



WILTON GROWTH AREA DEVELOPMENT CONTROL PLAN

# Draft Wilton Growth Area Development Control Plan - Part 6 Employment

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Draft

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# 1 Introduction

## 1.1 Land to which this Part applies

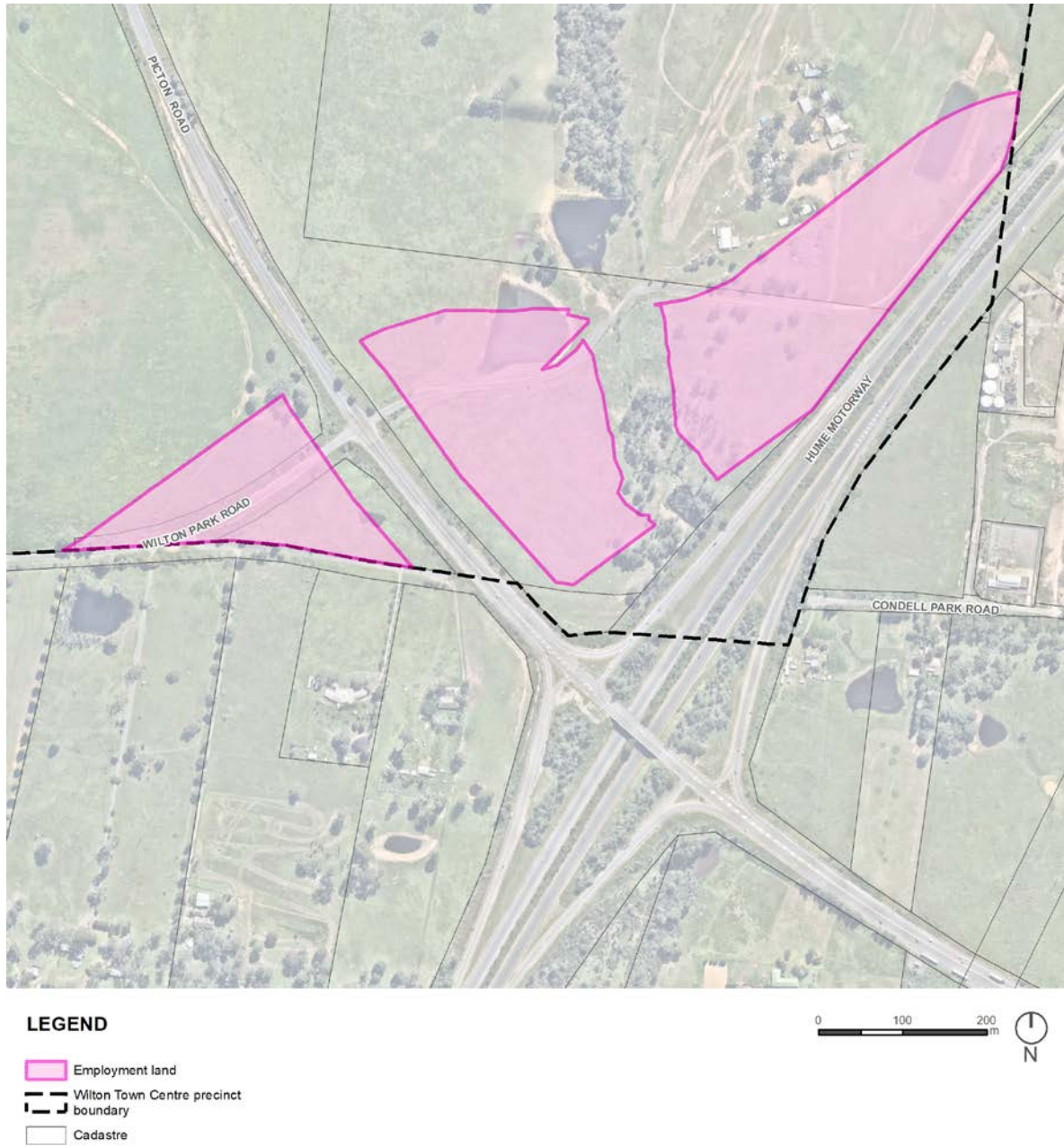
This part of the draft *Wilton Growth Area Development Control Plan 2019* (DCP), known as **Part 6**, applies to a range of employment-generating uses, including commercial retail, office and business uses; traditional light industrial uses; warehouses; logistics; business parks; specialised retail premises and the like, that other parts of this DCP do not specifically address.

This DCP applies to the employment-generating land uses identified within the Wilton Town Centre Precinct as shown in **Figure 1**, as well as all other employment-generating uses across the Wilton Growth Area.

The general principles, objectives and controls within this part of the DCP apply to:

- the relevant Neighborhood Plans; and
- all subsequent Development Applications (DAs).

DA proposals must also refer to the approved Neighbourhood Plan for guidance on some controls that are established on a block-by-block basis depending on the scale and nature of land uses in the relevant Neighbourhood Plan.



**Figure 1. Employment-generating land within the Wilton Town Centre Precinct**

## 1.2 Structure of this Part

This part of the DCP comprises seven sections (see **Table 1**).

**Table 1. Document structure**

Section	Title	Description
Section 1	Introduction	Outlines general planning principles, objectives and design controls to achieve quality, consistent and coordinated development of Centres, employment areas and employment-generating land uses
Section 2	Centres-based commercial development	Provides an overview of the centre's hierarchy, with detailed objectives and controls to guide the development of Centres across the Wilton Growth Area
Section 3	General industrial, light industrial, warehouse, logistics, business parks, specialised retail premises	Sets out objectives and controls for employment-generating uses. Where employment-generating land uses are proposed outside centres, these should support the economic viability of retail and commercial uses in the Wilton Growth Area and not compete with the defined Centres
Section 4	Mixed use	Sets out objectives and controls for mixed-use developments
Section 5	Sustainability	Sets out objectives and controls for sustainable built environments
Section 6	Parking, access, loading and servicing	Sets out objectives and controls for a range of movement outcomes, including cycle infrastructure, buses, parking and servicing
Section 7	Night-time Economy	Provides objectives and controls for night-time economic activities including locations, hours of operation and other considerations.

## 1.3 Objective of this Part of the DCP

The purpose of this part of the DCP is to ensure that the development of Centres and other employment-generating land uses occurs in an orderly, efficient and environmentally sensitive way that best serves the people of Wilton and the Wollondilly Shire. Development of land for employment-generating uses must be equitable. It also must support the health and wellbeing of local residents and workers in accordance with the *Wilton Health and Wellbeing Strategy*, offering every person the opportunity to live well.

The objectives of this part of the DCP are to deliver Wilton as a place:

- where everyone feels safe and welcome;
- where everyone has access to food, education, health care, green spaces, and social connection;
- where people have the opportunity to work closer to home;
- that encourages all modes of active transport, including walking and cycling; and
- that empowers its people to create self-sufficient communities that protect, restore and adapt to the local natural environment.

## 1.4 Relationship to other Parts of the draft Wilton Growth Area Development Control Plan 2019

This part of the DCP must be read in conjunction with other relevant sections of the draft *Wilton Growth Area Development Control Plan 2019* (DCP), including:

- **Part 2** Precinct Planning Outcomes;
- **Part 3** Neighbourhood and Subdivision Design; and
- **Part 5** Sustainability and Biodiversity.

**Section 1.6 Hierarchy of Centres** and **Section 2 Centres-based commercial development** of this part of the DCP and **Part 7 Wilton Town Centre** contain controls related to the Wilton Town Centre.

## 1.5 Additional requirements for Neighbourhood Plans

### 1.5.1 Centres

Any Neighbourhood Plan that includes a Strategic, Local or Neighbourhood Centre requires that an Urban Design Concept Plan be prepared and submitted as part of a relevant Neighbourhood Plan.

Urban Design Concept Plans are to include:

1. the requirements of **Table 2**;
2. demonstrate compliance with the general principles and objectives in **Section 1.6 Hierarchy of centres** and **Section 2 Centres-based commercial development** of this part of the DCP;
3. provide details of any proposed subdivision of land including lot size(s) and frontage(s);
4. include the proposed distribution of heights across the Centre and the maximum number of storeys for proposed development;
5. identify setbacks that:
  - i. ensure that the form, function and aesthetics of the proposed Centre is addressed;
  - ii. are appropriate to the proposed uses and characteristics of the location and Centre; and
  - iii. allow for adequate landscaping to reduce the bulk and scale of buildings and enhance streetscape amenity and context.
6. details of the design and location of buildings, car parking, landscaping, public transport, vehicular and pedestrian connections, and any servicing areas or loading docks, including:
  - i. the maximum height of the buildings;
  - ii. building footprints and indicative building envelopes;



- iii. pedestrian connections, through-site links and pedestrian-priority areas;
  - iv. public spaces and open spaces; and
  - v. vehicle, car parking and servicing arrangements.
7. identify active frontages and awnings to encourage community activity, safety, natural surveillance and definition of public and private space; and
  8. illustrate how the Centre will address accessibility and inclusiveness, and identify key design elements, such as paths of travel and entry points.

### 1.5.2 All other employment-generating uses

Any Neighbourhood Plan that includes employment-generating land uses other than those defined within Centres, such as business parks, specialised retail premises, light-industrial uses, warehousing, logistics, or the like, shall:

1. be consistent with the general principles and objectives in **Section 3 General industrial, light industrial, warehousing, logistics, business park, specialised retail** and **Section 4 Mixed use** of this part of the DCP;
2. provide details of any proposed subdivision of land and indicative building setbacks to address the form, function and aesthetics of the proposed development;
3. include details of the design and location of buildings, car parking, landscaping, communal open spaces, public transport connections, and vehicular and pedestrian movements;
4. include the location of parking, service areas and loading docks that ensure that access into and out of the site is in the optimum location and minimises conflict between pedestrians;
5. include landscaping areas forward of the building line and suitably located communal areas for the amenity of staff and visitors; and
6. provide details of street tree planting and all green infrastructure to combat the urban heat island effect and achieve a 40% tree-canopy target.

## 1.6 Hierarchy of Centres

The Wilton Growth Area Centres Hierarchy ensures the orderly and economic development of the Wilton Growth Area.

The aims of the planning approach for the Centres in the Wilton Growth Area are to:

- reduce trips by private vehicles for daily needs;
- create engaging public spaces and focal points for communities;
- deliver competitive, sustainable environments for local businesses; and
- drive investment in public transport, open spaces and community facilities in Centres to maximise community benefit.

The Wilton Town Centre will become the primary focus of retailing activity both during the development of the Wilton Growth Area and in the longer term. It will also become the Strategic Centre in the Wilton Growth Area.

The Department of Planning, Industry and Environment (the Department) has identified three Local Centres across the Wilton Growth Area—in the South East Wilton Precinct, in the North Wilton Precinct and in the West Wilton Precinct. Local Centres will accommodate

local jobs, shops, entertainment options, community facilities with access to public transport and active transport, and public spaces.

The Department also identified one Neighbourhood Centre in the Maldon Precinct.

To establish and achieve the desired centre hierarchy, Strategic and Local Centres will provide larger retailers, such as supermarkets. Retail outside these Centres is capped and limited to smaller shops to provide convenience shopping opportunities within walking distance of homes and workplaces.

### 1.6.1 Objectives

1. Support a viable and successful hierarchy that consolidates investment in Centres within the Wilton Growth Area;
2. Establish the Wilton Town Centre as the primary retail, community and entertainment Strategic Centre within the Wilton Growth Area;
3. Ensure that retail development is located within the planned Centres where it will have maximum community benefit, result in fewer trips by private vehicle and create competitive, sustainable environments for local business;
4. Provide adequate and appropriate retail development to meet the needs of existing and future workers, residents and visitors; and
5. Create Centres that provide for entertainment, points of interest, community facilities and services, public-domain improvements and public transport investment.

### 1.6.2 Controls

1. Centres will generally be delivered according to the hierarchy detailed in **Figure 2**;
2. Retail development in Centres is to be consistent with the role and function set out in **Table 2**;
3. Minor retail development, such as a neighbourhood shops, cafes or small takeaways, may be permissible outside of Centres, provided they:
  - i. do not negatively impact the viability and economic role of the planned Centres; and
  - ii. result in a net community benefit, including activation of the public domain and provide for convenient walkable shopping opportunities.
4. Specialised retail premises are to be within the area shown in **Figure 1**. Refer to **Section 3.10 Specialised retail premises** of this part of the DCP for specific design controls for specialised retail premises.

**Table 2. Centre role and function**

Centre type	Examples/description	Function	Appropriate retail uses
<b>Strategic Centre</b>	The Wilton Town Centre Refer to <b>Part 7 Wilton Town Centre</b> of the DCP for specific controls related to the Wilton Town Centre	<p>The Strategic Centre will:</p> <ul style="list-style-type: none"> <li>• provide a primary focus of retail, commercial and community activity in the Wilton Growth Area; and</li> <li>• provide for the greatest range of retail and entertainment uses in the Wilton Growth Area; and</li> </ul> <p>be vibrant and frequently visited.</p>	<p>The Strategic Centre will provide a full range of retail uses that aim to attract regional visitors. These uses include full-line supermarkets, department stores, discount supermarkets, cinemas, markets, specialty shops, fashion outlets, comparison shopping, homewares, convenience shops, fresh food, cafes, restaurants and bars.</p> <p>The Strategic Centre will include:</p> <ul style="list-style-type: none"> <li>• at least two full-line supermarkets (3,000 to 4,000 m<sup>2</sup>);</li> <li>• a discount supermarket;</li> <li>• specialty shops;</li> <li>• cafes and food services;</li> <li>• offices and retail services;</li> <li>• educational, health, leisure and civic facilities; and</li> <li>• open space.</li> </ul>

Centre type	Examples/description	Function	Appropriate retail uses
<b>Local Centre</b>	<p>The Wilton Growth Area will have a Local Centre in each of the following precincts:</p> <ul style="list-style-type: none"> <li>• South East Wilton Precinct;</li> <li>• North Wilton Precinct; and</li> <li>• West Wilton Precinct.</li> </ul>	<p>Local Centres will:</p> <ul style="list-style-type: none"> <li>• provide residents with convenient access to local shops and services that meet their daily needs, close to home and well-connected by active transport;</li> <li>• be readily serviced by public transport and cycleways, and</li> <li>• be supported by community services and open space.</li> </ul>	<p>Local Centres will provide a reduced range of retail uses for the local area, including specialty stores, homewares shops, convenience retailers, fresh food, cafes, restaurants and bars.</p> <p>The Department has identified capacity for 20,000 m<sup>2</sup> across all Centres, with a cap of 5,000 m<sup>2</sup> for Local Centres in South East Wilton, North Wilton and West Wilton.</p> <p>Each Local Centre will serve a local population and comprise:</p> <ul style="list-style-type: none"> <li>• a small supermarket (1,500 to 2,500m<sup>2</sup>);</li> <li>• specialty shops, cafes and food services;</li> <li>• education and childcare;</li> <li>• local health services; and</li> <li>• recreational facilities.</li> </ul>
<b>Neighbourhood Centre</b>	<p>One Neighbourhood Centre planned in Maldon will provide a walkable alternative to serve the daily and weekly needs of workers and visitors.</p>	<p>The Neighbourhood Centre will:</p> <ul style="list-style-type: none"> <li>• comprise a group of neighborhood shops and convenience shopping within walking distance of homes and workplaces; and</li> <li>• be approximately 2,000 m<sup>2</sup>.to 3,000 m<sup>2</sup>.</li> </ul>	<p>The Neighbourhood Centre will feature a small range of neighbourhood shops, including newsagents, cafes, a small convenience or grocery shop, and other specialty food retailers.</p>

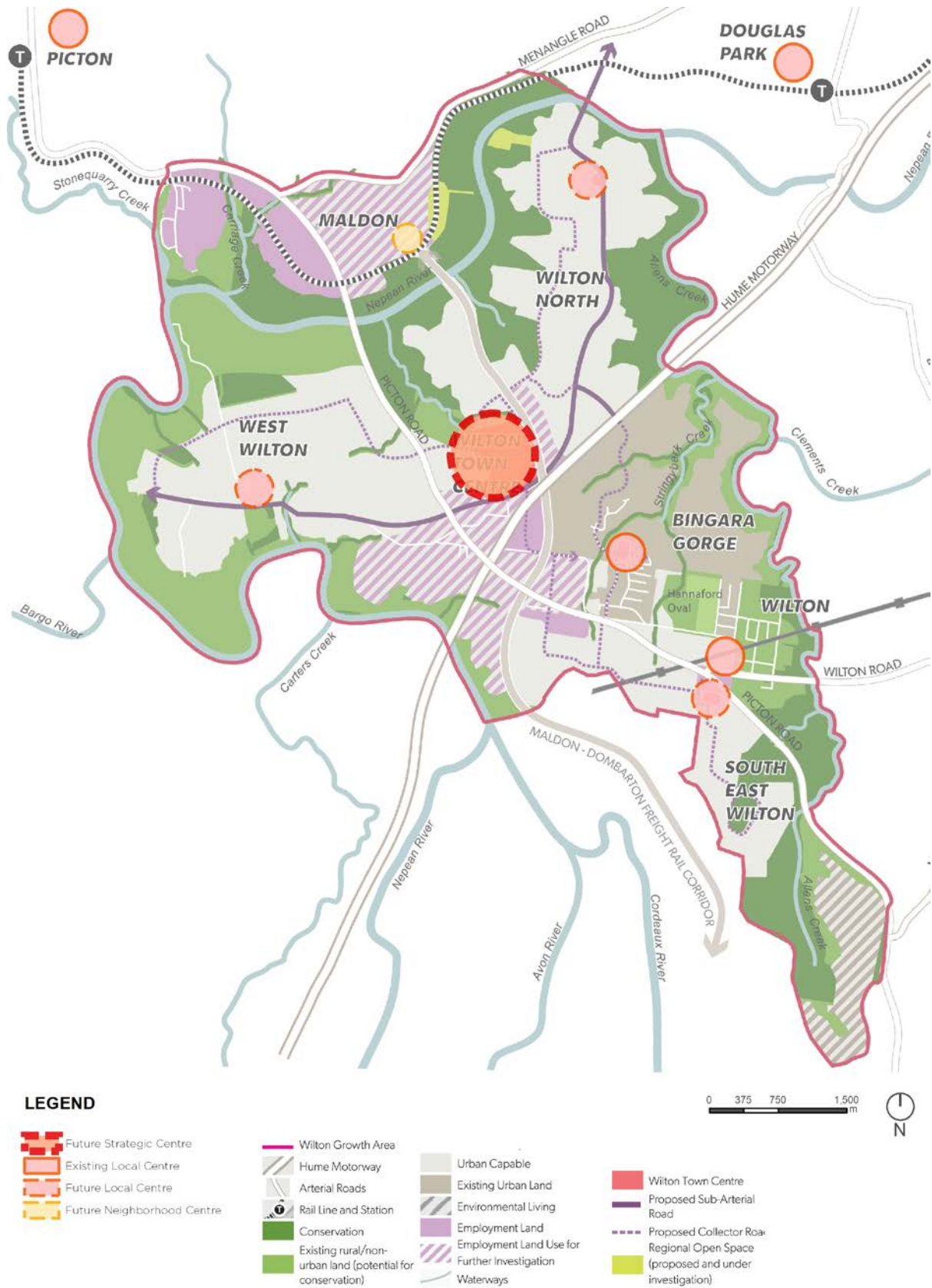


Figure 2. Centre hierarchy

## 2 Centres-based commercial development

### 2.1 Application of this section

This section applies to Centres and Centres-based commercial development, such as commercial, retail, office and business uses.

Mixed-use development in Centres shall also comply with **Section 4 Mixed use** of this part of the DCP.

**Part 4 Development in Residential Areas** of the DCP contains objectives and controls for neighbourhood shops.

This section is to be read in conjunction with **Section 6 Parking, access, loading and servicing** of this part of the DCP.

### 2.2 Objectives

1. Ensure that each proposal supports the viability and increases economic vitality of each Centre;
2. Ensure that each Centre complements and strengthens the commercial values of Wilton;
3. Facilitate good development by promoting human-scaled built form that is attractively designed and that complements the scale of Centres;
4. Ensure that the design of each Centre happens in a coordinated way;
5. Minimise the impacts of car park and service entries on main street frontages and pedestrian-prioritised areas;
6. Provide for safe, accessible and inclusive Centres;
7. Deliver high-amenity Centres and quality urban-design outcomes that prioritise people;
8. Promote and integrate public transport to maintain and enhance the amenity of Centres through reduction of traffic, noise and air pollution;
9. Deliver productive and vibrant Centres;
10. Encourage increased use of the Wilton Town Centre and each Local Centre, particularly at night;
11. Enhance amenity within buildings and provide equitable solar access;
12. Promote ecological sustainable design of the built form;
13. Enhance amenity and maximise solar access to public spaces; and
14. Acknowledge public spaces that suit the installation of public art and integrate them into the design of Centres.

## 2.3 Lot size and frontage

### 2.3.1 Objectives

1. Promote diverse commercial opportunities and deliver permeability and accessibility;
2. Deliver a lot pattern that encourages walking and activates streetscapes; and
3. Deliver fine-grained shopfront entrances along key activated frontages and pedestrian-priority areas.

### 2.3.2 Controls

1. Lot size and lot frontages shall provide an appropriate site configuration that achieves:
  - i. ground-level frontage that is activated and not dominated by access openings to car parking areas or blank walls;
  - ii. adequate car parking and maneuvering area for vehicles in accordance with Australian Standard AS2890;
  - iii. required setbacks and building separation set out by this DCP or the Apartment Design Guide (ADG) where relevant; and
  - iv. adequate vehicle access and basement parking to deliver streetscape activation.
2. Strategic, Local and Neighbourhood Centres development prohibits battle-axe lots, as they cannot adequately provide active frontages.

## 2.4 Building layout and form

Built form controls identify the location of buildings by their defined development sites, height and overall shape. These controls create neighbourhood character. They also impact:

- sunlight to adjoining buildings and open spaces;
- privacy and overlooking;
- the quality of spaces inside the building;
- the amenity and usability of private open spaces; and
- the sense of pedestrian scale and amenity in nearby streets.

### 2.4.1 Objectives

1. Provide for human-scaled built form that contributes to the physical definition of existing and proposed streets;
2. Ensure that built form responds and transitions to adjoining lower scale residential areas;
3. Ensure that built form height reinforces the existing or future neighbourhood character;
4. Incorporate well-designed rooftops that add visual interest to the skyline when people view them from street level or surrounding key vantage points;

5. Ensure that development creates communal open space and well-designed landscaped rooftops; and
6. Encourage adaptable and flexible building design.

## 2.4.2 Controls

### 2.4.2.1 Building setbacks

1. Building setbacks must align to the Urban Design Concept Plan for the Centre as part of the relevant approved Neighbourhood Plan.
2. Building setbacks for each Centre must consider the size and nature of the Centre, site distances, landscaping, orientation and the context of the site within the neighbourhood.
3. Building levels above defined street wall frontage heights are to be set back to ensure visual separation and to reduce the appearance of bulk and scale. A building may achieve this by using upper-level setbacks, material variances and/or facade treatments, such as horizontal recesses. A minimum setback of 3 m shall be provided for building levels above the street wall frontage height of podiums.
4. Where buildings are set back from the street, the resulting open space and landscaping shall deliver usable open space for the public.
5. Street setbacks are to be applied to basement car parking to allow for deep-soil planting.
6. Adequate side and rear setbacks are to be provided to adjoining residential uses and any other sensitive land uses to safeguard amenity.
7. Where a site adjoins any residential land use (and is not separated by a road), the ground-level side setback shall be a minimum of 3 m. Upper building levels are encouraged to be set back from the ground floor.
8. Where boundaries adjoin residential development or an area identified for residential uses in the relevant Precinct Structure Plan, a rear setback in the order of 4.5 to 15 m is to be provided. Council will assess rear setbacks on a merit basis that considers the proposed land use, detailed design and interface issues.
9. Building setbacks do not apply to awnings over footpaths.

### 2.4.2.2 Heights

1. Refer to the relevant Precinct Structure Plan for prescribed maximum heights.
2. The distribution of building heights is to be consistent with the relevant approved Neighbourhood Plan and Urban Design Concept Plan for the Centre.
3. All buildings must provide human-scale interfaces to public spaces and be in scale with surrounding development.

### 2.4.2.3 Floor and ceiling heights

1. The minimum finished floor level to finished ceiling level in a commercial building, or the commercial component of a building, shall be as follows:
  - i. 3.5 m for ground level (regardless of the type of development); and
  - ii. 3.3 m for all commercial/retail levels above ground level.
2. Refer to the ADG for minimum ceiling heights for all residential levels above ground floor in mixed-use developments.



#### **2.4.2.4 Adaptable and flexible design**

1. Development is to be designed to be readily adapted or converted to accommodate a range of alternative uses by:
  - i. providing appropriate and flexible design of landscaping, drainage and parking;
  - ii. delivering high-quality, safe and legible spaces that have a positive address to adjoining properties and the public domain; and
  - iii. providing a minimum floor-to-floor height of 4 m for podium levels to embed flexibility for internal uses to adapt over time.

#### **2.4.2.5 Roof design**

1. Roof design shall be integrated into the overall building design.
2. Design of the roof shall achieve the following:
  - i. conceal lift overruns and service plants;
  - ii. present an interesting skyline;
  - iii. enhance views from adjoining developments and public places;
  - iv. complement the scale and design of the building and surrounding development; and
  - v. respond to the orientation of the site using eaves and skillion roofs to address sun access.
3. Roofs should consider:
  - i. low reflectivity;
  - ii. materials and colours that reduce heat; and
  - iii. rainwater harvesting and water-reuse opportunities.
4. Roof forms shall not be designed to add to the perceived height and bulk of buildings.
5. The department encourages landscaped and communal open-space areas on flat roofs, and they should incorporate shade structures and wind-mitigation measures.
6. Lift overruns to rooftop communal open space and service plants shall be set back from the edges of buildings.
7. Consider using roofs for sustainable functions, such as:
  - i. urban greening;
  - ii. water conservation by installing rainwater tanks;
  - iii. photovoltaic applications (explore orientation and suitable roof angles and surfaces); and
  - iv. future innovative design solutions.

#### **2.4.2.6 Views**

1. The bulk and scale of the building shall maintain significant views and vistas.

## 2.5 Streetscape and relationship with public spaces

### 2.5.1 Objectives

1. Incorporate landscaping into the design of Centres;
2. Provide and support street trees and deep-soil landscaping in Centres;
3. Design and maintain good pedestrian access in Centres;
4. Activate streets, enhance visual interest and deliver an engaging pedestrian experience;
5. Retain and strengthen important scenic and cultural views in the area;
6. Ensure streets are shaded and protected from natural elements to encourage safe and walkable streetscapes;
7. Create identifiable, attractive and safe building entrances;
8. Enhance the visual quality of development by selecting appropriate materials and colours;
9. Encourage the use of materials that minimise impacts on the environment; and
10. Encourage development to provide artworks and public installations that integrate into broader development and planning of Centres and contribute to the Centre's identity and sense of place.

### 2.5.2 Controls

#### 2.5.2.1 Landscaping

1. Development must incorporate landscaping to:
  - i. improve streetscapes;
  - ii. increase amenity;
  - iii. provide tree-canopy cover;
  - iv. minimise urban heat;
  - v. break up the bulk and scale of development; and
  - vi. add visual interest and soften the appearance of built form.
2. Landscaping and providing deep-soil planting areas is to form an integral part of the overall design concept. A general requirement is to provide 15% to 30% landscaping. Council will assess landscaping provision on a merit basis that considers the proposed land use and detailed design quality.
3. Ways to deliver landscaping include:
  - i. setting back buildings and creating public plazas with planter boxes, trees and seating;
  - ii. widening verge areas;
  - iii. in-setting permeable paving and planting trees in footpath areas; and
  - iv. incorporating green roofs and inset deep-soil areas and planter boxes on building levels above ground.

4. Footpaths shall be well-shaded and paved in materials consistent with Council's Engineering Design and Construction Specifications.
5. Paving and other hard surfaces shall be consistent with architectural elements.
6. Street tree planting shall be consistent with **Part 2 Precinct Planning Outcomes**, **Part 3 Neighbourhood and Subdivision Design**, and **Part 5 Sustainability and Biodiversity** of the DCP.
7. Landscaping within car parking areas is to also comply with **Section 6.10 Landscaping of car parking areas** in this part the DCP.
8. If planting areas are identified over basement parking, a minimum deep-soil planting zone of 3m<sup>3</sup> must be provided.

#### **2.5.2.2 Pedestrian connections, through-site links, public spaces and open spaces**

1. Where provided, pedestrian connections and through-site links must:
  - i. have a minimum width of 8 m;
  - ii. be at ground level and lined with active uses;
  - iii. connect streets or lanes and have a clear line of sight between entrances and the public domain;
  - iv. be direct and accessible;
  - v. be open to the sky and allow for adequate natural sunlight;
  - vi. be easily identifiable by users and include signage identifying the publicly accessible status of the link and the places to which it connects;
  - vii. be clear of obstructions or structures and provide a clear sightline from one side to the other;
  - viii. include protection from wind and rain;
  - ix. provide 24-hour public access; and
  - x. include quality street furniture and lighting.
2. Any subsequent development within a Centre is to maintain and enhance public spaces and should aim to increase the area of public spaces and pedestrian links.
3. Outdoor spaces for the use of restaurants and cafes that are designed to activate the public domain will be supported in appropriate locations. Attention is also drawn to the provisions of the *Local Government Act 1993* which authorises Council to grant a lease or licence of a footpath for restaurant purposes.
4. Public art is encouraged to be provided in accordance with Council's relevant adopted policy.
5. Public art and installations should respond to and build on the Centres' sense of place and identity.

### 2.5.2.3 Active frontages

1. Development is to provide active frontages that contribute to the liveliness and vitality of streets by maximising entries or windows to shops, food and drink premises, customer-service areas and activities that provide pedestrian interest and interaction.
2. Development is to provide active frontages generally compliant with the relevant approved Neighbourhood Plan and Urban Design Concept Plan for the Centre. Additional active frontages can be proposed.
3. Signage should not obscure visual access through glass shopfronts, to promote safety and maximise surveillance.
4. Active frontages are to include a minimum of 60% of transparent glazing or openings, with a predominantly unobstructed view from the adjacent footpath to a depth of 6 m within the building.
5. The sill height of openings on the front facade of buildings is to match surrounding sill heights and be no more than 1.2 m above the adjacent street paving. Translucent/tinted glazing or films are not permitted above a height of 1.2 m above the footpath level.
6. Solid non-transparent roller shutters are not permitted. Where premises require security grills or screens, they are to be located behind the glazing line, aim to minimise visual obtrusiveness, and maintain visual access into and out of the premises.
7. Ground-floor uses are to be at the same level as the footpath at the entry to the individual tenancies (every 5–8 m), except where development is required to comply with any flood-planning level provisions. Split-level arcades or open retail forecourts at a different level to the footpath are not supported, as they separate the activities within them from the street.
8. Individual shops and uses along an active frontage are recommended to have an average frontage width of 5 m to 8 m. Where longer frontages are considered appropriate, they are to be limited to two within 100 m of building frontage and be separated by at least one use with a frontage less than 8 m.
9. Retail active frontages are to have:
  - i. a glazing line adjacent to the public domain; recessed entries may be appropriate to provide for a traditional-style shopfront; and
  - ii. a minimum of 12 tenancy entrances per 100m.
10. Building design at lower levels is to maintain a human scale through articulation and detailing.

### 2.5.2.4 Corner sites

1. Buildings on corners must address both frontages to the street and public spaces to:
  - i. articulate street corners by massing and building articulation, to add variety and interest to the streets;
  - ii. present each frontage as a main street frontage; and
  - iii. reflect the architecture, hierarchy and characteristics of the streets they address, and align and reflect the corner conditions.
2. Development on corner sites may require land that accommodates a splay corner to facilitate improved traffic conditions.

## 2.6 External building materials and colours

### 2.6.1 Objectives

1. Deliver quality design and finishes;
2. Deliver a sustainable built environment; and
3. Minimise impacts of reflectivity and glare.

### 2.6.2 Controls

1. External finishes shall be constructed of durable, high-quality and low-maintenance materials.
2. External finishes shall contain a combination of materials and colours.
3. Development is to demonstrate that the proposed buildings are harmonious in form and style with the existing or intended desired character of each Centre.
4. Any wall visible from the public domain must be finished with a suitable material to enhance the appearance of the facade.
5. The following elements must be considered in choosing building materials:
  - i. energy efficiency;
  - ii. use of renewable resources;
  - iii. maintenance cost and durability;
  - iv. recycled or recyclable materials;
  - v. nonpolluting materials;
  - vi. minimal polyvinyl-chloride (PVC) content; and
  - vii. building lifecycle, including ongoing maintenance and operational efficiencies.
6. Building materials shall be selected to minimise reflectivity. Reflective materials are not to adversely impact on sensitivity to neighbouring development, vehicular traffic and public-domain areas.
7. The reflectivity of external glass is to ensure that surrounding areas are not subject to discomfort through glare and intense heat. The reflection from such buildings shall not affect road traffic and shall have 20% maximum reflectivity.

#### 2.6.2.1 Awnings

1. Continuous awnings must be located along streets with high pedestrian activity and active frontages. Awnings are to be consistent with areas identified for active frontage in the relevant Urban Design Concept Plan for the Centre.
2. Awnings are to:
  - i. be well-located;
  - ii. integrate with the overall design;
  - iii. consider interfaces with residential windows, balconies, mature street tree canopies, landscaping, power poles and street infrastructure;

- iv. have a design, height, depth, form and finish that complement the existing built form and street character;
- v. provide protection from sun and rain;
- vi. wrap around the secondary frontages of corner sites;
- vii. be over building entries for building address and public-domain amenity;
- viii. consider retractable awnings in areas without an established pattern;
- ix. integrate with and conceal gutters and downpipes; and
- x. provide lighting for pedestrian safety under awnings.

#### **2.6.2.2 Signage**

1. Development is to provide for a coordinated signage strategy within Centres.
2. Signage shall respond to the context and desired streetscape character.
3. Signage shall be integrated into the building design and respond to the scale, proportion and detailing of the development.
4. Legible and discrete wayfinding shall be provided for larger developments.

## **2.7 Amenity**

Amenity comprises both tangible elements (such as traffic, noise, dust, odour and light) and intangible elements (such as reasonable expectations of a neighbourhood). Conducting a good site analysis at the outset of the design process will help identify and resolve any potential issues at an early stage.

### **2.7.1 Objectives**

1. Ensure Centres are inclusive and public, and have access to quality open space;
2. Ensure Centres provide public spaces of adequate size and sunlight to cater for a range of community uses;
3. Deliver people-focused streets with footpaths wide enough for street functions;
4. Ensure Centres provide for integrated and connected walking and cycling paths and at-grade connections;
5. Ensure that development respects the amenity of surrounding and future land uses and achieves adequate visual and acoustic privacy;
6. Ensure that development is designed with safety and security in mind;
7. Ensure that buildings provide direct access to natural ventilation and assist in providing thermal comfort for occupants; and
8. Maximise outlook and views to streets, public spaces and natural landscape features.

### **2.7.2 Controls**

#### **2.7.2.1 Safe, accessible and inclusive**

1. All developments shall incorporate suitable access and facilities for the aged and disabled, with particular attention to wheelchair access;

2. Development is to adopt the principles of Crime Prevention Through Environmental Design refer to **Appendix G Crime Prevention Through Environmental Design** (CPTED) of this DCP; and
3. Development is to provide adequate lighting and signage to cater for all people.

#### 2.7.2.2 Visual and acoustic privacy

1. New development is to ensure adequate visual and acoustic privacy levels for neighbours and residents;
2. Where buildings are constructed adjacent to residential properties, the privacy of residents is to be maintained;
3. Where practical, openable first-floor windows and doors as well as balconies or terraces should face the front or rear of the building to maximise opportunities for surveillance of the public domain and minimise views into adjoining buildings;
4. Where it is impractical to locate windows other than facing an adjoining building, the windows should be offset to avoid a direct view into windows in adjacent buildings;
5. New development shall be located and oriented to maximise visual privacy between buildings, by providing adequate building setbacks and separation;
6. Where commercial or office uses are located adjacent to residential uses, air-conditioning units, buildings entries and areas serving after-hours functions shall be located and designed to minimise acoustic impacts;
7. Developments shall be designed to minimise the impact of noise associated with uses whose operational hours may extend outside of normal business hours, including restaurants and cafes, loading and unloading of goods, and the use of plant and equipment;
8. Mechanical plant must be visually and acoustically isolated from residential uses;
9. Where a development has an interface with a school, childcare centre, place of public worship or public space, the building design shall:
  - i. incorporate an appropriate transition in scale and character along the site boundary(s);
  - ii. present an appropriately detailed facade and landscaping in the context of the adjoining land use; and
  - iii. identify the interface in the site analysis plan.
10. The potential for overlooking of playing areas of schools and childcare centres shall be avoided by siting, orientation or screening;
11. Fencing along boundaries shared with public open space shall have a minimum transparency of 50%;
12. Sight lines from adjacent development to public open space shall be maintained or enhanced. Direct, secure private access to public open space is encouraged; and
13. Mixed-use development is also to comply with **Section 4 Mixed use** of this part of the DCP.

#### 2.7.2.3 Safety and security

1. Development shall be designed in accordance with the *Crime prevention and the assessment of development applications* (Department of Urban Affairs and Planning, 2001) as outlined in **Appendix G Crime Prevention Through Environmental Design** of this DCP;

2. Developments generating a significant amount of pedestrian movement through car parks, such as shopping centres or office car parks, are to establish clear, convenient and safe pedestrian routes. These routes must minimise the number of points crossing vehicle paths and be appropriately marked—with surface design or material treatments, lighting and signage—to heighten driver awareness; and
3. Pedestrian and vehicle access to buildings should be separated.

#### **2.7.2.4 Daylight and sunlight access**

1. Direct solar access (sunshine) to windows of principal living areas and to the principal area of open space of dwellings adjacent to employment-generating uses should not fall to less than three hours from 9 am to 3 pm on 21 June;
2. Areas of public outdoor spaces such as plazas and parks shall not be significantly overshadowed by new development;
3. Areas of open spaces on educational sites, childcare centres and other sensitive uses such as places of public worship shall not be significantly overshadowed by new development;
4. Developments shall be designed to control shading and glare; and
5. Plan and elevation shadow diagrams shall accompany DAs for buildings to demonstrate that the proposal will not reduce sunlight to surrounding land uses.

#### **2.7.2.5 Natural ventilation**

1. Orientation of buildings are to be oriented to maximise prevailing breeze opportunities; and
2. Incorporation of natural ventilation into the building design is encouraged.

## **2.8 Community facilities**

### **2.8.1 Guiding principles**

1. Multi-use community facilities are required to meet needs of the Wilton Growth Area and region. Community facilities are to:
  - i. be conveniently serviced by walking, cycling and public transport networks;
  - ii. be centrally and conveniently located to serve diverse users;
  - iii. have direct access to the public domain;
  - iv. be highly visible and have positive presence from public spaces;
  - v. provide for a legible and prominent entry at ground level;
  - vi. provide universal access;
  - vii. be open and inclusive and provide quality high-amenity spaces that foster social interaction and a sense of community; and
  - viii. be informed by consultation and collaboration with potential users during planning and design.



## 2.8.2 Bulk and scale

### 2.8.2.1 Objectives

1. Maintain and enhance the existing streetscape and landscaped character;
2. Ensure that development defines and enhances the public domain and desired street character;
3. Ensure that building elements integrate with the overall building form and facade design; and
4. Ensure that any proposed developments within newly emerging areas respect and support the desired future character.

### 2.8.2.2 Controls

1. Community facilities are to be designed and landscaped to enhance the quality and visual amenity of the streetscape and be sensitive to the streetscape character, adjacent uses and buildings as well as views;
2. The front entrance of all community facilities shall be in clear view of the street; and
3. Where a community facility has a dual frontage, the development shall be designed to address both streets, by way of windows and architectural features, and provide opportunities for passive surveillance.

## 2.8.3 Interface with public spaces and landscaping

### 2.8.3.1 Objectives

1. Retain existing trees where possible and deliver spaces with high levels of amenity.

### 2.8.3.2 Controls

1. Where community facilities are proposed in predominantly residential areas or lower order Centres a minimum of:
  - i. 25% of the site area shall be landscaped area; and
  - ii. 50% of the front setback shall be landscaped area.
2. Residential areas and lower order Centres require a minimum 1m landscaping strip between side setbacks and the driveway. The Landscape Plan is to demonstrate that the chosen landscaping species can adequately screen the development from the adjoining neighbour. If the Landscape Plan cannot demonstrate this, then additional setback area will be required; and
3. Landscaped areas in employment areas and other areas which are not predominantly residential areas shall be assessed on merit.

## 2.8.4 Operational plan of management

### 2.8.4.1 Objective

1. Safeguard local amenity.

### 2.8.4.2 Control

1. A DA for the purposes of establishing a new community facility, intensification of an existing community facility or conversion/adaptation of existing buildings to a community facility must include an Operational Plan of Management. This will be used both for the assessment of the DA and help manage the ongoing operation of

the proposed premises through the conditions of development consent. This plan must include, but is not limited to, the following:

- i. operating hours, including time allocated for cleaning and maintenance;
- ii. the maximum number of staff;
- iii. details of available public transport links, hub and frequency;
- iv. a safety audit and its recommendations;
- v. details of CPTED principles to be implemented;
- vi. the nomination of a contact person that will respond to any issues or complaints that Council or the community raises; and
- vii. the measures that will be put in place to ensure that the amenity of the surrounding area will remain.

## 3 General industrial, light industrial, warehousing, logistics, business park, specialised retail premises

### 3.1 Purpose of this section

This Section aims to guide the assessment of general industrial, light-industrial, warehousing, logistics, business park and specialised retail premises uses.

Read this section in conjunction with **Section 6 Parking, access, loading and servicing** of this part of the DCP.

#### 3.1.1 General principles and objectives

1. Implement the objectives of the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP) and Precinct Structure Plans;
2. Allow for the appropriate subdivision of land;
3. Promote quality outcomes for employment-generating uses outside centres;
4. Ensure that any development does not unreasonably impact residents and the community;
5. Encourage employee amenity within developments;
6. Facilitate employment generation and maximise the potential of employment-generating industries;
7. Encourage sustainable and environmentally responsible design that considers social impacts on environmental amenity;
8. Encourage design of a type, scale, height, bulk and character that enhances the streetscape character of the surrounding area; and
9. Allow for the design and uses of employment lands to adapt and change over time.

### 3.2 Lot subdivision

The subdivision of land, including strata subdivision, must support employment generation and must not inhibit the delivery of new essential infrastructure.

#### 3.2.1 Objectives

1. Allow for a range of allotment sizes that cater for diverse land uses and employment opportunities within the Wilton Growth Area;
2. Ensure the orientation and alignment of allotments enable buildings to appropriately address streets and public spaces;
3. Ensure lot sizes and street frontages can support the desired building type and use and achieve internal layouts appropriate to their function; and
4. Retain some large sites to accommodate large-scale businesses, such as business parks.

## 3.2.2 Controls

### 3.2.2.1 General controls

1. Lots must be regular in shape with an orientation and alignment that enables future buildings to face the street and optimise solar access;
2. Lot sizes and shapes within a large subdivision shall be diverse to meet a range of future land uses;
3. Irregular-shaped allotments with narrow street frontages should be avoided;
4. Lots shall be orientated and aligned:
  - i. so future buildings can face arterial, sub-arterial, collector and local streets to increase visual surveillance and to avoid streetscapes with loading docks and long blank walls;
  - ii. to facilitate solar efficiency; and
  - iii. to encourage building design that has ecological areas, landscaped areas and riparian corridors.
5. Sites for access to lots should ensure unimpeded sightlines for vehicles;
6. Subdivisional roads shall incorporate a road hierarchy that will accommodate the anticipated traffic volumes and vehicle types and be practical and legible for all users; and
7. Where a residual lot is created, the applicant must demonstrate that future development of that residual lot can meet the controls in this DCP to ensure that the lot is not isolated from future employment-generating uses.

### 3.2.2.2 Minimum subdivision lot size

1. Provided that the subdivision of land can meet the design controls within **Part 2 Precinct Planning Outcomes**, and **Part 3 Neighbourhood and Subdivision Design** of the DCP, there is no minimum allotment size imposed.

### 3.2.2.3 Minimum lot width

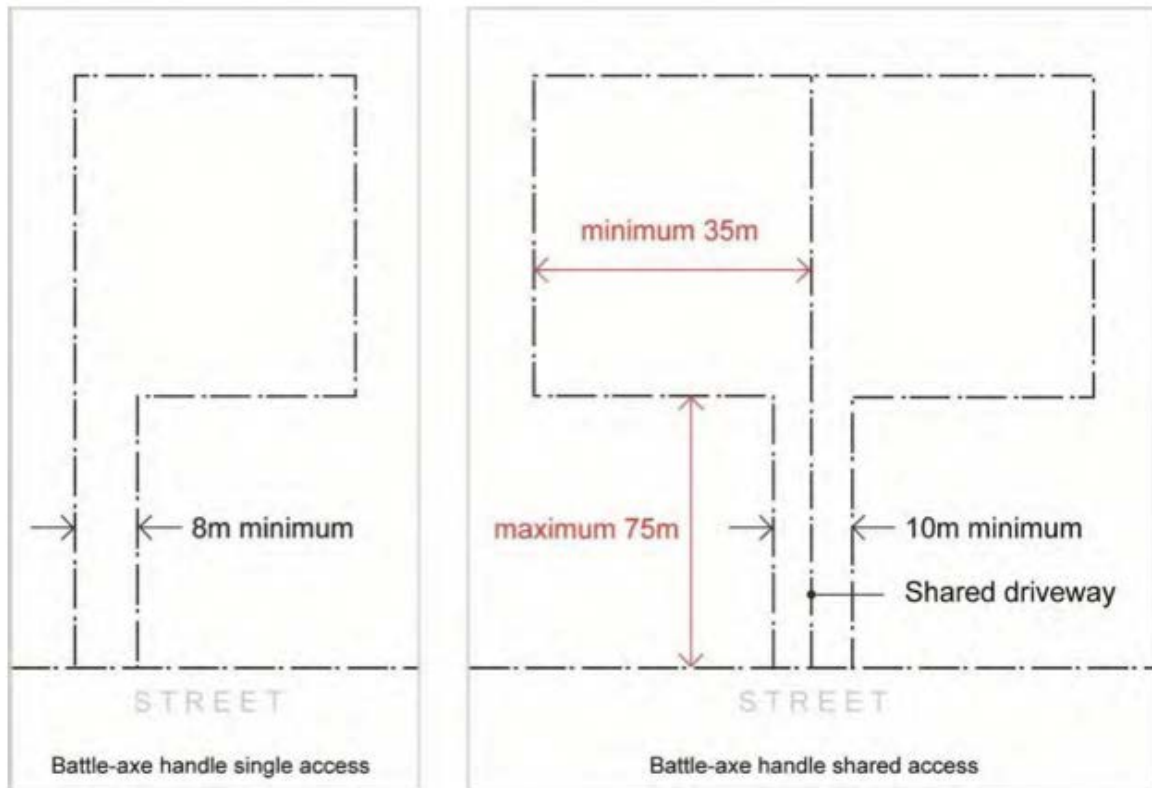
1. In any Torrens title subdivision of industrial land, allotments (other than battle-axe-shaped allotments and residual lots) shall have a minimum width at the building line of 35 m.

### 3.2.2.4 Battle-axe lots

1. Battle-axe-shaped allotments are generally not supported, unless the applicant can suitably demonstrate that complying frontages cannot be provided as part of a Neighbourhood Plan, subdivision plan or both;
2. Where it can be demonstrated that development requires a battle-axe-shaped allotment, the following controls apply:
  - i. battle-axe-shaped allotments shall comply with the minimum lot width stipulated above, exclusive of the area taken up by the battle-axe handle;
  - ii. battle-axe handles shall have a minimum width of 8 m, with a minimum concrete accessway of 7 m. However, where two battle-axe handles adjoin and provide a shared driveway with reciprocal rights of way over the other, the minimum width of the shared

driveway may be 10 m; there shall be a maximum of two lots per battle-axe handle; and

- iii. land within battle-axe handles that does not serve as a vehicle or pedestrian carriageway must be landscaped.



**Figure 3. Battle-axe lot dimensions**

### 3.2.2.5 Strata or community title

1. Within a strata or community title subdivision, parking spaces and spaces used for other purposes, such as storage, that are associated with an individual unit must be included in the same strata allotment as the unit;
2. Visitor car spaces and loading spaces are to be designated as common property in a strata subdivision; and
3. Landscaping, communal open space, access areas, service areas and directory board signage, where not part of an individual unit in a strata subdivision, must be designated as common property.

### 3.2.2.6 Landscape design at subdivision stage

1. Proposals for all new business parks, industrial complexes and subdivisions must also have a landscape plan. If buildings are not part of the application, applicants must provide an indicative layout of buildings, building footprints, hardstand surface and deep-soil planting areas, water-sensitive urban-design elements, and access and car parking arrangements that comply with the relevant Neighbourhood Plan; and
2. Street tree planting at the subdivision stage is encouraged to ensure plantings are visually consistent in height, spread and form across employment-generating areas.

## 3.3 Building layout and form

### 3.3.1 Objectives

1. Ensure the form and scale of development enhances the streetscape and visual quality of the area;
2. Encourage innovative, contemporary and sustainable building design;
3. Achieve attractive streetscapes by ensuring that buildings present an acceptable scale and bulk when people view them from the public domain;
4. Provide setbacks that integrate with adjoining land uses and that complement the desired future character; and
5. Ensure sufficient space for landscaping, onsite parking, access and circulation.

### 3.3.2 Controls

#### 3.3.2.1 Setbacks

Setbacks play several important roles in employment-generating areas. Front, side and rear setbacks ensure space for landscaping, contribute to streetscape consistency and modulate building bulk and scale. Setbacks also provide a transitional area or buffer to adjoining land uses and ensure building entrances are clearly visible.

1. All buildings are to be set back from the front property boundary according to distances set out in the Neighbourhood Plans;
2. All setback areas shall be suitably landscaped and maintained;
3. Hardstand areas within landscaped setbacks are to be minimised; and
4. Landscaped areas must allow for maintenance and security.

#### 3.3.2.2 Height

1. Refer to the relevant Precinct Structure Plan for prescribed maximum building heights.

## 3.4 Streetscape interface

Developments for a range of employment-generating uses should enhance the streetscape by addressing the street and providing points of interest. There should be a balance between built form and landscaped elements.

### 3.4.1 Objectives

1. Activate streets and the public domain with building frontages;
2. Provide a variety of building orientations and create defined streetscapes that respond to site conditions;
3. Ensure that building design enhances the existing and future desired built form character by encouraging innovation and quality architectural design;
4. Enhance the visual quality of development by selecting appropriate materials and colours; and
5. Create identifiable, attractive and safe entrances to buildings.

### 3.4.2 Controls

1. Blank building facades facing the primary street frontage are not permitted;
2. The built form and architecture of buildings on street corners shall enhance its location and positively respond to and emphasise the street corner;
3. Building orientation and siting shall respond to natural elements such as topography, wind and sunlight;
4. Buildings shall provide effective sun shading for windows, wall surfaces and building entries (other than loading docks) using design elements such as overhanging eaves and awnings, undercrofts, colonnades and external sun-shading devices including screens;
5. Building design shall integrate with landscape elements;
6. The bulk and scale of the building shall maintain significant views and vistas;
7. Building facades are to be articulated and varied by:
  - i. highlighting building entries within front facades;
  - ii. including upper storey windows;
  - iii. emphasising street corners;
  - iv. featuring external structures, finishes, etchings and recessed patterns;
  - iv. including decorative features, textures and colours;
  - v. emphasising customer entries and service-access doors; and
  - vi. including protrusions and penetrations in building elements, such as upper storeys that project over entries and breaks in the built form.
8. Building design must consider the amenity of any landscaped or communal areas in adjoining properties;
9. The location of roller shutters, loading docks and other building openings should not detract from the overall appearance of the building. Roller shutters and the like should not be on the primary street frontage; and
10. Roof design is to be visually interesting, provide for natural lighting and be compatible with the overall building design. Where visible from a street or public space, all rooftop or exposed structures (lift motor rooms and plant rooms, for example) must be suitably screened and integrate with the building.

## 3.5 External building materials and colours

### 3.5.1 Objectives

1. Encourage materials that minimise impacts on the environment;
2. Ensure that any reflective materials are used with sensitivity to neighbouring development, vehicular traffic and public-domain areas; and
3. Ensure building materials mitigate noise impacts to adjoining development, particularly residential areas.

### 3.5.2 Controls

1. External finishes should consist of durable, high-quality and low-maintenance materials;
2. External finishes should contain a combination of materials and colours;
3. Any wall visible from the public domain must be finished with a material that enhances the façade;
4. Building materials must minimise reflection;
5. The following matters should be considered in choosing building materials to ensure that the materials contribute positively to ecological sustainability and minimise energy consumption:
  - i. energy efficiency;
  - ii. use of renewable resources;
  - iii. maintenance cost and durability;
  - iv. recycled or recyclable materials;
  - v. non-polluting materials;
  - vi. minimal PVC content; and
  - vii. building lifecycle, including ongoing maintenance and operational efficiencies.
6. Where development proposes concrete roofs for additional parking, parapeted edges with appropriate screening to conceal rooftop car parking are preferable;
7. Materials likely to contribute to poor internal air quality and those containing volatile organic compounds are not permitted; and
8. Applicants must submit a materials sample board detailing external colours and finishes with all DAs.

#### 3.5.2.1 Entrance treatment

1. Entries to buildings should be clearly visible, well signposted and appropriately lit for pedestrians and motorists;
2. Development must provide architectural features at ground level to signify entrances and address the primary street frontage;
3. All entrance treatments, such as directory boards, must be on private property, with appropriate positive covenants and restrictions on title to ensure the ongoing management of such treatments; and
4. Third-party advertising will not be permitted on any entrance treatment.

## 3.6 Landscaping

Landscaping provides a setting for development and can contribute positively to creating a strong sense of identity. It helps create pleasant working environments for employees and increases amenity. Landscaping can also play an important buffer role for a range of industrial- and business-park-type developments that adjoin residential development and other sensitive land uses.



### 3.6.1 Objectives

1. Provide for quality landscaping and deep-soil planting areas within developments to increase amenity and tree-canopy cover and to minimise urban heat.

### 3.6.2 Controls

1. Front and side setbacks must have landscaping to soften and screen buildings, storage, service and parking areas;
2. Landscape design should integrate with site planning and building design to:
  - i. reduce the perceived scale of built form from the street;
  - ii. reduce visual impact and the extent of continuous building facades;
  - iii. highlight architectural features and complement facade articulation;
  - iv. identify site and building entries, car park entries and parking areas, in coordination with signage;
  - v. mitigate adverse site conditions by buffering western sun, providing shade and wind protection, and screening poor views;
  - vi. maximise northern sun exposure; and
  - vii. integrate usable and attractive external seating and amenity areas for staff, incorporating paved areas, soft landscaping and shade planting (and canopies where necessary).
3. Landscaping and fencing should not obscure building entries and sightlines;
4. A minimum of 15% to 30% of the site shall be deep-soil landscaping that can support plants including trees. The provision of landscaping will be assessed on a merit basis that considers the proposed land use and detailed design quality;
5. The development must provide deep-soil landscaped areas at the front of the site and in communal areas;
6. Landscaped areas shall have a minimum dimension of 3 m;
7. The design and location of security fencing must minimise visual impacts and integrate with the landscaping design. The location of security fences behind landscaped setbacks; and
8. All landscaped areas must have an automatic irrigation system, preferably underground, to ensure they can be efficiently maintained.

## 3.7 Communal areas

### 3.7.1 Objectives

1. Provide amenity for employees and visitors within developments.

### 3.7.2 Controls

1. Each development must provide at least one communal area for employees and visitors to use and enjoy. The area should be suitably sized, landscaped and accessible from the main office component of the development;

2. Communal areas must be outside and must include both soft landscaping and deep-soil planting;
3. Small pockets of open space designed to enhance the appearance of the development will not be counted in the communal area allocation, nor will areas for car parking, manoeuvring or landscaped setbacks;
4. In locating communal areas, consideration should be given to the outlook, natural features of the site and neighbouring buildings;
5. Communal areas shall be embellished with appropriate landscaping to provide shade in summer and sunshine in winter, weather protection, paving, tables, chairs and the like;
6. Communal areas shall be relatively flat and not contain impediments that divide the area or create physical barriers that may impede its use; and
7. Communal open spaces must have solar access. Communal areas must receive a minimum of two hours of direct sunlight between 11 am and 3 pm on 21 June.

## 3.8 Fencing, signage and lighting

### 3.8.1 Objectives

1. Use fencing to define boundaries, provide security, and contribute to streetscape and amenity of the area;
2. Enhance pedestrian safety, security and amenity within the area; and
3. Ensure that fencing, signage and lighting support the visual appearance of developments and the visual appeal of the area.

### 3.8.2 Controls

#### 3.8.2.1 Fencing

1. Low feature walls are encouraged at entry driveways. They should integrate with the overall design of the development. Where appropriate, they should be incorporated as retaining walls, garden beds or landscaped features;
2. Front and side boundary fences in front of the building line shall consist of an open palisade-style fence finished in a dark colour;
3. Side fencing behind the building line should be open-style fencing, such as chain-wire fencing, finished in a dark colour to promote casual surveillance;
4. Fencing should be located and designed to maintain sightlines for pedestrians and drivers;
5. Fencing to front boundaries should be between 1 m and 1.8 m in height, measured from finished ground level; and
6. Fencing to side and rear boundaries should be between 1.8 m and 2.5 m in height, measured from finished ground level.

#### 3.8.2.2 Signage

1. Signage must relate to the use of the property and should identify the relevant business name;
2. Business identification signage should be attached to the wall of the main building and be designed to complement the architectural style of the building;

3. Freestanding signs will only be permitted where signs integrate with the landscaping and visual character of the site and surrounding area;
4. Directional signs for car parking areas, loading docks, delivery areas and the like should be located close to the main access of a development site;
5. Signage must only display corporate logos and company names and must not occupy more than 10% of any facade or wall of a building unless it can be demonstrated that characteristics of the site or the building require larger signage;
6. Signage must not have a negative impact on the visual character of the site or surrounding area; and
7. Details of all signage, including freestanding, fascia and wall signs, must accompany DAs.

### **3.8.2.3 Lighting**

1. The design and lux of any internal or spot lighting shall be designed to avoid off-site or traffic-safety impacts; and
2. Moving or flashing signage or lighting is not permitted.

## **3.9 Ancillary buildings, storage and service areas**

### **3.9.1 Objectives**

1. Promote integrated design for auxiliary buildings, site facilities, storage and service areas that deliver quality streetscapes;
2. Ensure that site facilities are functional, accessible and easy to maintain;
3. Minimise the impact of service access on pedestrian movement and industrial, commercial and retail frontages; and
4. Minimise the visual and acoustic impact of site servicing.

### **3.9.2 Controls**

1. The location of ancillary buildings, site facilities, storage and service areas should be considered at the initial design phase;
2. Ancillary buildings, storage areas and site facilities should be located behind setback lines and be consistent with the design of the main building;
3. Ancillary buildings, site facilities, storage and service areas must integrate with the overall design, be visually and physically unobtrusive, and not adversely impact the streetscape;
4. Details of any proposed ancillary buildings, open storage and services areas must be submitted with all DAs;
5. Storage areas should be located within the primary building and have appropriate screening;
6. Above-ground open-storage areas visible from the public domain are not permitted;
7. Signage and management strategies must be put in place to ensure that storage activities do not impact or extend into landscaped areas. Storage is not allowed in landscaped areas;
8. Developments must provide rubbish and recycling areas that comply with council requirements. These areas must:

- i. integrate with the development
  - ii. minimise the visibility of these facilities from the street;
  - iii. be located away from openable windows to habitable room; and
  - iv. provide barrier-free access to all shared facilities.
9. Outdoor storage areas may be considered by Council on merit. Where developments propose these, the following information must be provided at the DA stage:
  - i. size of outdoor storage area;
  - ii. maximum storage height;
  - iii. types of goods, materials and equipment being stored;
  - iv. details on landscaping and screening structures; and
  - v. evidence that the proposal does not compromise truck or vehicle maneuvering or car parking areas.
10. Above-ground water tanks must not be in front of the main building line or visible from the public domain. Tanks must have suitable screening. Details (including elevations and screening) of all water tanks with DAs.

## 3.10 Specialist Retail Premises

### 3.10.1 Objectives

1. Ensure that the design of specialised retail premises contributes positively to the streetscape and public domain with high-quality architecture, materials and finishes; and
2. Establish requirements for specialised retail premises, including minimum size of individual tenancies and ancillary retailing.

### 3.10.2 Controls

1. An individual tenancy within a specialised retail premises must have a sales floor area of greater than 500 m<sup>2</sup> accessible to the public;
2. Cafes and fast-food restaurants are only permissible in specialised retail premises tenancies that have a sales area of larger than 2,000 m<sup>2</sup> accessible to the public. Cafes and fast-food restaurants within such tenancies must not be more than 150 m<sup>2</sup>;
3. Specialised retail premises must be designed to:
  - i. address and activate street frontages with large display windows;
  - ii. define and enhance the public domain;
  - iii. have setbacks consistent with surrounding development;
  - iv. be in scale with surrounding buildings;
  - v. provide facades and built form with varied and interesting architecture, especially for visually prominent building locations, such as lower; level front facades, rooftops and street vista terminations
  - vi. avoid ambiguous external spaces with poor pedestrian amenity and security;
  - vii. provide clearly identifiable and dedicated pedestrian access to the building and across the site from the primary street frontage;

- viii. create a visually interesting place for pedestrians and, where possible, enhance pedestrian and cycle networks and connections to surroundings; and
  - ix. provide active uses that address the street and can be seen from the public domain.
4. Design must be flexible to cater for different future uses by providing high ceilings and adaptable open planning for the ground and first floor;
  5. Buildings must be close to the street alignment and designed so that key operational spaces are legible from the street;
  6. Parking is not permitted between any street frontage and the building;
  7. Where an allotment has frontages to a classified road and a local road, the development should provide vehicle access from the local road;
  8. Developments must provide pick-up areas to avoid the need for customers to carry large items to vehicles;
  9. Developments must provide public toilets in a specialised retail premises at the minimum rate specified under the National Construction Code; and
  10. A specialised retail premises must provide at least one independent non-gender-specific parent room.

## 3.11 Car showrooms

### 3.11.1 Objective

1. Ensure the design of car showrooms positively contributes to the streetscape and public domain, with high-quality architecture, materials and finishes.

### 3.11.2 Controls

1. The site coverage for car showrooms must be between 40% and 70%. Council will assess proposals with substantial parking areas, considering the following:
  - i. minimisation of prominent vast areas of parked cars;
  - ii. potential visual and view impacts;
  - iii. the need to increase landscaping measures to address and mitigate impacts, such as planted buffers or permeable paving; and
  - iv. appropriate fencing design.
2. Building design must:
  - i. provide high ceilings and adaptable open planning for the ground and first levels;
  - ii. provide for a perimeter-type built form that addresses street frontages;
  - iii. allow for proximity to the street alignment and ensure that key operational spaces are legible from the street, with large display windows;
  - iv. be scaled to define the street and to relate appropriately to surrounding buildings;
  - v. have continuous uniform setbacks with surrounding development;

- vi. incorporate details and interesting architectural features, especially at visually prominent locations, such as lower level front facades, rooftops and street vista terminations;
  - vii. avoid ambiguous external spaces with poor pedestrian amenity and security;
  - viii. contribute to and enhance public open space and public streets; and
  - ix. create a visually interesting space for pedestrians and, where possible, enhance the pedestrian networks and linkages.
3. Cars are encouraged to be displayed within the building to enable the development of the built form along the perimeter building line;
  4. The storage of any vehicles onsite, within buildings is encouraged;
  5. Where development proposes external vehicle parking areas, these must incorporate landscaping and permeable or semipermeable surfaces; and
  6. Signage must not cover windows or detract from the architectural quality of the building design or amenity of streets.

## 3.12 Sex services premises

This section applies to sex services premises as defined in the Growth Centres SEPP.

### 3.12.1 Objectives

1. Provide certainty for both the consent authority and the local community about the ongoing management practices the proposed use will use to manage its impact on the neighbourhood;
2. Ensure that sex services premises aim to minimise their potential impacts on the area;
3. Ensure that the design and external appearance of the premises and any associated structures have no negative impact and are in keeping with the character of the area;
4. Ensure premises aim to address the safety of workers, visitors and the public;
5. Ensure that sex services premises operate at times where they will have the least impact on the community, the environment and nearby land uses;
6. Ensure that signage is discreet and in a suitable location for sex service premises and that it considers the amenity of the surrounding area;
7. Ensure that signage does not result in visual clutter or other visual impacts on an area; and
8. Minimise the potential for signage to offend the public.

### 3.12.2 Controls

1. A DA for establishing a new sex services premises, intensifying an existing sex services premises, or converting or adapting existing buildings to a sex services premises must include an operational plan of management. This plan will both inform the assessment of the DA and help manage the ongoing operation of the proposed premises through the conditions of development consent. This plan (including amendments, if required) must include, but is not limited to, the following:

- operating hours, including time for cleaning and maintenance;
  - the maximum number of staff on the premises at any one time;
  - the maximum number of sex workers on the premises at any one time;
  - number of clients on the premises at one time;
  - a statement detailing how premises will comply with health requirements;
  - details of available public transport links, hub and frequency;
  - a safety audit and its recommendations;
  - details of Crime Prevention Through Environmental Design principles to be implemented; details must include information on the following:
    - i. casual surveillance of exits and entries;
    - ii. lighting;
    - iii. landscaping;
    - iv. security; and
    - v. safe handling of money;
  - the nomination of a contact person that will respond to any issues or complaints from council or the community; and
  - measures that will be put in place to ensure that the amenity of the surrounding area will be maintained.
2. A DA for establishing a new sex services premises, intensifying an existing sex services premises, or converting or adapting existing buildings to a sex services premises or restricted premises must include a social-impact evaluation that addresses, but is not limited to, the following:
- antisocial behaviour and crime prevention;
  - access and mobility;
  - culture and community values;
  - quality of life;
  - economic advantage;
  - contribution to the existing environment;
  - safety and security;
  - transportation; and
  - community risk perception.
3. The exterior of sex services premises must respect the architectural character of the streetscape and not be a prominent feature in the street;
4. All entrances and exits to sex services premises shall be designed to facilitate the privacy of staff and visitors without compromising personal safety (through avoiding the use of isolated back lanes and poorly lit areas). Shared access to the premises for both staff and visitors is not permitted;
5. The interior of sex services premises must not be visible from any place in the public domain. Where the interior of sex services premises may be visible from neighbouring buildings, adequate measures shall be taken to screen the interior of the building—for example using blinds and screens;
6. Sex-related products, sex workers or performers, or nude or semi-dressed staff shall not be visible from the public domain;

7. The premises must have a waiting area of adequate size within the premises to prevent people from waiting outside the premises;
8. Development of a sex services premises must not occur if it is within 200 m of the boundary of an existing legally operating sex services premises;
9. Council will exercise its discretion relating to permitted hours of operation of sex services premises by considering the nature of adjoining land uses, the hours of operation and use of those premises, and possible conflicts with such uses;
10. Hours of operation shall comply with **Section 7 Night-time economy** of this part of the DCP;
11. Council allows only one external sign per premises, which indicates only the name of the business, the address or both. Additional signage for parking and traffic management may be provided;
12. Where primary pedestrian access is from the rear of the site or from a car park, the premises may provide a second sign at the rear entry of the site, indicating only the name of the business and the street number or address;
13. The size of the sign must not exceed 0.3 m x 0.6 m (or other dimensions but of equivalent area of 0.18 m<sup>2</sup>);
14. Illuminated or flashing signs are not permitted;
15. The sign shall not display words or images that are, in the opinion of the consent authority, sexually explicit, lewd or otherwise offensive; and
16. The premises must display a clearly visible street number to avoid disturbing surrounding premises.

### 3.12.3 Assessment principles

When assessing a DA under this clause, council must consider:

1. whether the impacts of the sex services premises would adversely affect the neighbourhood because of its size, location, parking arrangements, visual effects and hours of operation; and
2. the cumulative impact of sex services premises, restricted premises and other premises on the streetscape as well as the potential for creating an undesirable character or attracting antisocial behaviour to the area.

## 3.13 Restricted premises

This section applies to restricted premises as defined in the Growth Centres SEPP.

### 3.13.1 Objectives

1. Ensure that the development of restricted premises does not adversely affect the existing and future amenity of surrounding development, land uses and residents;
2. Ensure the location of restricted premises is away from land uses that their operation may adversely affect;
3. Limit the cumulative impact of several restricted premises and other related premises in a single area; and
4. Protect the character of an area or streetscape by controlling displays, advertising and signage.



### 3.13.2 Controls

1. A DA for establishing a new restricted premises, intensifying an existing restricted premises or converting or adapting existing buildings to restricted premises must include a social-impact evaluation that addresses, but is not limited to, the following:
  - antisocial behaviour and crime prevention;
  - access and mobility;
  - culture and community values;
  - quality of life;
  - economic advantage;
  - contribution to the existing environment;
  - safety and security;
  - transportation; and
  - community risk perception.
2. Development of a restricted premises must not occur if it is:
  - i. within 50 m of any form of residential accommodation (excluding the Wilton Town Centre), open space or land occupied by a sensitive land use. Sensitive land uses include, but are not limited to, places of public worship, churches, schools, transport nodes, residential dwellings, childcare centres, family health centres, senior citizens centres, licensed premises (licensed under the *Liquor Act 1982*), and facilities and places that families and children typically frequent;
  - ii. within 100 m of the boundary of an existing legally operating restricted premises;
  - iii. on the ground floor of retail or commercial premises;
  - iv. within immediate proximity of the residential entrances of a mixed development; and
  - v. located where it may conflict with the residential amenity of a mixed development.

All restricted premises must comply with the requirements of the *Crimes Act 1900* Section 578 (e) and *Classification (Publications, Films and Computer Games) Enforcement Act 1995*.

## 4 Mixed use

### 4.1 Application of this section

Mixed-use development includes multiple uses in one building. In apartment buildings, this commonly occurs vertically, with different uses stacked above one another. A vertical mix of uses is more likely to increase activity through the day and night, which, in turn, improves passive surveillance of the public domain. Planning controls for most mixed-use developments incorporate residential uses on the upper floors; State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (SEPP 65) and the *Apartment Design Guide* (ADG) guide these planning controls.

The residential uses within mixed-use developments—shop-top housing—also need to comply with SEPP 65, the ADG and **Part 4 Development in Residential Areas** of this DCP. Smaller scaled development with shop-top housing must adhere to the principles of SEPP 65 and the ADG.

Read this section in conjunction with **Section 6 Parking, access, loading and servicing** of this part of the DCP.

### 4.2 Land use and built form

#### 4.2.1 Objectives

1. Provide for appropriate distribution and integration of different land uses within developments;
2. Deliver activated human-scaled street frontages with good physical and visual connections between buildings and public spaces;
3. Establish appropriate scale, dimensions, form and separation of built elements to protect amenity, daylight access and privacy; and
4. Achieve articulated built form and finishes that contribute to a high-quality and sustainable urban environment.

#### 4.2.2 Controls

1. Mixed-use developments should allow for a range of non-residential uses. Where the location or site constraints do not suit retail uses, the design should accommodate other uses, such as commercial offices;
2. Non-residential uses should be on lower levels of buildings in areas where residential use may not be appropriate or desirable, such as along main roads or railway lines;
3. Residential levels of the building should integrate with the development, and maximise safety and amenity for residents;
4. Residential uses within mixed-use developments must also comply with SEPP 65, the ADG and **Part 4 Development in Residential Areas**;
5. Mixed-use developments should be provided in appropriate locations and deliver active street frontages that encourage pedestrian movement and vibrancy;
6. Mixed-use development should concentrate around areas of high amenity, public transport and centres;

7. Mixed-use developments positively contribute to the public domain and must:
  - i. address the street;
  - ii. provide activated frontages;
  - iii. provide for diverse activities and uses;
  - iv. avoid blank walls; and
  - v. consider live-work apartments at ground level as well as traditional commercial uses.
8. Residential circulation areas should be clearly defined. Design solutions may include:
  - i. residential entries separated from commercial entries and directly accessible from the street;
  - ii. commercial service areas separated from residential components;
  - iii. residential car parking and communal facilities separated or secured;
  - iv. security at entries and safe pedestrian routes; and
  - v. elimination of concealment opportunities.
9. Landscaped communal open space should be provided at podium level, roof level or both;
10. Where a food and drink premises is within a mixed-use building with residential units, impacts from internal transmission of noise, smoke and odour must be assessed and adequately managed.; and
11. Provision of space within a new mixed-use development for vertical exhaust risers to service future ground-floor commercial uses must be included. Kitchen-exhaust air intakes and discharge points must comply with the requirements of Australian Standard 1668.2—2012.

## 5 Sustainability

### 5.1 Objectives

1. Ensure that new development applies the principles of ecologically sustainable development and facilitates the delivery of a low-carbon precinct;
2. Minimise energy use through passive building design and energy-efficient systems;
3. Encourage energy and water efficiency and water recycling in non-BASIX-affected development (BASIX is the building-sustainability index);
4. Design buildings that are healthy and comfortable for all users;
5. Promote thermal comfort through natural ventilation and passive heating and cooling in residential developments;
6. Ensure that all development is resilient to climate change, including by reducing the impacts of urban heat island effect;
7. Enable a shift towards a circular economy, where buildings are designed for longevity, future adaptation and re-use; and
8. Ensure an integrated approach to water cycle management using water sensitive urban-design principles.

### 5.2 Controls

1. A sustainability report from a suitably qualified consultant must accompany any DA for non-residential development with a construction cost of \$1 million or more. The report should demonstrate:
  - i. how the proposed development meets the sustainability objectives and controls of this DCP;
  - ii. the ability to achieve a minimum 4-star Green Star rating (design and as built tool) or an equivalent green rating tool framework;
  - iii. National Australian Built Environment Rating System (NABERS) Energy 5.5-star rating for offices and hotels; and
  - iv. NABERS Water 3-star rating for offices and hotels.
2. Development must reduce the need for active heating and cooling by incorporating passive design to ensure that development is resilient to climate change. This includes design, location and thermal properties of glazing; natural ventilation; appropriate use of thermal mass; and external shading, including vegetation;
3. To minimise energy use, building design must:
  - i. include high levels of insulation to reduce energy consumption and include energy-efficient appliances;
  - ii. incorporate green roof and green facade or green wall elements to reduce heat loads on internal spaces; and
  - iii. incorporate shading elements and landscaping on higher levels of buildings to reduce heat loads and encourage passive cooling.
4. All new water fittings and fixtures in all non-residential development, the public domain, and public and private parks must demonstrate water efficiency by:

- a. including water-efficiency and -conservation measures that contribute to reduced site water consumption; and
  - b. installing water-efficient fixtures and fittings. The following Water Efficiency Labelling and Standards are recommended as a minimum:
    - i. 4-star dual-flush toilets;
    - ii. 3-star showerheads;
    - iii. 5-star taps; and
    - iv. 4-star urinals
  - c. using water-efficient washing machines and dishwashers wherever possible;
  - d. connecting to recycled-water services (by dual reticulation) for permitted non-potable uses, such as toilet flushing, irrigation, car washing, fire services, industrial processes and cooling towers; and
  - e. selecting water-efficient plants, indigenous vegetation or both for landscaping that is subject to assessment by and negotiations with council
5. Developments must include energy-efficient lighting with improved lighting power density (watts per second meter), including LED technology, for use in any public domain and for facade lighting;
  6. Non-residential development should maximise natural daylight penetration through the building and reduce reliance on artificial lighting;
  7. Lighting systems should include energy-efficient fittings combined with automated sensors and controls to turn off lighting in areas such as bathrooms and service rooms when unoccupied;
  8. Non-residential development must include energy and water metering and monitoring systems that can sub-meter to individual tenancies, separate building floors and major energy and water use service equipment where applicable;
  9. Where possible, use building materials, fittings and finishes that:
    - a. have been recycled;
    - b. consist of or incorporate recycled materials; and
    - c. are certified as sustainable or environmentally friendly by a recognised third-party certification scheme.
  10. Building practices should incorporate best-practice recycling and re-use of construction and demolition materials;
  11. The design, installation and maintenance of stormwater drainage systems for all developments must comply with council's growth-area-wide stormwater and water-sensitive urban-design controls; and
  12. All water-management facilities must be privately owned and operated.

## 6 Parking, access, loading and servicing

This section sets out the policy approach, provision rates and technical design controls for parking and access in employment-generating areas. This section controls the location of vehicle access, vehicle-access design and design of other services to minimise impacts.

### 6.1 General provisions

#### 6.1.1 Objectives

1. Encourage active transport and deliver a quality pedestrian experience;
2. Encourage people to travel to and from employment areas by walking, bicycling, public transport, micromobility device or motorcycle, and to travel by car only as a last resort;
3. Encourage an appropriate mix of on- and off-street parking options within mixed-use areas;
4. Provide an appropriate number of parking spaces to service the needs of both residents and visitors;
5. Provide integrated vehicle, bicycle and service access points without compromising streetscape character or pedestrian amenity; and
6. Ensure design of car parking as well as basement layouts and service areas maximise pedestrian safety and provide adequate space for manoeuvrability and create high-quality ground-level relationships between the building and the public domain.

#### 6.1.2 General controls

##### 6.1.2.1 All commercial and mixed-use developments

1. Development is to deliver adequate provision of secure bicycle parking (preferably including bike lockers or bike hangars); secure micromobility parking (including charging points); and end-of-trip facilities, including showers and lockers;
2. Applicants must submit a Green Travel Plan for any office, business or retail development that exceeds 3,000 m<sup>2</sup> gross floor area (GFA) or accommodates more than 50 employees. A Green Travel Plan must include:
  - i. targets, including reduction in single-occupancy car trips and increased mode trips for sustainable transport; and
  - ii. travel data, with baseline travel demand and mode share estimates derived from experience with similar developments.
3. The location and design of vehicle access for parking and loading as well as the location and design of building services must not diminish the commercial street vitality, visual character or pedestrian safety;
4. Locate vehicular access points away from active pedestrian areas on secondary streets or lanes and away from any active frontages. Ensure access points have adequate sight distances and ensure that vehicles can safely enter and exit the site;

5. The area dedicated for car parking, loading and services on the ground floor that relates to the street front must be minimised so that a viable commercial floor area is provided to accommodate a variety of commercial uses;
6. Below ground (basement) car parking is generally required for developments with large street frontage widths, for higher density residential and mixed-use blocks as well as within Centres;
7. Above ground parking is not encouraged without appropriate design measures to mitigate adverse visual impacts;
8. Garage doors must not encroach on a public footpath during operation;
9. Any commercial customer car parking spaces must be conveniently located, identified as such and directly accessible to the general public (that is, not behind a security grill or gate) during opening hours. Commercial customer car parking must be secure outside opening hours;
10. Any residential visitor car parking spaces must be conveniently located and identified as such; it must be either fully accessible outside security measures or accessible through a building intercom system at the vehicle access entry;
11. Except as required for commercial customer car parking or residential visitor parking, all other car parking and loading areas must incorporate security measures to restrict access;
12. Mixed-use developments shall be designed to locate driveways, carports or garages away from bedrooms;
13. Car parking vents must not to be located on building frontages;
14. Building services must be accommodated at the rear, within a basement or, where essential, within lobby areas, discretely designed to minimise the loss of active frontage commercial area and visual impact to the streetscape; and
15. Open parking areas and access ways must be suitably landscaped to enhance amenity.

#### **6.1.2.2 General industrial, light-industrial, warehouse, logistics, business parks and specialised retail premises type uses**

1. No parking is permitted in the landscape setback;
2. All vehicles are to enter and leave the site in a forward direction;
3. The design of parking and servicing areas is to:
  - i. enable uninterrupted two-way vehicle movement to and from the site where required by Standards Australia's 'Parking facilities—Off-street car parking' standard;
  - ii. slow vehicles to less than 30 kilometres per hour;
  - iii. separate parking and loading areas;
  - iv. provide for all loading to occur within the site;
  - v. provide for all servicing, including garbage collection, to occur wholly within the site, with suitable collection points at convenient locations;
  - vi. provide separated pedestrian-access routes to the main entries to the building both from the public domain and within the site from parking areas;

- vii. provide a separated pedestrian walkway for the main pedestrian flows from customer car parks with more than 50 car spaces; and
  - viii. locate parking access ramps within the building footprint.
4. Where shared access and turning areas are proposed, a single DA is required for all development which will use the shared arrangements, and it is to address how the land is to be subdivided and resulting easements;
  5. Design all major vehicular circulation, including strata industrial circulation, generally to be 'street like' in appearance and include a carriageway, kerbs, footpaths and tree planting;
  6. Minimise the visual impact of vehicular access and servicing areas on the public domain by:
    - i. minimising the size of the vehicular access (width and height);
    - ii. setting roller shutters back from the street frontage of the building; and
    - iii. providing landscaping to screen views to the roller shutter.
  7. Locate vehicular access points away from active pedestrian areas on secondary streets or lanes. Ensure access points have adequate sight distances and are design to ensure that vehicles are able to safely enter and exit the site;
  8. Minimise the width of driveway footpath crossings and maximise the width of pedestrian clear paths of travel;
  9. Sunken loading docks should be avoided; and
  10. The design of specialised retail premises is to provide sufficient manoeuvring areas on site to accommodate large truck and bus movements, frequency of servicing and high turnover of customer vehicles.

## 6.2 Bike parking and associated facilities

### 6.2.1 Objectives

1. To support cycle movement over the use of private motor vehicles;
2. To ensure that bike parking is considered in all development and provided in appropriately scaled developments with facilities such as change rooms, showers and secure areas for bike parking; and
3. To provide safe and secure cycle parking facilities in locations that reinforce its preference as an alternative to private motor vehicle use.

### 6.2.2 Controls

#### 6.2.2.1 Bicycle facilities

1. All development is to provide on-site bike parking designed in accordance with the relevant Australian Standards for the design criteria of bike parking facilities. Reference should be made to Australian Standard AS2890.3 – Bicycle Parking Facilities (as amended) and *Austroad's Guide to Traffic Engineering Practice—Part 14—Bicycles*;
2. Bike parking spaces for new development are to be provided in **Table 3**. The minimum number of bike parking spaces is to be rounded up to the nearest whole number if it is not a whole number;



3. Development is to consider appropriate distribution of dedicated off road cycleways, and off road shared paths connecting to key destinations, centres and employment areas;
4. Bicycle storage facilities shall be designed to be capable of accommodating and supporting all usual types of bicycles, and to minimise damage in storage or during movement in and out of the parking space;
5. Secure bike parking facilities are to be provided in accordance with the following:
  - i. Class 2 bike facilities for staff/employees of any land use; and
  - ii. Class 3 bike rails for visitors of any land use.
6. Where bike parking for tenants is proposed in a basement, it is to be located:
  - i. on the uppermost level of the basement;
  - ii. close to entry/exit points; and
  - iii. subject to security camera surveillance where such security systems exist.
7. A safe path of travel from bike parking areas to entry/exit points is to be marked;
8. Access to bike parking areas are to be:
  - i. a minimum of 1.8 m wide to allow a pedestrian and cyclist to pass each other and may be shared with vehicles within buildings and at entries to buildings;
  - ii. accessible by a ramp;
  - iii. clearly identified by signage; and
  - iv. accessible through appropriate security or intercom systems.
9. Bike parking for visitors is to be provided in an accessible on-grade location near a major public entrance to a development and is to be sign posted;
10. The following facilities for bike parking are to be provided at the following rates:
  - i. 1 personal locker for each bike parking space;
  - ii. 1 shower and 1 changing cubicles for as many as 10 bike parking spaces;
  - iii. 2 showers and changing cubicles for 11 to 20 bike parking spaces;
  - iv. 2 additional showers and changing rooms for each additional 20 bike parking spaces or part thereof;
  - v. developments may provide shower and changing facilities in the form of showers and changing cubicles in a unisex area in both male and female changing rooms; and
  - vi. lockers, changing rooms and shower facilities must be close to the bike parking area and entry and exit points and must be within an area of security camera surveillance where such building security systems are in place.

## 6.3 Bus parking

### 6.3.1 Objectives

1. Accommodate temporary bus parking associated with specific land uses.

### 6.3.2 Controls

1. Where the proposed land use is a hotel, factory outlet store or another use that attracts persons arriving or leaving by bus, the DA is to include a Parking and Access Report which assesses the provision of bus set-down and parking; and
2. Parking spaces for buses are to be provided in addition to other parking requirements.

## 6.4 Car parking rates

### 6.4.1 Objectives

1. Encourage people to travel to and from employment areas by walking, bicycling, public transport, micromobility device or motorcycle, and to travel by car only as a last resort;
2. Ensure all land uses or combinations of activities provide sufficient parking onsite to satisfy the demand for parking by different vehicle types generated by the development;
3. Minimise reliance on street parking;
4. Minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths; and
5. Minimise potential impacts of driveway locations on streets and intersections.

### 6.4.2 General controls

1. Safe and secure car parking shall be provided in accordance with the car parking requirements set out in **Table 3**;
2. Where the car parking requirement is expressed as a minimum number of spaces, the development shall not provide less spaces than that minimum;
3. When the calculations for the numbers of parking spaces results in a part or fraction of a parking space of 0.5 or greater for the whole development, then the actual number shall be rounded up. For example, 1.5 spaces shall be rounded up to 2 spaces for the whole development;
4. Where a development proposal contains two or more land uses the parking requirement shall be the sum of parking required for the individual land uses. However, where the proposed land uses comprise different peak parking demands, the total requirement may be reduced such that the peak demand is met at any one time, where supported by a study by a suitably qualified traffic engineer;
5. Where car parking requirements for a proposed development are not listed in the DCP, or where the development proposal raises unique traffic and parking issues, or where development is identified as a 'traffic-generating development', applicants must complete a Traffic Report shall be completed;

6. A Traffic Report is also required for a 'traffic-generating development' as defined by State *Environmental Planning Policy (Infrastructure) 2007*; and
7. Developments are to provide accessible car parking to meet current standards.

**Table 3. Car, motorcycle and bicycle parking requirements**

Use	Car and motorcycle parking requirements	Bicycle parking requirements
Business parks	1.5 spaces per 100 m <sup>2</sup> gross leasable area (GLA) 1.8 spaces per 100 m <sup>2</sup> gross leasable office/showroom or leasable factory/warehouse area (where information on component developments is available)	Employees: 1 per 10 staff
Car showroom	0.75 spaces per 100 m <sup>2</sup> site area, plus 6 spaces per work bay (for vehicle-servicing facilities)	Employees: 1 per 10 staff
Depot, freight transport facility, transport depot, truck depot, rural industries	Applicants must provide a traffic access and parking report to determine car parking requirements for all new developments, proposals involving major works to existing sites and any change of use application for any of these proposed uses Applications for any low-scale works to existing sites that do not increase traffic generation (such as no new floor space, no increase in truck bays or no increase in traffic on and off the site) will not require a traffic report 1 motorcycle space per 25 car spaces or part thereof	Employees: 1 per 10 staff
Food and drink premises	Minimum of 12 spaces per 100 m <sup>2</sup> of GFA or 1 space per 5 seats— internal and external (whichever is greater) Maximum of 15 spaces per 100 m <sup>2</sup> of GFA or 1 space per 3 seats— internal and external (whichever is greater) Where development proposes a drive-through, there should be a queuing area for 12 cars	Employees: 1 per 250 m <sup>2</sup> area Customers/visitors: 2 plus 1 per 100 m <sup>2</sup> over 100 m <sup>2</sup> GFA. Should be considered as part of the design of public space
Function centres	15 spaces per 100 m <sup>2</sup> or 1 space per 3 seats	Employees: 1 per 10 staff
Funeral chapels	1 car parking space per 4 seats, plus 1 car parking space per funeral-service area	Employees: 1 per 10 staff

Use	Car and motorcycle parking requirements	Bicycle parking requirements
Funeral homes	1 car parking space per 4 seats, plus 1 car parking space per funeral-service area	Employees: 1 per 10 staff
Garden centres	15 spaces or 0.5 spaces per 100 m <sup>2</sup> area (whichever is greater)	Employees: 1 per 10 staff
Gymnasium	4.5 spaces per 100 m <sup>2</sup> GFA	Employees: 1 per 10 staff
Hardware and building supplies	15 spaces or 0.5 spaces per 100 m <sup>2</sup> area (whichever is greater)	Employees: 1 per 10 staff
Highway service centres (including truck stops)	1 truck parking space and 1 car parking space per motel unit	Employees: 1 per 10 staff
Hotel and motel accommodation	2 parking spaces and 1 parking space per visitor bedroom	Employees: 1 per 4 staff Customers/visitors: 1 per 20 rooms
Industrial development—general industrial uses	Access space for disabled people: minimum 1 space per 100 spaces. If less than 100 spaces, then at least 1 space 3 m wide, clearly marked and as close as practicable to building entrances as per Australian standards. Loading bays: number and size depend on the type and scale of development and the range of trucks, heavy vehicles or special vehicles accessing the site	Employees: 1 per 10 staff
Industrial development—industrial units	Minimum of 1 space per 77 m <sup>2</sup> GFA, with a minimum of 3 spaces per industrial unit, plus 1 motorcycle space per unit Maximum of 1 space per 70 m <sup>2</sup> GFA, with a minimum of 3 spaces per industrial unit, plus 1 motorcycle space per unit	Employees: 1 per 10 staff
Industrial development—warehouse component	1 car space per 300 m <sup>2</sup> , plus 1 motorcycle space per unit	Employees: 1 per 10 staff
Industrial development—high-tech industry	Minimum of 1 car space per 100 m <sup>2</sup> GFA Maximum of 1 space per 100 m <sup>2</sup> GFA	Employees: 1 per 10 staff
Industrial development—ancillary office use	Minimum of 1 car space per 35 m <sup>2</sup> GFA Maximum of 1 car space per 40 m <sup>2</sup> GFA Minimum of 1 motorcycle space per unit/premise	Employees: 1 per 10 staff

Use	Car and motorcycle parking requirements	Bicycle parking requirements
Kiosks	2.5 car parking space per 100 m <sup>2</sup> GFA	Should be considered as part of the design of public space
Landscape and garden supplies	15 spaces or 0.5 spaces per 100 m <sup>2</sup> site area (whichever is greater)	Employees: 1 per 10 staff
Landscaping materials supplies	15 spaces or 0.5 spaces per 100 m <sup>2</sup> site area (whichever is greater)	Employees: 1 per 10 staff
Markets, temporary markets	3 spaces per stall, at discretion of Council	Should be considered as part of the design of public space
Mortuaries	1 car parking space per 4 seats, plus 1 car parking space per funeral-service area	Employees: 1 per 10 staff
Neighbourhood shops	Minimum of 1 car parking space per 40 m <sup>2</sup> GFA Maximum of 1 car parking space per 35 m <sup>2</sup> of GFA	Employees: 1 per 250 m <sup>2</sup> area Customers/visitors: 2 plus 1 per 100 m <sup>2</sup> over 100 m <sup>2</sup> GFA. Should be considered as part of the design of public space
Office and business premises	Minimum of 1 car parking space per 40 m <sup>2</sup> GFA Maximum of 1 car parking space per 35 m <sup>2</sup> GFA	Employees: 1 per 150 m <sup>2</sup> Customers/visitors: 1 per 400 m <sup>2</sup>
Pubs	1 space per 2 m <sup>2</sup> of public bar area, plus 1 space per 5 m <sup>2</sup> of lounge, beer garden, auditorium, billiard room, plus parking space for other uses in accordance with this table	Employees: 1 per 100 m <sup>2</sup> GFA Customers: 1 per 100 m <sup>2</sup> GFA
Recreation facilities (indoor)	3 spaces per court, alley or lane	Employees: 1 per 10 staff Should be considered as part of the design of public space
Retail premises	Minimum of 1 car parking space per 40 m <sup>2</sup> GFA Maximum of 1 car parking space per 35 m <sup>2</sup> GFA	Should be considered as part of the design of public space
Roadside stalls	4 spaces	N/A
Rural supplies	5 spaces	Employees: 1 per 10 staff

Use	Car and motorcycle parking requirements	Bicycle parking requirements
Service stations	6 spaces per work bay and 5 spaces per 100 m <sup>2</sup> GFA of any convenience store, plus 15 spaces per 100 m <sup>2</sup> GFA of any food premises or 1 space per 3 seats of any food premises (whichever is greater)	Employees: 1 per 10 staff
Serviced apartment	1.2 car parking spaces per visitor bedroom (rounded up to the nearest whole space), with an additional space for deliveries/staff/contractors All non-residential development associated with serviced apartment uses must provide 1 motorcycle space per 20 visitor bedrooms or part thereof	Employees: 1 per 4 staff Visitors: 1 per 20 rooms
Shopping centres with GFA less than or equal to 10,000 m <sup>2</sup>	6.1 spaces per 100 m <sup>2</sup> gross lettable floor area (GLFA)	Employees: 1 per 200 m <sup>2</sup> GLFA Customers/visitors: 1 per 300 m <sup>2</sup>
Shopping centres with more than 10,000 m <sup>2</sup> GFA but less than or equal to 20,000 m <sup>2</sup>	5.6 spaces per 100 m <sup>2</sup> GLFA	Employees: 1 per 200 m <sup>2</sup> GLFA Customers/visitors: 1 per 300 m <sup>2</sup>
Shopping centres with more than 20,000 m <sup>2</sup> GFA but less than or equal to 30,000 m <sup>2</sup>	4.3 spaces per 100 m <sup>2</sup> GLFA Refer to <b>Section 5.9 Large-scale developments</b> for additional requirements for large-scale developments	Employees: 1 per 200 m <sup>2</sup> GLFA Customers/visitors: 1 per 300 m <sup>2</sup>
Shopping centres with more than 30,000 m <sup>2</sup> GFA	4.1 spaces per 100 m <sup>2</sup> GLFA Refer to <b>Section 5.9 Large-scale developments</b> for additional requirements for large-scale developments	Employees: 1 per 200 m <sup>2</sup> GLFA Customers/visitors: 1 per 300 m <sup>2</sup>

Use	Car and motorcycle parking requirements	Bicycle parking requirements
Specialised retail premises	<p>Minimum of 1 space per 77 m<sup>2</sup> GFA of factory area, plus 1 space per 40 m<sup>2</sup> GFA for ancillary office area</p> <p>1 space per 300 m<sup>2</sup> warehouse space (not accessible to public)</p> <p>1 space per 100 m<sup>2</sup> showroom area</p> <p>Maximum of 1 space per 70 m<sup>2</sup> GFA of factory area, plus 1 space per 35 m<sup>2</sup> GFA for ancillary office area.</p> <p>1 space per 300 m<sup>2</sup> warehouse space (not accessible to public)</p> <p>1 space per 100 m<sup>2</sup> showroom area</p>	<p>Employees: 1 per 600 m<sup>2</sup> GFA</p> <p>Customers/visitors: 1 per 1,000 m<sup>2</sup> GFA</p>
Swimming pools	3 spaces per lane	<p>Employees: 1 per 10 staff</p> <p>Customers: 2 per 20 m<sup>2</sup> pool area</p>
Timber and supplies	15 spaces or 0.5 spaces per 100 m <sup>2</sup> site area (whichever is greater)	Employees: 1 per 10 staff
Vehicle repair workshop or station	<p>4 car parking spaces per service work bay for up to 2 bays, plus 6 car parking spaces per service bay for each additional bay</p> <p>For all non-residential development, 1 motorcycle space per 25 car parking spaces or part thereof</p>	Employees: 1 per 10 staff
Vehicle repair workshop or station—ancillary office use within premises	<p>1 space per 35 m<sup>2</sup> net floor area</p> <p>For all non-residential development, 1 motorcycle space per 25 car parking spaces or part thereof</p>	Employees: 1 per 10 staff
Wholesale supplies	1 space per 50 m <sup>2</sup> GFA	Employees: 1 per 10 staff

### 6.4.3 Accessible car parking

1. The allocation of car parking for a development must include accessible car parking spaces for people with a mobility impairment and provided in accordance with the rates specified in Australian Standard AS2890.6—Off-street car parking for people with a disability; and
2. Accessible parking is not required in car parking areas where a parking service is provided and direct access to any of the car parking spaces is not available to the general public or occupants.

## 6.5 Location of parking areas

### 6.5.1 Objectives

1. Promote integrated design of parking areas that maximise streetscape amenity and movement efficiency.

### 6.5.2 Controls

1. Within the development site, the location of the parking area must consider:
  - i. site conditions, such as slope and drainage;
  - ii. visual amenity of the development and adjacent sites;
  - iii. proximity of the parking area to any neighbouring residential areas;
  - iv. relationships between the buildings and parking areas; and
  - v. the relationship of the parking area to the street.
2. Vehicle parking is not supported within the front setback area of a site. If areas within the front setback are required for overflow areas of parking for particular uses, these areas must be physically separated by permanent safety structures from road pavement and must not detract from the aesthetics of the streetscape.

## 6.6 Design of car parking areas

### 6.6.1 Objectives

1. Ensure site accesses have adequate sight distances and are designed to ensure that all vehicles are able to safely enter and exit the site and maintain the safety and integrity of the road network;
2. To minimise the impacts of carpark and service entries on main street frontages and pedestrian prioritised areas;
3. Minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths and maintain pedestrian priority in key areas;
4. Minimise potential impacts of driveway locations on streets and intersections; and
5. Provide adequate turning areas for manoeuvring into and out of car parking spaces and/or garages.

### 6.6.2 Controls

#### 6.6.2.1 General controls

1. Car parking areas shall be designed to minimise impacts to street frontage and pedestrians;
2. The dimensions of onsite car parking spaces shall be in accordance with Australian Standard - AS 2890.1 (as amended) and Australian Standard – AS 2890.6;
3. All parking spaces shall be designed to comply with the dimensional and manoeuvring requirements of the '85th percentile vehicle' as defined by AS2890.1. The construction of vehicle parking and manoeuvring areas must comply with Council's adopted Design and Construction Specifications;



4. Car parking areas shall be designed so that vehicles can enter and leave the site in a forward direction;
5. Ingress and egress to or from the site should be located where they will cause the least interference with vehicular and pedestrian movement on public roads;
6. Direct access shall not be gained off existing or proposed high volume roads where an alternative access can be provided;
7. Road access to parking areas will not be permitted in close proximity to traffic signals, intersections or where sight distance is considered inadequate by Council in accordance with *Austroad's Guide to Traffic Management*;
8. The number of access points to be provided from any site to any one street frontage shall be limited to one ingress and one egress;
9. Parking areas shall have a separate entrance and exit where more than 50 spaces are provided or where the development generates a high turnover of traffic, such as a supermarket or a drive-in service facility;
10. The potential for on-street queuing should be eliminated by the provision of sufficient standing area for vehicles entering the carpark and loading areas;
11. Multi-unit complexes must provide a consolidated car parking area for patrons. No more than 50% of the total parking spaces on site shall be allocated to a single unit; and
12. All visitor spaces are to be grouped together in the most convenient locations relative to car parking area entrances, pedestrian lifts and access points and are to be separately marked and clearly sign-posted.

#### **6.6.2.2 Manoeuvring**

1. All parking bays shall be readily accessible;
2. The provision of adequate space for the manoeuvring of vehicles, particularly rigid and articulated heavy vehicles, may be necessary depending upon the type of development. The TfNSW (formerly NSW Roads and Maritime Services) standards for car, truck and semi-trailer design turning paths shall be used to determine the layout of parking areas;
3. Dead-end parking aisles shall not be permitted; and
4. Manoeuvring space must be sufficient to permit all vehicles to enter and leave a site in a forward direction in accordance with relevant Australian Standards.

#### **6.6.2.3 Vehicle access and footpaths**

1. Car parks are to be designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths;
2. Parking and driveway crossovers are to be designed to minimise impact on existing street trees and to maximise opportunities for new street tree plantings;
3. Walking routes through car parks with more than 150 car spaces are to be clearly delineated with appropriate markings, pedestrian crossings and signposting;
4. Vehicular access is to be designed to give priority to pedestrians and cyclists by continuing the type of footpath material and grade; and
5. Wherever practicable, vehicle access and egress is to be a single crossing with a maximum width of 3.6 m over the footpath and perpendicular to the kerb.

#### **6.6.2.4 Bay and aisle dimensions**

1. Minimum bay and aisle dimensions must comply with the relevant Australian Standard. For more information, refer to the relevant sections within Australian Standards 2890.1 and 2890.6 for persons with a disability.

#### **6.6.2.5 Pedestrian safety**

1. Where security doors or gates are proposed to control access to vehicle parking an intercom system must be provided to facilitate access. Such doors and gates must also be positioned to ensure vehicles stand clear of the public footpath and any specified pedestrian access while the doors and gates are opening;
2. Except for residential flat buildings, multi-dwelling housing and manor house developments, parking areas must link by a pedestrian path to the nearest public footpath;
3. Parking spaces adjoining pedestrian accesses must be provided with wheel stops or upright kerbs to protect the safety of pedestrians; and
4. Parking areas for developments that operate outside of daylight hours must be lit in accordance with relevant Australian Standards.

### **6.7 Design of rooftop parking areas**

#### **6.7.1 Objectives**

1. Allow rooftop car parking that acknowledges the Wilton Town Centre environment;
2. Allow rooftop car parking that services upper level commercial and retail premises within the Wilton Town Centre and reduces the need for at-grade parking provision; and
3. Improve the impact of rooftop car parking on any adjoining residential development.

#### **6.7.2 Controls**

1. Rooftop car parking can provide additional parking opportunities within the Wilton Town Centre;
2. Where provided, rooftop car parking should give direct access to upper level commercial and retail premises;
3. Rooftop car parking is to be designated to provide clear delineation between public rooftop parking areas and adjoining residential common areas associated with residential apartment buildings. This may be achieved through the provision of landscaping buffers, fencing, built form and structural screening/shade elements;
4. Security access control shall be provided between public rooftop parking areas and any adjoining residential apartments or common areas associated with residential apartment buildings;
5. Any DA which incorporates rooftop car parking is required to provide:
  - i. a lighting report and light-spill diagrams for the rooftop car parking areas, and
  - ii. A Plan of Management for any proposed rooftop car parking that outlines the operational management of the parking area, including matters such as:

- iii. access control,
  - iv. hours of operation,
  - v. Security procedures, and
  - vi. management of noise from the car park.
6. An acoustic report must accompany any DA for residential development adjoining areas of rooftop car parking; this report must address the noise impact of parking areas on residential apartments and provide methods for mitigating noise impacts where required;
  7. Where possible, residential development that adjoins rooftop parking shall aim to minimise living areas that directly face rooftop car parking areas; and
  8. Residential apartments that directly adjoin or overlook rooftop car parking areas are to incorporate screening to outdoor and balcony areas that improves the views to and from parking areas.

## 6.8 Design and location of loading areas and waste-collection areas

### 6.8.1 Objectives

1. Ensure loading and waste collection areas are located and designed to minimise impacts to key pedestrian and activated areas.

### 6.8.2 Controls

1. Ensure appropriately designed loading and unloading facilities that are easily accessible to delivery vehicles and provide efficient manoeuvrability for vehicles;
2. As a minimum standard, developments shall be designed in accordance with the loading and service vehicle requirements within Australian Standard AS2890.2 and the *RTA Guide to Traffic Generating Developments* and shall be suitable for a heavy rigid vehicle as defined by AS2890.2. Where it is demonstrated that a vehicle smaller than a heavy rigid vehicle can adequately service the development, a restrictive covenant under Section 88 of the *Conveyancing Act 1919* or similar restriction to the satisfaction of Council shall restrict future uses to those that can be serviced by that class of vehicle;
3. Loading facilities must be located at the rear of developments and shall be via rear laneways where possible. Access and manoeuvring from the laneways shall comply with AS2890.2 (as amended);
4. Adequate space shall be provided within any development site for the loading and unloading of service vehicles. The standard of loading facilities required will depend upon the nature of the development and the uses to be carried out;
5. Council may require the provision of parking for courier vehicles depending on the nature of the business;
6. Vehicular access shall be designed to avoid conflicts with pedestrians. Vehicular movements associated with loading facilities and customer/employee parking should be separated and all pedestrian movements should be segregated from vehicular movements to avoid possible conflict and congestion;

7. Ingress to and egress from a site should be located where they will cause least interference with vehicular and pedestrian movement on public roads. Direct access will not be permitted off arterial and sub-arterial roads. Access to parking areas will not be permitted in close proximity to traffic signals, intersections or where sight distance is inadequate;
8. The potential for on-street queuing should be eliminated by the provision of sufficient standing areas on-site for vehicles entering the car parking and loading areas;
9. Provision is to be made for all vehicles to enter and leave the site in a forward direction; and
10. All loading and unloading must be undertaken within the curtilage of the site and in the designated loading areas.

## 6.9 Large-scale developments

This section applies to large developments for retail (or mixed use that includes retail) that create a need for 200 or more car parking spaces.

### 6.9.1 Objectives

1. To ensure the needs of large-scale development are identified and addressed.

### 6.9.2 Controls

1. A Traffic/Parking Study may be required to establish requirements for large-scale uses which generate additional traffic or uses which have a range of parking, access or loading requirements. Council will determine what constitutes a large-scale use/development and applicants are advised to contact Council prior to the lodgement of a DA to seek advice as to whether this will be required;
2. Where developments require a study, the applicant will need to undertake an assessment of a similar type of development in a similar location to determine the appropriate access and number of parking spaces and/or related facilities required. TfNSW (formerly Roads and Maritime Services) have guidelines available in relation to undertaking a traffic impact assessment; and
3. Large developments for retail (or mixed use including retail) that give rise to a need for 200 or more car parking spaces shall provide one (1) space for seniors and one (1) for parents with prams for each 100 spaces (rounded down) required by this volume. Such spaces shall measure no less than 2.8 m x 5.5 m and shall be signposted and marked with line marking paint. They shall be located to minimise travel distance to the entry points for the facility. The spaces required by this clause are not in addition to the spaces that are otherwise required by this plan.

## 6.10 Landscaping of car parking areas

### 6.10.1 Objective

1. To minimise impacts of car parking areas and deliver quality streetscapes; and
2. To deliver more sustainable design outcomes, increase urban tree canopy and reduce urban heat.

## 6.10.2 Controls

1. All above-ground parking areas with more than 8 parking spaces must be landscaped. At a minimum standard, one tree must be planted every 10 m at the rate of one (1) canopy tree for every four (4) car parking spaces of part thereof. Trees must be a minimum of 1 m high when planted. Trees should be planted to achieve a minimum of 50% shading of the carpark at ten year maturity. Any undeveloped areas are to be stabilised to prevent erosion. Indigenous species of trees are favoured, and full details of species must be shown in the relevant Neighbourhood Plan and/or DA;
2. Allotment car parking areas are to be effectively landscaped to:
  - i. reduce their visual impact;
  - ii. reduce heat generation and glare from hard-paved surfaces;
  - iii. provide shade for parked vehicles; and
  - iv. maximise potential for soft drainage (non-piped) to soft-landscaped areas or collection zones.
3. Car park lighting design is to be coordinated with the preferred tree layout.
4. Dividing zones between parking bays should be landscaped as applicable to specific site conditions:
  - i. where pedestrian access will generate desire lines across the dividing zone, pedestrian trafficable wearing surface is required (for example, stabilised gravel);
  - ii. where pedestrian access is not required and some infiltration drainage may be provided, mass-planted landscape areas requiring flush kerb edge and wheel stops to car parking bays must be provided; and
  - iii. where a major drainage role is envisaged and pedestrian access is not required, a gravel-surfaced trench with collection pipework draining to onsite storage or stormwater must be provided.
5. Clearly defined and appropriately surfaced pedestrian access links from parking areas to building entry points must be provided, incorporating kerb crossing ramps as required;
6. Car park landscaping is to be provided with an automatic trickle irrigation system installed below mulch level. Irrigation services provision must be implemented before car park surfacing. The system is to be supplied by the rainwater tanks on site; and
7. Retaining wall elements must be no greater than 3 m in height. All retaining walls must be screened by vegetation.

## 7 Night-time economy

### 7.1 Application of the part

A late-night premise is any commercial premise or community facility that may impact the amenity and safety of a neighbourhood resulting from its night-time operational hours.

Regulation of late-night trading also applies to licensed premises under the *Liquor Act 2007*.

This part of the DCP applies to all development, including community facilities that:

- seek approval for operating hours between 10 pm and 7 am the following day;
- seek approval to expand operating hours after 10 pm or before 7 am; and
- seek approval for outdoor activities after 10 pm on public or private land.

### 7.2 Location of late-night trading activity areas

#### 7.2.1 Objectives

1. Acknowledge the role of the night-time economy in activating centres and places;
2. Increase social inclusion and community safety and reduce the likelihood of antisocial behaviour;
3. Encourage suitable level of late-night trading in appropriate locations;
4. Encourage late-night trading premises that contribute to vibrancy and vitality, as appropriate for the Wilton Town Centre and other areas within the Precinct;
5. Encourage a mix of night-time uses with broad community appeal that reflect the diverse entertainment and recreational needs of people who work and live in the Wilton Town Centre Precinct as well as visitors to the area; and
6. Promote cultural uses such as performance spaces and dedicated venues as well as other creative or cultural uses such as galleries and art studios.

#### 7.2.2 Controls

1. **Table 4** sets out the framework for appropriate locations and intensity levels for late-night trading. This framework forms the basis for late-night trading hours of operation.

**Table 4. Night-time economy categories and outcomes**

Activity area	Potential activities	Location
High	The Wilton Town Centre is the only area within the Precinct and Wilton Growth Area that should accommodate high-intensity uses. This will allow for later hours of operation and more intense late-night activities than anywhere else in the Wilton Growth Area for uses such as live music, theatre and late-night clubs. Residents of new residential flat buildings in these areas must anticipate late-night trading. High-activity areas are generally characterised by accessible and public transport services at night.	Wilton Town Centre
Intermediate	Intermediate-activity areas are characterised as mixed residential and commercial use areas with the potential to accommodate a range of lower impact late-night trading premises. They are intended to function as a transition zone by providing a lesser intensity of use. This is generally achieved by applying more stringent operating hours.	Wilton Town Centre and Local Centres
Low	These areas are predominantly characterised by low-density residential land uses. The most suitable premises in low-activity areas are those that meet local needs.	Neighbourhood Centres and all other areas not included in high and intermediate areas listed in this table.

## 7.3 Hours of operation

Operating hours refer to the maximum periods of time a premise may trade or allow people—either patrons or staff—to access and operate within the premises or related outdoor areas. Operating hour also apply to auxiliary areas and uses, such as waste management, storage and loading areas.

A management plan must accompany any proposal for extended trading hours (refer to **Section 7.7 Management plans** of this part of the DCP for details).

Any approval to extend hours of operation beyond those set down in **Table 5** and **Table 6** will first be issued for a 12-month trial period.

### 7.3.1 Objectives

1. Establish appropriate hours of operation for late-night trading premises;
2. Establish appropriate extended hours of operation for licensed premises; and
3. Provide for extensions to trading hours, where appropriate, for existing hospitality and retail businesses

### 7.3.2 Controls

1. **Table 5** sets out operating hours for licensed premises, including bottle shops;
2. **Table 6** sets out operating hours for all other uses (non-licensed premises);
3. Council may grant earlier starting hours of operation for specific areas on merit, such as within the Wilton Town Centre or dedicated employment-generating areas; and
4. Council may request acoustic studies to justify night-time or early business activities, where proposed in the vicinity of residential land use or other sensitive land use.

**Table 5. Licensed premises and hours of operation<sup>1</sup>**

Activity area	Indoors	Outdoors
High	11 pm: Sunday–Wednesday inclusive Midnight: Thursday, Friday, Saturday	11 pm: Sunday–Wednesday inclusive Midnight: Thursday, Friday, Saturday
Intermediate	10 pm: Every day	9 pm: Sunday–Wednesday inclusive 10 pm: Thursday, Friday, Saturday
Low	10 am–9 pm: Sunday–Wednesday inclusive 10 am–10 pm: Thursday, Friday, Saturday	9 pm: Every day

**Table 6. Other uses and hours of operation**

Use type	Range of Application - Time frames	High hours	Intermediate hours	Low hours
Community facilities	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
Cultural infrastructure	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
Entertainment facilities	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
Function centres	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
Medical centres	Early evening to night	7 am–1 am	7 am–10 pm	7 am–10 pm
Neighbourhood shops	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
Recreation facilities (indoor)	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
Restaurant / cafe (unlicensed)	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm

<sup>1</sup> Hotel, pubs, small bars, registered clubs, restaurants and cafes (on-premises license), special events (including events run by not-for-profit organisations and those in community facilities, sports facilities and the like); all bottle shops and packaged liquor.



Use type	Range of Application - Time frames	High hours	Intermediate hours	Low hours
Restricted premises	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
Service stations	Early evening to night	7 am–1 am	7 am–10 pm	7 am–10 pm
Sex services premises	N/A	N/A	7 am–10 pm	7 am–10 pm
Shops	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
Takeaway food and drink premises	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm
All other uses trading after 10 pm not listed in this table	Early evening to evening	7 am–midnight	7 am–10 pm	7 am–10 pm

## 7.4 Local amenity and economy

### 7.4.1 Objectives

1. Activate key centres at night and contribute to the local economy; and
2. Protect neighbourhood amenity in the vicinity of late-night trading premises, particularly residential land uses.

### 7.4.2 Controls

1. Any licensed late-night premises must contribute to the desired future character of the area and be sensitively managed to ensure that they do not detract from the qualities that attract people to live, work and play in the area;
2. Where a premise is partially or wholly at ground level, development must provide active uses at ground level for day trading and must provide suitable justification where this cannot be achieved;
3. Council may use reviewable conditions where the impacts of the proposed development on adjoining land uses are uncertain; and
4. Any entertainment facility, function centre; and food and drink premises, such as a restaurant, cafe, takeaway food and drink premises, pub, small bar or registered club, will be subject to a 12-month trial period with a reviewable condition for extended operating hours to assess the ongoing management of a premises and its impact on neighbourhood amenity.

## 7.5 Safety and security

### 7.5.1 Objective

1. Ensure the safety of patrons and staff with responsible management of early-morning and late-night trading premises and their surrounding environment.

### 7.5.2 Controls

1. Owners and operators of late-night and early-morning trading premises must demonstrate how they will responsibly manage the environment adjoining the premises to maintain local amenity, safety and security and to prevent potential impacts on surrounding residents;
2. Owners and operators must permanently erect signs and place them in clearly visible positions within the premises, including immediately adjacent to the entry/exit doors, requesting that when patrons leave the premises, they do so quickly and quietly to maintain the amenity of the area. Details of the proposed signage, including its content and locations shall accompany the application and be set out in a management plan;
3. In addition to the above, other safety and security controls apply to shops, including neighbourhood shops. To maintain visibility into the shop interior, the following must not obscure shopfront windows:
  - i. blinds, curtains or the like;
  - ii. advertising posters, painted signs, decals or displays that are internally or externally fixed to the shopfront;
  - iii. shelving; and
  - iv. shop fittings, refrigeration equipment and the like that exceed 1,200 mm above finished floor level or that project above the sill of the shopfront.
4. Any proposed shelving along glass shopfronts must be open-framed and see-through, and the combined height of shelving and any goods displayed must not exceed 1,200 mm above finished floor level; and
5. All licensed premises and late-night trading venues must have a functioning closed-circuit television (CCTV) system that complies with Australian Standard 4806.1—2006.

## 7.6 Matters for consideration

1. Appropriate trading hours for late-night trading premises will be determined by considering various issues, which include, but are not limited to:
  - i. the location and context of the premises, including proximity to residential and other sensitive land uses and other late-night trading premises;
  - ii. the specific nature of the premises, its activities and the proposed hours of operation;
  - iii. the likely impact on the amenity of surrounding sensitive land uses, including noise, and the ability to manage these impacts;
  - iv. the provision of indoor performances and other creative or cultural uses and how these increase the diversity of late-night activities in the area;
  - v. the provision of indoor space for performances and other creative or cultural uses in licensed premises, including the nature of the space, programming and entertainment;
  - vi. the contribution that late-night trading proposals make to street activation and vibrancy of an area at night;
  - vii. the likely impacts of closing times and the dispersal of patrons from proposed and existing late-night uses, with consideration for unlicensed late-night trading in an area, such as shops, businesses and food and drink premises;
  - viii. the existing hours of operation of surrounding businesses;
  - ix. the size and patron capacity of the premises;
  - x. the impact of the premises on the mix, diversity and possible concentration of late-night uses in the area;
  - xi. the likely operation of the proposal during daytime hours, including the potential for street-front activation;
  - xii. submission of a management plan that demonstrates a strong commitment to good operational management of the business, particularly in managing potential impacts on adjoining and surrounding land uses and premises, as well as the public domain;
  - xiii. the diversity of retail and business services within an area and the impact of a late-night trading proposal on this diversity;
  - xiv. measures for ensuring adequate safety, security and crime prevention both on the premises and in the public domain immediately adjacent to, and generally surrounding, the premises; and
  - xv. the accessibility and frequency of public transport during late-night trading hours.

### 7.6.1 Trial periods

1. At the end of a trial period, owners and operators must lodge a new application to either renew existing trial hours or seek an extension of trading hours;
2. Premises seeking extended trading hours may ask for up to two additional operating hours per trial period if council considers a previous trial period as satisfactory;
3. Trial periods may be permitted up to the following durations:
  - i. first trial—1 year
  - ii. second trial—2 years
  - iii. third and subsequent trials—5 years.
4. Once a premises reaches the full range of extended trading hours, owners and operators must lodge an application every five years to renew trading hours.

## 7.7 Management plans

### 7.7.1 Objective

1. Manage the adverse impacts of late-night trading premises to protect neighbourhood amenity and property, particularly residential land uses.

### 7.7.2 Controls

1. The following late-night trading premises must provide a management plan:
  - i. all premises trading within extended operating hours;
  - ii. all licensed premises;
  - iii. function centres;
  - iv. food and drink premises;
  - v. registered clubs; and
  - vi. sex services premises (see **Section 3.12.2** Sex service premises of this part of the DCP for addition requirements).
2. There may be instances where development types not listed above may warrant some form of late-night trading assessment due to local circumstances or where a greater level of assessment is necessary to adequately examine the issue for a particular development;

3. A management plan may include information on, but is not limited to:
  - i. site and locality details, including venue access;
  - ii. organisational overview;
  - iii. hours of operation;
  - iv. noise control;
  - v. safety and security measures both onsite and off-site;
  - vi. a lighting and CCTV plan;
  - vii. general amenity;
  - viii. waste management, including garbage collection and placement of recyclable materials;
  - ix. staffing and training;
  - x. alcohol management and liquor licensing information;
  - xi. licensing accord membership;
  - xii. signage;
  - xiii. patron capacity, control measures and procedures;
  - xiv. deliveries and loading dock;
  - xv. transport accessibility (private and public) and deliveries and loading; and
  - xvi. complaints handling, recording and follow-up actions.
4. Council can request further information at its discretion regarding premise management if the proposal may adversely impact the amenity of the area.