



Part D:

Commercial, Community &

Industrial Development

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D1 Introduction

D1.1 Application of this Part

This Part applies to any **commercial premises, community related uses** or **industrial** development as well as alterations, additions and extensions, or ancillary development to those uses.

Commercial, community and industrial uses are permitted in a wide range of zones across the Shire. The overarching aim is to facilitate these uses where they do not impact unduly on neighbouring areas. This Part can also be used to guide developments where the other Parts of this DCP do not clearly apply or the proposed land use is not specifically covered.

COMMERCIAL PREMISES

Commercial premises is a group term that includes **business premises, office premises** and **retail premises**. Please see **Blayney Local Environmental Plan 2012 (BLEP2012)** for the definitions and sub-terms within these definitions.

USES WITH COMMERCIAL QUALITIES

The controls for commercial development may also be relevant to other types of developments where there is a commercial activity involved in that development in an urban area such as:

- 1) **Tourist and visitor accommodation** (see **Part E – Other Land Uses**);
- 2) **Home businesses** and **home occupations**;
- 3) Commercial/retail component of **mixed-use buildings**;
- 4) Industries where the dominant use is commercial (e.g. depots with offices).

Please speak to Council to determine which, if any, of these commercial controls apply to your type of development.

INDUSTRIAL PREMISES

Industrial premises are a group term that includes **general industry, heavy industry** and **light industry**. Please see **BLEP2012** for the definitions and sub-terms within these definitions.

Please speak to Council to determine which, if any, of these commercial controls apply to your type of development.

COMMUNITY RELATED USES

For the purpose of this DCP, other community related uses where these controls **may** apply (where relevant) include (See **BLEP2012** for more detailed definitions of these land uses / activities):

- a) **Educational establishments** (e.g. schools, colleges etc.);
- b) **Health service facilities** (e.g. hospitals, medical centres, health consulting rooms etc.);
- c) **Community facilities** (e.g. recreation).

D1.2 Change of Use

Change of use of a premises may be exempt or complying development under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. If the Applicant is unable to meet these requirements and needs to lodge a Development Application then Council will assess each application on its merits. The general controls in this Part need to be addressed (please discuss with a Council officer) and we recommend also addressing those relevant development standards in the *State Environmental Planning Policy*.

D1.3 Other Parts of this DCP

Whilst Council has attempted to consolidate most of the controls relating to commercial, community and industrial development in this Part, other Parts of this DCP may also apply depending on the type of development you are proposing and the site constraints including, but not limited to:

- 1) **Part E – Other Land Uses** (other land uses including, but not limited to, advertising & signage);
- 2) **Part F – Subdivision** (where you are also proposing some type of subdivision of your land);
- 3) **Part G – Environmental Management & Hazards** (dependent on-site constraints and potential impacts);
- 4) **Part H – Heritage** (where the site is a heritage item or is in a conservation area or near a heritage item).

D2 Commercial and Community Buildings & Design

Objective / Performance Criteria	Acceptable Solutions
<p>D2.1 Site Selection and Land Use Conflicts</p> <p>Whilst Council will consider all applications for commercial and community use(s) on their merits in any zone where the particular land use is permitted under BLEP2012, the development application must ensure that the chosen site and building design will:</p> <ol style="list-style-type: none"> 1) Avoid, or minimise/mitigate any potential impacts on other land uses in the vicinity of the site having regards to: <ol style="list-style-type: none"> a) The land use zone and the desired development outcomes for each settlement/area; and b) Environmental impacts in Part G – Environmental Management & Hazards, including but not limited to Part G2: Buffers to Sensitive Land Uses (noting that Buffers may increase the required setbacks for buildings or activities. 2) Address Part D5: Site Planning, Earthworks & Utilities. 	
<p>D2.2 General Building Setbacks</p> <ol style="list-style-type: none"> 1) Road Frontages: Setbacks to road frontages (other than rear lanes) should: <ol style="list-style-type: none"> a) Reinforce the desired built form pattern, street character and function and not dominate the street whilst allowing variability where it can be justified; b) Respond to the level of pedestrian activity required for any proposed retail frontage(s); c) Respond to adjacent development and adjacent building setbacks; d) Minimise impacts on adjacent lots; e) Provide areas to service these uses whilst minimising the impact of large parking, utility, or storage areas on street character/activity; f) Accommodate (where appropriate) outdoor dining areas, disabled access and landscaped setbacks; and g) Provide adequate sight distances for vehicle and pedestrian safety, particularly on corner lots. 2) Rear Lanes: If a lot has frontage to a rear lane then setbacks from the rear lane should consider adjacent building setbacks/impact and encourage access for service and delivery vehicles and parking at the rear of the site by accommodating potential vehicle turning circles on-site, and sight-lines. 3) Side & Rear Setbacks: Side and rear setbacks must meet the <i>National Construction Code</i> ('NCC') requirements and may depend on the fire rating of the building materials chosen and the adjacent development and the need for access to the rear part of the lot. <p>In addition, where applicable, the guidelines for the following site-specific areas/land use zones should be addressed.</p>	

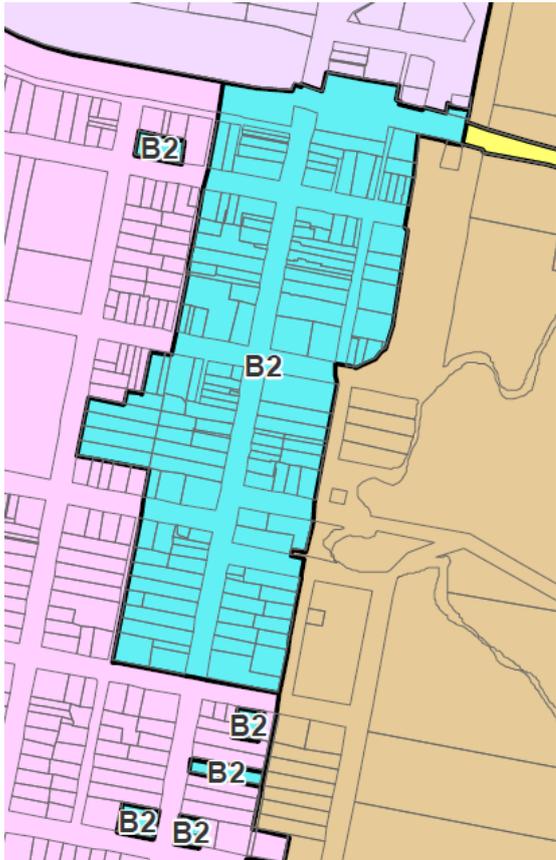
Objective / Performance Criteria

Acceptable Solutions

D2.3 Setbacks – Zone B2 Local Centre

In BLEP2012, Zone B2 Local Centre is found in the Town of Blayney in its Business District predominantly along Adelaide Street (see map opposite). The desired character is for buildings that have consistent setbacks to clearly define the street, provide active street frontages, provide good pedestrian amenity and weather protection, and have limited impacts from car parking and services fronting Adelaide Street. It also sits within a Heritage Conservation Area.

Excerpt from Land Zoning Map for Blayney in BLEP2012 (as amended – this map is subject to change).



1) Primary Street Setbacks:

- a) New commercial and community buildings fronting Adelaide Street should generally have zero or limited street setbacks at ground level in the core business district between Railway Lane and Charles Street to reinforce active street frontage and allow for continuous footpath awnings weather protection.
- b) Possible exceptions to zero setbacks may be justified if a new commercial or community building is adjacent to:
 - i) A heritage item that has a greater setback to Adelaide Street and sight-lines are maintained to this item (subject to heritage advice); or
 - ii) An adjacent building is setback from the street and the proposal would seek to create a setback the average of the adjacent setbacks.
- c) Front setbacks are not to be used for the provision of on-site car parking unless it is adaptive re-use of an existing building and Council approves traffic access directly to Adelaide Street.
- d) Upper level setbacks from Adelaide Street (generally two storeys or more) may be required where adjacent buildings have a consistent street frontage height and it is required to reduce the visual impact of the proposed building.

2) Side Setbacks: New buildings fronting Adelaide Street (particularly between Railway Lane and Church Street or if adjacent to a zero-setback building between Church Street and Charles Street) should have zero side setbacks to the adjacent lots to reinforce a continuous retail precinct.

Objective / Performance Criteria

Acceptable Solutions

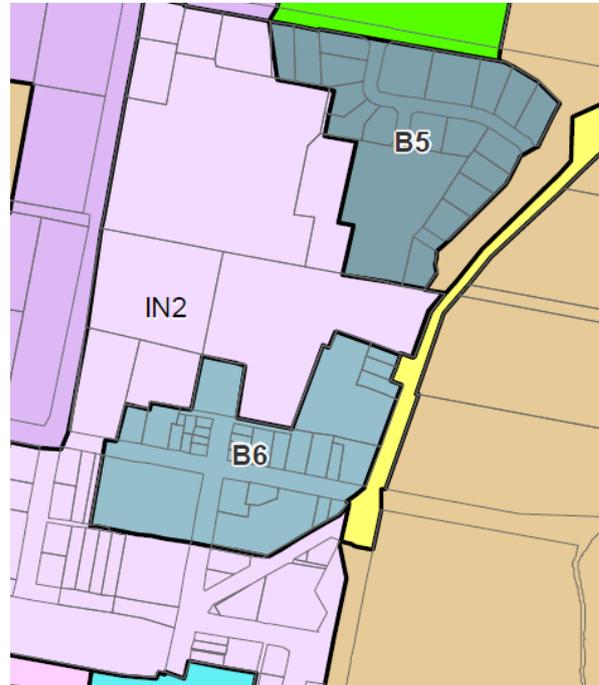
3) **Rear Setbacks:** Rear setbacks should consider servicing and off-street parking requirements with access from Farm Lane, Henry Street and Adelaide Lane and the provision of some landscaping to reduce the visual impact of large parking and service areas.

D2.4 Setbacks – Zone B5 Business Development

In BLEP2012, Zone B5 Business Development is found in the Town of Blayney at the Trade Centre to the north of town. The desired character of this zone/area is to create a mixed-use bulky goods / light industrial retail precinct on smaller sites that have good visual presentation to the Mid-Western Highway due to their important 'gateway'/entrance location.

Ideally, there should be some consistency in front setbacks to reinforce the public road frontages whilst providing flexibility for building placement to meet a wide variety of different business types and access/parking solutions.

Excerpt from Land Zoning Map for Blayney in BLEP2012 (as amended - this map is subject to change)



- 1) **Primary Street Setbacks:** The primary street setback will be dependent on access and off-street parking requirements for each site being accommodated in the front setback but should also respond to and integrate with the setbacks of adjacent buildings (e.g. the average of adjacent setbacks).
- 2) **Side & Rear Setbacks:** Side and rear setbacks may be required where loading/unloading facilities and on-site storage need to be accommodated and appropriately screened from public spaces.

D2.5 Setbacks – Zone RU5 Village & Zone B6 Enterprise Corridor

In BLEP2012, Zone RU5 Village is used in all settlements (towns/villages) other than Blayney. There are different characters in each village and in different streets. For example:

- a) *In core retail streets, there will often be zero front and side setbacks in the historic narrow subdivision patterns;*
- b) *Where villages have less established retail centres then there is a mix of front and side setbacks;*

Objective / Performance Criteria	Acceptable Solutions
<p>c) <i>In the residential areas of most villages the setbacks increase considerably to preserve the rural village and landscape character of these areas.</i></p> <p><i>In BLEP2012, Zone B6 Enterprise Corridor is found in the Town of Blayney in the Hill Street Mixed Use Area (see map on previous page). This is a mixed-use precinct with schools, churches, dwellings and some businesses and light industries all with varying setbacks and built form. This area needs a degree of flexibility for building setbacks but also needs to consider residential and community amenity, particularly on side setbacks, whilst acknowledging this is now an industrial/business precinct.</i></p> <p>1) Primary Street Setbacks:</p> <ul style="list-style-type: none"> a) Front primary street setbacks should generally be a minimum of the average of the setbacks of buildings on adjacent lots within 40m of the lot boundaries and justified according to the existing street character and setback pattern and the functions of the buildings. b) Views to heritage items and provision of front landscaping must be considered where this forms part of the character of the village and streetscape. <p>2) Side & Rear Setbacks: Where there is an existing dwelling or community use on an adjacent lot, the applicant must demonstrate how side setbacks avoid, minimise or mitigate impacts on that adjacent lot including, but not limited to, overshadowing from buildings higher than 6m, traffic, noise, dust, odour, visual and acoustic privacy, and large blank walls.</p>	
<p>D2.6 Building Height & Bulk</p> <p>The applicant must demonstrate how the proposed building height and bulk will:</p> <ul style="list-style-type: none"> 1) Minimise visual impacts of larger buildings; 2) Integrate with the existing/desired scale and street character for the relevant land use zone and location with consistent street frontage heights (including parapets/roof lines); 3) Be sympathetic to heritage buildings and conservation areas (where applicable); 4) Be sympathetic to and, if necessary, provide a transition in height to adjacent buildings; 5) Minimise overshadowing of the living spaces and private open spaces of adjacent dwellings and any community facilities (e.g. school yards, churches etc.). 6) Use building height and massing to reinforce key corner sites and 'gateways' to the town; 7) Maintain the dominant building façade/heights to main streets and setback additional height behind this street frontage height. 	

D2.7 Building Design

- 1) **Variation:** Building elevations (especially for larger buildings or those facing public spaces or vacant land) should provide variations ('articulation') in building or wall setbacks (including projections or recesses), roof lines, openings (doors and windows), and building materials and colours to provide visual interest and reduce the perceived bulk and scale of the building.
- 2) **Blank Walls:** Large expansive blank walls are not preferred unless the applicant can demonstrate the majority of the wall would not be visible from a public space (e.g. it abuts the wall of an adjacent building with limited or no openings) and it meets the requirements of the *National Construction Code*.
- 3) **Activation/Safety:** Activation of main streets and pedestrian safety is to be encouraged through:
 - a) Consistent street setbacks and encouragement of awnings in key pedestrian areas;
 - b) Windows/glazing areas to the street being able to encourage casual surveillance and active retail frontages with well-lit views into the shop-fronts;
 - c) Well-defined and lit entrances with good sight-lines for safety and security.
- 4) **Security Grilles:** Security grilles must be see-through and not solid type structures, discreet, and not dominate the shopfront without compromising security.
- 5) **Safety by Design:** For larger developments (>2000m² site area) or where there is a higher potential risk of crime or impacts on pedestrian safety, Council may require the applicant to address NSW Guidelines for *Crime Prevention Through Environmental Design* ('CPTED') or *Safer by Design* (see the NSW Police website). CPTED is based on four (4) principles:
 - a) Surveillance;
 - b) Access control;
 - c) Territorial reinforcement;
 - d) Space/activity management and maintenance.

Note: Please discuss your proposal with Council prior to lodging the Development Application so they can offer guidance on some suitable solutions to meet the above principles.
- 6) **Servicing Areas:** Vehicle parking and servicing areas and fire exits/service cupboards etc. should be located to the side or rear of developments (where possible) to minimise impacts on active street frontages.
- 7) **Corner Sites:** New commercial or retail development on corner sites with limited setbacks must incorporate splays, curves, building entries and/or other architectural elements to reinforce the corner as a landmark feature of the street and activate both street frontages, whilst maintaining sight-lines for safety.
- 8) **Utilities:** The visual impact of all external infrastructure/services (including air conditioning units, plant rooms, ducting, solar panels etc.) must be minimised when viewed from a public place or road and integrated into the roof design.

D2.8 Structures over Public Footpaths/Roads (Awnings & Balconies)

The reinstatement of, or repairs to, original building structures over public footpaths is encouraged (where supported by heritage advice).

Heritage advice may be required to determine the suitability of a new awning, balcony or verandah on any proposed building in a heritage conservation area or on or in proximity to heritage items.

Council's conditions of consent will require public liability insurance to Council's requirements.

O1. To encourage continuous street awnings in appropriate main street locations for pedestrian weather protection and amenity or to restore original historic building fabric.

Note: *It is the responsibility of the building owner to ensure the structural capacity of awnings, verandas, and works in the public domain and that they comply with all relevant standards e.g. Australian Standard AS1170 and the National Construction Code. For further information:*

- *Department of Local Government Circular to Councils No.99/33 (1999);*
- *NSW Government Planning Circular BS13-001 (8/3/13); and*
- *Association of Consulting Structural Engineers of NSW (2008) Practice Note No.18 – Inspection and Assessment of Existing Tied Awnings.*

- 1) **Locations:** Continuous street frontage awnings are to be provided for all new developments with a zero-front street setback that are adjacent to a building with an existing awning and/or in a high pedestrian activity area (subject to Council's discretion).
- 2) **Posts in Public Footpaths:** Posts required to support building extensions over public footpaths must not interfere with vehicle parking or pedestrian safety and must be structurally adequate such that if any one of the supporting posts were removed or damaged by vehicle impact, the structure would not collapse.
- 3) **Street Trees:** Building extensions must be located to ensure no conflict with street trees.
- 4) **Design:** Building extensions must be coordinated with building facades, materials and colours and be complementary in alignment and depth to the adjoining buildings and its building extensions over public footpaths.
- 5) **Dimensions:** These structures must comply with the following dimensions, subject to advice from Council's engineers and the specific site circumstances:
 - a) A minimum soffit height of 3.3 metres above the footpath;
 - b) A low profile, with slim vertical fascia or eaves (generally not to exceed 300mm in height)
 - c) A setback minimum of 600mm from the kerb.
- 6) **Lighting:** Under awning recessed lighting may be required to facilitate night use and public safety (subject to Roads & Maritime Services input on classified roads).
- 7) **Safety:** For new awnings, significant alterations and additions to a building with an existing awning, or when an awning's safety is brought into question – Council will request a **Structural Certificate** for the awning to confirm it meets current standards.

D2.9 Street Trading / Footpath Dining

This part applies to the commercial use of the public road reserve (footpath) area. It does not apply to commercial uses on private lands. Under NSW legislation a number of statutory approvals may be required for the proposed activities on footpaths.

Council's conditions of consent will require a Section 68 application, public liability insurance to Council's requirements.

O1. To ensure that any ancillary use of the footpath does not interfere with the safety and functioning of the footpath or any nearby road.

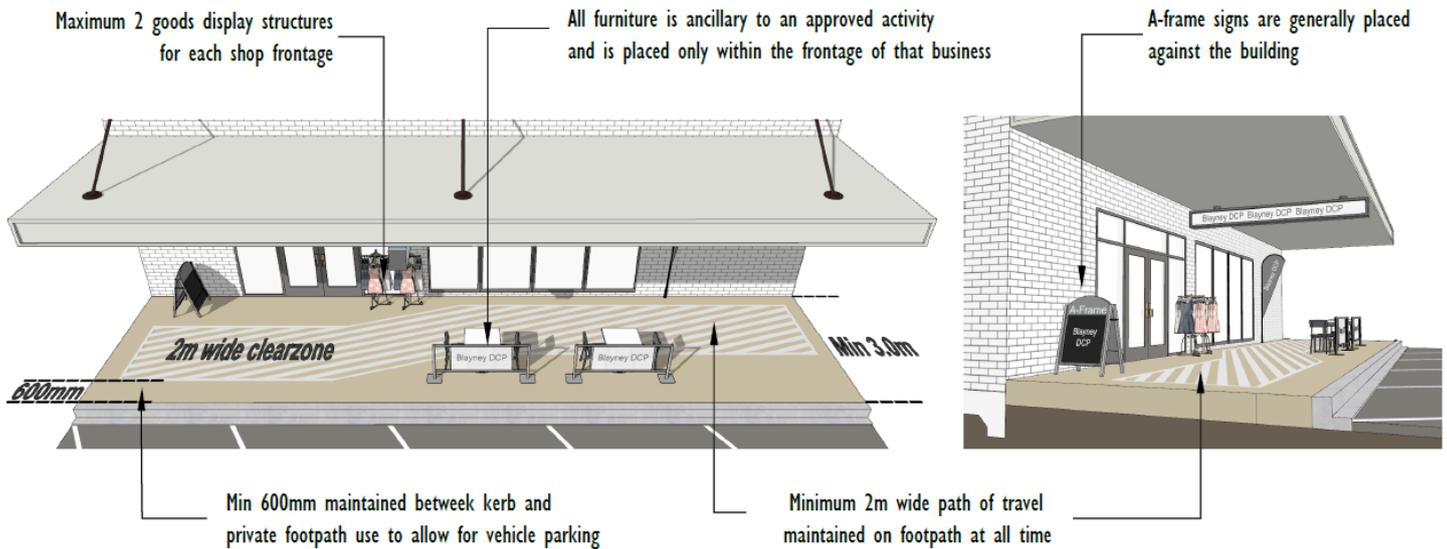
O2. To enable the appropriate use of footpaths so that they contribute to the diversity and attractiveness of the area.

O3. To ensure that the use of footpaths contribute to the expression of local character and identity.

O4. To ensure that the use of footpaths is compatible with other commercial or community uses of the footpath and does not adversely impact upon the amenity of area.

- 1) **All Footpath Uses:** Subject to advice from Council's engineers and the specific site circumstances:
 - a) Footpaths must have a minimum footpath width of 3.0m;
 - b) Footpaths should maintain a minimum clear pedestrian zone of 1.0m, but 2m is preferred where achievable;
 - c) A minimum distance of 600mm shall be maintained between the limit of any private footpath use and the face of kerb of the road or any other area (to provide room for vehicles to reverse angle or parallel-park and open car doors); and
 - d) Footpaths must be of a suitable and level surface.
- 2) **Outdoor Dining** (see diagrams below):
 - a) The use for outdoor dining or trading is to be ancillary to an approved business or retail activity on the adjoining lot.
 - b) Tables and chairs, other furniture, and moveable signage are to be on the street frontage of the relevant business lot and not extend to other lot frontages that are not part of the business.
 - c) Furniture must be removed and stored away inside the shop when the business is closed.
 - d) The furniture should complement and enhance the streetscape, the types and designs should be of high quality materials with finishes that are attractive and durable.
- 3) **Display of Goods:**
 - a) Maximum of two (2) goods display structure (racks, shelves or similar) per commercial business/approval.
 - b) Goods displays must sit against the relevant shopfront, not out against kerb or verandah posts.
 - c) The maximum height of any display is 1.8 metres, however, within 9 metres of a street corner the height must not exceed 1 metre.

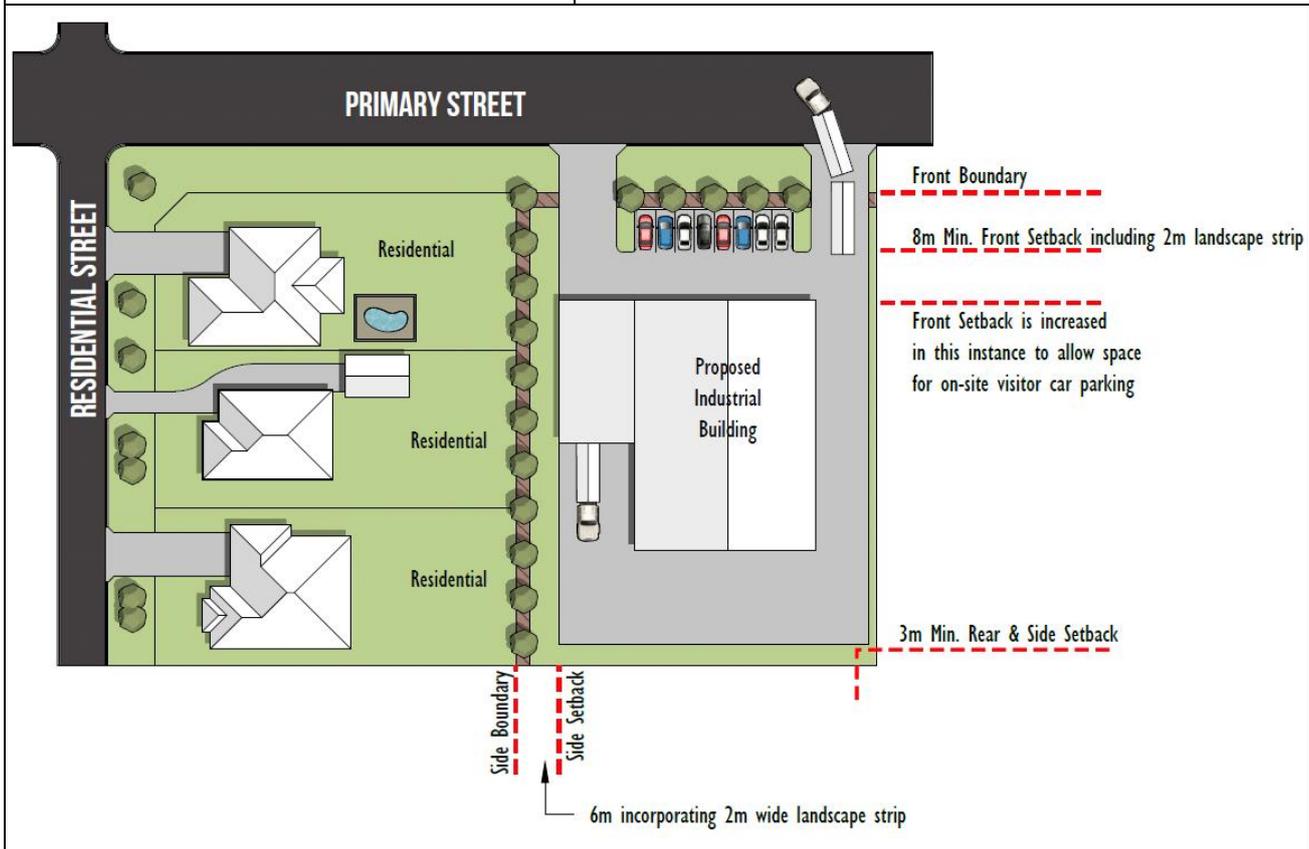
	<p>d) Goods display structures must be of safe and stable construction.</p> <p>e) Display stands or goods must not be fixed to the footway or any street sign, pole, veranda post or other item.</p> <p>f) Goods display structures must only be placed on a public footpath during the normal hours of trade of the business to which they relate.</p> <p>4) Advertising Signage (A – Frame Signs): Signage must generally be up against the building within street trading/ footpath dining zone. See the controls for Advertising and Signage in Part E – Other Land Uses of this DCP.</p>
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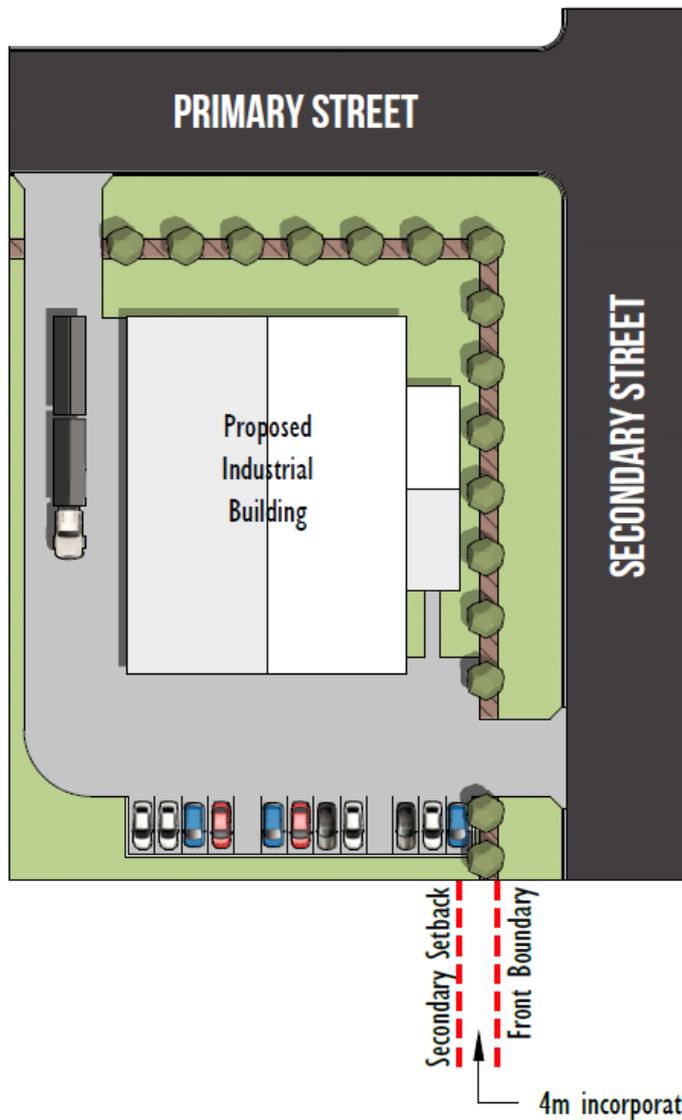
D3 Industrial Building & Design

Objective / Performance Criteria	Acceptable Solutions
<p>D3.1 Site Selection and Land Use Conflicts</p> <p>O1. Encourage industrial developments in areas where they have the greater potential for expansion and widest range of uses/ activities for economic development and employment.</p> <p>O2. Ensure that industrial developments do not have an adverse impact on surrounding land use(s) or the environment.</p> <p>O3. Encourage a development layout, design and function, and construction that minimises impacts on adjoining and nearby properties, particularly sensitive uses such as residential uses.</p>	<p>Whilst Council will consider all applications for an industrial use on its merits in any zone where the particular land use is permitted under BLEP2012, the development application must ensure that the chosen site and building design will:</p> <ol style="list-style-type: none"> 1) Avoid, or minimise/mitigate any potential impacts on other land uses in the vicinity of the site having regards to: <ol style="list-style-type: none"> a) The land use zone and the desired development outcomes for each settlement/area); and b) Environmental impacts in Part G – Environmental Management & Hazards, including but not limited to Part G2: Buffers to Sensitive Land Uses (noting that buffers may increase the required setbacks for buildings or activities. 2) Allowing for any foreseeable/desirable growth or expansion of the industrial use without significantly increasing impacts on adjacent properties; 3) Addressing Part D5: Site Planning, Earthworks & Utilities.
<p>D3.2 Setbacks</p> <p>O1. Building setbacks should be sufficient:</p> <ol style="list-style-type: none"> 1) To minimise impacts on adjacent lots. 2) To minimise the visual impact of larger buildings fronting public spaces or neighbouring residential dwellings. 3) To provide areas for landscaping as buffers to neighbouring lots and public spaces. 4) To provide areas for vehicle parking, loading/unloading and manoeuvring/turning areas whilst 	<ol style="list-style-type: none"> 1) Front Setbacks <ol style="list-style-type: none"> a) Front setback areas must be a minimum of 8m, incorporating a minimum 2 metre landscaping strip. b) Front setback areas larger than the minimum are encouraged where this area is used for on-site car parking. c) Front setback areas must not be used for storage or display of goods, excessive signage, or loading /unloading areas. d) New developments on sites that have a corner frontage are to provide an 8-metre front setback to the primary frontage and a

Objective / Performance Criteria	Acceptable Solutions
<p>minimising the impact of large parking areas on street character/activity.</p> <p>5) To provide areas for outdoor storage or ancillary activities that are suitably screened.</p> <p>6) To allow stormwater management and water infiltration to soil.</p>	<p>minimum 4 metre setback to the secondary frontage.</p> <p>2) Side and Rear Setbacks</p> <p>a) Industrial buildings must be setback 3 metres from side and rear property boundaries.</p> <p>b) Where the adjoining property is used for a residential purpose, the side and rear setback must be a minimum of 6 metres, incorporating a minimum 2 metre landscaping strip.</p> <p>c) Zero or reduced side and rear setbacks will only be permitted subject to compliance with the <i>National Construction Code</i> and additional evidence provided to ensure any impacts are deemed acceptable in relation to adjoining or adjacent properties.</p>



Objective / Performance Criteria	Acceptable Solutions
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Front Boundary
 8m Min. Front Setback including 2m landscape strip

In this example, the minimum setbacks to the primary and secondary street frontages have been applied and have not been increased to accommodate on-site car parking areas.

Secondary Setback
 Front Boundary
 4m incorporating 2m wide landscape strip

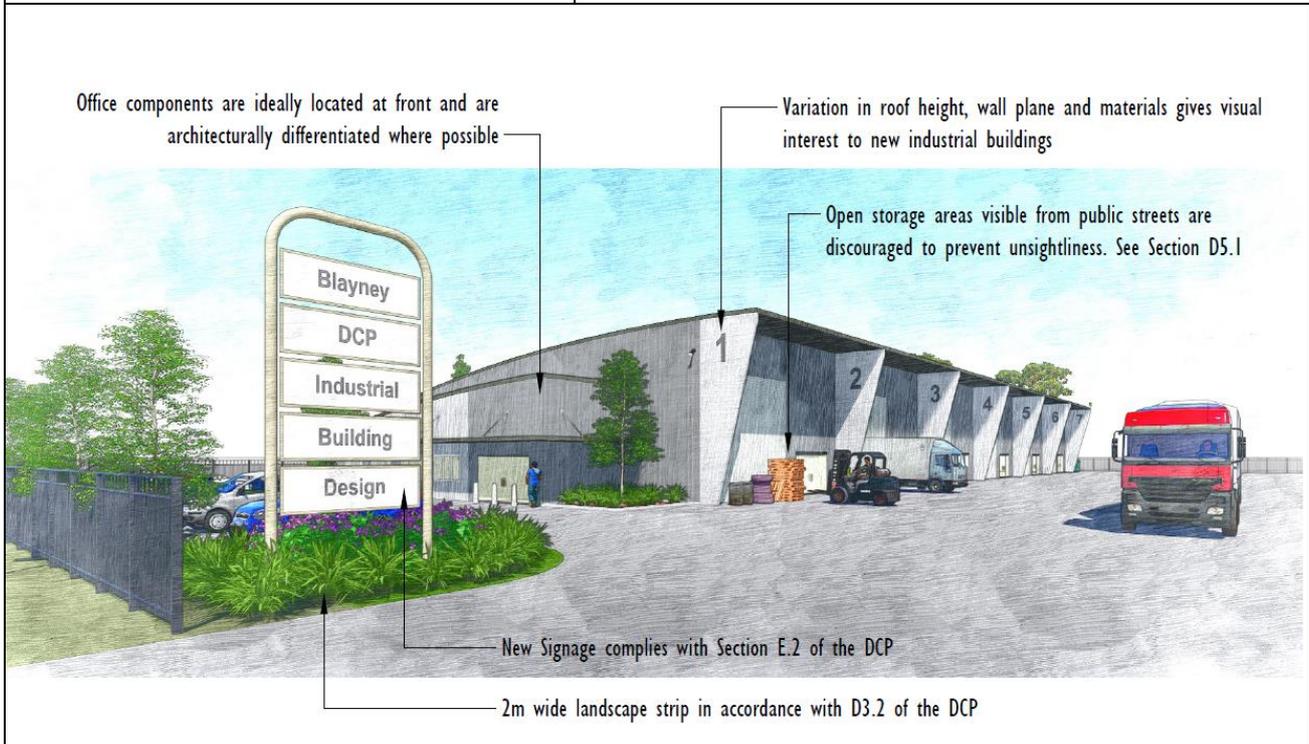
D3.3 Building Height & Bulk

O1. Building height and bulk must seek:

- 1) To integrate with the existing/desired scale and street character for the relevant land use zone and location.
- 2) To be sympathetic to heritage buildings and conservation areas (where applicable).
- 3) To be sympathetic to and if necessary, provide a transition in height to adjacent buildings to minimise visual impact.

- 1) **Visual Impact:** Building height and bulk should not adversely impact on the visual amenity of the locality.
- 2) **Blayney:** For any development in proximity to Church Hill to the north of the Town of Blayney, the maximum height of any buildings should not exceed Relative Level of 910m (i.e. at least 20m below the highest point on Church Hill).
- 3) **Other Villages:** In Zone RU5 Village, building height should not exceed 10m from the existing ground level.

Objective / Performance Criteria	Acceptable Solutions
<p>4) To minimise visual impacts of larger buildings or overshadowing of key public spaces or the living spaces and private open spaces of adjacent dwellings.</p>	<p>4) Solar Access: Building height should not result in the unreasonable loss of solar access to the living and private open space areas of adjoining and adjacent dwellings between the hours of 9:00am and 3:00pm on 21 June.</p>
<p>D3.4 Building Design</p> <p>O1. To encourage high quality, sustainable and innovative industrial design which adds to and enhances to the quality of the surrounding land use and environment.</p> <p>O2. To encourage the use of building design and materials that mitigate noise impacts on adjoining land-uses, particularly residential areas.</p>	<p>1) Offices: Office components should be located at the street frontage of the structure, and should be architecturally differentiated from the main industrial building to break up the façade, unless the office component is internal to the building.</p> <p>2) Variation: Long blank walls and unbroken roof lines must be avoided facing the street or key public spaces. This can be achieved by incorporating one or more of the following techniques into the building elevations:</p> <ul style="list-style-type: none"> a) Wall plane projection or recesses; b) Windows, doors or other openings; c) Variation of roof height; d) Material changes.



Objective / Performance Criteria	Acceptable Solutions
<p>D3.5 Building Materials & Colours</p> <p>O1. To ensure that materials and colours are used to reduce the visual impact of buildings and integrate with the surrounding built form and street character.</p>	<ol style="list-style-type: none"> 1) Reflectivity: External materials (particularly metal clad roofs and walls) must have low reflectivity if they are visible from a public road, public place or residential area, and where there is a reasonable probability of glare affecting driver safety or residential amenity. 2) Colour: All external building materials including roofing should be of a neutral colour finish. 3) Logos: Corporate colours and logos should be incorporated into the overall colour scheme and not be the dominant feature. For example, bright logos/ colours should not be across the whole front façade.

D4 Access & Parking

Objective / Performance Criteria	Acceptable Solutions
<p>D4.1 General Controls</p> <p>O1. To ensure that developments are supported by good vehicle access, circulation, loading and unloading areas, and vehicle parking areas that:</p> <ol style="list-style-type: none"> 1) Promote safety and efficiency for users, the general public, and surrounding road systems; 2) Are well-integrated with the site and building design and appropriately screened and/or landscaped to protect street character; 3) Provide adequate provision of off-street parking consistent with the parking demand generated by the development and NSW Government policy; 4) Minimise impacts on neighbouring sites (e.g. noise, dust, vehicle lights, vibrations etc.). 	<ol style="list-style-type: none"> 1) To ensure that all traffic generating developments are designed in accordance with the requirements of this DCP and: <ol style="list-style-type: none"> a) Council's <i>Guidelines for Engineering Works</i>; b) RTA (now RMS) (2002) <i>Guide to Traffic Generating Developments</i>; and/or c) Relevant <i>Australian Standards</i> including but not limited to AS2890 – <i>Parking facilities</i> including: <ol style="list-style-type: none"> i. AS2890.1 (1993) – <i>Off-street car parking</i>; ii. AS2890.2 (1989) – <i>Commercial vehicle facilities</i>; iii. AS2890.3 (1993) – <i>Bicycle parking facilities</i>. <p>Note: <i>These guidelines/standards are applicable to all relevant control(s) below.</i></p>

D4.2 Vehicle Access

O1. To ensure all lots have appropriate and safe provision for access to and egress from a site.

O2. To ensure that development is provided with appropriate access, circulation, loading and unloading areas and vehicle parking areas that are safe and efficient and integrated with the site and building design.

O3. The applicant must demonstrate that any proposed site vehicle access location and design has considered public safety including, but not limited to:

- a) The type of road the access will front onto and its design;
- b) Sight distances and vehicle speeds;
- c) Proximity to intersections or pedestrian crossings;
- d) Existing and proposed landscaping design;
- e) Potential conflicts with other vehicles and pedestrians/ bicycles on and off-site.

1) **Public Safety:** The applicant must demonstrate that any proposed site access location and design has considered public safety including, but not limited to:

- a) The type of road the access will front onto and its design;
- b) Sight distances and vehicle speeds;
- c) Proximity to intersections and pedestrian crossings;
- d) Existing and proposed landscaping design;
- e) Potential conflicts with vehicles and pedestrians.
- f) Ingress/egress in a forward direction.

2) **Access:** Vehicle access must be located to:

- a) Avoid direct access to a classified road unless there is no suitable alternative;
- b) Provide suitable separation from intersections and sight lines;
- c) Provide clear separation between customer and vehicle traffic.

3) **Design:** Vehicle access must be designed to:

- a) Meet the requirements of Council's *Guidelines for Engineering Works* including, but not limited to Section 2.3.7 – Driveway Construction;
- b) Cross the footpath or footway at right angles to the centreline of the road;
- c) Be clear of obstructions, which may prevent drivers having a timely view of pedestrians;
- d) Be properly signposted, where there are separate access and exit points;
- e) Take into consideration any requirements in the former RTA (2002) *Guidelines for Traffic Generating Development* (as amended or replaced) – Section 6.2 Access requirements.

4) **Gates:** Access or security gates must:

- a) Be set back from the public roadway a sufficient distance to allow a vehicle and trailer to stand without hindering vehicular or pedestrian traffic on the public road whilst the gate is being opened and closed.
- b) Not open outwards onto any public space.

<p>D4.3 Circulation & Loading/Unloading</p> <p>O1. To ensure that all traffic generating developments are designed in accordance with Council’s <i>Guidelines for Engineering Works</i>.</p> <p>O2. To provide parking areas which promote ease of access as well as safe and effective internal circulation patterns.</p>	<ol style="list-style-type: none"> 1) Safety: The design of all internal vehicle manoeuvring areas should demonstrate consideration of the safety and access for all users (vehicle, pedestrian and bicycle) and minimise potential conflicts. 2) Pavement: All vehicle manoeuvring areas on-site must be sealed. Gravel will not be permissible except in rural areas where there are no conflicts (noise and dust) with adjacent lots and suitable drainage is provided. 3) Direction of Travel: <ol style="list-style-type: none"> a) For all developments there should be sufficient manoeuvring areas to enable all vehicles (regardless of size) to enter and leave the site in a forward direction. b) Reversing of vehicles onto public roads will not be permitted unless there are exceptional circumstances, for e.g. emergency vehicles. 4) Vehicle Sizes: Internal vehicle manoeuvring areas should be designed to accommodate the turning radii and the pavement loading of the largest vehicle that will potentially utilise the manoeuvring area. 5) Loading / Unloading Facilities: <ol style="list-style-type: none"> a) All new development (except a change of use or commercial or community use in Zone B2 Local Centre in the Town of Blayney) should provide sufficient numbers and size of spaces on-site for delivery vehicles based on the expected frequency of deliveries and the likely vehicle size/type of delivery vehicle (see Section 5 of the former RTA (2002) <i>Guidelines for Traffic Generating Development</i> (as amended or replaced) relating to courier, delivery and service vehicles); b) Deliveries and unloading from the street frontage will not be acceptable (except in Zone B2 Local Centre in the Town of Blayney or Zone RU5 Village in each other settlement) unless there are site constraints that would prevent off-street deliveries from occurring.
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	<p>6) Loading / Unloading Design: Loading and unloading areas must be located and designed so they:</p> <ul style="list-style-type: none"> a) Can be accessed in a safe and efficient manner; b) Do not extend over public roads or footpaths during loading and unloading operations; c) Do not utilise or crossover vehicle circulation or parking spaces unless all loading/unloading occurs outside the normal business hours of the premises; d) Are suitably screened from public spaces where there may be on-site storage of goods.
<p>D4.4 Parking</p> <p>O1. To provide adequate off-street parking consistent with the parking demand generated by the development so that there is not an unreasonable reliance on on-street parking or impacts on other users.</p>	<ul style="list-style-type: none"> 1) Parking Location: <ul style="list-style-type: none"> a) Minimising visual impact of off-street parking areas on street character, the amenity of the development and adjacent sites and providing screening that can minimise this impact (where appropriate); b) Proximity of customer parking to customer entrances and proximity of staff parking to staff entrances including accessible parking and access; c) Minimising impacts on any neighbouring dwellings/residential areas; d) Addressing site conditions such as slope and drainage; e) Ease of access to and from the street in a forward direction; f) Separation of customer parking from courier and service delivery vehicle parking and/or loading and unloading facilities for safety and accessibility. 2) Operation Hours: Free and uninterrupted access to car parking areas should be maintained at all times during the hours of operation of the proposed development. 3) Stacked Parking: Generally stacked parking will not be acceptable unless there were special site considerations and parking management arrangements made to justify stacked parking. 4) Circulation: Larger car parking areas must provide rational circulation patterns and minimise the use of dead-end aisles.

D4.5 Pedestrian Access and Mobility

O1. To improve equity of access for the entire community.

O2. New buildings, substantial alterations and additions, parking and access must comply with the *Disability (Access to Premises — Buildings) Standards 2010* (as amended or replaced) under the *Disability Discrimination Act 1992* and the *National Construction Code* and *Australian Standards*.

- 1) **Standards:** New buildings, substantial alterations and additions, parking and access must comply with the *Disability (Access to Premises – Building) Standards 2010* (as amended and replaced) under the *Disability Discrimination Act 1992* and the *National Construction Code* and *Australian Standards*.
- 2) **Separation:** Pedestrian and vehicle access to sites must be separated and clearly marked.
- 3) **Access ramps:** Access ramps must be integrated into building design and located outside the road reserve/public footpath (unless otherwise agreed with Council).

D4.6 Parking and Safety

- 1) **Parking Navigation:** Signage should take into consideration the following:
 - a) Parking areas should be well sign-posted to indicate the location of off-street parking and exit and entry points, visible from both the street and the circulation spaces on the site, with directional signposting from the building entrance/exit (where necessary);
 - b) Pavement arrows should clearly indicate the direction of traffic circulation (if one-way);
 - c) Parking areas shall be clearly delineated as well as parking spaces for specific users (e.g. disabled spaces/staff/visitors).
- 2) **Pedestrian Connections:** The parking design should take into account the following for pedestrians:
 - a) Footpaths should be designed to enhance access to and within the development;
 - b) Footpath gradients should be minimised and cater for shopping trolleys, prams, mobility scooters etc. (where applicable).
- 3) **Safety Principles:** Development proposals involving large car parking areas or night-time parking areas should be assessed against general principles of *Crime Prevention through Environmental Design (CPTED) / Safety by Design*.
- 4) **Lighting:** The use of lighting should be considered where night use of parking areas is involved and where existing street lighting is inadequate subject to avoiding impacts on adjacent residential uses and classified roads (see **Part D5.6 External Lighting**).

D4.7 Off Street Car Parking

O1. To ensure there is adequate off-street parking to meet the needs and size of the development.

- 1) Each development must provide the number of off-street car parking spaces set out in the **Table of Car Parking Requirements** (below) plus any additional parking requirements in the Section on Mobility below - unless the proposed development meets the exemptions in accordance with **Clause D4.8** (See clause 4.9).
- 2) Stacked/ tandem parking will not be acceptable (particularly for customer parking) unless there are special site considerations and parking management arrangements made to justify stacked parking.

D4.8 Exemptions to Off Street Car Parking Requirements

Off-street parking will generally be required for most new developments and some adaptive re-use of existing buildings in accordance with the clause below. However, it may not be required for:

- 1) **Change of Use:** The proposed development is for a 'change of use' where there is no additional space for on-site car parking and the impacts on on-street parking would be minimal;
- 2) **Heritage Item:** The proposed development involves the restoration and/or conservation of a listed heritage item in **BLEP2012**. This is an incentive and will only be applied where the applicant can demonstrate that the conservation of the item depends upon the use of this clause;
- 3) **Existing Building:** The proposed development involves alterations and additions to an existing building, and the alterations and additions have a gross floor area of less than 25m² and do not encroach on existing off-street parking areas;
- 4) **Alternative Parking:** The applicant can demonstrate that there is alternative parking on another public or private site (not the proposed development site) that is in close proximity to the development and can accommodate the parking requirements without affecting other users;
- 5) **Site Constraints:** It is not physically possible to comply with the off-street parking requirements. The applicant will need to provide a **Traffic and Parking Report** that addresses the following matters:
 - a) A description of the proposal and the expected hours of operation;
 - b) An assessment of the traffic generation and expected vehicle parking demand (customer, staff and service vehicles);
 - c) Reasons why the lot(s) used for the proposed development cannot accommodate the off-street parking requirements
 - d) An assessment of the impacts of on-street parking on the public road system and adjacent lots and their existing or potential land uses.
- 6) **Contributions:** A parking contribution is paid in lieu in accordance with an adopted Council Policy or a Voluntary Planning Agreement (VPA)

D4.9 Table of Car Parking Requirements

Mixed Uses: A development comprising a combination of two or more uses will be assessed as if the two uses exist independently (i.e. the total parking spaces required is the sum of the parking spaces required for each use). Variation to this requirement will only be considered where the applicant can demonstrate that the peak demand for each land use component of the development is staggered or that the development as a whole generates less parking than the sum of its component parts.

Calculations: Where a calculation results in the requirement for a percentage of a space then the number of required spaces must be rounded up to the next full space.

Other Land Uses: The following table is based on the parking requirements of Section 5 of the former RTA (2002) Guidelines for Traffic Generating Development (as amended or replaced) with definitions adapted to **BLEP2012**. Where a land use is not listed below then Council will have regard to the Roads & Maritime Services (2002) Guide to Traffic Generating Developments (as amended).

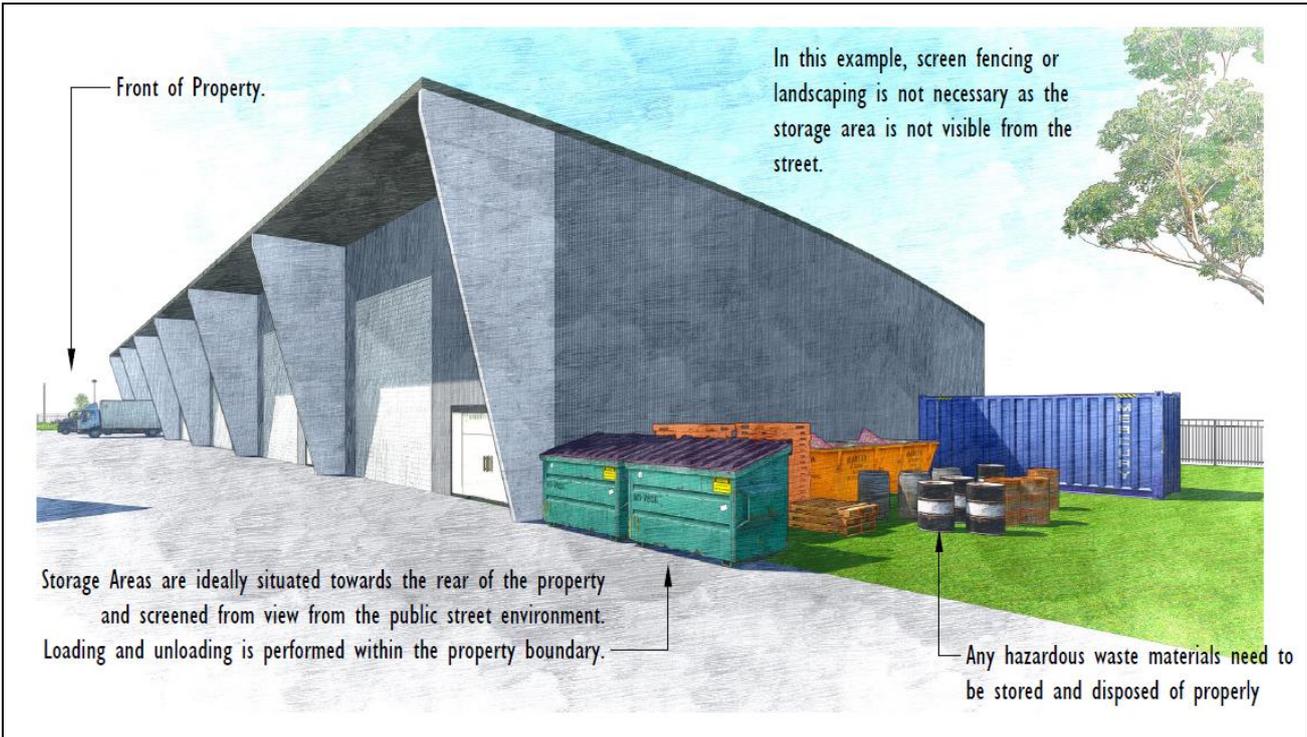
BUSINESS PREMISES	
Business premises	1 space per 45m ² of Gross Floor Area (GFA).
OFFICE PREMISES	
Office premises	1 space per 40m ² GFA + Delivery vehicle parking.
RETAIL PREMISES	
Bulky goods premises	1 space per 55m ² of Gross Floor Area (GFA).
Hotels (Pubs), Function Centres & Registered Clubs	1 space per 5m ² of bar, lounge, beer garden, auditorium, games room, restaurant + 1 space per 3 staff (peak staff level) + 1 space per bedroom/unit.
Restaurants & cafes	1 space per 6.5m ² of customer service area (including outdoor dining areas)
Takeaway food & drink premises	<p>Developments with no on-site seating: 10 spaces per 100m² GFA.</p> <p>Developments with on-site seating: 10 spaces per 100m² GFA + 1 space per 3 seats (internal or external).</p> <p>Developments with on-site seating & drive-through facilities: 1 space per 3 seats (internal and external) + queuing area for 5 to 12 cars.</p>
Shops (including neighbourhood shops)	1 space per 35m ² of customer service area or display.
Hardware & building supplies & rural supplies	1 space per 130m ² of GFA dedicated to display (indoor & outdoor).

Vehicle sales or hire premises	1 space per 100m ² site area + 2 spaces per work bay (for vehicle servicing).
COMMERICAL PREMISES (OTHER)	
Amusement centres & Entertainment facilities	Whichever is the greater of 1 space per 10m ² OR 1 space per 10 seats.
Service stations	Adequate space adjoining each bowser + queuing area for 3 to 5 cars + 5 spaces for any convenience store
EDUCATION ESTABLISHMENTS	
Child care centres	1 space per 10 children + 1 space per 2 employees
Education establishment	<p>Infants & Primary Schools: 1 space per staff member + adequate student set down/pick up areas, bus turning areas + parking for auditoriums and sportsgrounds.</p> <p>Secondary Schools: 1 space per staff member + 1 space per 10 students (17 years of age or older) + adequate student set down/pick up areas, bus turning areas + parking for auditoriums and sportsgrounds.</p> <p>Tertiary Schools & Colleges: 1 space per staff member + 1 space per 5 students + adequate parking and turning areas for auditoriums and sportsgrounds.</p>
HEALTH SERVICE FACILITIES	
Hospitals	1 space per resident or staff doctor + 1 space per staff member on duty at any one time + ambulance parking + 1 space per 10 beds (visitor parking).
Medical centres	3 spaces per surgery room + 1 space per staff member
Health consulting rooms	1 space per 65m ² of GFA with a minimum of 3 spaces per surgery room + 1 space per staff member.
COMMUNITY INFRASTRUCTURE	
Community facilities/place of public worship/place of assembly	1 space per 10m ² of GFA OR 1 space per 4 seats (whichever is greater).
Funeral homes/mortuaries	1 space per 10m ² of GFA OR 1 space per 10 seats (whichever is greater).

TOURIST & VISITOR ACCOMMODATION	
Bed and breakfasts / Short-term holiday lets	1 space per bedroom.
Backpackers accommodation or hostels	1 space per 5 beds + 1 space per staff.
Hotels/motels	1 space for each unit + 1 space per 2 staff. If restaurant - Add 1 space per 6.5m ² of GLFA of restaurant. If function room – Add 1 space per 3 seats.
Serviced apartments	1 space per apartment + 1 space per 2 staff.
Caravan parks	1 space for manager + bus parking + 1 space per site + 1 space per 5 sites (visitor parking).
MISCELLANEOUS	
Home business	1 space per dwelling + 1 space per 2 staff.
Home occupation & Home occupation (sex services)	1 space per dwelling + 1 space (visitor).
Other Land Uses	To be determined on merit having regard to the nature of the development and traffic generation. Council may require a Traffic & Parking Report with three (3) cases / examples from the region.
INDUSTRIES	
Rural industries	To be determined on merit having regard to the nature of the development and traffic generation
Heavy/Light/General Industries	To be determined on merit having regard to the nature of the development and traffic generation
Vehicle body repair workshops	1 space per 55m ² of GFA + 2 spaces per work bay (for vehicle servicing facilities)
Vehicle repair station	1 space per 55m ² of GFA
Freight transport facilities/ passenger transport facilities/transport depots/truck depots	To be determined on merit having regard to the nature of the development and traffic generation

D5 Ancillary Development

Objective/Performance Criteria	Acceptable Solutions
<p>D5.1 Open Storage, Utility & Service Areas</p> <p>To ensure that goods and waste storage areas:</p> <p>O1. Are appropriately located, designed and screened (with fencing and/or landscaping) to minimise the visual impact and clutter of these areas from key public areas and streets.</p> <p>O2. Limit environment impacts and impacts on the amenity of neighbouring sites.</p>	<ol style="list-style-type: none"> 1) Location & Screening: Storage areas should be located behind the building or another part of the site that cannot be seen from the street, unless suitably screened from public view. 2) Dust: Open storage areas must seek to minimise dust impacts on neighbouring properties with ground surface treatment to minimise dust emissions from vehicle movements (see Part G2.4 Odour & Dust). 3) Fencing: Screen fences should be a maximum of 2.4 metres in height and goods should not to be stacked higher than the actual fence. 4) Landscaping: Landscaping is generally not an acceptable method of screening, unless it is well established or the applicant can demonstrate that the storage area will be effectively screened using advanced plantings in conjunction with fencing, and other screening devices. 5) Hazardous Materials: The storage of hazardous goods, materials or wastes will not be permitted in areas that adjoin residential or other sensitive land-uses, unless screened from view and there are suitable protections to avoid impacts on adjoining sites. 6) Materials: Full details of the materials likely to be stored on the site are to be provided to Council for assessment as part of the development application. 7) Loading/Unloading: Sufficient space should be provided on-site for the safe loading and unloading of wastes. This activity is not to be undertaken on any public place. <p><i>See image on next page.</i></p>



D5.2 Solid Waste Management

- O1. Goods & waste storage areas are appropriately located, designed and screened (with fencing and/or landscaping) to minimise the visual impact of these areas from key public areas and streets.
- O2. There is sufficient waste storage for the required types and volumes of solid waste.
- O3. There is sufficient access and/or circulation space to waste storage areas for collection by waste vehicles.

- 1) **Waste Management Plan:** Any application that would generate significant volumes of waste during the demolition, construction and/or operation of the development should provide a **Waste Management Plan** in accordance with Council’s *Development and Building Guide* that demonstrates how waste (general waste, recycling, and green waste) will be stored on-site and disposed of whilst minimising impacts on the natural environment and neighbouring land uses.
- 2) **Loading Areas:** Sufficient space must be provided on-site for the storage, loading and unloading of wastes based on standard waste generation rates, standard waste vehicle sizes and access/turning requirements, for the relevant business or industry.
- 3) **Screening:** Waste storage areas should be screened from public spaces in accordance with the controls in **D.5.1 Open Storage, Utility & Service Areas.**

<p>D5.3 Landscaping</p> <p>O1. Use of appropriate landscaping to provide a pleasant environment that complements the design of the buildings and provides buffers to neighbouring lots and the public domain.</p> <p>O2. Landscaping should be provided in setback areas where it is necessary to:</p> <ol style="list-style-type: none"> a) Retain existing significant trees; a) Screen the visual bulk of larger buildings; b) Soften the visual impact of large hardstand / car parking areas; c) Provide shaded open space for staff; d) Provide shade and amenity for parked cars, buildings, and open spaces; and e) Provide deep soil zones for water infiltration and stormwater management. 	<ol style="list-style-type: none"> 1) Application requirements: All new proposals for industrial development should be accompanied by a Landscaping Plan. Please refer to Council's <i>Development and Building Guide</i> available on Council's website www.blayney.nsw.gov.au. 2) Front setback for Industrial uses: A 2 metre landscaping strip must be located at the front boundary of the site. 3) Setbacks: Front and side setbacks are to be landscaping to soften the appearance of buildings, storage, service and parking areas. 4) Parking Areas for Commercial uses: Except where space is extremely limited, all new off-street parking areas for commercial uses and most community uses should incorporate landscaping plantings that address the objectives of this control.
<p>D5.4 Fencing</p> <p>O1. Fencing must be designed and maintained:</p> <ol style="list-style-type: none"> a) To meet the security needs of a development and its staff and customers; a) To maximise interaction (avoid barriers during operational hours) and promote casual surveillance between the development and 	<ol style="list-style-type: none"> 1) Zone B2 Local Centre: Fencing of commercial or retail properties in Zone B2 Local Centre (Blayney) will generally not be permitted in front of the building line facing any street unless: <ol style="list-style-type: none"> a) The building is setback from the street; and b) The fence is justified for security reasons; and c) The fence utilises transparent materials or apertures of minimum width 25mm; and d) The fence does not exceed 1.8m in height; or e) It is adaptive re-use of an existing dwelling/heritage item with an existing fence.

<p>key public spaces /the street;</p> <p>b) To minimise visual impact of fences on street character and heritage items or conservation areas.</p>	<p>2) Other Commercial Zones: In all other zones, fencing that is forward of the building line or facing a public street:</p> <ul style="list-style-type: none"> a) Should be constructed with a combination of solid and/or open/landscaped elements in a style that complements the building; b) Is not permitted to be solid fencing (including Colorbond sheets); c) May include chain link fencing, open mesh fencing or wrought iron/pool fencing; d) Must not be erected to a height greater than 2.4 metres. <p>3) Security Fencing: Fencing shall not be an electric fence or incorporate barbed wire due to the visual appearance and safety issues of these fence types.</p> <p>4) Sight Distances: Fencing should preserve safe sight distances for all vehicle entry and exit locations, including those on adjoining properties, especially on corner lots.</p> <p>5) Visual Impact: Fencing should incorporate the use of landscaping to reduce visual impact, particularly on large sites that have long street frontages.</p>
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D5.5 Advertising and Signage

Developments proposing signage must comply with the controls contained in **Part E – Other Land Uses** of this DCP relating to Advertising and Signage.

<p>D5.6 External Lighting</p> <p>O1. To facilitate safety and security for each development.</p> <p>O2. To minimise impact on adjoining properties from light-spill or inappropriate lighting.</p>	<ul style="list-style-type: none"> 1) Adjoining Properties: Any external lighting of buildings or the site must avoid any significant impacts (e.g. light spill) onto adjoining properties including sensitive residential uses and vehicle and pedestrian safety in adjacent road reserves. 2) Other Controls: External lighting that could impact on adjoining properties must demonstrate compliance with: <ul style="list-style-type: none"> a) <i>AS/NZS 11583.1 Pedestrian Area (Category P) Lighting</i>; b) <i>AS4282 Control of Obtrusive Effects of Outdoor Lighting</i>; c) If on a classified road, any Roads & Maritime Services (RMS) Guidelines. 3) Limited Hours: External lighting may need to be designed to turn off outside the approved operating hours of the business or use (or in accordance with hours approved by Council) if any light spills onto adjoining properties and avoid movement sensitive lighting unless absolutely necessary.
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D6 Site Planning, Earthworks & Utilities

D6.1 Site Planning

- 1) To ensure that the design of any significant new development is based on a site analysis of any relevant opportunities and constraints of the site and (taking into account any other relevant controls in **BLEP2012** and this DCP):
 - a) Considers and responds to the topography, climate and natural environment;
 - b) Avoids, or if it cannot avoid, minimises or mitigates against natural hazards and land use conflicts;
 - c) Protects and enhances any heritage items or heritage conservation areas;
 - d) Integrates with the surrounding built form and landscape/streetscape character; and
 - e) Maintains reasonable residential amenity (for the site and adjacent dwellings).
- 2) **Site (Analysis) Plan:** A **Site (Analysis) Plan** must be lodged in accordance with Council's *Development and Building Guide* and any issues addressed adequately in the **Statement of Environmental Effects** (Planning Report).

Note: *In particular, consider any potential environmental opportunities and constraints under Part G – Environmental Management & Hazards.*

D6.2 Earthworks

All development should seek to address the following:

- 1) **Site Planning:** To minimise cut and/or fill and potential erosion and sediment entering stormwater systems or watercourses by appropriate site planning, building orientation and design, taking into account the slope of the site, proximity to watercourses, and access and drainage requirements;
- 2) **Impacts:** To ensure that earthworks (for which development consent is required) will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items, or features of the surrounding land.
- 3) **Contamination:** To ensure that fill that is brought onto or leaves any site is uncontaminated and will not increase the risk or spread of contamination. Council may require a **Soil Analysis Report** and/or **Contamination Review / Site History** to ensure that only clean fill or virgin excavated natural material (VENM) is utilised on site or taken to another site.

Note: *If the site is within a flood prone area then there may be additional earthworks controls in Part G – Environmental Management & Hazards.*

<p>D6.3 Building near Utilities</p> <p>O1. All buildings and structures must be located and designed so they do not obstruct access to, or impact on the safe operation of, existing or proposed utilities such as sewer, stormwater, water, electricity, gas, and telecommunications (whether they are above ground or under-ground).</p>	<ol style="list-style-type: none"> 1) Building over Easement: Permanent buildings or structures must not be located over or in the vicinity of an easement without express written authorisation from the responsible utility authority. 2) Setbacks from Utilities: Where an easement does not exist, the structure 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 the relevant utility authority requirements. <p><i>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.</i></p>
<p>D6.4 Connection to Utilities</p> <ol style="list-style-type: none"> 1) Address the requirements of Clause 6.8 - <i>Essential Services</i> in BLEP2012. 2) All utilities must be installed and/or connected in accordance with Council's <i>Guidelines for Engineering Works</i> or the requirements of the relevant utility provider. 3) Where reticulated services are available, any new buildings must connect to those reticulated services unless the applicant can demonstrate why that connection would not be appropriate and/or propose an alternative system that is acceptable to Council. 	
<p>D6.5 Siting & Visibility of Utilities</p> <p>O1. The applicant must try to minimise the visual impact of any new utilities, connections, or associated structures if visible from public areas.</p>	<ol style="list-style-type: none"> 1) Underground: Utilities should be located underground (particularly in heritage conservation areas or main streets) or utilise existing poles (at the discretion of Council) unless other constraints make this unsuitable. 2) Screening: Utility boxes and cabinets (e.g. electricity substations, meter boxes etc.) on private land are integrated into the development and screened (where appropriate).

D6.6 Liquid Trade Waste

Development activities that generate and discharge liquid trade waste (excluding domestic waste from a hand basin, shower, bath, toilet or laundry) to a reticulated sewerage system (Blayney & Millthorpe) must obtain the relevant Liquid Trade Waste approval from Council. The industrial and commercial activity must comply at all times with the requirements of the Liquid Trade Waste Regulation Guidelines and any conditions of the Liquid Trade Waste Approval. Where there is no reticulated sewerage system there must be suitable methods for disposal.

D6.7 On-Site Sewage Management

Where reticulated / centralised sewage management systems are not available the applicant must provide an **Effluent (Geo-technical) Report** prepared by a suitably qualified geo-technical engineer that supports the design and location of any on-site system in accordance with Council's *Development and Building Guide* and **Part G2.5 On-Site Effluent Disposal**. This includes existing systems that require enhancement or replacement.

D6.8 Water & Energy Efficiency

O1. To minimise water and energy use and maintain thermal efficiency through site planning, building design and integration with utilities and services.

- 1) **Energy Efficiency:** Where applicable, buildings may need to be compliant with the *National Construction Code* – Section J relating to energy efficiency. All new commercial buildings (or the commercial part of mixed-use development) are required to have a compliance report completed, generally at construction certificate stage, to demonstrate they comply with Section J. This may include:
 - a) Building Fabric
 - b) External Glazing
 - c) Building Sealing
 - d) Air Movement
 - e) Air-Conditioning and Ventilation Systems
 - f) Artificial Lighting and Power
 - g) Hot Water Supply
 - h) Access for Maintenance
- 2) **Water Efficiency:** Council encourages non-residential development to review ways to consume less water, install water-saving devices and look at ways of capturing and retaining rainwater for re-use for non-potable and irrigation requirements.