

Part D

Subdivision & Roads



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D1 Introduction

D1.1 Application of this Part

This Part should be addressed whenever a development application includes a type of subdivision or boundary adjustment (see definitions below). There are three (3) main forms of subdivision and related land title in NSW. The form of title used will be dependent on the nature of the subdivision.

- 1) **Torrens Title Subdivision** is the traditional form of subdivision and is the most common form of subdivision in the Blayney Local Government Area. The Torrens title system is based on a plan of survey, which defines the boundaries of a parcel of land at the date upon which it was registered.
- 2) **Strata Subdivision** can subdivide buildings and land into separate lots capable of individual ownership, with additional areas of land designated as common property. This form of subdivision is most common with townhouses, residential flat buildings, duplex and semi-detached housing and multi-tenant commercial buildings.
- 3) **Community Title Subdivision** provides individual ownership of lots and a share in the association property. Association property is a lot in the scheme on which community facilities may be erected, including roads and driveways, swimming pools, common open space and the like.

Please note that **Boundary Adjustments** may need to address this Part if they are not exempt or complying subdivision types under *State Environmental Planning Policy (Exempt & Complying Development Codes) 2008*. **Clause 4.2B of BLEP2012** facilitates boundary adjustments on lots below the minimum lot size.

This Part is broken down into Sections. The Sections that apply will depend on the type of land use proposed for the subdivision (and its zone) and whether new roads will be required.

- **Section D2 – Site Planning & General Subdivision Requirements** must be considered for all subdivisions.
- **Sections D3 to D6** are for specific subdivision types dependent on the land use or subdivision type.
- **Section D7** only applies where there is a new or substantially upgraded road required to access the subdivision.

D1.2 Other Parts of this DCP

Please note you may need to consider other Parts of this DCP including, but not limited to:

- a) **Part F – Environmental Management & Hazards;**
- b) **Part G – Heritage;** or
- c) Relevant Parts for each type of land use you are proposing.

D2 Site Planning & General Subdivision Requirements

Site Planning is important for all development but particularly so for subdivision as it sets many of the key parameters for any later use. Careful consideration of the site constraints and opportunities must be demonstrated to justify a proposed subdivision design and ensure it can accommodate a range of permissible future uses in the relevant zone.

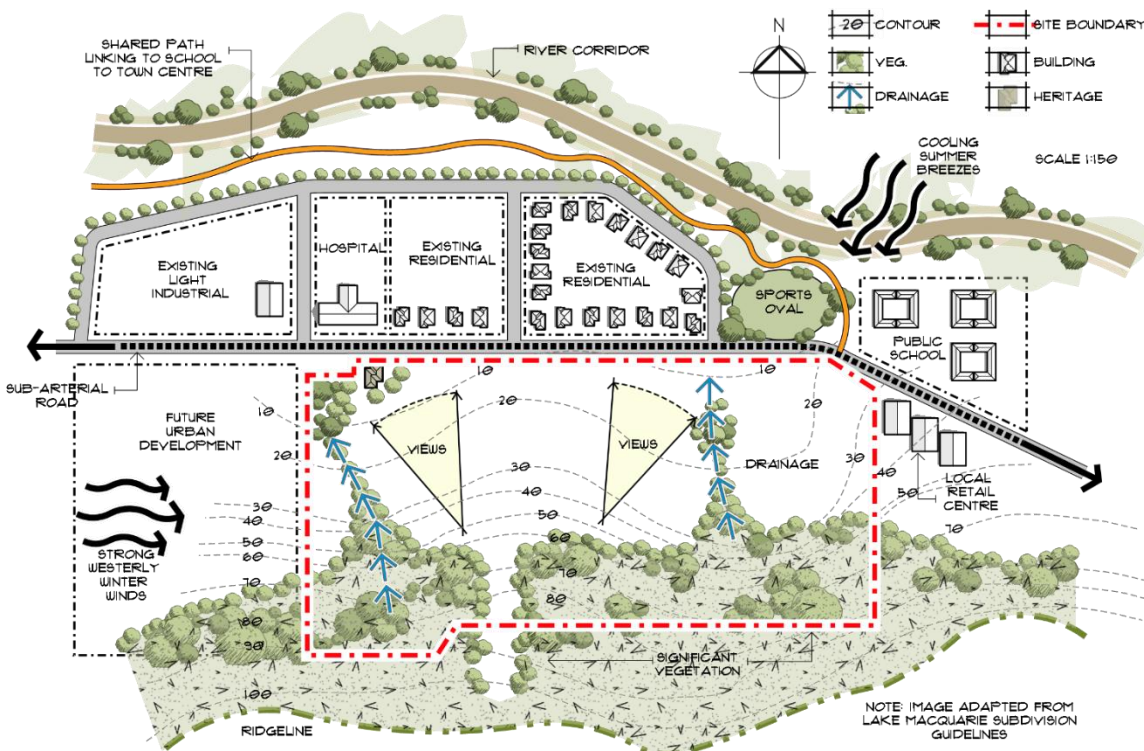
Objectives / Performance Criteria	Acceptable Solutions
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D2.1 Site Planning

Any **Plan of Subdivision** must be supported by a detailed **Site (Analysis) Plan** that demonstrates how the proposed subdivision (and building envelopes for vacant land subdivision) responds to and addresses site context (opportunities and constraints) to:

- a) Respond to the topography and drainage characteristics of the site.
- b) Minimise impacts on the natural environment and protect environmentally sensitive areas.
- c) Avoid or minimise the impacts of natural hazards and stormwater/drainage.
- d) Avoid or minimise land use conflicts and provide suitable setbacks (and/or buffers) to adjacent or nearby sensitive land uses.
- e) Create a workable road and pedestrian/cycle network and connection to surrounding networks.
- f) Create building envelopes that are free of constraints with suitable access for each lot.
- g) Integrate with the existing and/or desired subdivision pattern of the area.
- h) Any new assets or open space which will be dedicated to Council are to be designed to limit ongoing operational impacts and financial costs to Council.

Applicants must address **Part F – Environmental Management & Hazards** (where relevant).



Objectives / Performance Criteria	Acceptable Solutions
<p>D2.2 Topography & Earthworks</p> <p>O1. To ensure subdivision & road design responds to the site opportunities & constraints.</p> <p>O2. To minimise cut and fill from any new road, driveways/entrances, and any future building sites.</p> <p>O3. To ensure that earthworks will not have a detrimental impact on nearby watercourses or stormwater systems, neighbouring uses, or cultural or heritage items.</p> <p>O4. To ensure retaining walls are structurally sound and suitable for purpose.</p> <p>O5. To avoid contaminated fill being utilised on sites.</p>	<p>1) Where cut and/or fill is likely to be required for any lot created by the proposed subdivision to support the likely building envelope/use (earthworks as part of the subdivision or a later building stage) and is likely to be greater than 1m in depth or closer than 1m to an existing lot boundary then Council will require:</p> <ul style="list-style-type: none"> a) Demonstration that the road and/or subdivision layout has responded to the site topography and seeks to minimise the need for cut and/or fill. b) Additional reports and/or certification to demonstrate the proposal avoids or minimises impacts on adjacent properties. <p>2) All retaining walls must comply with the <i>National Construction Code</i> (NCC).</p> <p>3) Applicants must notify Council (as part of the application) if cut and/or fill is likely to result in the net export or import of fill from land other than the subject site and demonstrate the fill is not contaminated.</p> <p>Note: Earthworks on land identified within the Flood Planning Area may be limited by flood controls in <i>Part F – Environmental Management and Hazards</i>.</p>
<p>D2.3 Lot Size & Arrangement</p> <p>O1. To provide lot sizes and dimensions that respond to the site constraints and proposed land use requirements.</p> <p>O2. To avoid or minimise / mitigate against existing and future land use conflicts.</p>	<p>1) Whilst the minimum lot size for subdivision is set out in BLEP2012 this is a minimum size only and larger lot sizes may be required due to:</p> <ul style="list-style-type: none"> a) Site constraints. b) Requirements for effluent disposal areas (if relevant). c) Addressing the objectives for lot size in BLEP2012. <p>2) Lot sizes, shapes and road frontages must allow for suitably sized building envelopes (or likely future buildings) associated with the intended land use to comply with the minimum building setbacks set out for the intended land use in this DCP and the NCC.</p>

Objectives / Performance Criteria	Acceptable Solutions
	<p>3) Subdivisions in or adjacent to urban zones (Zones R1, RU5, E1, E3, E4, and Zone R5 where the lot < 1ha in area) must:</p> <ul style="list-style-type: none"> a) Maximise the number of regular shaped lots (i.e. lots that are rectangular) that are consistent with the historic subdivision pattern of most urban areas and less constrained for future development. b) Provide suitable road frontages to promote ease-of-access and servicing/utilities for each lot and allow buildings to address the street (where relevant). c) Provide depth to width ratios that accommodate vehicle access, manoeuvring, and a range of standard building types/layouts. <p><i>Note: Applicants are advised to consider the potential for future realignment or subdivision of lots (particularly corner lots, lots at zone boundaries, or lots on the fringes of the urban areas).</i></p>
<p>D2.4 On-Site Effluent Management</p> <p>O1. To ensure that on-site effluent management can be accommodated on any proposed lot without affecting adjacent properties or the natural environment.</p>	<p>If a site is not required to be connected to a reticulated sewer system, then the applicant must demonstrate each lot is capable of supporting a suitable on-site effluent management system with an Effluent (Geo-technical) Report prepared by a suitably qualified geo-technical engineer in accordance with the requirements in Part F2.5 On-Site Effluent Disposal.</p> <p><i>Note: Council may condition the requirement to register a building envelope and/or any effluent disposal area on the title, so it demonstrates adequate site planning and buffers and is protected from encroachments.</i></p>
<p>D2.5 Access & Entrances</p> <p>O1. To provide all lots with safe, legal and practical vehicle access and manoeuvring.</p> <p>O2. To provide safe and suitable access and manoeuvring for emergency vehicles and larger vehicles for servicing (as required).</p> <p>O3. To provide safe & suitable pedestrian/cycle</p>	<ul style="list-style-type: none"> 1) Each allotment must have safe, legal access to a public road or Crown Road (duly formed or upgraded for the purpose and transferred to Council – See Part D7 New or Upgraded Public Roads. either through a direct frontage, a right-of-way arrangement, or by consolidation with an existing allotment that has such access. 2) New access points to classified roads (highways and state and regional roads) are not preferred unless there is no alternative access available and must be located and constructed in accordance NSW Government (Transport for NSW) requirements.

Objectives / Performance Criteria	Acceptable Solutions
<p>access and facilities to encourage walking and/or cycling.</p> <p>O4. To promote safe and efficient road and footpath environments for motorists, public transport, cyclists and pedestrians.</p>	<p>3) Council may require (at its discretion based on traffic impact) a Traffic Impact Study that ensures all roads and access are designed and constructed:</p> <ul style="list-style-type: none"> a) To meet the requirements of Council’s <i>Guidelines for Engineering Works (as amended)</i> including but not limited to safe and adequate sight distances in both directions and separation from intersections. b) To provide entrances clear of obstructions, which may prevent drivers having a timely view of pedestrians and other vehicles. c) To avoid conflicts with existing utilities and street trees / significant vegetation. d) To take into consideration any requirements in the former RTA (2002) <i>Guidelines for Traffic Generating Development (as amended)</i> – Section 6.2 Access requirements. <p>4) For subdivisions involving the construction of public roads, pedestrian footpaths linking to the existing pedestrian network shall be provided adjacent to the public road on one side.</p> <p>5) Pedestrian footpaths are generally not favoured for both sides of the new public road unless the developer and Council agree that it is appropriate in the circumstances.</p> <p><i>Note: Council will condition requirement(s) for construction of new accesses / entrances to every new lot prior to release of the Subdivision Certificate.</i></p>
<p>D2.6 Access - Rights of Way & Battle-Axe Lots</p> <p>O1. To minimise the number of lots created that do not have a substantial frontage to a public road.</p> <p>O2. To ensure any access ways are of sufficient width and driveway construction to minimise impacts on neighbouring lots and provide suitable vehicle access.</p>	<p>Council will only permit lot(s) that rely for access on an easement for right-of-way (or other restriction on title) or battle-axe handle where:</p> <ul style="list-style-type: none"> 1) No public road access is adjacent to any proposed lot. 2) A maximum of: <ul style="list-style-type: none"> a) Three (3) lots will utilise any easement or battle-axe handle. b) Two (2) allotments are behind any allotment which has direct frontage to a public road. c) (Where three (3) or more lots are created) ten percent (10%) of lots in the subdivision are 'battle-axe' or right-of-way lots. 3) There is written approval from the affected lot owner (easement only); and 4) Such easement or battle-axe handle is a minimum width and driveway construction as set out in the relevant zone/land use section in this Part below.

Objectives / Performance Criteria	Acceptable Solutions
	<p>Note: If the land is bushfire prone, driveways / access may need to comply with the Rural Fire Service requirements in addition to the above dimensions.</p> <p>Note: This control does not affect strata or community title subdivision that relies on access through common property.</p>
<p>D2.7 Utilities/ Easements</p> <p>O1. To provide all essential utilities to the boundary of any new allotment suitable for the proposed use.</p> <p>O2. To ensure appropriate access to and safe operation of utilities.</p> <p>O3. To address any connection requirements of the relevant utility authorities.</p> <p>O4. To minimise the visual impact of any new utilities by undergrounding connections and integrating into the design (where possible).</p> <p>Note: Council will require the applicant to provide (as a condition of consent) copies of any correspondence with the relevant utility authority to demonstrate that the appropriate level of servicing is available for all lots (in accordance with the requirements of the relevant authority) prior to release of the subdivision certificate. Contact Council if you are unsure</p>	<p>1) Connection: Each lot in a proposed subdivision must be connected to the relevant utilities specified for the proposed land use in the relevant section of this Plan.</p> <p>2) Plan: The Proposed Plan of Subdivision must show all existing or proposed easements on the land proposed for subdivision.</p> <p>3) Protection: All lots should be designed so proposed (or likely) building envelopes or subdivision works:</p> <p>a) Are not located over or in the vicinity of an easement for any utility without express written authorisation from the responsible utility authority; or</p> <p>b) Where an easement does not exist, the building envelope must be located a minimum distance equivalent to the invert depth of the pipeline plus one (1) metre from the known utility location, and in accordance with utility authority requirements.</p> <p>Note: Council recommends that Applicants lodge a 'Dial Before You Dig' Application to ascertain the approximate location of all services on site and, where there is any chance that development will be near those services, identify those services accurately on a Survey Plan.</p> <p>Note: Connection to utilities (or confirmation from each relevant authority that the services are or can be made available at the boundary of each lot) will be conditioned by Council and may need to be constructed prior to release of the Subdivision Certificate.</p> <p>4) Visibility: To avoid or minimise adverse visual impacts:</p> <p>a) All new utility wiring must be located underground (unless site constraints justify a suitable alternative at the discretion of Council) for:</p> <p>i) Any new subdivision in an urban area.</p> <p>ii) In heritage conservation areas.</p> <p>b) Above ground utility installations and cabinets:</p> <p>i) Are to be kept to a minimum in number and size.</p> <p>ii) Wherever possible, are to be located on existing poles; and</p>

Objectives / Performance Criteria	Acceptable Solutions
<p><i>of the relevant provider for each utility / service.</i></p>	<p>iii) If provided at ground level, must integrated with the proposed development and/or have appropriate landscaping/ screening.</p>
<p>D2.8 Staging</p> <p>O1. Larger subdivisions must consider staged subdivision release and ensure each stage is capable of being developed independently of later stages and has appropriate access and utilities.</p>	<p>1) Where a subdivision is proposed to be carried out in a number of stages or would result in a remnant parcel of vacant land, a Proposed Plan of Subdivision (for the entire subdivision) must clearly indicate:</p> <ul style="list-style-type: none"> a) The entire land likely to be subdivided. b) The proposed access, road structure, and other vehicle and pedestrian/bicycle connections for the development. c) The boundaries of each stage of the subdivision. d) Any staging of essential roads, infrastructure and/or other essential utilities/services or communal spaces and buildings. <p>2) Each individual stage of a staged subdivision must:</p> <ul style="list-style-type: none"> a) Not compromise suitable access to any other stage(s) of subdivision. b) Be capable of operating independently of the infrastructure of later stage(s). c) Have access to essential infrastructure / utilities, roads and pedestrian connections, and incorporate landscaping in accordance with the controls in this DCP. d) Provide a fully formed cul-de-sac (see Council's <i>Guidelines for Engineering Works (as amended)</i>) for any temporary terminating roads (that will later become through roads) so that the maximum sized design vehicle is only required to do a maximum three-point turn to exit the cul-de-sac. <p>3) Where there are multiple landowners for land that is proposed for subdivision then ownership boundaries must generally align with proposed lot boundaries and not prevent road access or infrastructure from being formed/connected for other parts of the subdivision.</p>

D3 Residential Subdivision in Urban Areas

This section applies to applications for subdivision of land for the purposes of residential accommodation / dwellings in the following Zones:

- 1) Zone R1 General Residential (Town of Blayney and part of Millthorpe).
- 2) Zone RU5 Village (All other settlements).
- 3) Zone R5 Large Lot Residential where the existing or proposed lot is less than or equal to 1 hectare in area.

Objective / Performance Criteria	Acceptable Solution
<p>D3.1 Lot Size & Arrangements – General</p> <p>O1. To promote lot sizes, shapes and orientation that will maximise the number of lots with potential solar access to the future living spaces and private open spaces of new dwelling sites.</p> <p>O2. To ensure new subdivisions in or adjacent to existing urban areas complements the existing subdivision pattern and character of the existing urban area.</p> <p>O3. To require all lots have sufficient road frontage to allow driveway access whilst encouraging dwellings to have a frontage/address to the street.</p>	<p>In addition to the general requirements noted above:</p> <ol style="list-style-type: none"> 1) Any urban residential subdivision must provide a Solar & Siting Plan that demonstrates how the lot layout and orientation will: <ol style="list-style-type: none"> a) Facilitate good solar orientation for future dwellings subject to site constraints (see diagram below); and b) Minimise overshadowing between future dwellings (e.g. by providing suitable lot widths that allow for up to a two-storey building and respond to topography). <div style="text-align: center;"> </div> <p><i>Lot orientation for solar access in temperate climates (AMCORD).</i></p> <ol style="list-style-type: none"> 2) All urban residential lots connected to reticulated sewer (excluding battle-axe lots and medium density housing) must have a minimum width of:

	<ul style="list-style-type: none"> a) 15m at the building line (see front setbacks in Part D – Residential Development) for a rectangular lot. b) 8m at the street frontage for a ‘fan’ or ‘radial’ shaped lot and 14m at a point setback 6m from any road frontage. <p>3) All urban residential lots that require on-site effluent management (excluding battle-axe handles and medium density housing) must have a minimum width of:</p> <ul style="list-style-type: none"> a) 20m at the building line and effluent disposal area for a rectangular lot. b) 12m at the street frontage for a ‘fan’ or ‘radial’ shaped lot and 20m at a point setback 6m from any road frontage. <p><i>Note: Corner lots are often suited to future subdivision (subject to minimum lot size) so Council suggests corner lots should consider providing sufficient area to accommodate up to two (2) dwellings with independent access and utility connection points.</i></p>
<p>D3.2 Access to Battle-Axe Lots (Limited Road Frontage)</p> <p>O1. To promote safe and efficient access to urban residential lots.</p> <p>O2. To provide sufficient driveway widths & design for battle-axe lots to minimise impacts on adjacent residential lots and accommodate traffic requirements.</p>	<p>The proposed subdivision of land can only result in the creation of a battle-axe allotment (or lot accessed by an easement/right-of-way) when:</p> <ul style="list-style-type: none"> 1) Each battle-axe allotment has a minimum access handle width of: <ul style="list-style-type: none"> a) 3m for access to a single lot. b) 4.5m for combined access to two lots (with reciprocal easements for access and services); and 2) A minimum 2.4m wide sealed or concrete pavement is constructed for the full length of the access handle in accordance with Council’s <i>Guidelines for Engineering Works (as amended)</i> prior to release of the Subdivision Certificate; and 3) If the proposed battle-axe lot is intended to be used for more than a single dwelling and/or dual occupancy (i.e. it is for the purposes of medium density housing) then it may require a wider access handle and seal for two-way vehicle traffic and consider additional width to include setbacks and/or landscaping to minimise impacts on adjacent dwellings.

D4 Large Lot Residential & Rural Subdivision

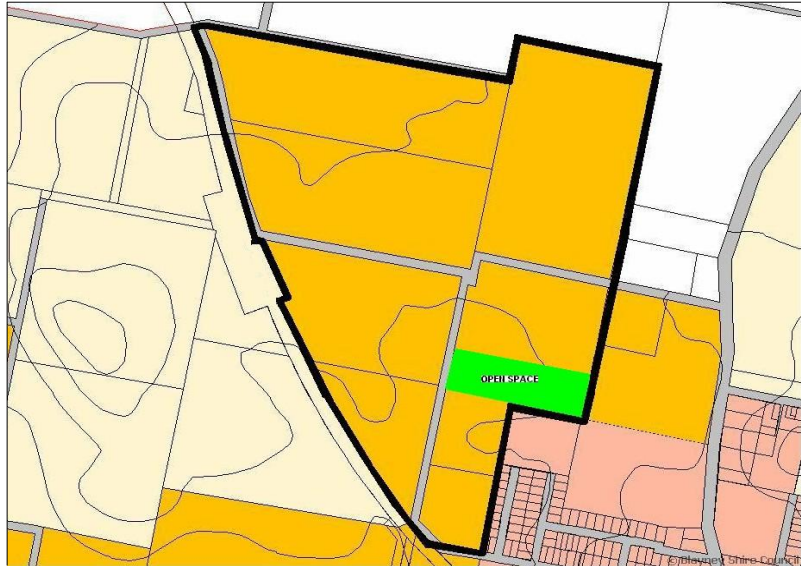
This section applies to applications for subdivision of land in the following rural and environmental Zones:

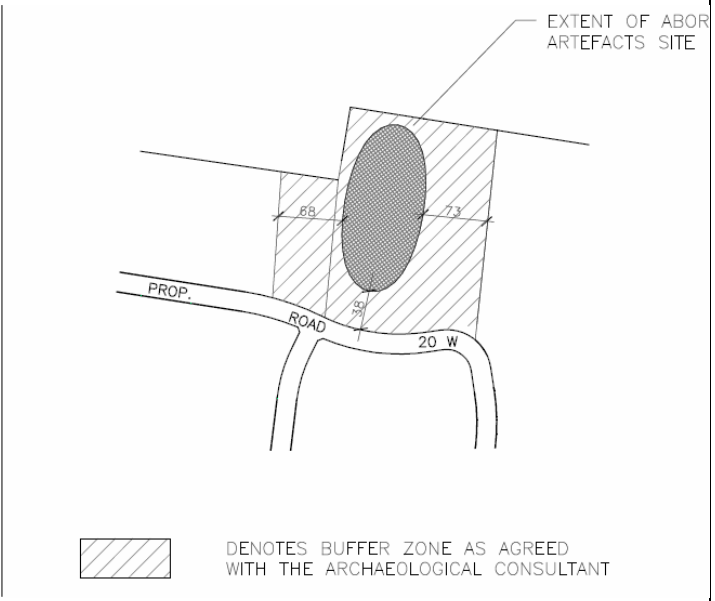
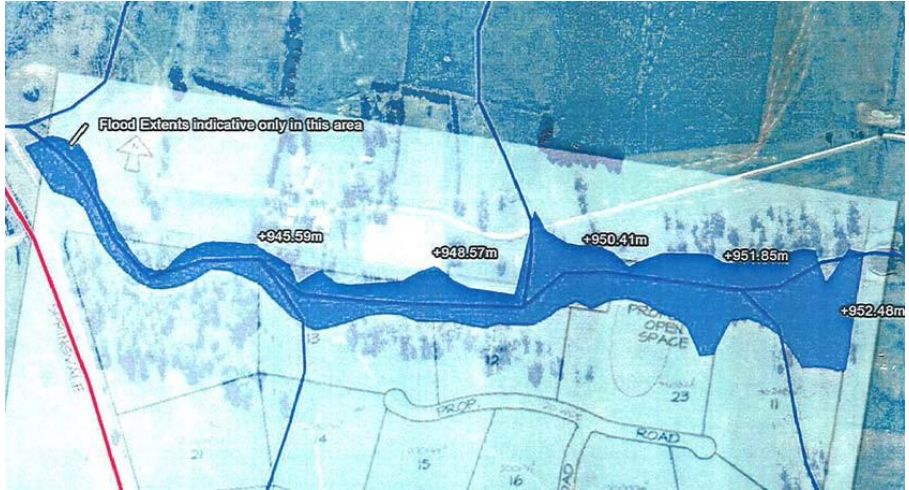
- 1) Zone RU1 Primary Production, Zone RU2 Rural Landscape, and Zone RU3 Forestry; and
- 2) Zone R5 Large Lot Residential where the existing or proposed lot is greater than 1 hectare in area.


Objective / Performance Criteria	Acceptable Solution
<p>D4.1 Access & Road Design</p> <p>O1. To provide safe and efficient access points to/from proposed lots to rural roads.</p>	<p>In addition to the general requirements noted above:</p> <ol style="list-style-type: none"> 1) Access points must be grouped at existing or limited access points (wherever feasible) to ensure sight lines in accordance with Council's <i>Guidelines for Engineering Works</i> and minimise the traffic impact and risk of additional access points to the public road system. 2) Entrances or security gates must be setback from the edge of the existing / proposed road formation (to permit a small truck or car and trailer to park in the entrance without blocking the road) not less than the following distances: <ol style="list-style-type: none"> a) 15m; or b) If it is access to a classified road, a distance agreed with Transport for NSW. 3) Access design shall be in accordance with <i>Austrroads Guide to Road Design Part 4</i> and Council's <i>Guidelines for Engineering Works</i>. 4) In this regard, upgrade of existing road networks should be prioritised (over new road construction) to prevent road duplication.
<p>D4.2 Access to Battle-Axe Lots (Limited Road Frontage)</p> <p>O1. To ensure battle-axe lots have sufficient access widths to cater for the intended traffic and minimise impacts on adjacent lots.</p>	<p>The proposed subdivision of land can only result in the creation of a battle-axe allotment when:</p> <ol style="list-style-type: none"> 1) Each battle-axe allotment has a minimum access handle width of: <ol style="list-style-type: none"> a) 6.0m for access to a single lot. b) 8.0m for combined access for up to three (3) lots (with reciprocal easements for access and services); and 2) A minimum 4.0m wide road is constructed for the full length of the access handle in accordance with Council's <i>Guidelines for Engineering Works (as amended)</i>.

	<p>3) Access handles shall be designed to accommodate the manoeuvring of a 19 metre semi-trailer, in accordance with <i>Austrroads Guide to Road Design Part 4</i> and Council's <i>Guidelines for Engineering Works</i>.</p>
<p>D4.3 Lots for the Purpose of Agriculture O1. To ensure that lots created for the purpose of agriculture below the minimum lot size are clearly noted for any existing or future land owner on title as having no dwelling potential and ensuring lot(s) created have legal access.</p>	<p>Note: Where a lot is created for the purposes of agriculture under Clause 4.2 Rural Subdivision of BLEP2012 and it is below the minimum lot size for the land shown on the Lot Size Maps in BLEP2012 then Council may require (as a condition of consent) a restriction or covenant to be registered on the title to that allotment that:</p> <ol style="list-style-type: none"> 1) Restricts the use so only for the purposes of agriculture (i.e. a dwelling may not be approved on the site without removal of the covenant and meeting any relevant planning controls); 2) Where the lot does not have constructed legal access at the time of creation of the lot, to require the construction of such access prior to the transfer of title.

D4.4 North Millthorpe

<p><u>D4.4.1 Land to which Section applies</u></p>	<p>This plan applies to certain land to the north of the village of Millthorpe shown in Figure 1.</p> 
<p><u>D4.4.2 Indigenous Heritage</u></p>	<p>Previous environmental assessment of the land identified that part of the land contained a potential archaeological deposit. The location of this area and its buffer zone is shown on the next page.</p> <p>Subdivision of this area shall only occur in consultation with a Council suitably qualified archaeology consultant. Such a consultant should have experience in the assessment of indigenous archaeological sites. Buildings will generally not be permitted in this area. Open space or other purposes that do not impact on the heritage significance of the site will be allowed.</p>

	 <p>Location of potential archaeological deposit and buffer zone.</p>
<p>4.4.3 <u>Waste Water</u></p>	<p>All allotments with an area of ≤ 2 hectares will be required to be connected to the Millthorpe Village sewer system.</p>
<p>4.4.4 <u>Flooding (Stormwater Drainage)</u></p>	<p>Flood affected lands are shown in Figures 6 and 7. Subdivision of land must show all developable lots as capable of accommodating dwellings and ancillary structures outside of flood affected lands.</p>  <p>Flood affected lands, northern watercourse</p>

	 <p>Flood affected lands, southern watercourse</p>
<p>4.4.5 <u>Building Design Guidelines</u></p>	<p>Refer to Part G - Heritage of this DCP for building design guidelines.</p>

5 Commercial, Industrial or Community Subdivision

D6 Community & Strata Title Subdivision

This section applies to any strata title or community title subdivision in Blayney Local Government Area (LGA). The strata subdivision of approved multi-dwelling housing or a building (other than a dual occupancy) may be complying development under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

Objective / Performance Criteria	Acceptable Solution								
<p>D6.1 Minimum Allotment Size</p> <p>O1. To ensure that lots in a community title subdivision or strata subdivision are of sufficient size to ensure satisfactory (residential) amenity, meet <i>National Construction Code</i> requirements and provide fire separation, and minimise impacts on adjacent lots.</p>	<p>Each community or strata subdivision application must nominate a building envelope (or show the existing buildings) with the number of bedrooms that each lot will have (or has) and provide a minimum strata or community lot size for each dwelling in accordance with the following table:</p> <table border="1"> <thead> <tr> <th>DWELLING SIZE</th> <th>SITE AREA PER DWELLING</th> </tr> </thead> <tbody> <tr> <td>Studio / 1 Bedroom</td> <td>240m²</td> </tr> <tr> <td>2 Bedrooms</td> <td>300m²</td> </tr> <tr> <td>3+ Bedrooms</td> <td>360m²</td> </tr> </tbody> </table>	DWELLING SIZE	SITE AREA PER DWELLING	Studio / 1 Bedroom	240m ²	2 Bedrooms	300m ²	3+ Bedrooms	360m ²
DWELLING SIZE	SITE AREA PER DWELLING								
Studio / 1 Bedroom	240m ²								
2 Bedrooms	300m ²								
3+ Bedrooms	360m ²								
<p>D6.2 Medium Density Housing Controls</p>	<p>The applicant must demonstrate that the existing or proposed future dwellings and ancillary buildings and open space comply with the controls in Part B – Residential Development relating to Medium Density Housing.</p>								
<p>D6.3 Utilities</p> <p>O1. To ensure each dwelling is separately metered.</p>	<p>Each lot in a Strata Title or Community Title Subdivision must be connected to individual utilities and have separate water and electricity meters.</p>								

D7 New or Upgraded Public Roads

This section applies to any subdivision application in Blayney Local Government Area (LGA) that seeks to create a new or significantly upgraded public road or an extension to an existing public road.

Whilst Council's *Guidelines for Engineering Works* covers most of the detailed design requirements, this section provides some additional controls for larger subdivisions/new roads to improve urban design and traffic/access outcomes.

Objective / Performance Criteria	Acceptable Solution
<p>D7.1 Engineering Guidelines</p> <p>O1. To ensure any road design comply with relevant road and access guidelines adopted by Council.</p>	<p>New road design(s) for residential subdivisions must comply with Council's <i>Guidelines for Engineering Works</i> (as amended) which references other relevant publications including, but not limited to (as amended):</p> <ol style="list-style-type: none"> 1) Transport for NSW <i>Guide to Transport Impact Assessment (2024)</i>. 2) Roads & Traffic Authority (RTA – Transport for NSW) (1995) <i>Road Design Guide</i>. 3) Relevant Australian Standards. 4) AUSTROADS (1988) <i>Guide to Traffic Engineering Practice</i>. <p>Note: <i>References to some of these standards are made below but still apply even if not specifically referenced.</i></p>
<p>D7.2 Surrounding Road Patterns & Access</p> <p>Any subdivision design that includes new public road(s) must:</p> <p>O1. Integrate with the surrounding road network and other pedestrian/bicycle and open space connections and be sympathetic to settlements with strong grid pattern road systems.</p> <p>O2. Provide a subdivision pattern and road layout that enables adjacent</p>	<ol style="list-style-type: none"> 1) The applicant must demonstrate how the new road pattern integrates with the adjacent road network and promotes ease of navigation and way-finding for someone not familiar with the neighbourhood. 2) Where a grid road pattern is dominant in a settlement then that pattern (modified to suit the site and solar orientation, as required) is preferable except where steeper topography dictates a curvilinear road pattern to reduce cut and fill. 3) New roads should seek to provide 'through road' connections between surrounding roads and road heads where they exist adjacent to the proposed subdivision. 4) Where a subdivision is adjacent to land that has additional development potential (or is likely to in the future) and that adjacent land has limited access or only single road frontage then Council may require the subdivision to provide an easement for future road access to the adjacent land.

<p>lands to be developed as urban growth occurs.</p>	<p>5) Rear lanes (existing) will rarely be permitted to be the primary or sole access point to any new subdivision unless that lot has no alternative access point.</p> <p><i>Note: There are many existing rear lanes in settlements across the Shire that may be able to be utilised for traffic movement as part of a new development. Most existing rear lanes are often only up to 6m wide and will generally only support one-way traffic. The applicant must also upgrade these lanes and demonstrate that impacts will be minimised or mitigated on adjacent properties.</i></p>
<p>D7.3 Road Hierarchy & Design</p> <p>O1. To provide a logical road pattern / clear hierarchy of roads.</p> <p>O2. To provide suitable vehicle, pedestrian and cycle connections and navigation to key services and attractions (suited to the size and density of the subdivision and surrounding network/connections).</p>	<p><i>Note: Council's Guidelines for Engineering Works (as amended) (Section 2.0 Roads) specifies the appropriate road hierarchy, road widths and road design based on number of lots served, design traffic speeds, vehicle sizes, and parking requirements including footpaths and cycleways.</i></p> <p>Council may require (at its discretion based on traffic impact), a Traffic Impact Study that addresses:</p> <ol style="list-style-type: none"> 1) How the road hierarchy will promote ease-of-navigation and connectivity for vehicles, pedestrians, and bicycles (where relevant); 2) The maximum vehicle sizes likely to utilise the road network during construction and future use. 3) The impact of any traffic generation from the proposed subdivision on the proposed and existing road network and pedestrian / cycle routes. 4) Appropriate turning paths for the largest vehicle sizes; and 5) The location, design and safety of any intersections or crossings.
<p><i>Note: Where several new roads are proposed then there should be a clear and logical road hierarchy based on (but not limited to):</i></p> <ol style="list-style-type: none"> 1) <i>The level of connectivity and ease-of-navigation for someone unfamiliar with the neighbourhood to the surrounding road network with connections to key public open spaces and/or community infrastructure.</i> 2) <i>Creating an attractive and legible environment with a clear character and identity that builds on existing views, vistas, existing vegetation, landmarks and places of heritage significance, and existing subdivision patterns.</i> 3) <i>The designed road speeds and safety of all users considering the traffic generation and densities likely along any new road and intersections/crossings.</i> 4) <i>Consideration of the size and turning radius of the largest vehicle that is likely to utilise that road including, but not limited to, school buses, garbage trucks, construction vehicles, and heavy vehicle traffic.</i> 5) <i>At new intersections or the T-intersection of any new roads, provision must be made (where Council requires it) for shoulder widening on both sides of the through road to allow for a school bus stopping area.</i> 6) <i>Street and lot layout must facilitate the provision of services in a manner that is efficient and minimises whole of life cycle costs for that infrastructure.</i> 	

<p>D7.4 Terminating Roads (Cul-de-sacs)</p> <p>O1. To minimise the use of cul-de-sacs, their length and number of lots serviced and ensure they cater for waste collection services.</p>	<p>Cul-de-sacs in or adjacent to an urban area (Zone R1, RU5, E1, E3, E4 or R5 (where lots are < 1 ha) must only be used where:</p> <ol style="list-style-type: none"> 1) There are no other suitable alternatives; and 2) Each cul-de-sac does not service more than 25 lots; and 3) Each cul-de-sac is no longer than 150m from the nearest intersection. 4) Each cul-de-sac has a turning facility to cater for a 12.5m truck; and 5) Large vehicles (greater than 12.5m in length) will not need to rely on the cul-de-sac to turn around (i.e. cul-de-sacs will only be considered in commercial and industrial zones where there is on site turning capacity for every lot).
<p>D7.5 Crown Roads</p> <p>O1. To ensure that Crown roads are appropriately dedicated and upgraded to service new development.</p>	<p>Note: <i>Where it is intended to upgrade or construct a Crown Road to provide access to a new lot then:</i></p> <ol style="list-style-type: none"> 1) The applicant must discuss the requirements with the relevant NSW State Government department (currently the Department of Industry, Crown Lands and Water Division); 2) All construction costs and maintenance relating to that road will be the responsibility of the owner of that land; 3) Any costs or applications associated with the dedication of the road will be the responsibility of the applicant/ owner of the land; 4) Where any Crown Road must be significantly upgraded then it may need to be acquired from the Crown, dedicated to Council, and then upgraded to Council's standards or, in the case where only one property uses the access, the party benefitting from the road should apply to close and purchase the Crown Road, or in accordance with current NSW Government policy.
<p>D7.6 Safety and Surveillance</p> <p>O1. To ensure significant new roads consider <i>Safety by Design</i> principles.</p>	<p>Any subdivision that creates a new public road or extends an existing road by more than 50 metres must address the principles of <i>Safety by Design</i> Guidelines (see NSW Police website) including, but not limited to:</p> <ol style="list-style-type: none"> 1) Appropriate locations and orientations of lots and building envelopes to maximise casual surveillance of the street.

	<ol style="list-style-type: none"> 2) Provision of appropriate lighting of public spaces and walkways. 3) Clear boundaries between public open space / streets, communal open space (if applicable) and private open spaces. 4) Appropriate landscaping and fence design.
<p>D7.7 Public Domain Landscaping & Street Trees</p> <p>New urban subdivisions must have street tree planting provided to soften the proposed future buildings and streetscape whilst accommodating required vehicle and pedestrian access and movement.</p>	<ol style="list-style-type: none"> 1) Avenue planting is to be provided to all new public roads (where requested by Council) or a suitable levy is paid to Council to carry out these works on the applicant's behalf. 2) In any urban zone, a minimum of: <ol style="list-style-type: none"> a) one (1) street tree per lot frontage (up to a 40m frontage); or b) one tree every 25m (for all lots with road frontages greater than 40m). <p>must be provided (or levy paid) prior to release of the Subdivision Certificate.</p> 3) Species are to be selected in discussion / agreement with Council's Parks & Recreation Supervisor (or another authorised officer).
<p>D7.8 Naming of New Roads</p>	
<p><i>Note: The naming of new roads is addressed in Council Policy entitled Guidelines for the naming of public roads and streets (2010 as amended). Completion of the road naming process, including gazettal of the new road names in the NSW Government Gazette, is the responsibility of the relevant roads' authority (Council for local roads / Roads & Maritime Services for classified roads). Council will need to make a resolution for the decision to rename and/or the determination of a new name after community consultation (see the Development Guide). The procedures for naming roads is regulated by Clause 162 of the Roads Act 1993 and Part 2, Division 2 of the Roads Regulation 2008 and also requires consideration by the Geographical Names Board.</i></p>	