1.1	For non-residential development, reference is to be made to the access requirements of the **BCA**. A brief report should be submitted with the development application explaining that the design is capable of complying with **BCA** access requirements without the need for future modifications to any development consent.

Section 4 – Heritage Items and Buildings within Heritage Conservation Areas

Performance Criteria	Design Solution	
Access to buildings of heritage significance.		
	DS1.1	The provision of access to Heritage Items and buildings within Heritage Conservation Areas is required in the same way as to other buildings. However, it is important that access to areas of these buildings must be done with sensitivity and with no adverse impact on the significance of the item or area. If possible, it should be reversible.
	DS1.2	It may be necessary to explore alternative ways of providing access that will not affect the heritage significance of the property or area. An example of this is the provision of an access ramp to a structure with heritage significance. A common proposal is to provide a concrete ramp abutting the building. This would be likely to cause damage to the original fabric and detract from any aesthetic significance. A free-standing ramp made of timber (with durable footings) which abuts the door opening only would be less intrusive, fully reversible and more likely to be a sympathetic solution.
	DS1.3	Removal of or damage to traditional features such as ingos and thresholds to shops is not supported, particularly in the Haberfield, Summer Hill and Croydon shopping centres. The provision of access to these shops can be difficult without destroying the original fabric. One option (depending on the relative levels) may be to provide a stable portable ramp which is not affixed to the step and can be easily removed without damage.
	DS1.4	If the levels are such that a longer ramp is required, it may be possible to provide a ramp which protrudes into the footpath area providing that it is properly designed and sufficient clear footpath width is still available. In such cases, the applicant will need to speak to Council officers. Innovative solutions that do not damage fabric and still provide access for people with disabilities are encouraged.
Exemptions for building of heritage significance		

Performance Criteria	Design Solution
	DS2.1 The provisions of this Part may be varied if it is not possible to provide access without affecting the heritage significance of a property or area and compliance is achieved with all **Building Code of Australia** requirements. The consideration of an application for exemption under this provision must include the following: • a Statement of Heritage Significance describing the significance of the item or place; • a detailed description of the impact of providing access options on this significance; **And** • why it can be cited as "unjustifiable hardship" if an appeal is lodged under the disability discrimination act

Section 5 – Design Checklist 1 – Villas, Townhouses and Low Rise Flats (up to 3 storeys)

The design guidelines within this section apply to the following developments:

- Villas/Townhouses: These are dwellings which are one, two or three storeys, each dwelling having its own private open space and ground floor entry.
- "Low Rise" Flats: These are flat buildings that are one, two or three storeys.

Performance Criteria		Design Solution	
Universal Accessible Design.			
		DS1.1	All buildings where this section applies shall be **accessible** as required in the **Building Code of Australia** and in addition have a universal accessible design for the interior design of the dwellings that meets the requirements of this Section.
Construction.			
PC2.	To achieve an "implementation principle" that considers design issues at Development Application stage in sufficient detail	**DS2.1**	All designs must show internal dimensions which show the line of finished surfaces, with dimensions that have taken into account building construction tolerances and finishes to walls and other structural elements. This will require showing dimensioning on plans that goes beyond the minimum Australian Standards, and take into account practical constructional and circulation matters.
	To ensure that at construction certificate stage and during construction compliance is achieved	**DS2.2**	All designs must show the general location of structural walls able to take future fittings, including but not limited to: • Shower and toilet grab rails; • Stair lift/inclinator
		DS2.3	All designs must show the location of non-structural walls that are removable for the purpose of creating future adaptable housing. They must also show the location of structural beams and headroom clearances.
		DS2.4	Council will apply conditions as required for development consent to require compliance with the **DS2.1**, **DS2.2** and **DS2.3**, in order to have sufficient detail documented at

Performance Criteria	Design Solution
	construction certificate stage, and so have the works constructed as depicted.
Access from street to dwelling entry	
PC3. In order to achieve a "visitability principle", of equitable access from the street into the entry area of each townhouse and to all common areas by a person with a disability the proposal shall show that the requirements of the Building Code of Australia can be satisfied, and include consideration	**DS3.2** The topography of the land shall be formed so that no point on the site which is required to be accessible shall be at a gradient steeper than 1:14.
	DS3.3 Minimum 1.2m wide pathways provided from the street not exceeding a gradient of 1:14 continuing to the entry door of each ground level dwelling on the site. The entry door's threshold shall be flush with the external path.
	DS3.4 Floor levels of dwellings coordinated and determined so as to be above "stormwater flood level" and shall be shown on a site plan.
	DS3.5 Concept plan provided showing the location of lighting, type of lighting, and illumination levels.
	DS3.6 If an entry to the site is secured, e.g. a "gated development", an intercom shall be provided on the site to allow visitors to enter the property, and the location and details of the intercom shall be shown or referenced on the plans
Interior dwelling design	
PC4. In order to achieve Council's "interior design principles" for **Universal Accessible Design** which minimises the need for future major internal structural alterations,	**DS4.2** There shall be a continuous path of travel from the entrance to the living area, dining area, kitchen, laundry, bathroom and master bedroom, and any doorways shall have 850 mm clear passage width in order for a person in a wheelchair to be able to enter a room.
	DS4.3 Circulation hallways shall be minimum clear finished dimension width of 1.2m wide, which takes into account wall finishes and building tolerances.
	DS4.4 Where stairways are required to take a stair lift/inclinator, they shall be a minimum clear finished dimension width of 1.5m, which takes into account wall finishes and building tolerances, as well as structural wall locations.
	DS4.5 Floor levels shall be shown on plan which show the floor level of the interior of the dwelling and also the level of any balcony or verandah, and that the level difference is small enough so as to be able to accommodate a device that allows access to external space by a person in a wheelchair.
	DS4.6 Minimum room dimensions shall be as follows: **Master Bedroom:** This shall be large enough to contain all necessary appliances and have a clear finished width between cabinets and furniture of 1.550m. **Living Room**: This shall be large enough to allow a circulation space of 2.250m diameter to allow a 360-degree turn by a wheelchair user after furniture is in place **Bathroom:** This shall be large enough to allow circulation space by a wheelchair user after fixtures and furniture is in place, and with the shower being hobless,

Performance Criteria		Design Solution	
			Laundry: This shall be large enough to allow circulation space by a wheelchair user after fixtures and furniture is in place **Combined bathroom and laundry:** This shall be large enough to allow circulation space by a wheelchair user after fixtures and furniture is in place
		DS4.7	All ground floor levels of townhouses must contain an area which contains a toilet and which is visitable by a person with disabilities.
		DS4.8	The ground level of villas/ townhouses must have an accessible kitchen, and must have accessible lounge/dining areas which are large enough to be usable as a sleeping area for the use of people with disabilities, except as follows: • Lounge/dining areas are not required to be useable as a sleeping area where there is a stair of sufficient width to accommodate a stair inclinator to access an upper level; **And** • where an upper level bedroom and bathroom is provided that meets universal accessible design principles.
Access to private open space			
PC5.	To achieve the "garden access" principle for people with disabilities	**DS5.1**	Private open space garden dimensions shall be wide enough to be able to accommodate a path accessible by wheelchair users.
		DS5.2	Garden dimensions shall be wide enough to allow tree planting and also meet the requirements of **DS5.1**.
		DS5.3	Any balconies or verandahs shall be accessible.
Access to car parking			
PC6.	To achieve equitable access to car parking for people with disabilities	**DS6.1**	Access for people with disabilities must be provided from the basement carpark to the ground level entry to villas/townhouses
		DS6.2	Stairways required to take lifts shall be a minimum finished width of 1.5m in order to allow clearance for egress past the stair lift.
		DS6.3	Structural wall positions to lift shafts shall be shown which are able to accommodate a lift large enough for use for a person in a wheelchair.
		DS6.4	2.5m clear headroom is required above all basement car spaces.
		DS6.5	Footpaths, or kerbs or driveways adjacent the site shall be formed to allow a person with a disability, who is a visitor to the site, to be able to park a vehicle on the street and make his/her way onto a sealed footpath.
		DS6.6	Consideration should be given to use of a lift for multi-level buildings in order to make efficient use of space.
Access to communal garden space			

Performance Criteria		Design Solution	
PC7.	To achieve equitable access to communal gardens in flat developments for people with disabilities	**DS7.1**	Where there is communal open space on the site, it must be accessible from all dwellings required to have a universal accessible design, and by all visitors to the site.
		DS7.2	Where there is a requirement to have communal open space on the site, the site plan shall show: • pathways to and within the garden and that persons with disabilities are able to use that space; **And** • location of vegetation.
Conceptual diagrams for design example			
PC8.	To illustrate the design principles for the Design Guidelines – Villas, Townhouses and Low Rise Flats (up to 3 storeys)	**DS8.1**	**Diagram 1**: Townhouses (Villas incorporate similar principles) **Diagram 2**: Low Rise Flats and external access principle ***Note:*** *The diagrams show the principles of, and how to generally comply with Universal Accessible Design requirements. They are not intended as "designs for copying". Applicants may choose to provide an expert Access Consultant's report to explain how Universal Accessible Design requirements have been met.*

Diagram 1 Townhouses (Villas incorporate similar principles)

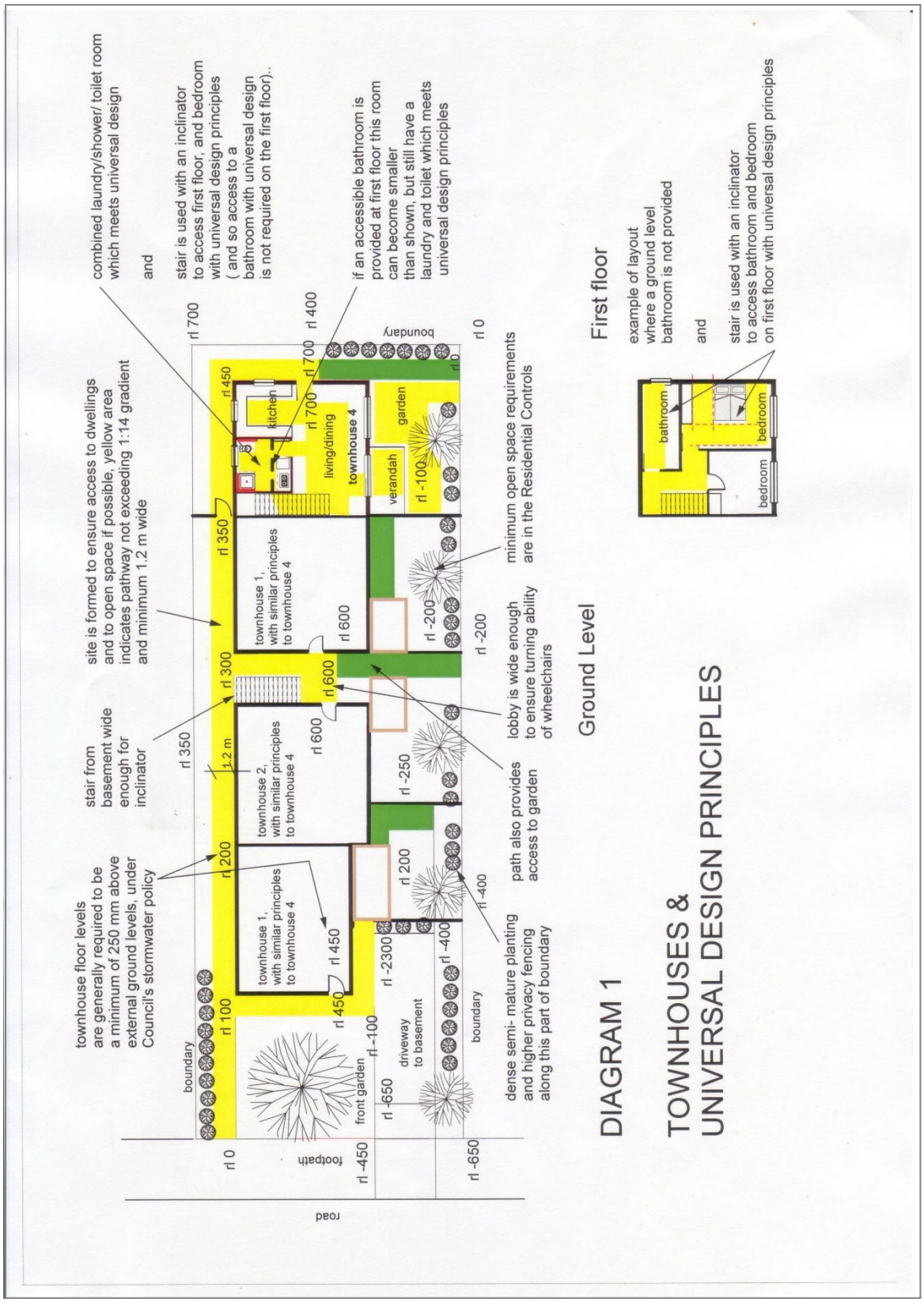
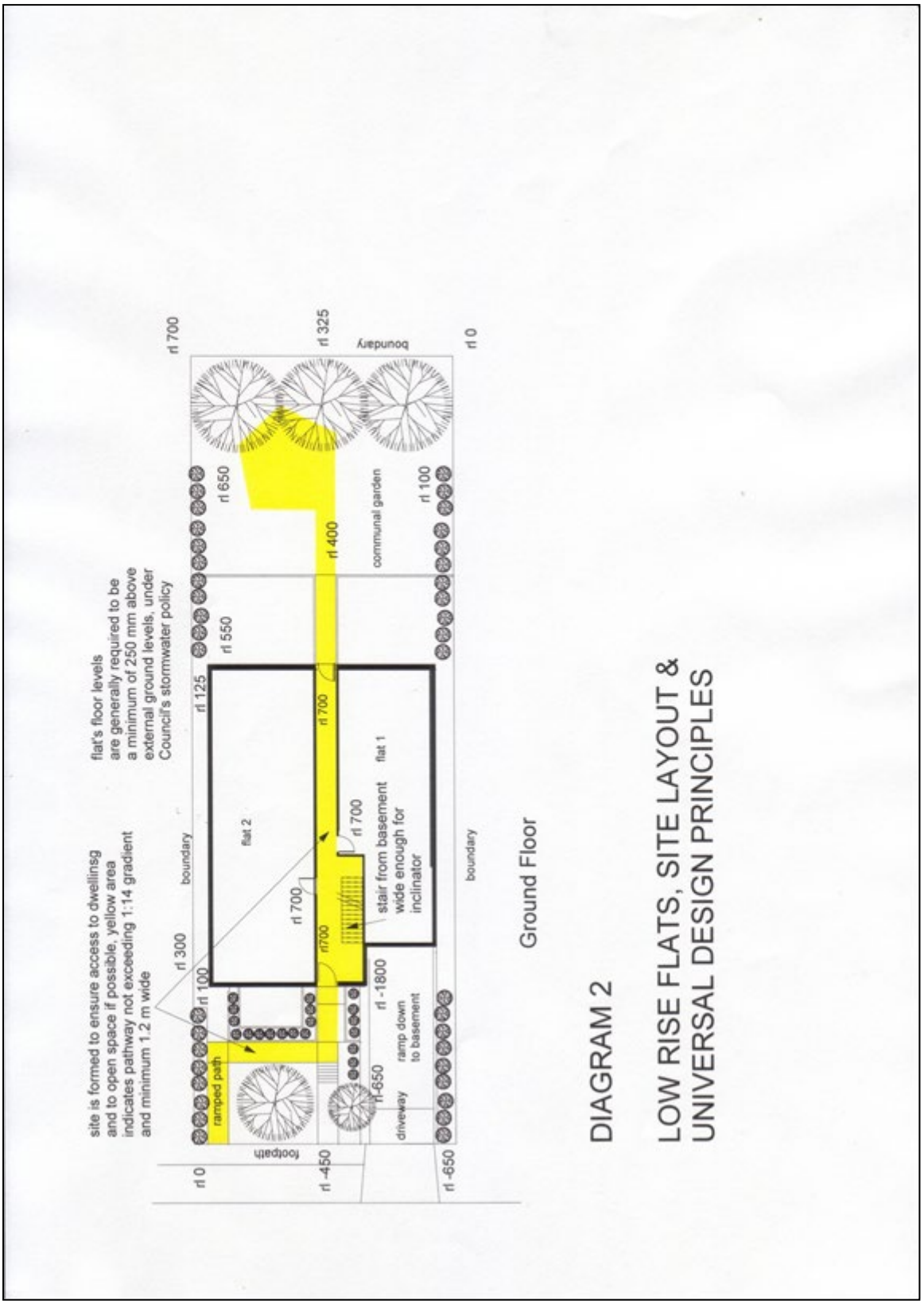


Diagram 2: Low Rise Flats and external access principle



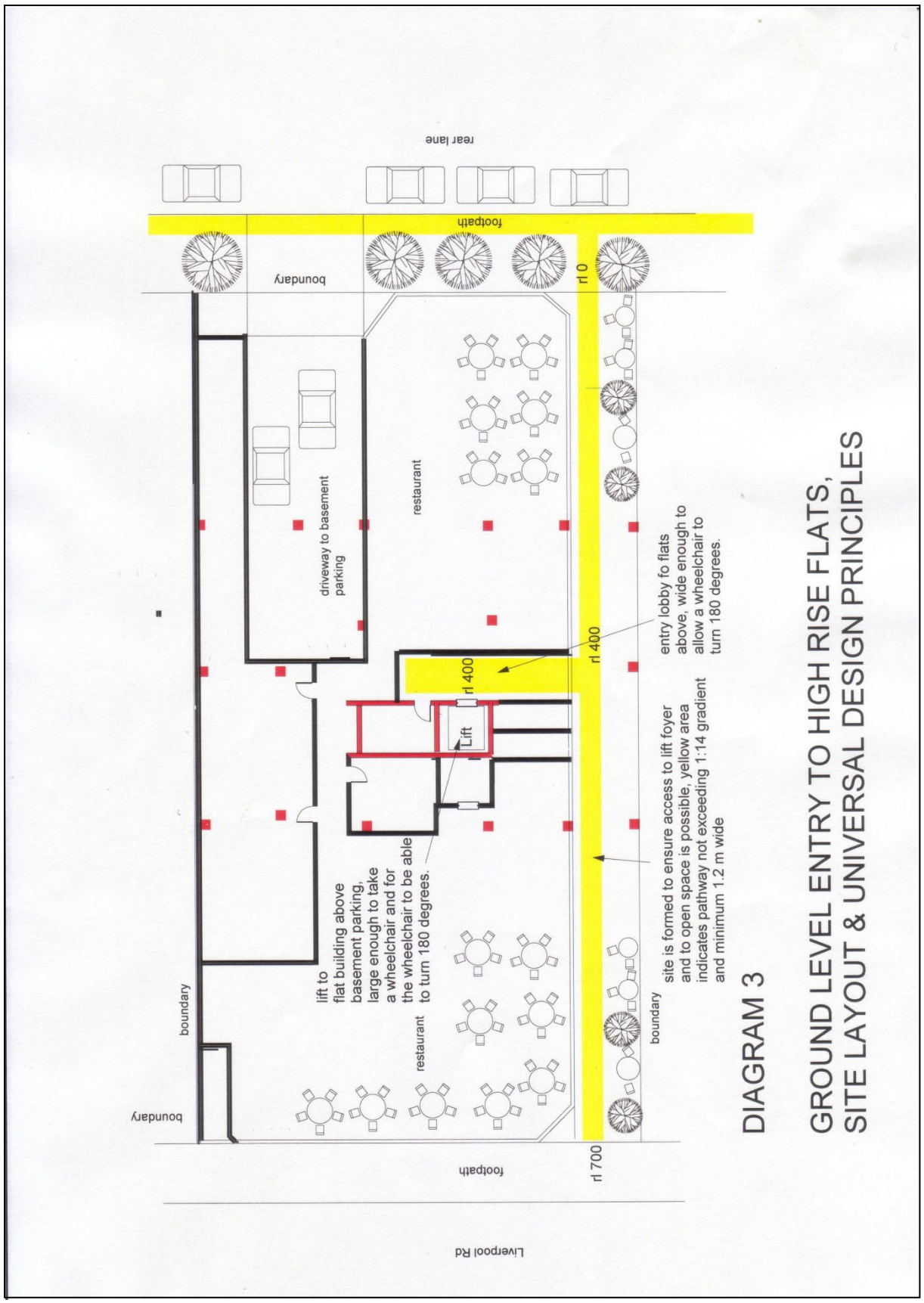
Section 6 – Design Guidelines for Mixed Use Development (Apartment Buildings) in Business Zones

The design guidelines within this sections applies to developments residential flat buildings higher than 3 storeys with ground level "business" uses and lifts and located in Business Zones:

Performance Criteria	Design Solution
Universal Accessible Design	
	DS1.1 All apartments affected by this section shall be accessible as required in the **Building Code of Australia**, and in addition have a universal design applied to the interior design of the dwellings which meets the requirements of this Section.
Construction	
PC2. To achieve an "implementation principle", i.e. to carefully consider design issues at Development Application stage so as to also ensure at construction certificate stage that compliance is achieved,	**DS2.1** All designs must show internal dimensions which show the line of finished surfaces, with dimensions that have taken into account building construction tolerances and finishes to walls and other structural elements. This will require showing dimensioning on plans that goes beyond the theoretical minimum shown in the Australian Standards, and take into account pragmatic construction matters.
	DS2.2 All designs must show the general location of structural walls which will be able to take future fittings, including but not limited to: • Shower, bathroom and toilet grab rails; **And** • Stair (lift/inclinator).
	DS2.3 All designs must show the location of non-structural walls that are removable for the purpose of creating adaptable housing. They must show the location of structural beams and headroom clearances.
	DS2.4 Council will apply conditions to development consent to require compliance with **DS2.2** and **DS2.3** in order to have sufficient detail documented at construction certificate stage, and so have the works constructed as depicted.
Access from Street to Dwelling Entry	
PC3. To achieve the "visitability principle" of access from the street into the lift lobby area, to lifts and to apartments entries; the proposal shall show the requirements of the Building Code of Australia can be satisfied and include consideration	**DS3.1** A continuous path of accessible travel from the street to lift lobbies.
	DS3.2 Lift shafts sizes shall be shown to be the minimum required be able to take a lift which is large enough to accommodate a person in a wheelchair.
	DS3.3 The lift lobby shall have a minimum clear finished circulation width of 1500mm, and which takes into account wall finishes and building tolerances.
	DS3.4 An intercom shall be provided at the visitor parking level and external ground level entry point, to allow visitors to enter the apartment lobbies. Details of the intercom shall be shown or referenced on the plans; the proposal shall show that the requirements of the Building Code of Australia can be

Performance Criteria	Design Solution
	satisfied.
Interior Dwelling Design	
PC4. To achieve an interior design layout which minimises the need for major internal structural alterations	**DS4.1** There shall be a continuous path of travel from the entrance door to the living area, the dining area, the kitchen, laundry, bathroom and master bedroom, and any doorways shall have an 850mm clear passage width, in order for a person in a wheelchair to be able to enter a room.
	DS4.2 Circulation hallways shall be minimum clear finished dimension width of 1.2m that takes into account wall finishes and building tolerances.
	DS4.3 Stairways required to take a stair lift/inclinator shall be a minimum clear finished width of 1.5m.
	DS4.4 Floor levels shall be provided which show both the floor level of the interior of the dwelling and the level of any balcony or verandah, and that the level difference is small enough so as to be able to accommodate a device that allows access to the external space by a person in a wheelchair.
	DS4.5 Minimum room dimensions shall be as follows: **Master Bedroom:** This shall be large enough to occupy a queen size bed and have circulation space around the bed of a minimum of 1.2m wide, and clear turning space of 2070mm x 1540mm, after placement of wardrobes and dressing table. **Kitchen**: This shall be large enough to contain all necessary appliances and have a clear finished width between cabinet and furniture of 1.550m. **Living Room**: This shall be large enough to allow a circulation space of 2.250m diameter to allow a 360-degree turn by a wheelchair user after the furniture is in place. **Bathroom:** This shall be large enough to allow a circulation space by a wheelchair user after fixtures and furniture is in place, and with the shower being hobless. **Laundry**: This shall be large enough to allow a circulation space by a wheelchair user after fixtures and furniture is in place, including allowing for the location of clothes dryer. **Combined bathroom and laundry:** This shall be large enough to allow circulation space by a wheelchair user after fixtures and furniture is in place **Electric light switches:** Electrical light switches and power outlets shall be positioned to be accessible, be of a height range of 900mm to 1100mm off ground level and shown in plan
Access to Private Balcony	
PC5. To achieve a usable balcony area for a person with a disability	**DS5.1** Balcony dimensions shall be sufficient to accommodate a person in a wheelchair being able to turn on the balcony including allowing an area for a small table and shall have a minimum internal width of 2m and minimum length of 3m.
Access to Car parking	

Performance Criteria	Design Solution
PC6. to achieve equitable access to a car park for people with disabilities	**DS6.1** Access to a basement car park lift is required including a waiting area outside the lift door which is a minimum clear dimension of 1.5m x 1.5m, and protected by bollards sufficiently strong to withstand impact from a car
	DS6.2 Visitor parking areas and basement car parking areas are required to have access to the lift for people with disabilities, including the following: • Where there are split level basement car parking layouts, the relevant part of the car park that is on the same floor level as the lift shall ensure there is on-grade access to the lift for a person with disabilities. **And** • Where there are split level car parks, the stair that takes the occupant to the floor containing the lift shall be wide enough to take a stair lift/inclinator and also allow for **Building Code of Australia** requirements for egress around the inclinator.
Access to Communal Garden Space	
PC7. To achieve equitable access to communal open space for a person with a disability	**DS7.1** Where there is communal open space on the site, it must be accessible by all dwellings required to have a universal accessible design, and by all visitors to the site.
	DS7.2 Where there is a requirement to have a communal open space on the site, the site plan shall show: • the pathways to and within the garden and show that a person with disabilities is able to use that space; **And** • the conceptual location of landscape vegetation.
Access to Ground Level Commercial areas and circulation within Commercial Levels	
	DS8.1 This shall comply with the **Building Code of Australia** and be demonstrated at development application stage
Conceptual diagrams for design example	
PC9. To illustrate the design principles for Design Guidelines – Mixed Use Development (Apartment Buildings) in Business Zones	**DS9.1** • **Diagram 3**: Ground Level of "Mixed Development" /Residential Flats • **Diagram 4**: Podium Level of Flats • **Diagram 5:** Typical Residential Level of Flats ***Note:*** *The diagrams show the principles of, and how to generally comply with, Universal Accessible Design requirements. They are not intended as "designs for copying". Applicants may choose to provide an expert Access Consultant's report to explain how Universal Accessible Design requirements have been met.*


GROUND LEVEL ENTRY TO HIGH RISE FLATS,
SITE LAYOUT & UNIVERSAL DESIGN PRINCIPLES
DIAGRAM 3
site is formed to ensure access to lift foyer and to open space is possible, yellow area indicates pathway not exceeding 1:14 gradient and minimum 1.2 m wide
entry lobby fo flats above, wide enough to allow a wheelchair to turn 180 degrees.
lift to flat building above basement parking, large enough to take a wheelchair and for the wheelchair to be able to turn 180 degrees.
Lift
rl 400
rl 400
rl 0
rl 700
restaurant
restaurant
driveway to basement parking
boundary
boundary
boundary
boundary
footpath
footpath
rear lane
Liverpool Rd

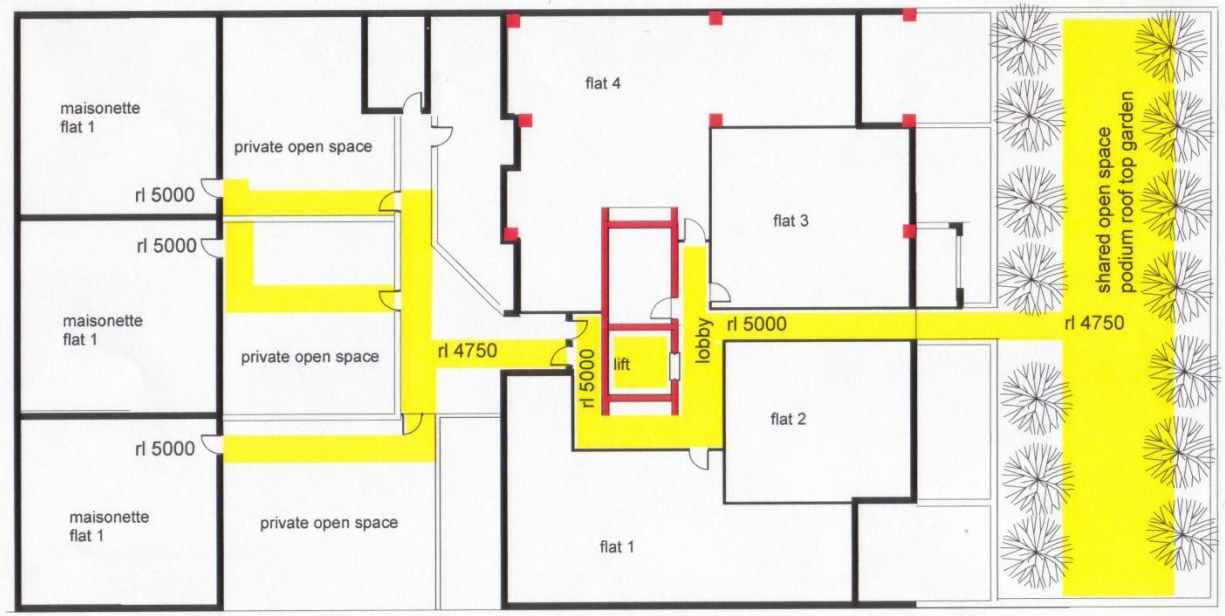


DIAGRAM 4

podium is formed to ensure access from lift foyer, to dwellings and to open space is possible, yellow area indicates pathway not exceeding 1:14 gradient and minimum 1.2 m wide

LEVEL 1 PODIUM HIGH RISE FLATS,
ACCESS TO COMMON AREAS & DWELLINGS
& UNIVERSAL DESIGN PRINCIPLES

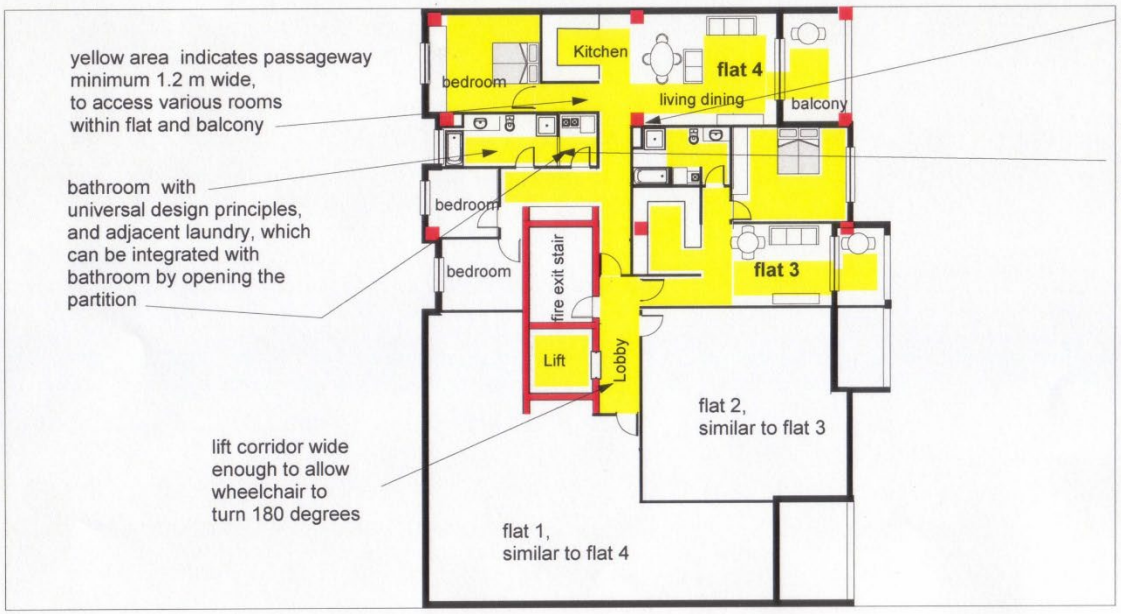


DIAGRAM 5

TYPICAL FLOOR HIGH RISE FLATS, UNIVERSAL DESIGN PRINCIPLES

Section 7 – Unjustifiable Hardship

For legislative requirements for Access refer to the **Building Code of Australia**. This sets out the requirements for Access, including the liability for a developer, designer, and assessor. In relation to 'unjustifiable hardship' reference should be made by the applicant to the **Disability Discrimination Act**.

Part 8

Parking

Application

This Guideline applies to the following development categories:

- All development within the extent of land identified on the Land Application Map - Sheet LAP-001 of the Inner West LEP 2022.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To ensure the provision of off-street parking satisfies the needs of occupants, residents and visitors, including people with disabilities, and provides an appropriate balance between public and private transport having regard to the capacity of the local road network.
- To minimise loss of on street parking.
- To manage traffic safely and efficiently, and in particular, avoid conflicts between pedestrians and vehicles.
- To reduce the environmental impact of on-site surface carparking, including through appropriate stormwater treatment and landscaping.
- To minimise the impact of carparking on the public domain, including ensuring that is does not create inactive interfaces between the public and private domains and is consistent with streetscape quality outcomes.
- To ensure provision is made for loading and unloading facilities separated from resident and visitor parking in order to eliminate any conflicts.
- To provide guidelines for the design of parking facilities to ensure that they are safe and efficient and consistent with desirable characteristics and environmental standards.
- To encourage sustainable transport such as bicycles, motor cycles and walking.
- To consider the capacity of local roads and intersections.
- To be flexible in approach provided the purpose of this Part is met.

Section 1 – General Principles

What are the general issues you need to consider when assessing your parking requirements?

Depending on the type of development:

- the objectives and standards set out in this Part including design solutions;
- provisions of any other Parts of Inner West DCP 2016 that apply to your proposal;
- likely demand for on-site parking and space for loading/servicing generated by the development;
- availability of public transport in the near vicinity to service any parking demands generated by the development;
- traffic volumes on the surrounding road network;
- type of transport most people will use to travel to the building including bikes and motorcycles;
- peak use times of the development including shift changeovers;
- if there are multiple uses involved in a particular proposal, their hours of operation;
- how parking and servicing facilities will visually impact on the streetscape;
- how needs of people with a disability and cyclists/motorcyclists will be catered for;
- whether there is a problem with on street car parking in the vicinity - is on street parking at a premium at certain times and does this cause "overspill" parking into residential areas adjoining commercial zones that may impact on resident amenity?
- safety and design issues – for example, driveways should be located where they will cause least disruption to traffic, pedestrians, retail frontages or footpath awnings.

How are the requirements calculated for mixed developments that contain different types of uses?

For mixed developments incorporating different categories of uses, a separate calculation will be made for each component. If the use of the building is likely to change in the future, this will usually mean more parking is needed. Proposals should allow for the maximum amount of car parking possible or Council might not be able to approve a future application because of a lack of parking.

What are the parking requirements where the use of existing premises is to be changed or an existing building is being altered/extended?

Council will apply parking credits in relation to changes of use and/or alterations and extensions to existing buildings that are legitimate uses based on the parking requirements detailed in **Section 2** of this Part. This is to ensure that applicants are not unfairly penalised in situations where an existing property is operating legally but has insufficient parking relative to the requirements of this Part. In this situation the additional parking to be provided for the development (if any) is the difference between what is required for the proposed use and that required for the current use.

Example

Current Use: Shop 120m2 gross floor area.

Parking requirement for existing shop – 1 space per 40m2 gross floor area = 3 spaces

Credit: (3 spaces required - no spaces available) = 3 spaces.

Proposed use: Convert shop to restaurant use and add 80m2 gross floor area

Parking requirement for restaurant 200m2 – 1 space per 40m2 gross floor area = 5 spaces

Final Requirement with Credit: Parking requirement (5 spaces) less allocated credit (3 spaces)

Final requirement =2 spaces*

*The amount of additional parking needed is reduced by the figure specified under this Part for the current shop use.

Notes:

- *Except in unusual circumstances, credits will not apply where a site is being fully or significantly redeveloped. As a guide, if more than 50% of the building fabric is being demolished, parking credits will not apply. In these circumstances, the proposal will need to provide parking in accordance with the relevant requirements of Section 4 of this Part.*
- *Parking required by earlier approvals must be maintained and may need to be redesigned to comply with the layout criteria specified in this Part.*

- *All proposals should allow for the maximum amount of car parking possible or Council might not be able to approve a future proposal because of a lack of parking.*
- *Loading and unloading facilities will need to be provided*

To encourage full utilisation of existing buildings and to maintain a healthy business environment, no additional parking is required within Ashfield Town Centre or within Croydon Urban Village for development that involves existing gross floor area or comprises a change of use of existing gross floor area. This applies irrespective of the type of use proposed. Refer to ***Part D1 - Map 1****, and* ***Part D4 - Map 1*** *in this DCP that illustrate the specific areas where this concession applies.*

Is more parking needed when renovating buildings?

No additional parking is required where an existing building is simply being renovated for an existing approved use.

Do I need loading and unloading facilities?

Loading and unloading facilities on the property needs to be provided for all business, commercial, industrial, office, retail and storage uses and any other use where regular deliveries of goods are made to or from the site.

Are variations to Council's parking requirements acceptable?

If the standards specified in this Part and other relevant Parts of this DCP is met, then the proposal will meet Council's requirements.

Where Council considers an application satisfies the purposes of this Part in another way, Council may grant consent to the application even if one or more of the performance criteria/standards are not complied with. Except for minor variations, information to justify any departures should take the form of a Traffic and Parking Assessment Report. This is also required routinely for certain applications – see **Table 3**. This needs to include information on:

- the proposed development, gross floor area and how it will operate including proposed hours of operation and number/expected mode of travel for employees/clients.
- Demographics/targeted market for the development and likely modes of travel.
- existing traffic and parking conditions in the locality and opportunities for improvement.
- public transport availability/accessibility -peak and off-peak.
- proposed traffic, parking and access arrangements including pedestrian links, bicycle access/storage and parking including parking for people with disabilities.
- the likely impact of the development on the surrounding street system including traffic generation/distribution and on-street car parking availability.
- A statement explaining precisely why a variation to the requirements of this Part is justified.

When considering whether to vary a requirement of this Part Council will consider the following:

- whether the use is close to public transport facilities.
- site characteristics - is it practical to provide off street parking?
- the size and type of the development, economic viability of the proposal, staff numbers and peak hours of operation.
- whether there is other available parking including public parking in the vicinity.
- location of other land uses such as schools, local services, employment centres retail and recreation facilities that have parking and whether their proximity would reduce the need for vehicle trips.
- existing and likely future traffic volumes on the surrounding road network.
- the type of services provided by the development, their origin and destination and whether they contribute to the vitality and viability of the business centre.
- environmental impacts at different times of the day.
- whether the development involves the use of a historic building or is in a heritage conservation area and parking might adversely impact on the curtilage of the site or the appearance of the conservation area or where the planning benefits of a particular proposal might justify parking concessions.
- consequences of not providing the required parking.
- whether the development is otherwise consistent with the aims and objectives of this Part.

Alternatives to on-site parking – are financial contributions acceptable?

The objective is to provide parking on the site. However, there are situations where this cannot be achieved or where

providing all car parking on the site might have an adverse impact. Decisions to accept contributions are influenced by:

- existence of a contributions plan
- ability of Council to provide the spaces in the locality in existing or
- proposed public parking areas
- physical site constraints
- amount of deficiency

Some important things you need to know about contributions:

- Parking for occupiers of residences must be provided on the property.
- Contributions will not entitle specific parking spaces within public parking areas to be available to particular developments.
- Ashfield Town Centre – Car parking spaces for non-residential development and for residential visitor spaces in the designated "core" area of the Town Centre may be provided by way of cash contribution to Council for public car parks - refer to Map of "Core" area in **Part C3 - Ashfield Town Centre** for details.
- Contributions must be paid in full prior to the release of the construction certificate or as required by the Contributions Plan, unless, upon special request, Council approves time payment plus interest. Contributions will be credited to parking trust accounts, and will be used for defraying the cost of public parking facilities already provided, establishment of new public parking areas, or the maintenance and embellishment of existing areas.

Car parking contribution amount (Section 7.11 and 7.12, formerly Section 94 Contributions)

Council's **Section 94 Contribution Plans** provides for the following charges per car parking space in the nominated shopping centres where the car space is not provided on site; Council reassesses the amount payable for car parking periodically.

Table1- Parking Contribution Rates (July 2007-July 2008)	
Ashfield Town Centre	Refer to Council's Section 94 Plan
Other Centres	N/A

Do I need to provide car parking for people with disabilities?

Parking spaces, headroom and access to designated parking spaces must be provided for people with a disability in accordance with the provisions of **Section 4** of this Part, design requirements at **Section 5** and **Part A7 - Access and Mobility.**

Workplace Travel Plan

A Workplace Travel Plan (WTP) is a package of initiatives aimed at reducing car-based travel. A WTP encourages employees and visitors to make greater use of public transport, cycling, walking and car sharing. The preparation of a WTP is required for all new major developments (i.e. employing greater than 20 people). Compliance will be required by condition of approval. Strategies that may be employed in a WTP include:

- encourage the use of cycling to work by providing staff with bike parking facilities/change rooms;
- encourage walking to work by providing showers/change rooms;
- encourage the use of a carpool system
- identify the public transport options available for employees;
- identify the public transport options available for visitors to the premises.

Section 2 – Parking Standards

Performance Criteria		Design Solution	
Car parking standards for people with disabilities			
PC1.	The following requirements are for use in determining the minimum number of parking spaces required for people with disabilities at different types of facilities. Where information on the likely demand for parking spaces for people with disabilities is available, it should be used. Calculations are to be rounded up or down to the nearest whole number as applicable - **Refer to Table 3**. Access to spaces for people with a disability must also comply with the provisions of **Part A7 – Access and Mobility**	**DS1.1**	Car parking for people with disabilities shall be provided at a minimum rate of 5 designated spaces per 100 spaces as calculated from the car-parking requirement in **Table 3**.
		DS1.2	In the case of club, entertainment, and medical facilities or for community facilities that cater for people who may have mobility problems, parking for people with disabilities is to be provided at the rate of 3 designated spaces per 50 spaces.
		DS1.3	Irrespective of **DS 1.1** and **DS1.2** above, provision is to be made for a minimum of 1 designated space for people with disabilities in any car park with a capacity of more than 10 spaces as calculated from the car-parking requirement in **Table 3**.
		DS1.4	Spaces for people with disabilities are to be signposted at a height of 1.5m, line marked with the international symbol and located as close as possible to the nearest ramp, lift or entrance.
Bicycle and motor cycle parking			
PC2.	The Inner West Council strongly encourages the use of bicycles and motorcycles as a contribution to more environmentally sustainable transport. Local trips by cycle are often a realistic form of transport. In all areas new development must make adequate provision for cycles to ensure this sustainable mode of transport can be easily used by occupiers of new residential and commercial property.	**DS2.1**	Bicycle and motorcycle parking is to be as detailed below. If your use is not specifically mentioned the nearest comparable use will apply.

Table 2 - Bicycle Parking (lockable) required for various land uses:

Land use	Employees/Occupants	Visitors/Customers
Automotive Related Uses (Car Repair Stations, Motor Showrooms, Panel Beaters and Service Stations)	1 per 5 employees	n/a
Amusement centre	1 per 20 employees	2 + 1 per 50m^2 gross floor area
Backpackers Hostel	1 per 20 occupants	n/a
Boarding House	1 per 4 bedrooms	1 per 16 bedrooms
Bank	1 per 20 employees	1 per 200 m^2 gross floor area

Performance Criteria	Design Solution		
	Bus station	1 per 20 employees	1 per bus bay
	Child Care Centres	1 per 4 employees	n/a
	Cinema	1 per 20 employees	1 per 50 seats
	Clubs	4 per 100m^2 lounge bar and beer garden	
	Educational Institutions	1 per 20 employees	Schools: 1 per 5 full time students over year 4. Colleges: 1 per 20 full time students
	Flats	1 per 10 flats in an accessible communal area if no lockable garage provided	1 per 10 flats in an accessible communal area
	Gymnasiums	1 per 400m^2 gross floor area	1 per 200m^2 gross floor area
	Hospital	1 per 20 employees	1 per 30 beds
	Hotels	4 per 100m^2 lounge bar and beer garden	
	Industrial	Factory 1 per 150m^2 gross floor area. Warehouse 1 per 1000m^2 gross floor area	n/a
	Motels	n/a	1 per 40 units
	Nursing Homes	1 per 20 employees	1 per 30 beds
	Offices	1 per 20 employees	1 per 250 m^2 gross floor area
	Places of Assembly/Worship	n/a	1 per 20 seats
	Post Office	1 per 20 employees	1 per 200 m^2 gross floor area
	Restaurant	1 per 20 employees	1 per 50 seats

Performance Criteria	Design Solution

	Recreation Facilities	1 per 20 employees	2 + 1 per 100m^2 gross floor area
	Retail	1 per 20 employees	1 per 250m^2 gross floor area
	Sportsground	1 per 20 employees	1 per 250 spectator places
	Car parks catering for commuters	5% of total parking supply	

Note: *Calculations are to be rounded up or down to nearest whole number*

DS2.2 Motorcycle parking spaces 2.5m x 1.3m are required in addition to those for bicycles and are to be provided for sites containing 25 or more car parking spaces at the rate of 1 space per 25 car parking spaces in a communal area accessible to residents/staff/visitors or other users of the parking facility. Calculations are to be rounded up or down to the nearest whole number – see **Table 3**.

Parking rates for specific land uses

DS3.1 Car parking rates for specific land uses must be in accordance with **Table 3 – Car Parking Rates**

DS3.2 **Definition of gross floor area**

Except where otherwise described in **Table 3**, a car-parking rate per square metre of gross floor area is to be calculated. Gross floor area is defined as follows:

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

- The area of a mezzanine;
- Habitable rooms in a basement or an attic;
- Any shop auditorium, cinema, and the like, in a base or attic but excludes;
- Any area for common vertical circulation, such as lifts and stairs, and
- Any basement
  - storage;

And

  - vehicular access, loading areas, garbage and services;
- plant rooms, lift towers and other areas used exclusively for mechanical services or ducting;
- car parking to meet any requirements of the consent authority (including access to that car

Performance Criteria	Design Solution
	parking); • any space used for loading or unloading of goods (including access to it); • terraces and balconies with outer walls less than 1.4 metres high; **And** • voids above a floor at the level of a storey above
	DS3.3 Ashfield Town Centre & Croydon Urban Village Parking Concession – Use of Existing Gross Floor Areas and Changes of Use No additional parking is required in the Ashfield Town Centre or within the Croydon Urban Village for development that involves existing gross floor area or comprises a change of use of existing gross floor area only. This applies irrespective of the type of use proposed. The objective is to encourage business investment by adopting a flexible approach to off-street parking need that recognises the particular built form characteristics of these areas, their proximity to public transport, current time limited on-street parking controls and the availability of off-street car parking within reasonable walking distance.
	DS3.4 Calculation Advice When calculating the total required number of car parking spaces (including car parking spaces required for people with disabilities and bicycle and motor cycle parking spaces) - if the result is not a whole number, it must be rounded **UP or DOWN** the nearest whole number . For Example – 2.5 spaces = 3 spaces required 4.4 spaces = 4 spaces required.

TABLE 3 – CAR PARKING RATES – (Refer to DS2.1 for rates applying to bicycles/ motor cycles).

LAND USE	***Note:** Individual land Uses under each main heading appear in alphabetical order. In cases where a specific land use is not listed below refer to the nearest comparable land use.*	
Boarding Houses	1 parking space per resident employee and 0.5 parking spaces per boarding room	
Dwelling House	1 space per dwelling (preferably 2)	Refer also to **Part F1 Dwelling Houses**of the **Inner West DCP 2016**
Housing for Aged Persons or for People with a Disability	Resident funded developments- 2 spaces per 3 self-contained units plus 1 visitor space for every 5 units. Subsidised developments 1space per 10 self-contained units plus 1 visitor space per 10 units Each car parking space (except for staff) must	For self-contained units, additional visitor parking is not required if at least half the spaces for residents are unassigned and accessible to visitors. Minimum floor to ceiling clearance height of 2.5m above all resident car spaces is required.

	not be less than 5.4 metres × 3.2 metres or the design of the development must be such as to enable the size of the car parking space to be increased to an area of not less than 5.4 metres × 3.2 metres.	
Hotel or Motel Accommodation.	1 space per accommodation unit, plus 1 space for every 2 employees on duty at any one time plus 1 space if resident manager	Reductions in parking needed for restaurants and function rooms may be considered if evidence is provided that the additional use is not fully additive. Adequate provision is to be made for taxis and coaches in larger hotels and tourist facilities.
Multi-unit housing in R3- Medium Density Residential Zones **Multi-Dwelling Housing (e.g. Townhouses)**	1 car space per unit plus 1 additional space for every five 2 -bedroom units, plus 1 additional space for every two 3 - bedroom units; 1 visitor space required per 5 units plus 1 car wash bay. 1 accessible car parking space to be provided for each accessible/adaptable residential unit. Refer to **Part A7- Access and Mobility**.	Refer also to **Part F5 Residential Flat Buildings** of this DCP. Minimum floor to ceiling clearance height of 2.5m above car spaces provided for adaptable and accessible units is required. For requirements relating to Mixed Commercial/Retail and Residential Development in Business zones see car parking requirements table for Business uses. Allocation of car spaces to be clearly indicated on strata plan.
Residential Flat Buildings in B1 - Neighbourhood Centre Zone, B2 - Local Centre Zone and B4 - Mixed Use Zone	Minimum of 1 space for all dwellings Parking for visitors at the rate of 1 space for every 4 dwellings including serviced apartments plus 1 car wash bay.	Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Youth Hostel/Backpacker Hostel	1 space for each 5 occupants/lodgers, plus 1 space for any resident manager, plus 1 space for each 2 employees.	Applies to uses where the accommodation is directed to travellers, a majority of who do not use private motor vehicles.

Recreation Facilities	Car Parking Requirement	Advisory Notes
Bowling Alley/ Squash Courts/Tennis Courts	3 spaces per court or lane, plus 1 space per 2 staff.	
Bowling Greens	30 spaces for first green and 15 spaces for each additional green.	
Gymnasiums	4 spaces per 100m^2 gross floor area	Council will consider location of premises, proximity to transport services and any public parking. Allow for class changeovers. Traffic and Parking Assessment Report required.
Swimming Pools	Requirement assessed on merit	A Traffic and Parking Assessment Report is required.

Business	Car Parking Requirement	Advisory Notes
Amusement Centre	1 space per 40 m^2 if less than 120 m^2 gross floor area. 1 space per 30 m^2 if between 120 m^2 - 1000 m^2 gross floor area. 1 space per 22 m^2 if greater than 1000 m^2 gross	

	floor area.	
Auction Rooms	See advisory notes	Will be considered individually based on the type of auction and the operating times. A Traffic and Parking Assessment Report is required.
Bulky Goods Salesroom or Showroom	1 space per 28m^2 gross floor area	Parking provision might be considered at lower rate if supported by a Traffic and Parking Assessment Report
Car Repair Stations Panel Beaters, Spray painters	6 spaces per work bay	
Car Tyre Retail Outlets	3 spaces per 100m^2 gross floor area or 3 spaces per work-bay, whichever is the greater.	
Catering and Reception	1 space per 3 guest seats, plus 1 space per 2 employees	
Clubs - Licensed and Non-Licensed	1space /6m^2 bar, lounge, and dining room floor area plus 1 space per 6 seats in an auditorium plus 1 space per 3 employees.	A Traffic and Parking Assessment Report must be submitted. Refer also to **Part A7- Access and Mobility**. Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Commercial Premises including office premises, business premises, retail premises (includes shops and kiosks, but does not include 'bulky goods' premises	1 space per 40 m^2 gross floor area plus 1 space if resident manager or caretaker. Commercial developments with a gross floor area in excess of 200m^2 are to provide one suitably located and signposted courier parking space.	Refer also to **Part A7- Access and Mobility**. Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Drive-In Liquor Outlet	1 space per 8m^2 gross floor area, plus 1 space per 5 seats.	Refer to **Section 3 – Design Requirements** of this Part for driveway design criteria. Refers to a free-standing establishment - not in a shopping centre or mixed development.
Entertainment Facility	Car parking will be calculated on the characteristics of the facility and hours of operation.	A submission based on analysis of other similar facilities may be required. As a guide 1 space per 6 seats is recommended. Refer also to **Part A7- Access and Mobility**. Minimum floor to ceiling clearance height of 2.5m above car spaces for people with a disability is required.
Funeral parlours	1 space per 3 seats	Facilities to be provided for official cars to be driven to and from an entrance within the property.
Pub	Minimum: 1 space per 6 staff and 1 space per 30 patrons Maximum: 1 space per 3 staff and 1 space per 10 patrons	A Traffic and Parking Assessment Report is required.

Market	2 spaces per stall	
Motor showroom	0.75 spaces per 100m^2 site area used for this purpose, plus 6 spaces per service /work bay	Where vehicle servicing is provided, additional off-street parking is to be provided. As a guide, 6 spaces/work bay is required. Provision is to be made on site for adequate facilities for off street loading/unloading of vehicles.
Plant Nursery	1 space per 30m^2 gross floor area of any building used for the retailing of plants and associated products, plus 1 space per 45m^2 gross floor area for outdoor areas used for display purposes associated with retail sales, plus 1 space per 200m^2 gross floor area for areas used exclusively for propagation or storage, whether indoor or outdoor.	Loading and servicing areas required.
Food and Drink Premises including; **restaurant** **café** **take away food and drink premises** **kiosks** **does not include a pub.**	1 space per 40 m^2 gross floor area.	Council will consider a variation in requirements for premises based on: - Proximity of premises to public transport and proximity of premises to public car parks with excess capacity. - Operating hours - Location/availability of public parking or on-street parking. - Number of seats. - Likely turnover of customers - How residents are affected in terms of the amenity of area (noise etc.), whether a change of use only is proposed that means only limited on-site parking can be provided. - Loading and service areas required. - Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Retail shops	1 space per 40 m^2 gross floor area plus 1 space if resident manager or caretaker. For local 'corner" shops, parking will be assessed on a case-by-case basis.	Refer also to **Part A7- Access and Mobility**. Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Service Stations	Minimum 4 spaces, plus 6 spaces per service/work bay.	Convenience stores and restaurants attached to a service station will require additional parking calculated at the respective rates for shops and restaurants applied to the standards that apply to those uses. Total parking may be reduced where it can be demonstrated that times of peak demand for facilities does not coincide. Spaces beside petrol bowsers do not count as

		required spaces.
Stadia Theatres, Places of Public Assembly/Public Halls	1 space per 10 seats	A Traffic and Parking Assessment Report is required. Refer also **Part A7- Access and Mobility**. Minimum floor to ceiling clearance height of 2.5m above car spaces provided for people with a disability is required.
Serviced apartments (self contained accommodation similar in operation to that of a hotel)	Refer to requirements for Hotels	
Vehicle body repair workshop, Panel beaters, Spray Painters	6 spaces per work bay	
Veterinary Hospital	1 space per 40m^2 if less than 120m^2 gross floor area plus1 space per 30m^2 between 120m^2 1000m^2 gross floor area plus 1 space per 22m^2 if greater than 1000m^2 gross floor area.	
Video shop	1 space per 17 m^2 gross floor area	Parking provision might be supported at a lower rate if supported by traffic impact study. Evening peak traffic needs to be considered near premises.

Health & Community Facilities	**Parking Requirement**	**Advisory Notes**
Child care Centre/Kindergarten/Pre-School	1 space per 4 children	A temporary pick-up and drop-off area is to be provided on site so that vehicles can enter or leave the site moving in a forward direction without conflicting with other traffic/parking movements. A Traffic and Parking Assessment Report is to be submitted.
Hospital	1 space per 3 beds, plus 1 space per 2 day shift staff or practitioners, plus 1 ambulance space plus 1space per 1 full time night-shift employee. Designated standing areas for ambulances.	Loading/unloading facilities to be provided including facilities for removal of contaminated waste. Parking for people with a disability is required. Standing area/drop off point to be designed so that ambulances/cars can enter or leave the site moving in a forward direction and without conflicting with other traffic/parking movements. A Traffic and Parking Assessment Report is required.
Medical centres	1 space per 25 m^2 gross floor area.	Parking facilities for patients must be suitably signposted and provided in a convenient location. Parking for people with disabilities is required. Minimum floor to ceiling clearance height of 2.5m required above car spaces provided for people with a disability
Nursing Homes/ **Convalescent Homes:**	1 parking space per 10 beds for visitors plus 1space per 2 employees plus 1 space suitable for an ambulance plus 1 space suitable for a minibus if over 60 beds.	Homes accommodating more than 60 beds are to consider providing a mini-bus service. Minimum floor to ceiling clearance height of

		2.5m above resident car spaces is required.
Place of Worship and Place of Assembly (not mentioned elsewhere)	1 space per 20m^2 gross floor area, or 1 space per 10 seats, whichever is the greater.	A detailed parking submission may be required. Parking for halls will be assessed on merit.
Primary and Secondary Schools	**Primary Schools –** 1 space per equivalent full time employee. Pick-up/set down space for students required on site at a rate of 1 space per 40 students. Space for bus parking on-site is required. **Secondary Schools –** 1 space per equivalent full time employee. Plus 1 space per 8 year 12 students Pick-up/set down space for students required on site at a rate of 1 space per 40 students. Space for bus parking on-site is required	Where an auditorium or similar facilities are proposed additional parking may be required. A Traffic and Parking Assessment Report is required
Professional Consulting Rooms	3 spaces per surgery or consulting rooms, plus 1 space for each professional practitioner and other staff present at any one time.	By definition, Professional Consulting Rooms are attached to residential properties, with up to 3 practitioners. For other situations, refer to Medical Centres.
Public Buildings	1 space per 60m^2 gross floor area in business zones 1 space per 40m^2 gross floor area elsewhere	Adequate space for courier deliveries necessary.
Tertiary Education	1 space per equivalent full time employee plus 1 space per 3 students	Student parking rate might be reduced if a parking impact study can prove a lower rate. Provision is to be made for bus parking on site

Industry	**Parking Requirement**	**Advisory Notes**
Light Industry	1 space per 100m^2 gross floor area 1 space per 300m^2 gross floor area for warehouse/bulk stores. 1 space per 40m^2 gross floor area for ancillary office space if this is over 20% of gross floor area. 1 space per 30m^2 gross floor area for ancillary retail space.	The need for possible additional car parking for future change of use from a warehouse bulk store should be considered.
Warehouse	1 space per 300 m^2 gross floor area	A Traffic and Parking Assessment Report is required.

Other Uses	**Parking Requirements**	**Advisory Notes**
Uses not specified in this Part	Not Specified	The current Roads and Traffic Authority Guidelines for Traffic Generating Developments will be

		applied to developments of a minor nature including extensions etc. For a major proposal the application is to be supported by a Traffic and Parking Assessment Report with a recommendation as to the appropriate provision of on-site parking.

Section 3 – Design Requirements

Performance Criteria	Design Solution
Design Principles	
The objective is to design parking areas that allow safe and efficient traffic circulation, allow on-site water absorption, permit drivers to enter and leave the site in a forward direction, provide for security, integrate well with building design and achieve an attractive streetscape environment. The design should also consider the needs of pedestrians. To achieve these objectives, recommended design guidelines and standards are set out below.	**DS4.1** Design and location requirements are: • Integrate adequate parking spaces with surrounding facilities and existing circulation patterns. • Separate visitor and resident or employee parking areas. Visitor spaces must be conveniently located, identified as such and accessible by the public. They should not be located behind security grills or gates. • Preserve sight lines at entries/exits and significant landscape and architectural features. Splay corners to improve sight lines where possible. • Locate entrances and exits away from busy intersections and to minimise reductions in on-street parking. • Minimise extensive filling operations by designing with topography. • Minimise the number of entrances and exits. • In residential zones entries to underground car parks are to be setback behind the building line and located at the side or rear of buildings. They are not to be visible from the street front. Provide adequate setback for landscaping between the driveway and relevant boundaries. • Car wash bays are to be made available and must be designed to drain to the sewer system. • Off street visitor and resident parking in excess of the minimum requirement should be designed in such a way as to allow alternative uses when not needed for parking e.g. car washing, storage, Excess parking may be counted as floorspace if in Council's view it will contribute to the bulk of the building or affect landscape quality, or the building as a whole will adversely affect neighbouring properties. • Designs that require vehicles to reverse on to main roads, other busy roads or near intersections will not generally be accepted for safety reasons. • Parking bays in multi-unit developments must be provided for persons with disabilities. - (refer to **Part A7- Access and Mobility**) • Provide bicycle and motorcycle parking in accordance with the requirements of this Part. • Council may accept or require works to be carried out on the public roadway (e.g. blister islands, angle parking bays, tree planting) in order to provide visitor parking

Performance Criteria	Design Solution
	• Where access is to a busy road, a pull-in area between the property boundary and any security grill of sufficient width to allow a vehicle to pass unobstructed on the roadway will generally be required. • Where a certificate of title to a residential unit includes two parking spaces, stack parking is permitted.
Appearance	
	DS5.1 • Design parking areas so that they are an integral part of the overall building design. Locate surface car parks at rear of buildings. • Provide underground car parking on larger sites over 1000m^2. • Create active, interesting street frontages and enhance safety and security at street level by locating uses that will screen car-parking areas within buildings so that they are not directly visible from the street. • Use colour co-ordinated grills, shutters and doors of a height appropriate to the area to screen parking entrances and to create visual facade continuity. Note: Visitor parking should not be located behind security grills or gates. • Use topography and trees to mitigate negative visual impacts. • Minimise excessive grading operations and balance cut and fill. • Excavations for driveways in front garden areas in residential zones is not characteristic of the LGA. The first six metres of any driveway shall be at grade. This will improve both appearance and pedestrian safety.
Designing for pedestrians and people with a disability	
	DS6.1 The design of the parking area and the general access to the site should consider the needs of pedestrians, with the following design considerations: • Pedestrian entrances should be clearly visible, conveniently located, and well-lit and should have minimal conflict with vehicular traffic. Conflict points should be made safe with the use of contrasting materials, footpath/road markings, designated crossing areas, bollards and similar devices. • Parking areas should be designed to minimise pedestrian/vehicular conflict, with pedestrian routes clearly identified to facilities such as lifts,

<table>
<tr><th>Performance Criteria</th><th>Design Solution</th></tr>
<tr><td></td><td>stairs, exits and street access points.
• Pedestrian routes should be logical and coherent to users and motorists. These routes should have easy access features such as pram ramps and provide a continuous accessible path of travel between parking spaces for disabled persons and the pedestrian accesses to the development, and conform to AS1428 and Part A7- Access and Mobility.
• Pedestrian routes through the site leading to public transport services such as bus stops should be provided.
• Public pedestrian access through large sites should be provided by way of pedestrian walkways, arcades and similar paths.
• Where car-parking areas are to be used at night, security lighting should be provided.
• Provide pedestrian access from all parking spaces to facility entrances.
• Minimise the number of vehicle circulation aisles pedestrians must cross to enter adjacent facilities.</td></tr>
<tr><td colspan="2">Parking space dimensions – land use</td></tr>
<tr><td>To identify the required dimensions for parking spaces based on the type of use.</td><td>DS7.1 Recommended parking space dimensions vary with the type of use as set out in Table 4 below and the Figures that follow.

Table 4 – Land Use Parking Dimensions
<table><tr><th>Dimensions</th><th>Aisle Widths</th><th>Type of Use</th></tr><tr><td>5.4 m x 2.4m</td><td>6.2m</td><td>tenant, employee and commuter parking (generally all day parking)</td></tr><tr><td>5.4 m x 2.5m</td><td>5.8m</td><td>long-term town centre parking, sports facilities hotels, motels entertainment centres (generally medium term parking, 4-5 hours)</td></tr><tr><td>5.4 m x 2.6m</td><td>5.8m</td><td>short-term town centre parking, shopping centres, hospitals and medical centres (generally short-term parking, 3-4 hours)</td></tr></table></td></tr>
</table>

Performance Criteria	Design Solution		
	See figures 2A&2B below for parking space dimensions in accordance to Australian Standards 2890.6:2009 for people with a disability.		Parking for people with disabilities Locate spaces via an accessible path of travel close to wheelchair accessible entrances and lift access points if provided. Access and parking for people with a disability is required for various types of development in accordance with the ***Part A7 - Access and Mobility*** and is to comply with Australian Standards including a minimum floor to ceiling clearance height of 2.5m above these parking spaces.

Notes: *For dimensional requirements on parking spaces for other types of uses (user class) refer to Section 1.4 of Australian Standard 2890.1 2004 - Parking Facilities Part 1: Off Street Parking.*

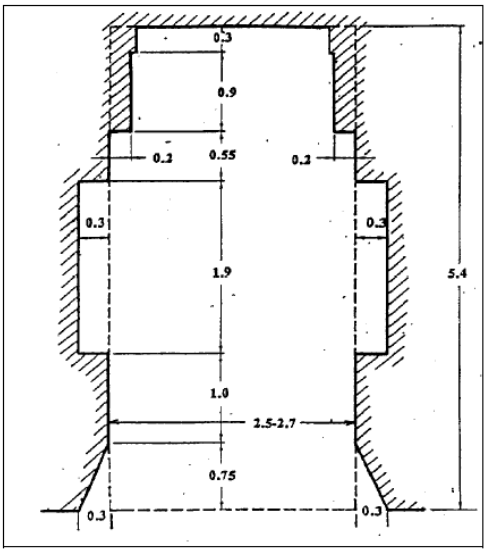
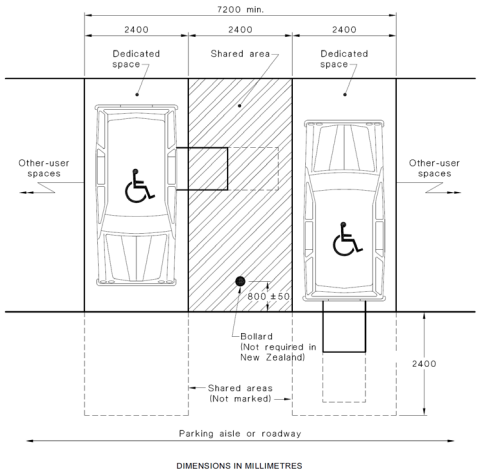
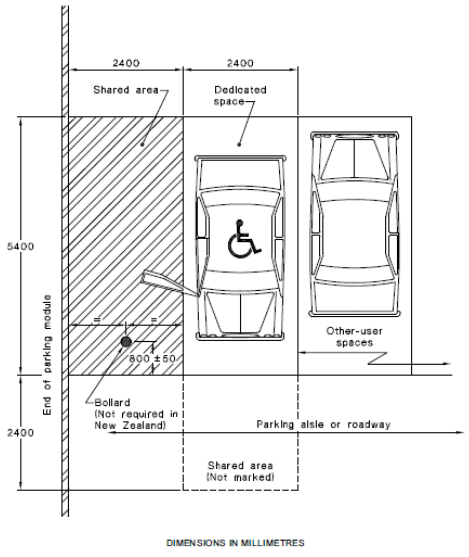
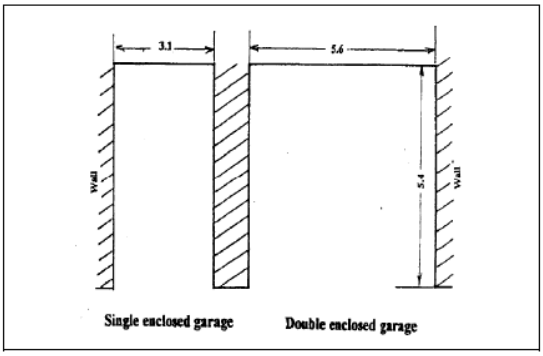


Figure 1 -Design envelope dimensions around parked car

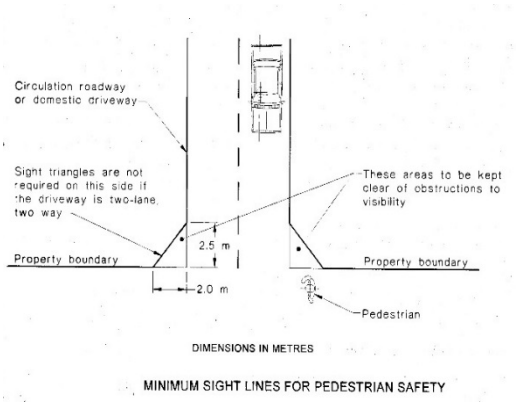
If the side boundary of a space is a wall or fence, or if there are obstructions such as columns located so as to restrict door opening, 0.3m.should be added to the width of the space, for each side obstructed. The additional clearances would not be required for open carports provided that door openings are not restricted. Where chain wire fences are used to separate parking spaces, they should be regarded as a solid obstruction, and additional side clearances consequently required. Columns should not be located where they would

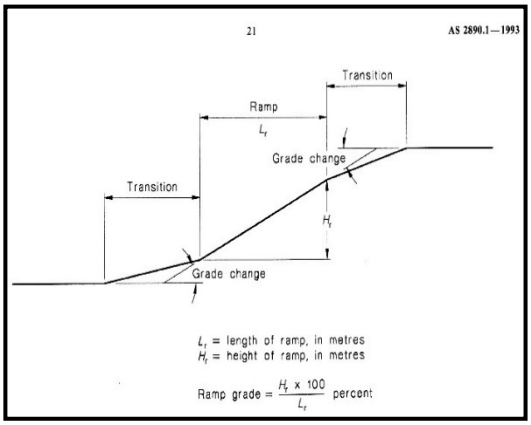
Performance Criteria	Design Solution
	restrict manoeuvring into parking spaces. ***Note:*** *Space width taken from Section 4 Australian Standards AS2890.1: 2004.*  **Figure 2A- Parking space dimensions for people with a disability – Example of two parking spaces with a common shared zone.**  **Figure 2B- Parking space dimensions for people with a disability – Example of an angle parking space with a shared area on one side only.**

Performance Criteria	Design Solution
	 **Figure 3 - Garage parking dimensions** **Obstructions:** If the side boundary of a space is a wall or fence, or if there are obstructions such as columns located so as to restrict door opening, 0.3m should be added to the width of the space, for each side obstructed. The diagrams also show the widths recommended for enclosed garages. Additional clearances would not be required for open carports provided that door openings are not restricted. Where chain wire fences are used to separate parking spaces, they should be regarded as a solid obstruction, and additional side clearances consequently required. Columns should not be located where they would restrict manoeuvring into parking spaces. Reference should be made to the design envelope shown in **Figure 1.**
Parking Aisles, Angle Parking Spaces and Blind Aisles	
	DS8.1 Parking aisle dimensions relate to the width of the parking spaces. This will vary with the angle of parking and the type of user. Blind aisle dimensional requirements are also variable depending on design. Please refer to **Section 2.4 of Australian Standard 2890.1:2004** - "Design of Parking Modules" for requirements.
Circulating roadways and ramps	
PC9. Outline minimum requirements for the roadways and ramps.	**DS9.1** Circulating roadways and ramps provide access between the car park and the entry/exit points and parking modules. In general, parking is not directly accessed off circulating roadways or ramps. The minimum widths of circulating roadways/ramps are shown in Table 5 overleaf: **Table 5 - Widths of Circulating Roadways/Ramps**

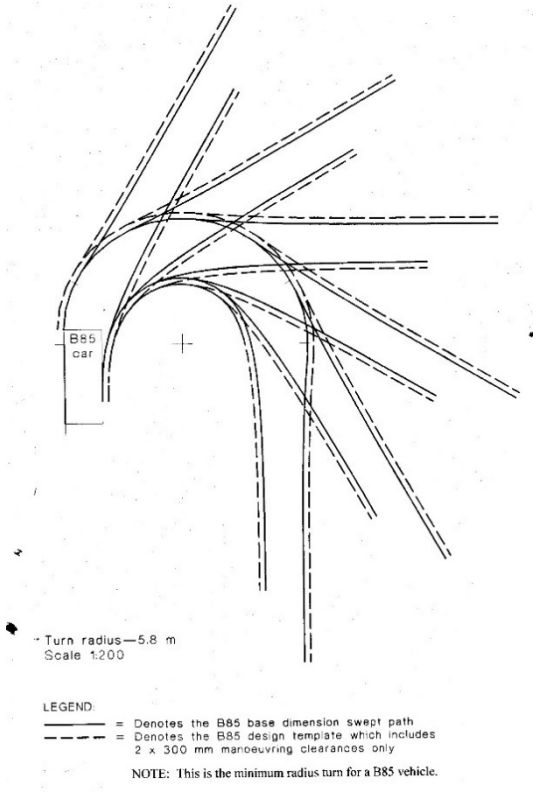
Performance Criteria	Design Solution
	<table><tr><td>One-way roadway:</td><td>Straight 3.0m Curved 3.6m</td></tr><tr><td>Two-way roadway:</td><td>Straight 5.5m Curved 7.8m</td></tr></table> All of the above widths require additional clearances of 0.3m on the outsides. This would typically take the form of 0.3m kerbs on each side, each of a maximum height of 150mm.
	DS9.2 Where a two-way roadway has a central median, it should be a minimum width of 0.6m, with a maximum height of 150mm. In this situation each roadway would have the width required for one-way roadways.
	DS9.3 The onus is on the car park designer to ensure that the dimensions of the internal roadways will provide unobstructed movement.
	DS9.4 Refer to **Section 2.5.2 AS2890.1: 2004** for other clearance width requirements.
	DS9.5 **Figure 6** indicates the swept path of the " 85 percentile design car". It should be used in the design of access roadways, ramps, circulating roadways and circulation aisles, using the outer lines, these provide for clearances around the basic swept path of the car. The maximum gradients of ramps and roadways within parking structures and areas are shown in **Table 6** below: <table><tr><th colspan="2">Table 6 –Gradients</th></tr><tr><td>Ramps shorter than 20 m:</td><td>1:5 (20%)</td></tr><tr><td>Ramps 20 m or more:</td><td>1:6 (16.7%)</td></tr><tr><td>Driveways across footpath and for first 6 m into site:</td><td>1:20 (5%)</td></tr></table>
	DS9.6 Where a ramp gradient greater than 1:8 - 12.5% is used, a transition at least 2.0 m long at half the change in ramp gradient will need to be provided at both ends. Care should be taken in the design of ramps to ensure that the required ground clearances are maintained at transition points. Note: For curved ramps, the gradient should be measured on the inside edge. For additional information refer **Australian Standards AS 2890.1:2004**
Directional Signposting in Car Parking Areas	
PC10.1 Enhance wayfinding within car parking areas	**DS10.1** Parking areas are to be well signposted to indicate the availability of off-street parking, with entry and exit points clearly visible from both the street and the site.

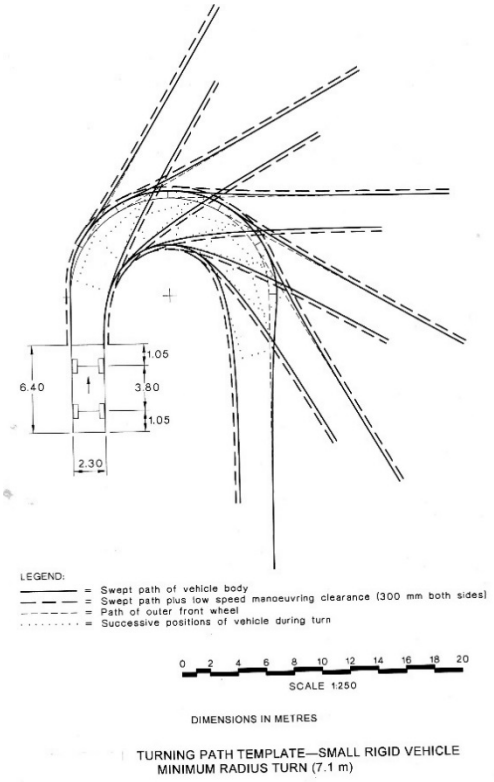
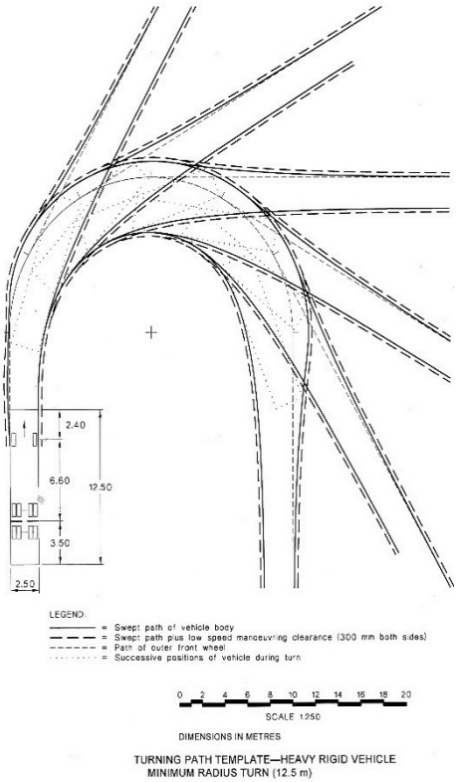
Performance Criteria		Design Solution	
PC10.2	Ensure potential road and pedestrian hazards are indicated	**DS10.2**	Pavement arrows should clearly indicate the direction of circulation, and parking bays should be delineated.
PC10.3	Promote efficient vehicle circulation within car parking areas	**DS10.3**	All parking for people with a disability, visitors and/or reserved for employees - for example, stacked parking spaces must be clearly signposted and line marked.
		DS10.4	Parking Spaces for people with a disability are to be marked with the appropriate international symbol.
		DS10.5	Clear and precise marking of a parking area is of prime importance in the prevention of choking of the aisles and for the general ease of use of the facility. Details of all proposed signposting and marking for parking areas are to be submitted with the development application for Council's approval.
		DS10.6	Entry/Exit points must be clearly marked so as to avoid any confusion. Within the car park, signs should be located at regular locations so that drivers wishing to leave the car park can do so by the most efficient route. Signposting should be easily seen and understood.
		DS10.7	One-way markings must be clearly set out on the pavement in such a manner as to be easily readable and understandable to the users of the car park.
		DS10.8	Speed humps are to be clearly marked by signposting and change in surface texture/colours.
		DS10.9	In certain situations, the installation of signs to Council's satisfaction may be required over and above the normal requirements.
		DS10.10	All parking bay delineation, arrows and other information for the driver, painted on the pavement are to be marked using white paint and should not be less than 75mm or greater than 100mm wide.
		DS10.11	Where car parking is subject to frequent night-time use by the public, signposting and line marking shall utilise reflective background materials or paint to Roads & Traffic Authority standards.
Driveways- General design issues			
PC11.	The primary objective in the location and design of driveways is to Provide a safe and efficient interface between the public road system and the site. Safety is a key concern for access off all road types, while the efficiency of traffic movement is a key concern on major roads.	**DS11.1**	Driveway design should take the following factors into account: • Vehicles are to enter and leave the site in a forward direction, although this requirement may be waived for domestic driveways. • Driveways should be located where they would cause least interference to vehicular and pedestrian movement on public roads. Avoid positioning driveways in the following locations: • where they will adversely affect the street pattern and appearance of the streetscape • on major (State or Regional) roads or other high

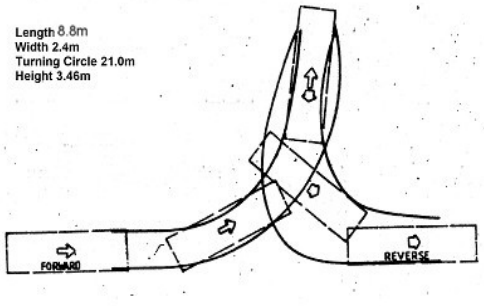
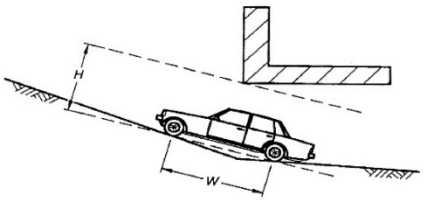
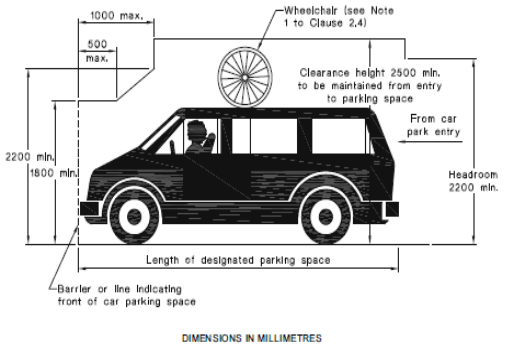
Performance Criteria	Design Solution
	volume roads • close to intersections and traffic signals; absolute minimum separation from an adjacent intersection is 6m from the curve tangent point of the intersection, or if opposite, 6m from the alignment of the opposite property boundary (see AS2890.1) • opposite other developments generating a significant amount of traffic, unless separated by a median • where there is a heavy and constant pedestrian movement along the footpath • where right turning traffic entering the site may obstruct through traffic • where traffic using the driveway interferes with or blocks the operation of bus stops, taxi ranks, loading zones or pedestrian crossings  MINIMUM SIGHT LINES FOR PEDESTRIAN SAFETY ***Note:*** *Splay corners may be required in order to achieve the objective of providing for pedestrian safety*
Driveways- width and location	
	DS12.1 Refer to **Section 3 of Australian Standard AS 2890.1:2004** for driveway width and location requirements relating to different types of users.
	DS12.2 The width and number of driveways required depends on the type of road on which the driveway would be located and the number of parking spaces served. In general, separate entry and exit driveways will be required for access to a busily trafficked road when over approx. 50 parking spaces are served, or where the development generates a high turnover of traffic such as with drive-through facilities.
	DS12.3 Driveways over the nature strip/footpath reserve are required to have a clearance of 2m either side i.e. clear of power poles etc. to allow the construction of a splay or "wing" for the crossing.
	DS12.4 Driveways, which have a slope greater than 12%, must have a surface treatment, which minimises wheel-skid in wet conditions.

Performance Criteria	Design Solution
	DS12.5 Domestic driveways serving up to three dwellings can have a minimum width of 3.7 m if the total length is less than 30m. For driveways in excess of 30m lengths, passing bays should be provided at least every 30m with the driveway widened to at least 5.0m over a length of at least 10m
Driveways - gradients and levels	
	DS13.1 The maximum gradient on a driveway or ramp is to be 1:20 (5%) across the property line and for at least the first 6m into the site. For general driveways/ramps other than domestic driveways, up to 20m in length, the maximum gradient is to be 1:5 (20%), while for lengths in excess of 20m the maximum gradient is to be 1:6 (16.7%). Changes in grade in excess of 1:8 (12.5%) will require transition sections at least 2.0m long, with these transition sections having half the change in gradient of the adjacent sections of the driveway - see **Figure -5** below.
	
	Figure 5- Changes of Grade on Ramps
	DS13.2 For domestic driveways, serving up to three dwellings, the maximum gradient is 1:4 (25%), but the recommended maximum is 1:5 (20%).
	DS13.3 If a proposed domestic driveway would have a gradient in excess of 1:5, the following factors should be taken into account in the design: • length of driveway (gradients in excess of 1:5 would be more acceptable if the length of the driveway is less than 20m); • safety considerations such as the type of driveway surface and the areas available at the driveway ends; • alternative access arrangements possible; • impact of the proposed driveway on the environment, and its visual impact; and • engineering specifications for driveways are set out in Council's specifications for road and drainage works. Pavement, subsurface and surface drainage shall be designed in accordance with these specifications. The designer, whose qualifications are experience must be acceptable to

Performance Criteria		Design Solution	
			Council, will be required to certify the design and subsequently the adequacy of the pavement construction, in writing.
Vehicular crossing levels			
		DS14.1	These can be obtained from Council. The levels are to be shown in the plans submitted for approval. The existing road and footpath levels shall be used unless advised otherwise by Council.
Service areas/ waste removal			
PC15.1	The design of service areas is to ensure that the development can be adequately serviced on-site, without the need for service vehicles to park on the ¬street, and without conflicting with other site traffic.	**DS15.1**	Service areas are to be separate from associated car parking
PC15.2	Service areas are easily accessed and freely available for use at all times so that on-street servicing is discouraged	**DS15.2**	Service areas must be able to be accessed off the street by vehicles entering and leaving the site in a forward direction
		DS15.3	The size and number of service areas and loading docks are to be suitable for the scale and intensity of the use which they serve
		DS15.4	Internal circulation roadways need to be adequate for the largest vehicles anticipated to use the site
		DS15.5	Service vehicles turning into or out of a road or driveway must be able to complete their turning manoeuvres without crossing the centre line of the public road
		DS15.6	The number of service areas and loading docks is to relate to the scale and intensity of use proposed. This should be quantified through appropriate use-specific surveys, with the onus on the applicant to justify the facilities proposed. The size of vehicles likely to service the site should be determined.
		DS15.7	In general, long haul transport of bulk goods and multiple destination chain store deliveries such as to supermarkets and major fast-food outlets tends to encourage maximum size vehicles such as articulated vehicles. Local deliveries and small business consignments tend to be delivered in vans, station wagons and small/medium trucks.
		DS15.8	**Australian Standard 2890.2-2002: Part 2 Off-street Commercial Vehicle Facilities** specifies different design vehicles and their dimensions, covering Small Rigid Vehicles (SRVs), typically about 6.4 m long and with turning circles of about 15.3 m, Heavy Rigid Vehicle (HRV) 12.5 m long and with turning circles typically of about 27.8 m, and Articulated Vehicles (AV), with a total length of about 19 m with turning circles typically of about 26.6 m. **Figures 7 and 8** set out the swept paths of Small Rigid Vehicles and Heavy Rigid Vehicles respectively. • For the removal of trade waste, the truck type typically used has a length of 8.8m, width of 2.4m, and turning circle of 21.0m. Figure 9 shows the

Performance Criteria	Design Solution
	swept path of this type of vehicle. • For residential flat buildings, the position of waste storage bins and access to them by garbage collection vehicles including adequate headroom for mechanical lifting mechanisms is critical and must take into account the type of collection truck and method of collection currently used by Council. • Dimensions of service bays/loading docks are to be in accordance with **Section 4 of Australian Standard 2890.2-2002: Part 2 Off-street Commercial Vehicle Facilities**. The designer must ensure that the proposed design meets the needs of the proposed development. The design of the apron area in front of the service bays/loading docks is to take into account the type of vehicle to be used.
Gradients in service areas	
	DS16.1 Gradients in service areas should be kept to a minimum. The maximum gradient in a manoeuvring area should be 1:12.5 (8%) on a driveway or ramp, 1:6 (16.7%) for forward only traffic and 1:12.5 (8%) if reverse manoeuvres are permitted on the ramp.
Turning Templates	
PC17. Ensure the efficient design of the turning bays for vehicles.	**DS17.1** The turning templates below will help you design your loading and unloading facilities. The templates come from the Australian Standards.
	DS17.2 

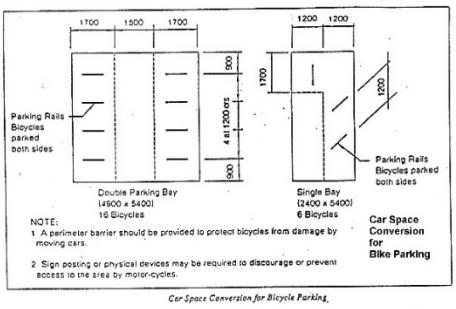
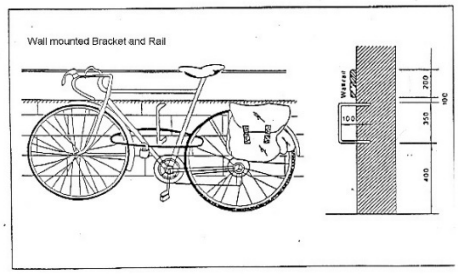
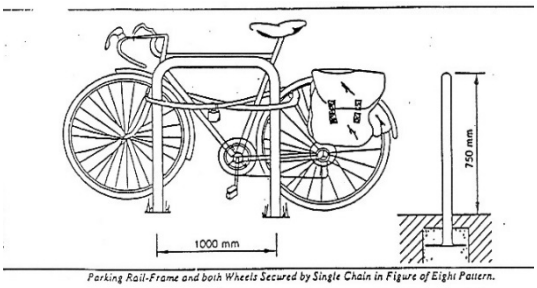
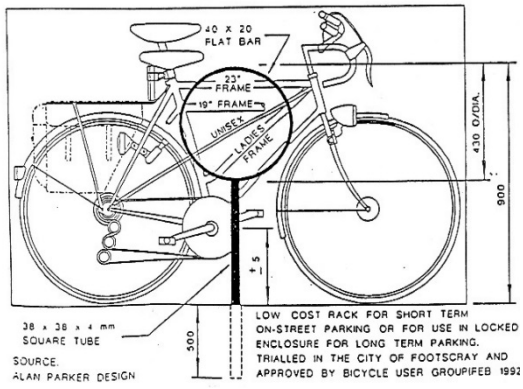
Performance Criteria	Design Solution
	Figure 6 – B85 Car Turning Template - 5.8m Radius
	DS17.3  **Figure 7 – Turning Path Template - Small Rigid Vehicle**
	DS17.4  **Figure 8- Turning Path Template - Heavy Rigid Vehicle**

Performance Criteria	Design Solution
	 Reversing Manoeuvre of Trade Waste Vehicle **Figure 9 - Reversing Manoeuvre of Trade Waste Vehicle**
Headroom	
	DS18.1 Within parking areas, the minimum height between the floor and an overhead obstruction should be a minimum of 2.2 m. - any increase in this height to be assessed in accordance with the merit of the application. Minimum available clearances should be signposted at all entrances and measured to the lowest projection from the roof, typically being fire sprinklers or light fittings. At changes in grade within parking areas, care should be taken in the design to ensure that the required height clearance is maintained. Appropriate warning devices such as flexible striker bars shall be provided in conjunction with warning signs wherever the clearance is less than 2.3m.- Refer to **Section 5.3** – Headroom" of the **AS2890.1:2004**. ***Note:*** *Required clear headroom in basement car parks above spaces allocated for people with a disability/adaptable and accessible units is minimum 2.5m.*  *H* = headroom *W* = wheelbase of design (B99) vehicle **Figure 10 - Critical Headroom Measurement at a Grade Change**  DIMENSIONS IN MILLIMETRES **Figure 11 - Vertical Clearance Above Car Spaces for**

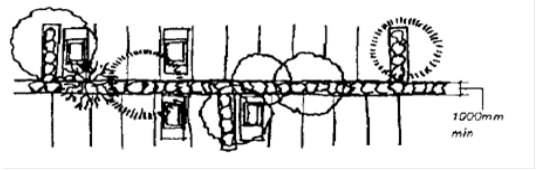
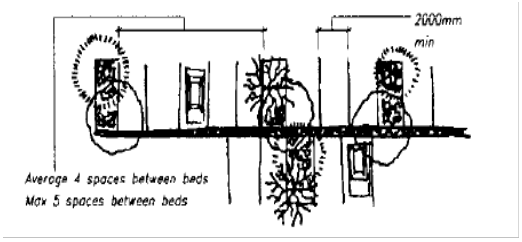
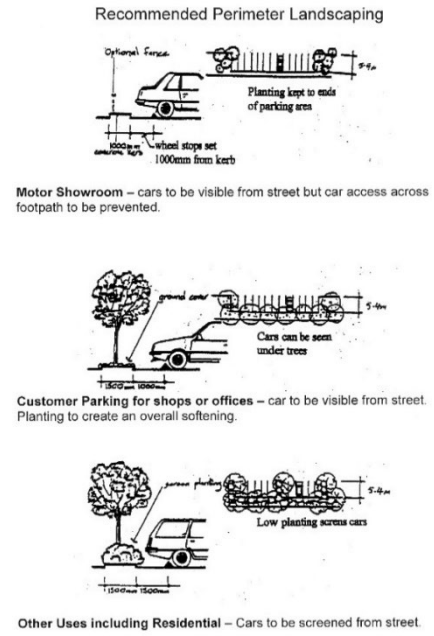
Performance Criteria		Design Solution	
			People with Disabilities ***Note:*** *Where a wheelchair hoist is used, although the wheelchair is stored on the vehicle roof in a flat position, it is raised to full wheelchair height (in addition to the height of the roof rack) during the hoisting process. Refer to* ***AS 2890.6:2009 clause 2.4*** *for further details on headroom.*
Mechanical parking systems			
PC19.	Applications to provide for car parking using mechanical devices will be considered on merit, where an applicant can demonstrate to Council that car parking cannot be provided in a conventional manner. Given the non-standard nature of mechanical parking systems, full details will need to be provided.	**DS19.1**	Mechanical parking systems may be considered appropriate in certain circumstances, subject to the following: • The applicant must be able to demonstrate that there is a real need for a mechanical parking system and that the provision of such a system will not adversely affect the use of the site or the immediate locality. • No visitor parking is to be included in the system, unless a valet parking operation is employed. • The applicant must be able to demonstrate that there would be adequate queuing space within the site on the approach to the system, without the queue extending onto the public road network. Details of the design of the system and its management will need to be submitted to Council. This should cover the cycle time of the system, the traffic volume that will use the system and hence the predicted queue length under peak hour operation. • The device(s) will need to comply with Australian Standards.
Stack parking			
PC20.	Stack parking is parking where other parked vehicles stop individual access to car spaces. The inclusion of stacked parking within parking areas is not favoured. However, in certain cases, the provision of a limited number of employee parking spaces may be provided in this way subject to the Design Solutions.	**DS20.1**	The applicant must be able to demonstrate that there is a real need for stacked parking and that the provision of stacked parking will not adversely affect the use of the site.
		DS20.2	No more than two cars are to be parked in a stacked arrangement, so that no more than one car has to move to allow the exit of another.
		DS20.3	No more than 10% of the parking required for a commercial development is to be stacked.
		DS20.4	Stacked parking is only to be used to provide parking for people employed on the premises and likely to park all day or a good part of the day.
		DS20.5	Proposals, which include stacked parking where multiple occupancies are involved, will be considered on their merits.
		DS20.6	Provision to be made on-site for the shifting of cars without movement of vehicles onto public streets.
Shopping Centre Bays			

Performance Criteria	Design Solution
	DS21.1 Provision should be made in shopping centre car parks for shopper trolley bays, and for garbage bins.
Materials	
	DS22.1 Materials and colour are important, particularly in heritage conservation areas: • Reflective materials will be needed for signs and pavement markings. **And** • Porous pavements are encouraged in driveways and parking areas as it allows greater infiltration of stormwater (porous pavement is included as built-upon area).
Drainage and filtration	
	DS23.1 All car parking areas/driveways must have adequate drainage for run-off and seepage. Applicants should discuss site drainage requirements with Council engineering staff. Call us on 9716 1800 before lodging a development application). Council requires that minimum gradients be provided in parking areas as shown in **Table 7** below so that car-parking floors will drain adequately.
	Table 7 - Minimum Gradients on Parking Floors **Type of surface** / **Minimum gradient** Exposed areas: Bituminous seal — 1 in 33 (3.0%) Asphaltic concrete — 1 in 40 (2.5%) Cement concrete — 1 in 50 (2.0%) Covered: All cases. — 1 in 200 (0.5%)
	Note: *For safety reasons Council requires the maximum gradients on parking floors to be 1 in 20 (5%) or 1 in 40 for parking spaces for people with a disability.*
	DS23.2 The following filtration systems are to be implemented in car parks comprising over 25 spaces: • Continuous deflective separators • Non-scouring oil and sediment separators. • Sand filters. • Small litter traps. • Coarse trash racks.
Bicycle Parking	
PC24. The two principle sources of technical information regarding bicycle parking facilities are: • Australian Standards AS 2890.1:2004 & AS2890.3 that describe facilities that will provide safe, secure, convenient parking for motor cycles and bicycles respectively. See	**DS24.1** For residential flat development, resident bicycle facilities are to be provided by way of secure, lockable racks at ground or car park level in a communal area. Where lockable garages or enclosed car spaces are provided for each flat, these are acceptable for resident bicycle/motor cycle parking.

Performance Criteria	Design Solution
diagrams below. • Guide to Traffic Engineering Practice Part 14-Bicycles produced by AUSTROADS, the national association of road transport and traffic authorities in Australia.	
	DS24.2 Signposted visitor bicycle parking is to be provided by way of bicycle racks, located either within the car parking area /ground floor foyer or within areas adjacent to the building.
	DS24.3 For commercial, retail and industrial development, and community, educational, health and recreational facilities, bicycle parking is too provided by way of a secure, lockable area, lockers or bicycle racks, located within the ground floor foyer or adjacent within any forecourt, or within the car parking area.
	DS24.4 Parking rails are ideal for short and medium term parking and are suitable for installation in a wide variety of locations. In order to meet the Australian Standard, bicycle parking rails should: • support the bicycle without risk of damage • enable both wheels and the frame to be locked be as close as possible to the cyclist's destination • be placed in public view • pose no hazard to pedestrians • be protected from encroachment by motor vehicles • be easily accessible • be well lit if used at night • be protected from weather where possible • be clearly signposted where necessary
Location of bicycle parking facilities	
PC25. The location of bicycle parking facilities is critical. If they are not conveniently placed, cyclists will ignore them and use other objects to secure their bicycles.	**DS25.1** Cyclists should be able to park close to their destinations, generally within a few metres and at most, within 30 metres. Wherever car parking is provided there will also be a need for bicycle parking. Informal bicycle parking can give an indication of places where bicycle-parking facilities are required.
	DS25.2 Bicycle parking areas can be created by conversion of car parking spaces. Three rails, accommodating six bicycles, can be installed in the space required for one car. Suitable layouts are illustrated below (refer to **AS2890.3**).

Performance Criteria	Design Solution
	DS25.3  *Car Space Conversion for Bicycle Parking*  Figure 12 - Car Space Conversion for Bicycle Parking and Wall Mounted Bracket Rail
Bicycle Security	
	DS26.1 When selecting a bicycle parking rail, care should be taken to ensure that it meets the security criteria set out in **AS2890.3** which specify that it should be possible to lock the frame and both wheels of a bicycle to the rail without removing a wheel from the bicycle. **AS2890.3** classifies bicycle-parking facilities according to the level of security they offer.
	DS26.2  *Parking Rail-Frame and both Wheels Secured by Single Chain in Figure of Eight Pattern.*  **Figure 13 - Bicycle Parking Locking facilities**
Appearance and maintenance of bicycle parking facilities	

Performance Criteria	Design Solution
	DS27.1 Bicycle parking facilities should be attractive and well designed. They should be constructed from materials requiring minimal maintenance. Bicycle parking rails are available in a range of styles and finishes from local manufacturers and suppliers.
Showers and change facilities for cyclists	
	DS28.1 Showers and change facilities are to be provided for major additions or for new buildings greater than 500m2 gross floor area to facilitate employee use of cycling for commuting to work.
Landscaping of parking areas	
	DS29.1 Landscaping of sites is strongly encouraged. A landscape concept plan should be prepared and submitted with the development application where new plantings are proposed. Depending on the type of development and site circumstances, Council may also apply conditions of consent requiring a detailed landscaping plan to be prepared when a development is approved (refer to Council's development application form for more information about landscape concept plans and detailed landscape plans). Landscaping will need to be implemented prior to occupancy of the development. Key landscape design elements to consider are as follows: • Car parking design should consider retaining existing plantings and mature trees. Use porous paving, retaining walls and drainage lines to ensure existing trees will not be adversely affected. Refer **Appendix 3** for recommended tree species. • Soft landscaping is to be included in all surface car park designs. • As a guide, minimum of 5% uncovered parking areas should be landscaped. • Depending on the scale and nature of the development, landscaping should be provided throughout the car park as well as at the perimeter. • Plantings of shade trees between rows of cars need to be protected with kerbs and wheel stops. Areas used for landscaping are not to be used for parking, loading or unloading. • The planting of appropriate sized trees and shrubs between car park bays and at access points is encouraged so as to maintain sight distances and provide shade and importantly, to minimise run off by reducing the amount of hard surface area. • if a proposed parking area adjoins a residential property, Council requires protective fencing and/or mounding be included in the landscaping proposal to protect the privacy of the residential property and reduce noise effects. • All barriers and other landscaping materials

Performance Criteria	Design Solution
	should be of adequate strength and durability to protect vegetation. Council will require the use of appropriate materials that will improve the appearance of the development. • Landscaping is to be dispersed and located so that there is sufficient planting to achieve a satisfactory appearance of parking areas, particularly those with large areas of bitumen, and to provide shade. • Choose landscaping that will enhance the character of the area • Provide adequate watering and drainage points
	DS29.2  **Figure 14- Planting strips between aisles of parking bays**
	DS29.3 Minimum bed width required is 1000mm. Fingers can be reduced to 600mm width if tree guards are used. Fingers are not required to extend full depth of parking bay planting areas. No planting strip is permitted between aisles of parking bays.  **Figure 15- Landscape "fingers"**
	DS29.4  **Figure 16 - Perimeter landscaping**

Trees for Shale Derived Soils:

Trees 20m and over

Casuarina cunninghamiana **(river oak)** *Eucalyptus maculata* **(spotted gum)** *Eucalyptus microcorys* **(tallowood)** *Eucalyptus paniculata* **(grey ironbark)** *Eucalyptus pilularis* **(blackbutt)** *Eucalyptus saligna* **(Sydney blue gum)**

Trees 5-10m

Acacia decurrens **(green wattle)** *Acacia floribunda* **(gossamer wattle)** *Acacia prominens* **(golden rain wattle)** *Allocasuarina littoralis* **(black she oak)** *Angophora bakeri* **(narrow leafed apple)** *Backhousia myn`ifolia* **(grey myrtle)** *Glochidion ferdinandi* **(cheese tree)** *Hymenosporum flavum* **(native frangipani)** *Melaleuca linariifolia* **(snow-in-summer)** *Melia azedarach (australasica)* **(white cedar)** *Notelaea sp.* **(moick olive)** *Oreocallis wickhamii* **(tree waratah)** *Pittosporum rhombifolium* **(Queensland pittosporum)** *Stenocarpus sinuatus* **(firewheel tree)** *Tristaniopsis laurina* **(water gum)**

Trees 15-20 m

Acacia elata **(cedar wattle)** *Angophora costata* **(Sydney red gum)** *Angophora floribunda* **(rough barked apple)** *Eucalyptus citriodora* **(lemon scented gum)** *Eucalyptus punctata* **(grey gum)** *Eucalyptus resinifera* **(red mahogany)** *Eucalyptus sieberi* **(silvertop ash)** *Flindersia australis* **(crow's ash)** *Livistona australis* **(cabbage tree palm)** *Lophostemon confertus* **(brushbox)** *Toona ciliata (australis)* **(red cedar)**

Trees 10-15 m

Acacia binervia **(coastal myall)** *Acmena smithii (lilly pilly) Allocasuarina torulosa* **(forest oak)** *Alphitonia excelsa* **(red ash)** *Brachychiton acerifolius* **(flame tree)** *Ceratopetalum apetalum* **(coachwood)** *Eucalyptus elata* **(river peppermint)** *Eucalyptus sideroxylon* **(red ironbark)** *Macadamia tetraphylla* **(macadamia)** *Melaleuca styphelioides* **(prickly paperbark)** *Syncarpia glomulifera* **(turpentine)** *Syzygium floribundum* **(weeping lillypilly)**

Small Tree/Tall Shrubs up to 5 m

Banksia ericifolia **(heath banksia)** *Banksia marginata* **(silver banksia)** *Callicoma serratifolia* **(black wattle)** *Callistemon citrinus* **(lemon scented bottlebrush)** *Hibiscus heterophyllus* **(native rosella)** *Leptospermum petersonii* **(lemon-scented tea-tree)** *Podocarpus elatus* **(brown pine)**

Trees for Sandstone Derived Soils:

Trees 20 m and over

Casuarina cunninghamiana **(river oak)** *Eucalyptus pilularis* **(blackbutt)**

Trees 15-20 m

Angophora costata **(Sydney red gum)** *Eucalyptus resinifera* **(red mahogany)** *Eucalyptus sieberi* **(silvertop ash)** *Livistona australis* **(cabbage tree palm)** *Lophostemon confertus* **(brushbox)**

Trees 10-15 m

Eucalyptus gummifera **(red bloodwood)** *Eucalyptus piperita* **(Sydney peppermint)** *Eucalyptus racemosa* **(scribbly gum)** *Macadamia tetraphylla* **(macadamia)** *Syncarpia glomulifera* **(turpentine)**

Trees 5-10 m

Acacia prominens **(golden rain wattle)** *Agonis flexuosa (willow* **myrtle)** *Allocasuarina littoralis* **(black she oak)** *Angophora bakeri* **(narrow leafed apple)** *Backhousia citriodora* **(lemon scented bh)** *Callicoma serratifolia* **(black wattle)** *Callistemon viminalis* **(weeping bottlebrush)** *Callitris rhomboidea* **(Port Jackson pine)** *Elaeocarpus reticulatus* **(blueberry ash)** *Eucalyptus eximia* **(yellow bloodwood)** *Eucalyptus haemastoma* **(scribbly gum)** *Eucalyptus punctata* **(grey gum)** *Eucalyptus scoparia (willow* gum) *Glochidion ferdinandi* **(cheese tree)** *Leptospermum laevigatum* **(coastal teatree)** *Melaleuca quinquenervia* **(broad-leaved paperbark)** *Pittosporum rhombifolium* **(Queensland pittosporum)** *Syzygium leuhmannii* **(small-leaved** *lillypilly) Tristaniopsis laurina* **(water gum)**

Small Trees/Shrubs up to 5 m

Acacia linifolia **(flax wattle)** *Acacia longifolia* **(Sydney golden wattle)** *Acacia howittii* **(sticky wattle)** *Angophora hispida* **(dwarf apple)** *Baeckea linifolia* **(weeping baeckea)** *Baeckea virgata* **(tall baeckea)** *Banksia ericifolia*

(heath banksia) *Banksia marginata* **(silver banksia)** *Banksia serrata* **(old man banksia)** *Callistemon citrinus* **(lemon scented Bottlebrush)** *Callistemon salignus (willow* **bottlebrush)** *Ceratopetalum gummiferum (NSW* **Christmas bush)** *Doryanthes excelsa* **(Gymea lily)** *Grevillea longifolia* **(spider flower)** *Grevillea cultivars Hakea salicifolia (willow* **leafed hakea)** *Kunzea ambigua* **(kunzea)** *Leptospermum attenuatum* **(tea-tree)** *Leptospermum flavescens (yellow* **teatree)** *Leptospermum petersonii* **(lemon scented tea-tree)** *Persoonia levis* **(broad-leaf geebung)** *Persoonia pinifolia* **(pine-leaf geebung)** *Podocarpus elatus* **(brown pine)** *Telopea speciosissima* **(waratah)** *Xanthorrhoea sp.* **(grass tree)**

Part 9

Subdivision

Application

This Guideline applies to the following development categories:

- Subdivision.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

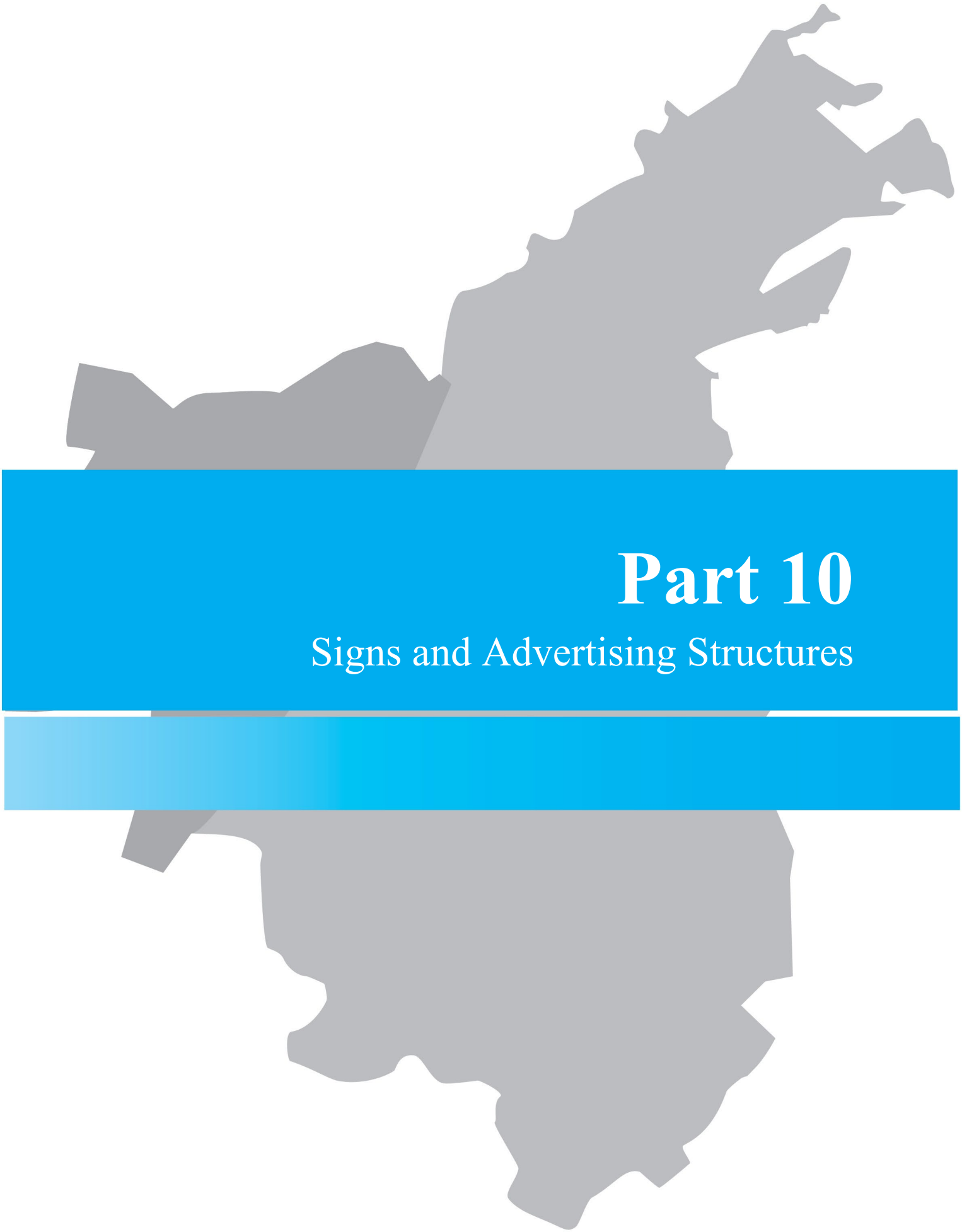
Purpose

- To ensure that subdivision is consistent with the prevailing lot pattern and enables the subsequent development of buildings that are consistent with existing or desired future streetscape character
- To have sufficient area and dimensions to be useable for their intended future use
- To ensure subdivision does not contribute to significant adverse amenity impacts on adjoining lots
- To align with the carrying capacity of key public infrastructure such as roads
- To respect site characteristics.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
General			
PC1.	Lots have a size and dimensions that enable: • development of buildings and structures that have an internal area and dimensions that are useable for their intended purpose • provision of setbacks, landscaped open space and vehicle access, parking and manoeuvring in accordance with the relevant parts of this DCP • buildings to address and activate the street • adverse impacts of the amenity of adjoining land is be minimised	**DS1.1**	Minimum lot size complies with the Inner West LEP 2022.
		DS1.2	Lots are rectangular or regular in shape with depth greater than width.
Site characteristics			
PC2.	Lot size and dimensions must enable development to be sited to: • protect natural landscape features such as rock outcrops • retain significant vegetation • address site constraints including topography, flooding\and overland flow	**DS2.1**	No design solution, assessed on merit.
Density			
PC3.	Subdivision does not create a density of lots that places an unreasonable burden on the carrying capacity of existing infrastructure, including public road and open space	**DS3.1**	No design solution assessed on merit.
Character			
PC4.	Lots are consistent with the prevailing lot pattern and streetscape character in the local area, including size, dimensions, configuration and pattern, including provision of front and rear gardens	**DS4.1**	No design solution assessed on merit.
Small Lot Torrens Title			
PC5.	Small Lot Torrens Title Subdivision • addresses the requirements of the General provisions for subdivision of this part • ensures adjoining lots have adequate access to sunlight, daylight, air circulation, acoustic and visual privacy • does not result in overbearing development for neighbouring properties in terms of closeness, scale or bulk • ***Note**: lots with very narrow dimensions may require multi-storey buildings to accommodate typical dwelling functions, which may be inappropriate in many LGA neighbourhoods* • includes an appropriate balance of built form and open space ***Note**: a Small Lot typically involves subdivision to create*	**DS5.1**	A development application that involves Small Lot Torrens Title Subdivision is supported by a Building Envelope Plan that shows: • the potential dwelling, including any ancillary buildings and structures such as pools, garages and other outbuildings • vehicle access, parking and manoeuvring areas • the location of landscaped open space principal private open space on each lot
		DS5.2	Battle-axe lots are not created ***Note**: battle-axe lots achieve this access to a public road via a narrow strip of land, with the main part of the lots located behind another lot. This can cause poor amenity outcomes*

Performance Criteria		Design Solution	
	a lot less than 500m² in size		
Strata subdivision			
PC6.	Strata subdivision ensures: • the arrangement of lots relates appropriately to the separate occupancies • legal rights of access and management are accommodated for communal use areas • any required facilities are provided • common areas are appropriately managed • satisfactory address of wall portioning, fire egress and other BCA requirements	**DS6.1**	Strata subdivision is only for the following land uses: • Dual occupancy developments • Residential flat buildings and mixed use developments
		DS6.2	Applications for strata subdivision of offices shall address issues of wall partitioning and fire egress, allocation of bathroom and kitchen facilities, waste storage locations, business signage and parking allocation.
		DS6.3	Landscaping, communal open space, vehicular access areas, service areas and directory board signage, where not part of an individual unit in a strata subdivision, are to be designated as common property
		DS6.4	Visitor car spaces and loading spaces are to be designated as common property in a strata subdivision
		DS6.5	Separate letterboxes must be provided for each occupancy and an additional letterbox provided for the owners' corporation, with numbering and "owners' corporation" title clearly displayed
		DS6.6	The strata management statement must include all matters relevant to the ongoing common management of the building(s) and site



Part 10

Signs and Advertising Structures

Application

This Guideline applies to all development within the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.

This Chapter of the **Inner West Development Control Plan 2016** supports the LEP by providing additional objectives and development standards, to enhance the function and appearance of signage on land where this DCP applies.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

To ensure that outdoor signs :

- convey advertisers' messages and images while complementing and confirming the development on which it is displayed and enhancing the character of the surrounding locality;
- minimises adverse effects on the area in which it is located in terms of appearance, size, illumination, overshadowing, loss of amenity etc.;
- does not lead to visual clutter through the proliferation of signs;
- does not dominate a building or its architectural features, and enhances any architectural details of a building;
- is proportional to the size of the building or space to which it is attached; and
- is compatible with the character of the area in which it is proposed.

Section 1: Types of signage that requires approval

Performance Criteria	Design Solution
What type of signage needs approval?	
PC1.	**DS1.1** Signs can involve one or more of the following approvals (depending on the type of sign and the location): • a development application • a construction certificate if it involves the erection of a structure (under the **Environmental Planning and Assessment Act 1979**); • approval to erect a structure or carry out a work over a public road (under the **Roads Act 1993**).
	DS1.2 **Table 1** is to be used in determining whether an application needs to be made to Council. Broadly: • whether development consent is required depends on the provisions of **Inner West LEP 2022**, State Environment Planning Policy (Industry and Employment) 2021and **State Environmental Planning Policy (Exempt and Complying Development Codes) 2008** • the provisions of **State Environmental Planning Policy No.64 Advertising and Signage** also need to be checked depending on the type of sign proposed. • a construction certificate is required if the sign involves the erection of a structure - unless this Part states that particular structures do not need approval; • roads approval is necessary for any advertisement which is within public road space - unless this Part states that particular advertisements on roads do not need approval.
	DS1.3 Signage not affected by the **Codes SEPP** or **SEPP (Industry and Employment) 2021** are controlled by the **Inner West LEP 2022**. ***Note:*** *Refer to Inner West LEP 2022 for locations where other types of signs such as "business identification signs" and "building identification signs" area are permissible.*

TABLE 1 - IS APPROVAL FROM COUNCIL REQUIRED?

Type of sign	Is Development Consent Required?	Is a construction certificate required?	Is Approval under the Roads Act 1993 Required?
Advertisement not visible from outside site	Refer to **Schedule 2, Inner West LEP 2022 and C**odes SEPP to determine whether or not the development is Exempt. Otherwise Council approval is necessary	Refer to **Building Code of Australia**	No
Business identification signs (excluding residential zones)	Refer to **Schedule 2, Inner West LEP 2022 and C**odes SEPP to determine whether or not the development is Exempt. Otherwise Council approval is necessary	Refer to **Building Code of Australia**	Yes, if within the public roadway.
Business identification signs in residential zones	Refer to **Schedule 2, Inner West LEP 2022 and C**odes SEPP to determine whether or not the development is Exempt. Otherwise Council approval is necessary	Refer to **Building Code of Australia**	Yes, if within the public roadway.
Business identification signs proposed on items of environmental heritage or items of environmental heritage (all zones)	Yes	Refer to **Building Code of Australia**	Yes, if within the public roadway.

TABLE 1 - IS APPROVAL FROM COUNCIL REQUIRED?

Type of sign	Is Development Consent Required?	Is a construction certificate required?	Is Approval under the Roads Act 1993 Required?
Change of message/replacement of an existing business identification sign	Exempt Development in certain circumstances: See extract below from **State Environmental Planning Policy (Exempt and Complying Development Codes) 2008** **Subdivision 36A Signage (replacement/change of content of identification signs) Exempt Development Criteria "** **2.72A – Specified development** The replacement of: • an existing building identification sign or the content of such a sign, or • an existing business identification sign or the content of such a sign, is development specified for this code. **2.72B – Development standards** The standards specified for that development are that the development must: • replace a lawful sign, and not be greater in size than the sign that is replaced, and • not be a sign that is flashing or animated, and • not involve any alteration to the structure or vessel on which the sign is displayed, and • not obstruct or interfere with traffic signs. ***Note:*** *The Summary Offences Act 1988 regulates or prohibits certain business signs."*	No, provided there is no change to any lawful structure.	No

TABLE 1 - IS APPROVAL FROM COUNCIL REQUIRED?

Type of sign	Is Development Consent Required?	Is a construction certificate required?	Is Approval under the Roads Act 1993 Required?
Real estate sign Being an advertisement that contains only a notice that the place or premises to which it is fixed is or are for sale or letting (together with particulars of the sale or letting) and that is not displayed for more than 14 days after the letting or completion of the sale. ***Notes:*** *Real Estate Institute policy states signs should be removed 10 days following leasing or settlement Illuminated real estate signs are prohibited*	Refer to **Schedule 2, Inner West LEP 2022 and C**odes SEPP to determine whether or not the development is Exempt. Otherwise Council approval is necessary	Refer to **Building Code of Australia**	Yes, if within the public roadway.
Sign on or behind the glass line of a shop window/door visible from a public place	Signs using office stationary materials such as coloured cardboard, office paper, and the like with hand drawn messages are considered unauthorised fly posters and are prohibited	N/A	N/A
Temporary signs, for religious, cultural political, social or recreational events	Refer to **Schedule 2, Inner West LEP 2022 and C**odes SEPP to determine whether or not the development is Exempt Development. Otherwise, Council approval is necessary	Refer to **Building Code of Australia**	Yes, if within a public roadway.

Section 2: Council requirements if approval is needed

Performance Criteria	Design Solution
A signage plan for your property	
	DS1.1 An application to Council should include the removal of unnecessary signs. Any Council approval for new or additional signs may require removal of unnecessary signs as a condition. Avoid the use of "corporate branding and logos" on directional and way finding signs.
	DS1.2 When considering a sign application, Council would like to see that thought has been given to the overall effect on the building or property. A diagram which has worked out the best design and position of all existing and proposed signs is a good way to do this and will usually be requested. This need not mean much work for small premises (a sketch plan is satisfactory). Larger premises having more signs may need more detailed diagrams.
	DS1.3 Diagrams will generally need to show dimensions and existing building features as well as existing signs.
	DS1.4 If there are a number of tenancies in a building, the sign should include opportunities for different messages.
Signage within Shopping Centres	
	DS2.1 Proposals for signage within shopping centres must: • consider signage in relation to how it will look in the shopping centre; • avoid unattractive size, colour, lettering and message within shopping centre; • avoid garish or flashing neon signs including neon signs in windows wherever possible; • reinforces the character or feel of surrounding area, well-preserved buildings, a speciality in a particular kind of good or service; **And** • obtain the right balance between individuality and contrast, and an overall attractive-looking centre. Good design skills are needed.
Design to fit your building	
	DS3.1 In developing a signage plan: • divide the building up into well-proportioned areas where a sign might best be displayed; • identify any particular architectural features on the building that could either be good places for signs, or should be left free of signs to maintain the appearance of the building; **And** • minimise the extent of business identifications signage and corporate branding on building structures and within parking areas

Performance Criteria	Design Solution
	DS3.2 While the dimensions and shapes in the signage plan should be generated by the features of the building, they should also recognise standard industry sizes for certain types of signs.
Buildings and areas of heritage interest	
	DS4.1 Signage should respect the architecture, age and historical merit of such buildings as illustrated in the **Attachment 1** of this Part.
	DS4.2 Signage should be placed in locations on the building which would traditionally have been used as advertising areas: • a solid parapet above a cornice; • the horizontal panel below a cornice; • verandah (ground or upper floor) fascia as well as the possible side panel (valance) formed by the roof profile; • spandrel panels below windows; • ground or first floor windows; • notice boards or plaques on ground floor piers; • small signs limited to individual architectural elements such as a rendered area; • on side upper storey walls; **And** • party walls able to be viewed above adjacent buildings.
	DS4.3 Signs should not cover up architectural features. Projecting wall signs and pole/pylon signs are not appropriate for heritage conservation areas or heritage items. ***Note:*** *Special studies have been made of the Haberfield and the Summer Hill Shopping Centres (Main Street Studies) for more information please go to - https://www.innerwest.nsw.gov.au/develop/planning-controls/heritage-and-conservation/heritage-studies*
Special (landmark) signs	
	DS5.1 Some signs which would not comply with the provisions of this Part might still have merit. Special individually designed signs can provide useful landmarks and identification for an area.
	DS5.2 There can only be very few of these signs - otherwise their "uniqueness" will be lost. Inner West Council may consider such signs - but they must: • be special cases; • not adversely impact on amenity of residential areas, the streetscape or detrimentally affect heritage significance; • be well designed as an integrated structure, not simply as an advertising hoarding; • enhance, not detract from the visual amenity of the

Performance Criteria	Design Solution
	area or building appearance; • not create a precedent for too many other similar signs; **And** • comply with the provisions and guidelines relating to **State Environmental Planning Policy (Industry and Employment) 2021**. https://www.legislation.nsw.gov.au/#/view/EPI/2001/199
Traffic safety	
	DS6.1 Signs should not risk distracting drivers or risk being confused with traffic control signs or lights. Size, lettering, colour and illumination will be considerations in this regard.
	DS6.2 Flashing lights and blue, red, green and amber colours are not favoured. The **Road & Maritime Services** is able to remove any sign considered dangerous to traffic safety. Signs along main roads may be referred for comment to the **Local Traffic Committee**.
Content - what is acceptable?	
	DS7.1 Signs will not be approved where the wording or graphics is deemed to be objectionable to the general public.
	DS7.2 All signs related to sex shops, brothels and the like require Council approval.
Street numbering	
	DS8.1 The street number of the premise should be displayed as part of the signage, unless otherwise displayed on the property. This assists customers, makes good business sense and demonstrates community pride.
	DS8.2 The fascia of any footpath awning has good visibility from the street; locations visible to footpath users are also desirable.
Consideration of neighbours	
	DS9.1 Size, positioning, colouring and illumination of signs should be considerate of possible impact on neighbours, including: • "neighbours" are not necessarily adjacent properties. Large signs and illuminated signs in particular can be seen from some distance and you must consider the greater potential impacts - this includes shadowing effects and possible blocking of views and outlook by sign structures; **And** • new signs should not reduce the visibility of existing signage on other property. ***Note:*** *that in relation to the item above, any approval of a sign by Inner West Council does not guarantee future public visibility of that sign.*

Performance Criteria	Design Solution
Access from neighbouring property	
	DS10.1 Where the erection or continued maintenance of signs will involve access over a neighbouring property: • the applicant will need to obtain the agreement of the owner of any affected property prior to the application being lodged with Council; **And** • this agreement will need to be formalised by an easement or the like on the land title of the affected property.
Requirements for different types of signs	
	DS11.1 Please refer to **Table 2 – Requirements for different types of signs**. Please also refer to **State Environmental Planning Policy No.64 - Advertising and Signage** which needs to be complied with for all types of signs referred to in that Policy

TABLE 2 – REQUIREMENTS FOR DIFFERENT TYPES OF SIGNS WHERE AN APPROVAL FROM COUNCIL IS REQUIRED	
Advertising Structure	**Requirements**
"A" Frame sign ancillary to business identification (Sandwich board) Re-locatable, ground-level board or structure.	Not acceptable, other than real estate "Open for Inspection" signs where there is public risk insurance undertaken to cover liability of up to $5 million
Signage Panel Any advertising structure, other than those described elsewhere, which is not illuminated. Includes a billboard.	• Generally, not to project 50mm beyond the wall. • must be flush with the wall if below 2600mm high adjacent to footpath. • not to project above the top of the wall. • not to cover any window or architectural feature. • free standing panels (i.e. hoardings) not acceptable; (refer also Pole Signs). • shape and size to suit architectural features of the building.
Awning Sign: Under-awning Signs attached to the underside of an awning (other than the fascia or return end). *(See also Fascia Signs)*	• erected horizontal to the ground. • not less than 2.6m from the ground. • not to project beyond the awning. • securely fixed.
Awning Sign: Above-awning Signs attached to the upper side of an awning (other than the fascia or return end and not including projecting wall signs). *(See also Fascia signs)*	• generally not acceptable. • possible on some historic buildings or where it can be considered as a "landmark" sign (refer to 4.7). • not to project beyond the awning fascia • securely fixed.
Blinds Signs attached or painted on weather protection blinds attached to a building or awning (street blinds).	• generally only acceptable where attached to an awning (i.e. not favoured on windows). • minimum distance of 2300mm to the underside of the blind hooks and rollers (a canvas flap may extend 300mm below the roller).
Bunting Decorations, including flags, made from material or the like.	• not favoured as a permanent means of advertising. • temporary use for special events acceptable. • approval will generally be time limited. • see also requirements for projecting wall sign.
Fascia Sign Sign attached to the fascia or return of an awning	• generally shall not project beyond the fascia or return end of the awning to which it is attached. • illuminated signs on fascias will be considered on merit.
Signage Structure	**Requirements**
Flashing Sign Illuminated (for any part of the advertising area) at frequent intervals by an internal source of artificial light and whether or not included in any other class of advertising structure Includes a sign where the whole or part of the image appears to move by way of lights.	• generally not acceptable on grounds of annoyance to occupants and passers-by (which could be some distance from the sign location). • well-designed "moving image" signs may be acceptable in special circumstances; (**refer to DS5.1 and DS5.2**).

Flush Wall Sign Attached to the wall of a building or structure other than a hoarding and not projecting horizontally more than 50mm.	• must not project above or beyond the wall to which it is attached. • shape and size to relate to the architectural features of the building.
Illuminated Sign Illuminated (for any part of the advertising area) by an external light source and whether or not included in any other class of advertising structure. Includes floodlit signs.	• external lighting mediums must be at least 2.6m above the ground, if projecting over a public road. • to include suitable screening to avoid nuisance and light spillage to adjoining properties and potential danger to drivers or pedestrians. • illuminated signs on fascias will be considered on merit. • avoid garish neon signs on buildings/in windows wherever possible.
Inflatable Sign Air or gas filled structures. Includes blimps and balloons.	• not generally favoured. • may be possible where considered to be a "landmark: sign (**refer to DS5.1 and DS5.2**). • full structural stability confirmed by a certificate from a practising structural engineer. • public risk insurance, indemnifying Council, to the amount of $5 million. • controlling company to provide continuous 24 hour service including contact telephone number. • shall not overhang the public roadway.
Moving Sign Signs capable of movement by any source of power or wind (whether or not included in any other class of advertising structure).	• not generally favoured. • should be at least 2.6m above the ground. • may be possible in special circumstances where there is no nuisance to traffic or pedestrians and where it can be considered as a "landmark" sign (**refer to DS5.1 and DS5.2**)
Newsagent Placards Temporary advertising displaying headlines, publications, etc. for sale within the premises.	• must be in frames affixed to (not propped against) the wall. • must not project more than 75mm.
Painted Wall Sign Painted onto the wall of a building.	• size and shape to relate to architectural features of building. • not allowed on unpainted masonry on heritage items or buildings in conservation areas. • Must be repainted regularly.

Pole or Pylon Sign Erected on a pole or pylon independent of any building or structure.	• Pole/pylon signs should not be located so as to dominate or protrude significantly above the skyline or to obscure or compromise significant scenic views or views that add to the character of the area. Refer to **DS16.1** for development submission requirements. • They should also not be located so as to diminish the heritage values of items or areas of local, regional or state heritage significance. **Pole/pylon signs – assessment criteria** • Signs attached directly to buildings are preferred to pole signs given that freestanding pole signs can be dominant/visually disruptive in the streetscape. • Applicants will need to justify the need for pole/pylon signs in preference to conventional signs fixed to buildings. • Pole/pylon signs will only be considered for larger sites with a primary street frontage exceeding 25 metres in width. • Freestanding pole/pylon signs are not acceptable if the primary building is located within 5 metres of the street frontage. • Freestanding pole/pylon signs will only be considered where signage fixed to a building may be ineffective (see above) and where strict compliance with the provisions of **SEPP 64**, the guidelines accompanying **SEPP 64** and the provisions of Council's DCP are all achieved. • Pole/pylon signs will only be considered in circumstances where an overall reduction in the number of signs on a property is implemented to reduce advertising "clutter" if present (all signs proposed to be removed are to be shown on plans). • Maximum permissible height for any freestanding pole/pylon sign is 6 metres and the maximum advertisement area outline is 3.3 m2. • Advertisement area of a pole/pylon sign is to be of a simple, regular shape and dimension (e.g. rectangular, square, circular). Avoid multiple messages. • Only one pole/pylon sign will be permitted for each property. • Pole/pylon signs must not project over the roadway/footpath. • The area of any sign should appear in proportion with height of the pole • Side protrusions and 3-dimensional shapes for pole/pylon signs are not preferred; • Pole/pylon signs should display the street number (preferably at the top) - this assists customers and also makes good business sense. • Pole/pylon signs should be located adjacent or close to the front property boundary but not overhanging the public footpath) so that a "sign envelope" is established to create some uniformity in positioning of signs along the street which will also improve "readability" for the public.

Performance Criteria	Design Solution	
Time Limited Approval		
	DS12.1	When granting development consent (if required) for a sign, Council may include a condition limiting the duration of that approval where it considers the existence and/or design of the sign should be reviewed after a period of time. The condition would require a new application to be made to Council at the end of the stipulated time period.
	DS12.2	When granting development consent (if required) for a sign, Council may include a condition limiting the duration of that approval where it considers the existence and/or design of the sign should be reviewed after a period of time. The condition would require a new application to be made to Council at the end of the stipulated time period.
	DS12.3	Council may require on-going engineering certification of any structure where it considers this necessary to ensure continued stability and safety.
How to measure the area of a sign		
	DS13.1	The area of an advertisement in the form of a sign is the area within the outline of that sign. The objective is to have some control on the overall size and appearance of the sign.
	DS13.2	Where a sign is double-sided (i.e. an advertisement on both sides and within the same plane) the area of one side only need be counted.
Language		
	DS14.1	All advertising and signage must be displayed in English but may include a translation in another language. Any translated message must be accurate and complete, and using wording and/or numbering that is not larger than the English message.
Sign Maintenance and Professional Sign Writing		
	DS15.1	Council discourages signs prone to deterioration and will take action to require removal of deteriorating, redundant, unsafe, unsightly or objectionable signage. It is the responsibility of property owners to maintain signs in good condition. Painted signs should be repainted regularly. If you are thinking of installing any type of sign consider obtaining professional advice to achieve a high quality result
Development Applications – Data Requirements for Larger Pole / Pylon Signs		
	DS16.1	Applicants for pole/pylon signs that will be 6 metres or greater in height must clearly demonstrate as part of their development submission that any pole/pylon sign proposed will not be visible from a heritage conservation area or protrude above the dominant building skyline or tree canopy in the locality. In order to achieve this aim, applicants may be asked to lodge with their application a ("3ds") data file showing 3 dimensional rendering of pole/pylon signs over 6 metres in height. This can then be "loaded" into Council's current computer modelling, animation and rendering software for the Inner West Council Local Government Area

Performance Criteria	Design Solution
	to validate compliance with the above objectives. Check with Council "upfront" to see whether you need to supply this information with your application.

Attachment 1

Character

These areas are sufficiently valued by the community to be worth conserving. Development which enhances their character should be encouraged. Heritage areas may include individual buildings or sites, streetscapes or precincts of architectural, historic, scientific or landscape importance, as well as areas where there is a concentration of a particular use.

They may be listed as heritage items – historic buildings, sites or conservation areas in the statutory plan – or designated under other legislation.

Objectives

- Outdoor advertising should be designed and located in a manner which conserves the heritage places which have been identified as significant: protecting and enhancing what is valued about the building or the place.

Appropriate sign opportunities

Opportunities for advertising, as well as acceptable media used, may be more limited than in other areas.

Where possible, the planning authority should undertake a heritage or conservation study of its area which should include a visual analysis identifying, among other things, the location, character and intrusiveness of existing advertising and preferred locations (and standards) for future advertising. Detailed requirements for placement may be site-specific (for example, specific items of environmental heritage).

Historically, signs were rarely placed on pilasters, architectural moulding or across rustication (incised decorative patterns). They were placed so as to allow the architectural details of buildings to remain prominent.

Generally, sign panels can be determined by dividing a building up into a grid and identifying locations on:

- a solid parapet above a cornice;
- the horizontal entablature or panel below a cornice;
- verandah (ground or upper floor) fascia as well as the possible side valence panel formed by the roof profile;
- spandrel panels below windows;
- ground or first floor windows;
- notice boards or plaques on ground floor piers;
- string courses;
- small signs limited to individual architectural elements such as a rendered block ;
- on side upper-storey walls;
- party walls able to be viewed above adjacent buildings.

These locations are shown in figure 1

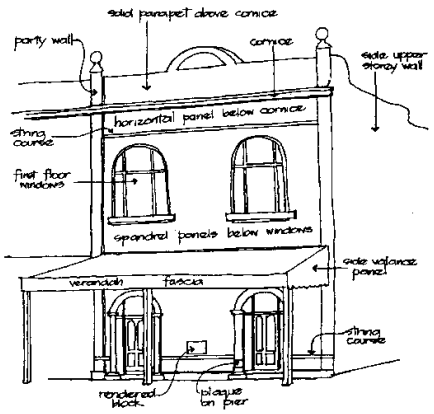


FIGURE 1 IDENTIFYING SIGN PANELS

Modern signs can, at times, be accommodated as follows:

- projecting from a building at first floor window level;
- hanging beneath a verandah roof;
- projecting from a building without a verandah above the ground floor window head or on a ground or first floor pier;

- on windows;
- on a plaque beside the entrance door;
- as a freestanding pole sign or low level sign (below ground floor window sill level) in front of or beside the building;
- as a panel on a front fence.

Performance standards: matters for consideration

- Generally, signs on individual buildings or within areas of special significance should be discreet and should complement the building or area. The architectural characteristics of a building should always dominate. For example, signs should not be placed on cast-iron, first floor verandahs, balustrades or in front of cast-iron verandah frieze work.
- Advertising should be placed in locations on the building or item which would traditionally have been used as advertising areas. If the building or item has no such locations, advertising will usually be inappropriate (see figures 2 and 2a).

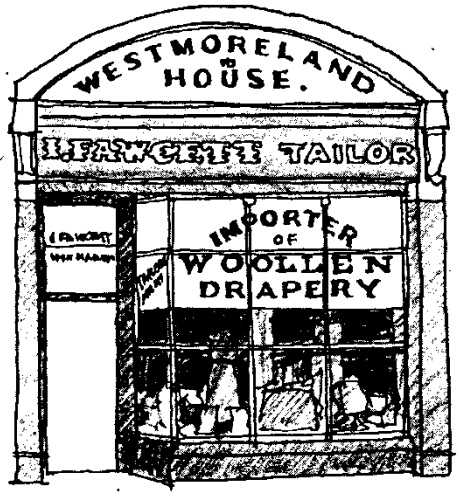


FIGURE 2 TRADITIONAL SIGNS

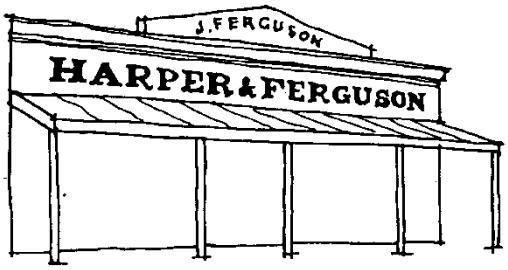


FIGURE 2a TRADITIONAL SIGN LOCATIONS

- Sky-sign opportunities will be rare. No signs should break an historic parapet or roof-line of a building (see figure 3). A possible exception is single-storey verandah roof-lines, where signs sometimes project above verandah spouting or across the verandah roof.
- Side-walls provide opportunities, but should be carefully considered (see figure 3).

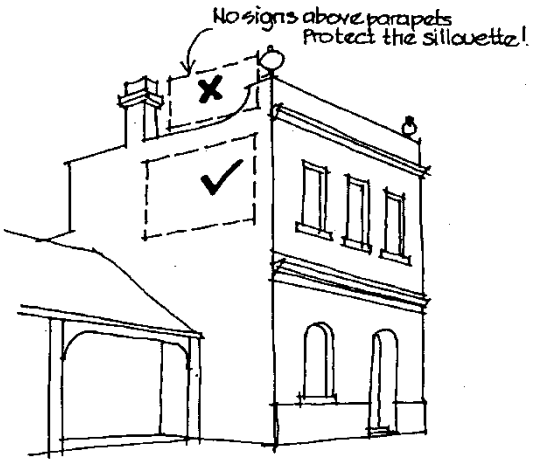


FIGURE 3 UPPER LEVEL OPPORTUNITIES

- It is not usually necessary to attempt to create or recreate an 'historic' character in the advertising, but modern standardised 'trademark' advertising will not usually be appropriate. This is unless the presentation is modified by placing the modern sign in a panel with a perimeter margin and surrounding wall surface printed in sympathetic heritage colours.
- The number of signs should be restricted as follows:
  - up to three sign locations on a building with a verandah and two on a building without a verandah;
  - one hanging under-verandah sign per premise.
- In general, there are no standard sizes for signs in heritage areas. They may vary according to the design and history of the building or its environment (see figure 4).
- Permanent signs on shop windows should not cover more than 25% of the window area, between the window-sill and door-head.
- The verandah-fascia sign should have a maximum height of 175mm with lettering 150mm.
- As the external colours applied in different historic periods varied and were more limited in range than today, it is wise to research appropriate colour ranges for buildings in heritage areas.
- Heritage lettering styles may involve shaded letters, the mixing of sizes and styles of letters and ornamental scrolls as relevant to the period of the building.
- Fluorescent and iridescent paints are inappropriate.
- Signs are preferably illuminated by floodlighting. Large backlit signs will be appropriate only on buildings and items constructed during the period when neon was used. Small neon signs hanging inside the windows of shops can be appropriate because they are more in the nature of a window display than of a dominant townscape element. There are exceptions to the use of internally illuminated, neon and flashing signs where they are an accepted component of the social history of the area, e.g. Melbourne and Sydney's Chinatown.

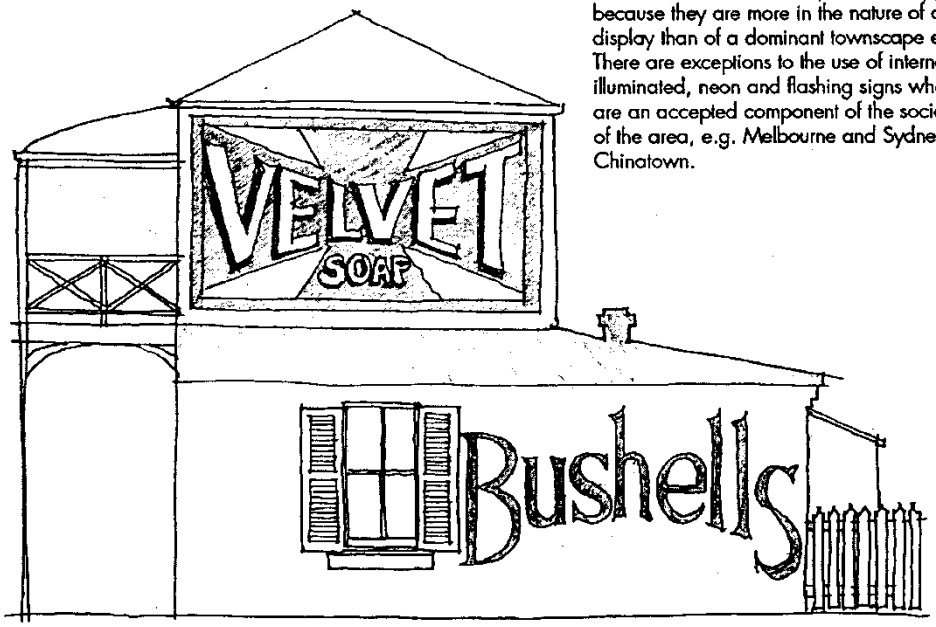


FIGURE 4 HISTORIC SUPER-GRAPHICS

Part 11

Fencing

Application

This Guideline applies to all development within the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To ensure fencing achieves an appropriate balance between providing for personal and property safety, security and delineation of areas that are not publicly accessible and ensuring a safe and active public domain that has a visually attractive and functional interface with the private domain.
- To ensure fencing does not unreasonably obstruct clear sightlines from the private domain to the public domain.
- To ensure fencing is compatible with the heritage values of the site and streetscape.

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Fencing			
PC1.	Fencing is consistent with prevailing desirable fencing patterns in established neighbourhoods and achieves a balance between providing privacy and security and facilitating passive casual surveillance of the public domain	**DS1.1**	Fencing is consistent with the prevailing desirable fencing patterns in established neighbourhoods in terms of: • Location • Height • Materials • Colours • Textures • Relationship to private open space and buildings
		DS1.2	The maximum height of side and rear fences is 1.8m
		DS1.3	The maximum height of front fences is: • 1.2m **or** • 1.8 where the front fence is at least 50% transparent ***Note:*** *this level of transparency is usually achieved through horizontal or vertical battens or other lightweight construction*
		DS1.4	Fences longer than 10m incorporate design features to reduce the visual impact on the public domain such as: • being setback behind a landscaped planting bed • incorporation of gates and other entrances of a different material to the main fence to individual dwellings • use of different, complementary materials • use of lightweight materials
		DS1.5	On sloping sites, fences should be stepped in height to follow the levels of the land
		DS1.6	Fences are constructed from high quality, durable and low maintenance materials ***Note:*** *in general, metal and unpainted timber fences are not appropriate*

Part 12

Telecommunications Facilities

Application

This Guideline applies to the following development categories:

- Telecommunications facility.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To enable the development of telecommunications facilities that provide for enhanced connectivity while ensuring protection of the amenity and heritage values of the surrounding neighbourhood

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Telecommunications			
PC1.	Telecommunications facilities are provided to improve connectivity while mitigating impacts and respecting streetscapes and neighbourhood character, in particular heritage conservation areas *Note: these provision are to be read in conjunction with relevant acts and guidelines, including:* • *Telecommunications Act 1997* • *Telecommunications Code of Practice 1997* • *Radiocommunications Act 1992* • *Telecommunications (Low-impact Facilities) Determination 1997* *Some of these documents establish processes and limit or preclude council's ability to determine development applications for some types of facilities*	**DS1.1**	Facilities are not to be located within 300m of a sensitive uses ***Note**: a sensitive use includes residential, education, child care and other similar uses. It does not include retail office or industrial uses*
		DS1.2	Telecommunications facilities are not located on sites that contain a heritage item
		DS1.3	Telecommunications facilities are located and sited to minimise their impact, including: • not being located on visually prominent locations such as hilltops or corners • are located away from the street boundary and other property boundaries • do not obstruct significant views • where possible, are largely or wholly screened from view from the adjoining public domain by buildings • neutral colours • minimal dimensions
		DS1.4	The facility is located and designed to minimise potential exposure to **electromagnetic radiation exposures (EMR)** and supported by documentation that demonstrate that it will achieve the standards within relevant codes of practice for EMR
		DS1.5	The operation of then facility does not cause nuisance or harm to the amenity to other properties by way of emission of unreasonable noise or vibration

Part 13

Development Near Rail Corridors

Application

This Guideline applies to the following development categories:

- Development adjoining or within 100m of a rail corridor.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- To ensure that development does not compromise the continued operation, efficiency or safety of the rail network
- To ensure that development mitigates adverse impacts from rail corridors to achieve an acceptable level of amenity, and in particular protection from excessive noise

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Telecommunications			
PC1.	Site layout, building orientation and internal layout ensures development adjacent to or near rail corridors achieves an acceptable level of internal acoustic amenity, is not unreasonably affected by vibration and protects the safety and integrity of rail infrastructure from adjacent development ***Note:*** *this part of the DCP is to be read in conjunction with State Environmental Planning Policy (Infrastructure) 2007 and Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008)*	**DS1.1**	Development for the following purposes in or adjacent to a rail corridor is supported by an acoustic report prepared by a suitably qualified and experienced in accordance with the relevant provisions of this DCP and the **Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008)**: • residential accommodation • place of public worship • hospital • educational establishment • child care centre
		DS1.2	Where for residential accommodation, development ensures that the following LAeq levels are not exceeded: • in any bedroom in the building-35 dB(A) at any time between 10.00 pm and 7.00 am • anywhere else in the building (other than a garage, kitchen, bathroom or hallway)-40 dB(A) at any time
		DS1.3	The distance between noise sensitive rooms and the rail line is maximised
		DS1.4	Building siting and design, such as the establishment of a screen buildings and the use of staggered or articulated facades, façade articulation diffuses noise
		DS1.5	Screen planting is used to reduce the visibility and apparent impact on the rail corridor
		DS1.6	Windows facing the rail corridor are acoustically treated through double glazing or other measures
		DS1.7	Walls facing rail corridors are constructed from masonry and include insulation to reduce the impact of noise in internal living spaces
		DS1.8	Rooms facing rail corridors are mechanically ventilated
		DS1.9	Windows are provided on facades facing the rail corridor to provides opportunities for passive casual surveillance of the rail corridor, in particular where adjoin station areas
		DS1.10	In town centres, residential uses are located on top of a podium designed and occupied by less noise sensitive uses such as shops and are setback from the edge of the podium
		DS1.11	Open balconies: • oriented to have their longer axis to perpendicular to the rail corridor • are deep • have solid masonry balustrades

Performance Criteria	Design Solution
Telecommunications	
	• include sound absorption material to their underside
	DS1.12 Partially enclosed balconies or winter gardens have measures that provide for a visual perception of openness when viewed from the public domain and facilitate natural ventilation such as operable screens or acoustic louvres
	DS1.13 Development satisfied the requirements for electrolysis in the **Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008)**

Part 14

Contaminated Land

Application

This Guideline applies to all development within the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.

This guideline is particularly applicable to land that is currently zoned for industrial uses, or has been used for industrial purposes.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

The Guideline is performance based. In this role, it is intended to provide both a level of certainty for applicants, Council and the community while also enabling consideration of high quality, innovative design. This is appropriate as given the complexity of the LGA urban environment, it is not possible or desirable in all instances for council to specify quantitative, pre-determined criteria that development must achieve. Rather, in such setting an appropriate design emerges from a well-considered site analysis that explores and responds to the characteristic of the site, adjoining properties, the streetscape and neighbourhood, as well as putting in place adequate measures to mitigate any potential negative impacts.

The Guideline comprises the Purpose, Performance Criteria and Design Solutions. Alternative Solutions to the Design Solution may also be proposed by an applicant.

The Purpose and Performance Criteria identify the performance outcomes that must be achieved for council to consider granting development consent to a development application. Council will not approve a development application that cannot meet all parts of the Purpose or all Performance Criteria, where relevant.

Design Solutions provide a guide for achieving the Performance Criteria, and by association, the Purpose.

Through the development application process, an applicant may propose an Alternative Solution to the Design Solution. Council will consider the Alternative Solution against the Performance Criteria and Purpose. If sufficient justification exists, largely informed by a site analysis and argued against sound urban planning and design grounds, council may consider accepting an Alternative Solution to the Design Solution.

Purpose

- Development adequately considers and addresses land contamination when required under **State Environmental Planning Policy 55 – Remediation of Land**

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
Contaminated Land			
PC1.	Development minimises the risk of harm to people, property or the environment from land contamination	**DS1.1**	Development complies with **State Environmental Planning Policy 55 –Remediation of Land** Development applications are to submit all required documentation and analysis that demonstrates the extent or otherwise of any level of contamination, which is necessary to be examined and assessed. This is to include any future steps or action that might be required for remediation of the land.
		DS1.2	Development applications for the demolition or alteration of existing buildings where hazardous materials such as asbestos are possible are to be supported by a Hazardous Material Survey

Part 15

Stormwater Management

Application

This Guideline applies to development in the Inner West Local Government Area for the extent of land show on Map 1 in Chapter A of this DCP.

Using this Guideline

In using this Guideline reference should also be made to **Section 1—Preliminary** at the front of this DCP.

Purpose

- To contain reference in the Development Control Plan to Section 2.25 of the Marrickville DCP 2011 for matters concerning stormwater management.
- To protect the urban environment from the effects of otherwise uncontrolled surface stormwater flows.
- To protect the quality of receiving waters, adjacent and downstream land –use and the rights of adjacent and downstream landowners.

(Part 15 added 5 Dec 17)

Performance Criteria and Design Solutions

Performance Criteria		Design Solution	
General			
PC1.	Development: Where consent is required at Development Application stage for stormwater drainage , or guidance for stormwater design is required, development is to comply with the provisions contained in Section 2.25 of the Marrickville DCP 2011.	**DS1.1**	Comply with the applicable sections and provisions contained in Section 2.25 of the Marrickville DCP 2011.
Codes SEPP and Complying Development			
PC2.	Provide a reference for Complying Development approval being sought for housing and stormwater drainage under the "Codes State Environmental Policy".	**DS2.1**	Comply with the applicable sections and provisions contained in Section 2.25 of the Marrickville DCP 2011.