

Department of Planning and Environment


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Wilton Growth Area Development Control Plan

Part 9 Employment

November 2023



Acknowledgement of Country

The Department of Planning and Environment acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Wilton Growth Area Development Control Plan

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Contents

Acknowledgement of Country	2
Table of Figures.....	6
Table of Tables.....	6
1 Introduction	8
1.1 Land Application	8
1.2 Structure of this Part	8
1.3 Objective of this Part	9
1.4 Relationship to other Parts of the Wilton Growth Area Development Control Plan 2021	10
2 Centres-based commercial development	11
2.1 Application of this section.....	11
2.2 Objectives.....	11
2.3 Hierarchy of centres	15
2.3.1 Objectives.....	15
2.3.2 Controls	15
2.4 Wilton Town Centre	16
2.4.1 Objectives.....	16
2.4.2 Controls	17
2.5 Local centres	17
2.5.1 Objectives.....	17
2.5.2 Controls	17
2.6 Neighbourhood Centre (Maldon).....	18
2.6.1 Objectives.....	18
2.6.2 Controls	18
2.7 Lot size and frontage.....	21
2.7.1 Objectives.....	21
2.7.2 Controls	21
2.8 Built form and layout	22
2.8.1 Objectives.....	22
2.8.2 Controls	23
2.9 Public domain (streetscape and public spaces).....	29
2.9.1 Objectives.....	29

2.9.2	Controls	29
2.10	Community facilities.....	36
2.10.1	Objectives.....	36
2.10.2	Controls.....	37
2.11	Mixed-use development.....	38
2.11.1	Objectives.....	38
2.11.2	Controls	38
2.12	Out of Centre	40
2.12.1	Objectives.....	40
2.12.2	Controls.....	41
3	General industry and employment uses (non-centres)	42
3.1	Application of this section.....	42
3.1.1	General principles and objectives	42
3.2	Lot subdivision	43
3.2.1	Objectives.....	43
3.2.2	Controls	43
3.3	Building form and layout.....	46
3.3.1	Objectives.....	46
3.3.2	Controls	47
3.4	Public domain (streetscape and public spaces).....	50
3.4.1	Objectives.....	50
3.4.2	Controls	51
3.5	Fencing, signage, and lighting.....	52
3.5.1	Objectives.....	52
3.5.2	Controls	52
3.6	Ancillary buildings, storage, and service areas.....	53
3.6.1	Objectives.....	53
3.6.2	Controls	54
3.7	Specialist retail premises	55
3.7.1	Objectives.....	55
3.7.2	Controls	55
3.8	Sex services premises.....	56
3.8.1	Objectives.....	56
3.8.2	Controls	56
3.9	Restricted premises	58
3.9.1	Objectives.....	59
3.9.2	Controls	59

3.10	Car showrooms.....	59
3.10.1	Objectives.....	59
3.10.2	Controls.....	60
4	Movement network	61
4.1.1	Objectives.....	61
4.1.2	Controls	61
4.2	Bike parking and associated facilities.....	64
4.2.1	Objectives.....	64
4.2.2	Controls	64
4.3	Bus parking.....	65
4.3.1	Objective	65
4.3.2	Controls	65
4.4	Car parking rates	65
4.4.1	Objectives.....	65
4.4.2	Controls	66
4.5	Accessible car parking.....	72
4.5.1	Controls	72
4.6	Location of parking areas.....	72
4.6.1	Objectives.....	72
4.6.2	Controls	72
4.7	Design of car parking areas.....	72
4.7.1	Objectives.....	72
4.7.2	Controls	73
4.8	Design of rooftop parking areas.....	75
4.8.1	Objectives.....	75
4.8.2	Controls	75
4.9	Design and location of loading areas and waste storage and collection areas.....	76
4.9.1	Objectives.....	76
4.9.2	Controls	76
4.10	Large-scale developments.....	77
4.10.1	Objective	77
4.10.2	Controls.....	78
4.11	Landscaping of car parking areas	78
4.11.1	Objectives.....	78
4.11.2	Controls	78
5	Night-time economy	80
5.1.1	Objectives.....	80

5.1.2	Controls	80
5.2	Hours of operation	81
5.2.1	Objectives	81
5.2.2	Controls	82
5.3	Safety and security	85
5.3.1	Objective	85
5.3.2	Controls	86
5.4	Management plans	86
5.4.1	Objective	86
5.4.2	Controls	86

Table of Figures

Figure 1.	Streets are generously proportioned for people.....	14
Figure 2.	Ensure well-considered transitions in scale and skylines.....	14
Figure 3.	Hierarchy of Centres for the Wilton Growth Area. Centre locations are indicative.	19
Figure 4.	Depiction of human-scale heights.....	24
Figure 5.	Lighting over footpaths.	28
Figure 6.	Continuous and wrap-around awnings.....	28
Figure 7.	Street landscaping to maintain sightlines and minimise urban heat island effect.....	31
Figure 8.	Landscaping and deep soil planting to provide tree canopy and enhance biodiversity.....	32
Figure 9.	Public spaces are lined with attractive uses and provide high quality outdoor furniture and unobstructed sightlines.	33
Figure 10.	Public plazas and pedestrian connections add to the accessibility of the street pattern. .	34
Figure 11.	Active frontages provide an engaging pedestrian experience.....	35
Figure 12.	Visible and direct interface to the public realm and connects to the natural system.	44
Figure 13.	Battle axe lot dimensions.....	45
Figure 14.	An example of deep soil planting.....	49
Figure 15	Various styles of signage attached to building walls.....	53

Table of Tables

Table 1.	Structure of this Part.....	8
----------	-----------------------------	---

Table 2. The function of the Strategic Centres for the Wilton Growth Area.....	20
Table 3. Car, motorcycle, and bicycle parking requirements.....	67
Table 4. Night-time economy categories and outcomes.....	81
Table 5 Licensed premises and trading hours.....	83
Table 6. Other uses and trading hours	83

1 Introduction

1.1 Land Application

This Part applies to employment generating land uses across the Wilton Growth Area and applies to a range of employment-generating uses, including retail, office and business uses, traditional light industrial uses, warehouses, logistics, business parks, specialised retail premises and the like, that other parts of this DCP do not specifically address.

Employment generating land uses are generally located within the nominated centres and employment precincts as outlined within each precinct structure plan.

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

1. relevant Neighbourhood Plans
2. subsequent Development Applications (DAs)

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

1.2 Structure of this Part

This part of the DCP comprises five sections (Table 1).

Table 1. Structure of this Part

Section	Title	Description
Section 1	Introduction	Outlines general planning objectives and land to which this Part applies.
Section 2	Centres-based commercial development	Provides an overview of the Centre Hierarchy, with detailed objectives and controls to guide the development of Centres across the Wilton Growth Area.
Section 3	General Industry and Employment (Non – Centres)	Sets out objectives and controls for employment-generating uses. Where employment-generating land uses are proposed outside centres, these should support the economic viability of retail and commercial

Section	Title	Description
		uses in the Wilton Growth Area and not compete with the defined Centres.
Section 4	Movement Network	Sets out objectives and controls for a range of movement outcomes, including cycle infrastructure, buses, parking, and servicing.
Section 5	Night-time Economy	Provides objectives and controls for night-time economic activities including locations, hours of operation and other considerations.

1.3 Objective of this Part

The purpose of this part of the DCP is to ensure that the development of Centres and all other employment-generating land uses occurs in an orderly, efficient, and environmentally sensitive way that best serves the people of Wilton, its visitors, the Wilton Growth Area and the Wollondilly Shire.

Development of land for employment-generating uses must support the health and wellbeing of local residents, workers and visitors in accordance with the Wilton Health and Wellbeing Strategy, offering every person the opportunity to live well.

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

1. Where everyone feels safe and welcome.
2. Where everyone has access to:
 - a. food
 - b. education
 - c. health care
 - d. green spaces
 - e. social connection
3. Where people have the opportunity to work closer to home.
4. That prioritises and promotes all modes of active transport, including walking and cycling.
5. Creates self-sufficient communities that protect, restore, and adapt to the local natural environment.

1.4 Relationship to other Parts of the Wilton Growth Area Development Control Plan 2021

This Part must be read in conjunction with all other relevant Parts of this DCP.

Part 10 Wilton Town Centre contains objectives and development controls specifically related to the Wilton Town Centre.

2 Centres-based commercial development

2.1 Application of this section

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

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

This section is to be read in conjunction with Section 4 Movement Network of this part of the DCP.

2.2 Objectives

1. Ensure that development of a centre complements and strengthens the commercial viability of Wilton Town Centre.
2. Ensure that development proposals support and increase economic viability of Centres.
3. Ensure buildings and public-use spaces are designed to achieve high quality urban design outcomes, add to the vitality of the urban environment and are of human scale and they are universally accessible. Human scale means the size of a building relative to a human being and is achieved by the siting and orientation of a building and the distribution of building heights and massing (Figure 2 and Figure 4).
4. Provide fine grain tenancy frontages at ground level to street frontages.
5. Deliver built form which is visually interesting and incorporates well-articulated facades, awnings and high-quality building materials and finishes which complement the surroundings to contribute to comfort, convenience, and the enjoyment of place by residents, workers, and visitors.
6. Promote environmentally sustainable built form, including resource efficiency (energy, water, waste, solar access, and air quality) which contributes to both the internal and external environments.
7. Minimise the impacts of car park and service entries on main street frontages and pedestrian-prioritised areas.

8. Promote and integrate public transport to maintain and enhance the amenity of Centres through reduction of traffic, noise, and air pollution.
9. Deliver productive and vibrant Centres including the design of buildings and public spaces which maximise flexibility of ongoing uses and active street frontages.
10. Promote active day- and night-time retail and social environments.
11. Promote the health and wellbeing of workers, visitors, and residents by (among other things) prioritising movement by walking and cycling, providing easy access to green infrastructure and providing opportunities for incidental social interaction.
12. Enhance the enjoyment of public spaces by ensuring that design maximises solar access into these spaces.
13. Encourage public spaces for the installation of public art and integrate them into the design of Centres.
14. Ensure centres are inclusive and public, allow opportunities for social and cultural activities and have access to quality open space.
15. Ensure centres provide public spaces of adequate size and adequately lit to cater for a range of community uses.
16. Deliver people-focused streets with footpaths wide enough for street functions (Figure 1).
17. Ensure centres provide for integrated and connected walking and cycling paths and at-grade connections.
18. Ensure that development respects the amenity of surrounding existing and future land uses to achieve adequate visual and acoustic privacy.
19. Ensure that all development is designed with perceptions of safety and security in mind.
20. Ensure that buildings provide direct access to natural ventilation and assist in providing thermal comfort for occupants.
21. Maximise outlook and views to streets, public spaces and natural landscape features.
22. Design Centres for high frequency, comfortable, convenient public transport services.
23. Identify the future public transport network and services and provide the required infrastructure
24. Plan and design for integrated public transport.
25. Create permeable centres with easy access to and from public transport, pedestrian and cycling networks, opens spaces, schools, residential areas and key destinations.
26. Support centres as locations for affordable rental housing for very low-, low- and moderate-income households.
27. Encourage housing diversity and choice.

28. Retain very low-, low-, and middle-income households in the area including key workers and students.

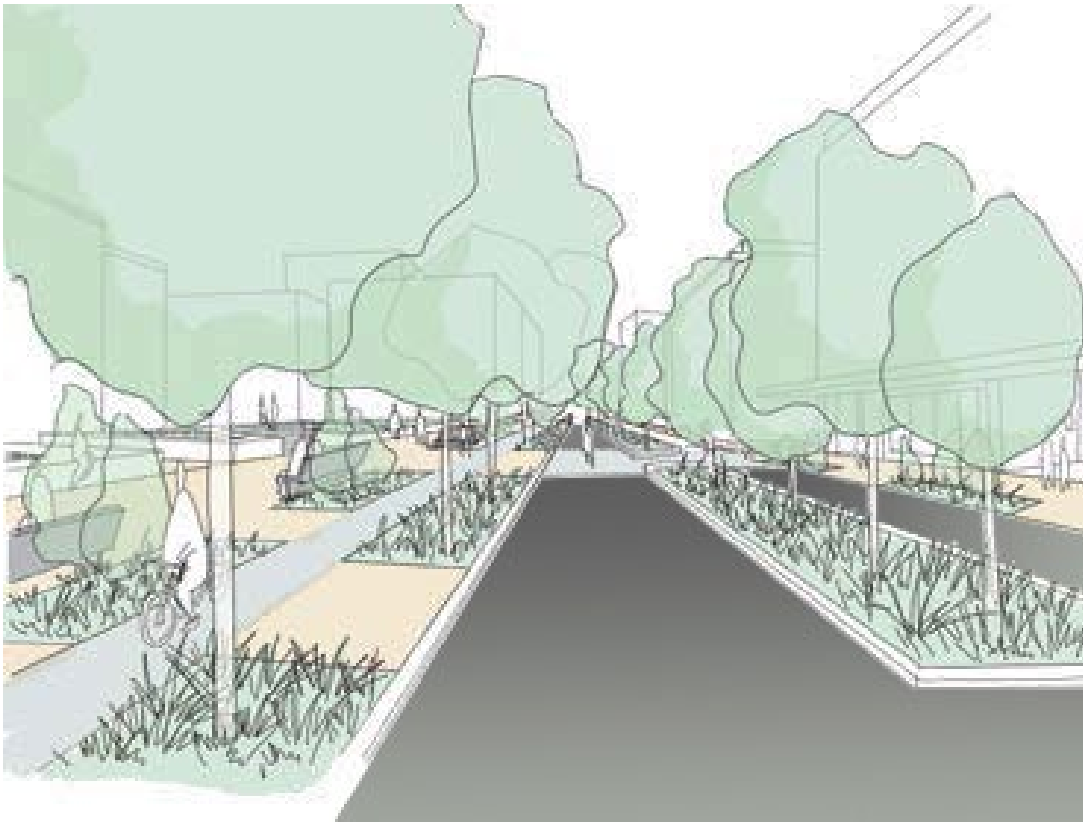


Figure 1. Streets are generously proportioned for people.



Figure 2. Ensure well-considered transitions in scale and skylines.

2.3 Hierarchy of centres

The purpose of this section is to provide for adequate and appropriate retail, commercial and recreation opportunities to meet the needs of existing and future workers, residents, and visitors.

Wilton Growth Area is in the early stages and establishing a functional Centres Hierarchy that provides clarity to the market around growth expectations and the desired role and function of the centres in Wilton Growth Area is a high priority. The Centres will be established according to the hierarchy detailed in Figure 3.

The first part of this section provides objectives and controls for development in centres across the whole growth area, the subsequent sections are specific objectives and controls for each order of centre.

2.3.1 Objectives

1. To establish an economically viable and successful Hierarchy of Centres that consolidates investment in appropriate locations identified in structure plans and neighbourhood plans.
2. To provide a well-connected active transport network, including footpaths, cycleways and accessways.
3. To provide safe, legible, accessible, and inclusive streets, buildings and public places.
4. To prioritise towards people through a connected active transport and public transport network of movement.
5. To encourage new and emerging technologies in the design and construction of buildings and structures.
6. To encourage local trips that take advantage of active movement networks.
7. To provide points of interest and a variety of activities and services for residents, works and visitors.
8. Establish the Wilton Town Centre as the primary retail, community and entertainment Strategic Centre within the Wilton Growth Area.
9. To create centres that provide for entertainment, points of interest, community facilities and services, public domain improvements and public transport investment maximizing community benefits.

2.3.2 Controls

1. Centres are to be delivered in accordance with Figure 3.

2. Retail development in the Wilton Town Centre (Strategic Centre in the Wilton Town Centre Precinct) shall comply with the controls as outlined in Section 2.4. Specific controls for development are found in Part 10 Wilton Town Centre.
3. Local Centres in the South East Wilton, North Wilton and West Wilton Precincts shall comply with the controls as outlined in Section 2.5.
4. The Neighbourhood Centre in the Maldon Precinct shall be consistent with the controls as outlined in Section 2.6.
5. Transport options shall meet the requirements for people of all ages and abilities.
6. Community infrastructure and open space shall be designed to achieve social inclusion, creating safe environments for all users and times of day.
7. Design and development of buildings and structures shall improve the quality of the urban environment and implement sustainable technologies.
8. Minor retail development such as neighbourhood shops, cafes or small takeaways are encouraged outside of Centres, provided:
 - a. Do not adversely affect the viability and economic role of the planned Centres.
 - b. result in a net community benefit, including activation of the public domain and provide for convenient, walkable shopping opportunities.

2.4 Wilton Town Centre

The Wilton Town Centre is the highest order Centre in the hierarchy and is the primary focus of retailing activity, and the Strategic Centre in Wollondilly. It is intended to provide regional services, district level shopping, destination restaurants, entertainment opportunities and civic uses.

2.4.1 Objectives

1. To provide a primary focus to retail, commercial and community activities.
2. To provide for the greatest range of retail and entertainment uses.
3. To promote active day and night-time retail and social environments.
4. To provide a strong network of active transport to facilitate short trips to activity nodes from adjoining residential areas.
5. To provide strong links to public transport.

2.4.2 Controls

1. The Strategic Centre shall provide a full range of retail uses such as full-line supermarkets, department stores, discount supermarkets, cinemas, markets, specialty shops, fashion outlets, comparison shopping, homewares, convenience shops, fresh food, cafes, restaurants and bars.
2. The Strategic Centre may include:
 - a. at least two full-line supermarkets (3,000m² to 4,000m²)
 - b. a discount supermarket
 - c. specialty shops, cafes and food services
 - d. offices and retail services
 - e. educational, health, leisure and civic facilities
 - f. open space

Refer to Part 10 Wilton Town Centre for specific objectives and controls for development within this Precinct.

2.5 Local centres

The function of Local Centres is to build an inclusive, self-reliant and creative place live, work and visit within each precinct. Such Centres accommodate local jobs, shops, entertainment options and community facilities, and provide convenient access to local shops and services that meet the daily needs and conveniences of the surrounding population.

2.5.1 Objectives

1. To ensure development supports the role and functions of the Wilton Town Centre.
2. To establish Local Centres that provide convenient access to local shops and services to meet the daily needs close to homes.
3. To ensure development is at a scale that complements the character of the surrounding neighbourhood, is well-connected by active transport and minimises impact on adjoining land uses.
4. To ensure a Local Centre is serviced by public transport, footpaths, and cycleways.
5. To support Centres through the co-location of community facilities and open space.

2.5.2 Controls

1. Local Centres shall provide a reduced range of retail uses for the local area, including specialty stores, homewares shops, convenience retailers, fresh food, cafes, restaurants, and bars.

2. The total floor space of all Local Centres shall not exceed 20,000m² with a cap of 5,000m² for Local Centres in South East Wilton, North Wilton, and West Wilton.
 3. Each Local Centre shall serve its local population and may comprise of:
 - a. one supermarket having an area of 1,500m² to 2,500m²
 - b. specialty shops, cafes, and food services
 - c. education and childcare facilities
 - d. local health services
 - e. recreational facilities
-

2.6 Neighbourhood Centre (Maldon)

2.6.1 Objectives

1. To establish a group of neighbourhood shops and convenience shopping at a scale that complements the character of the surrounding neighbourhood.
2. To provide a walkable alternative to serve the needs of workers and visitors.

2.6.2 Controls

1. The Neighbourhood Centre may support a range of neighbourhood shops, including newsagents, cafes, a convenience or grocery shop, and other specialty food retailers.
2. The retail floor space shall be approximately 2,000m² to 3,000m².

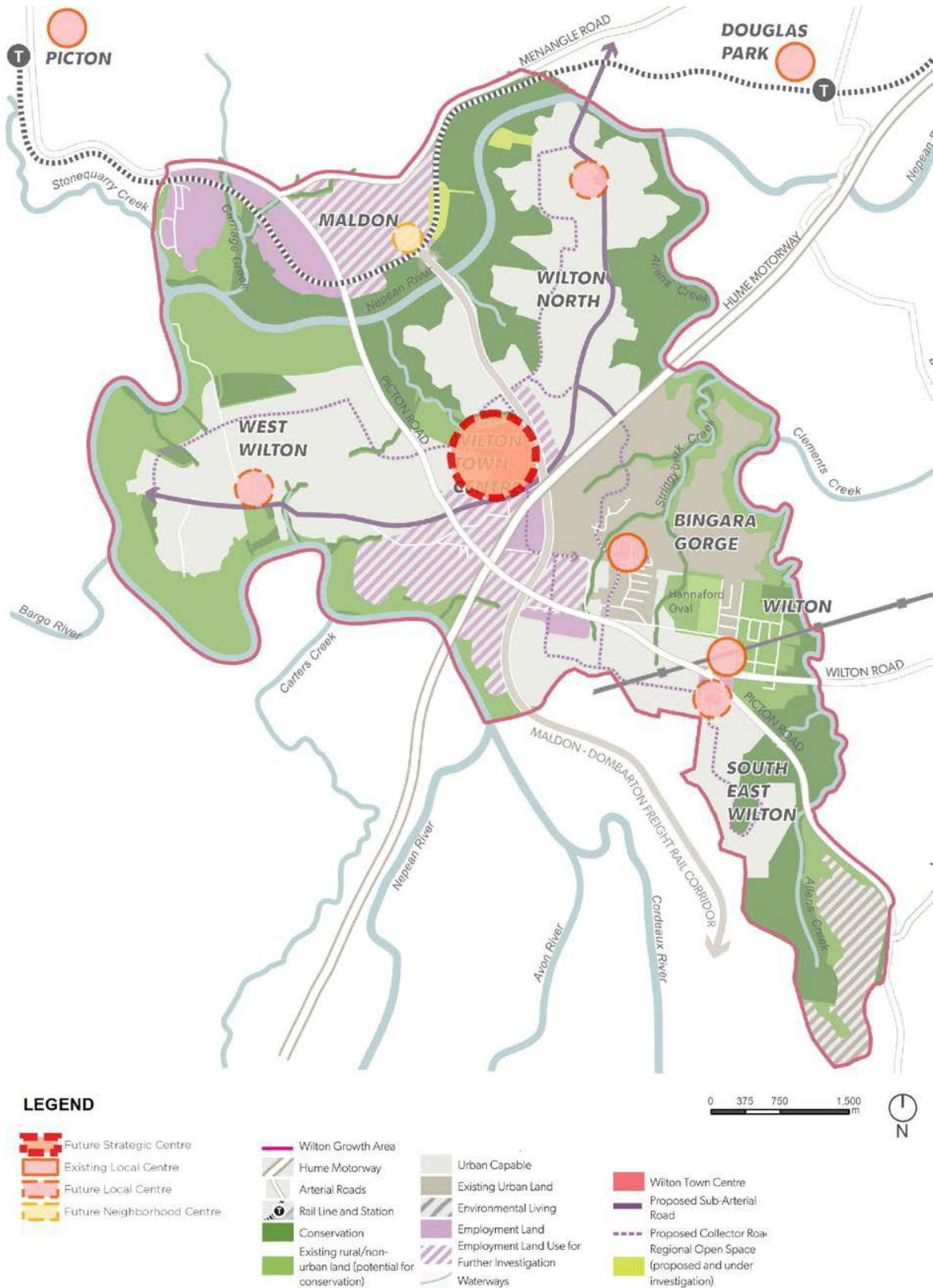


Figure 3. Hierarchy of Centres for the Wilton Growth Area. Centre locations are indicative.

Table 2. The function of the Strategic Centres for the Wilton Growth Area

Centre type	Examples/description	Function	Appropriate retail uses
Strategic Centre	The Wilton Town Centre. Refer to Part 10 Wilton Town Centre of the DCP for specific controls related to the Wilton Town Centre.	<p>The Strategic Centre will:</p> <ul style="list-style-type: none"> • provide a primary focus of retail, commercial and community activity in the Wilton Growth Area. • provide for the greatest range of retail and entertainment uses in the Wilton Growth Area. • be well connected to surrounding precincts by public transport and active transport. 	<p>The Strategic Centre will provide a full range of retail uses that aim to attract regional visitors. These uses include full-line supermarkets, department stores, discount supermarkets, cinemas, markets, specialty shops, fashion outlets, comparison shopping, homewares, convenience shops, fresh food, cafes, restaurants, and bars.</p> <p>The Strategic Centre will include:</p> <ul style="list-style-type: none"> • at least two full-line supermarkets (3,000m² to 4,000m²) • a discount supermarket • specialty shops, cafes and food services • offices and retail services • educational, health, leisure, and civic facilities • open space.
Local Centre	<p>The Wilton Growth Area will have a Local Centre in each of the following precincts:</p> <p>South East Wilton Precinct</p> <p>North Wilton Precinct</p> <p>West Wilton Precinct</p>	<p>Local Centres will:</p> <ul style="list-style-type: none"> • provide residents with convenient access to local shops and services that meet their daily needs, close to home and well-connected by active transport. • be readily serviced by public transport footpaths and cycleways and be supported by 	<p>Local Centres will provide a reduced range of retail uses for the local area, including specialty stores, homewares shops, convenience retailers, fresh food, cafes, restaurants, and bars.</p> <p>Local Centres will have the capacity for 20,000m² across all Centres, with a cap of 5,000m² for Local Centres in South East Wilton, North Wilton and West Wilton as outlined in the Wilton Commercial Centres Study.</p> <p>Each Local Centre will serve its local population and comprise a supermarket having:</p>

Centre type	Examples/description	Function	Appropriate retail uses
		<p>community services and open space.</p> <ul style="list-style-type: none"> provide spaces that make people feel safe and welcome. 	<ul style="list-style-type: none"> area (1,500m² to 2,500m²) specialty shops, cafes, and food services education and childcare facilities. local health services, and recreational facilities.
Neighbourhood Centre	One Neighbourhood Centre planned in Maldon will provide a walkable alternative to serve the needs of workers and visitors	The Neighbourhood Centre will comprise a group of neighbourhood shops and convenience shopping within walking distance of homes and workplaces	The Neighbourhood Centre will feature: <ul style="list-style-type: none"> a small range of neighbourhood shops, including newsagents, cafes, a convenience or grocery shop, and other specialty food retailers be approximately 2,000m² to 3,000m².

2.7 Lot size and frontage

2.7.1 Objectives

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

2.7.2 Controls

- Lot size and lot frontages shall provide an appropriate site configuration that achieves:
 - Ground-level frontage that is activated and not dominated by access openings to car parking areas or blank walls.
 - Adequate car parking and manoeuvring area for vehicles in accordance with Australian standard AS2890.
 - Required setbacks and building separation set out by this DCP or the Apartment Design Guide (ADG) where relevant.

- d. Adequate vehicle access and basement parking to deliver streetscape activation.
2. Battle axe shaped lots are prohibited in Strategic, Local and Neighbourhood Centres as they cannot adequately provide active frontages.

2.8 Built form and layout

Built form identifies the location of buildings by their defined development sites, height, and overall shape. Built form contributes to neighbourhood character and influences:

- solar access of adjoining buildings and open spaces
- privacy and overlooking
- the quality of spaces inside the building
- the usability of private open spaces by access to good solar access and protection from wind and rain
- the sense of pedestrian scale and amenity in nearby streets

2.8.1 Objectives

1. Provide for built forms which contribute to an interesting urban environment by maintaining the interest at a human scale and defining those spaces.
2. Provide frontages that contribute to the overall articulation, variation, and visual interest of the centre.
3. Built form elements have appropriate orientation, proportion, composition, and articulation to provide comfort and protection for residents, workers, and visitors.
4. Ensure that built form responds and transitions to adjoining lower scale residential areas (Figure 2).
5. Ensure that built form height reinforces the existing or future neighbourhood character and creates a comfortable and friendly atmosphere.
6. Incorporate well-designed rooftops that add visual interest to the skyline when people view them from street level or surrounding key vantage points.
7. Ensure that development creates communal open space and well-designed landscaped rooftops.
8. Encourage adaptable and flexible building design that maximises solar access and passive ventilation and minimises overshadowing of adjacent buildings.
9. To maintain views.
10. Deliver quality design and finishes to deliver a high-quality pedestrian experience including frontages which are fine grain and active frontages.

11. Deliver a sustainable built environment.
12. Minimise impacts of reflectivity and glare to neighbouring development, vehicular traffic, and public domain areas.
13. Mitigate urban heat by using materials that minimise heat absorption.
14. Deliver a comfortable pedestrian environment which is protected from harsh sun and rain by ensuring that appropriate awnings are provided over public footpaths.

2.8.2 Controls

Building setbacks

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

Building heights

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

11. The distribution of building heights is to be consistent with the relevant approved Neighbourhood Plan and Urban Design Concept Plan for the Centre.
12. All buildings must provide human-scale interfaces to public spaces to create and be in scale with surrounding development. Human scale means the size of a building relative to a human being, as shown in Figure 4. A building is considered to have good human scale if there is an expression of human activity or features that indicate the building's size.



Figure 4. Depiction of human-scale heights.

Floor and ceiling heights

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

Adaptable and flexible design

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

Roof design

16. Roof design shall be integrated into the overall building design.
17. Design of the roof shall achieve the following:
- a. conceal lift overruns and service plants.
 - b. present an interesting skyline.
 - c. enhance views from adjoining developments and public places.
 - d. materials and colours that reduce heat absorption.
 - e. complement the scale and design of the building and surrounding development.
 - f. respond to the orientation of the site using eaves and skillion roofs to address sun access.
18. Roofs should consider:
- a. low reflectivity
 - b. rainwater harvesting and water-reuse opportunities
19. Roof forms shall not be designed to add to the perceived height and bulk of buildings.
20. Communal open space areas on rooftops should be landscaped and incorporate shade structures and wind-mitigation measures.
21. Lift overruns to rooftop communal open space and service plants shall be set back from the edges of buildings.
22. Consider using roofs for:
- a. urban greening
 - b. water conservation by installing rainwater tanks
 - c. photovoltaic applications (explore orientation and suitable roof angles and surfaces)
 - d. future innovative design solutions

Views

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

External building materials and colours

24. External finishes should contain a mix of materials and colours and low reflectivity to minimise glare and reflection to the surrounding environment including vehicular traffic and public domain areas.
25. External finishes shall contain a combination of materials and colours. Dark or black external wall colours do not exceed 10% of the total wall space in developments.
26. Development is to demonstrate that the proposed buildings are harmonious in form and style with the existing or intended desired character of each Centre.
27. Elevations visible from the public domain must be finished with high quality façade materials and colours and articulation that enhance the appearance of that façade and provide an attractive and varied streetscape.
28. The following elements must be considered in choosing building materials:
 - a. energy efficiency
 - b. use of renewable resources
 - c. maintenance cost and durability
 - d. recycled or recyclable materials
 - e. non-polluting materials
 - f. minimal polyvinyl-chloride (PVC) content
 - g. building lifecycle, including ongoing maintenance and operational efficiencies
29. The reflectivity of external glass is to ensure that surrounding areas are not subject to discomfort through glare and intense heat. The reflection from such buildings shall not affect road traffic and shall not have more than 20% reflectivity.
30. Building materials shall be selected to minimise heat absorption.

Awnings

31. Continuous awnings must be provided along streets with high pedestrian activity and active frontages. Awnings are to be consistent with areas identified for active frontage in the relevant Urban Design Concept Plan for the Centre (Figures 4 & 6).
32. Awnings are to be designed with:
 - a. A soffit height of 3.6m above the finished ground floor level.
 - b. On sloping sites, awning soffit height may vary from a minimum of 3.2m and maximum of 4.0m.
33. Awnings are to:
 - a. be well-located.

- b. integrate with the overall design.
- c. consider interfaces with residential windows, balconies, mature street tree canopies, landscaping, power poles and street infrastructure.
- d. have a design, height, depth, form, and finish that complement the existing built form and street character.
- e. provide protection from sun and rain for pedestrians as well as reduction direct sunlight onto windows in summer.
- f. wrap around the secondary frontages of corner sites (Figure 6).
- g. be over building entries for building address and public domain amenity.
- h. consider retractable awnings in areas without an established pattern.
- i. provide adequate space to support street trees canopy growth.
- j. integrate with and conceal gutters and downpipes.
- k. provide lighting for pedestrian safety under awnings (Figure 5).

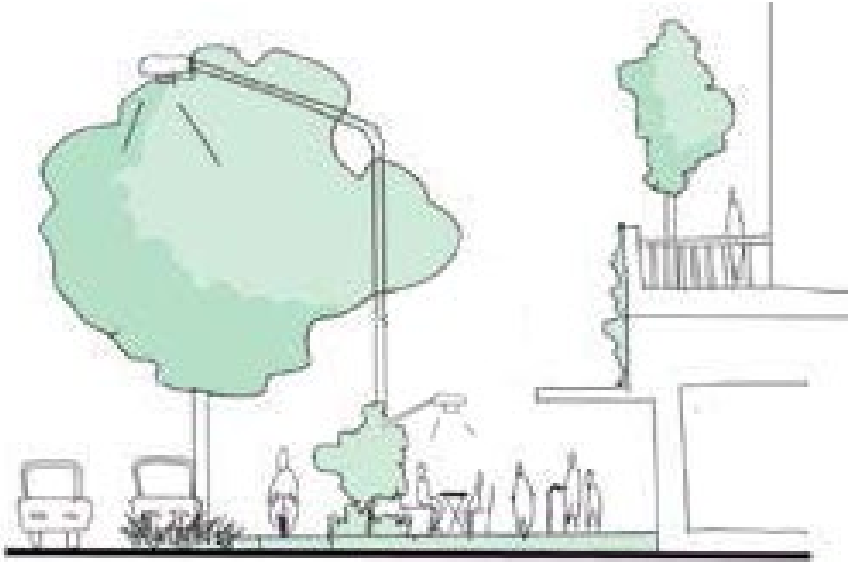


Figure 5. Lighting over footpaths.



Figure 6. Continuous and wrap-around awnings.

2.9 Public domain (streetscape and public spaces)

2.9.1 Objectives

1. Incorporate landscaping that softens the visual impact of buildings into the design of Centres and contributes to environmentally sensitive design of the development.
2. Provide and support street trees and deep-soil landscaping in Centres to enable trees to reach mature heights and contribute to Council's 40% canopy cover target (Figure 8).
3. Design and maintain good access for walking and cycling in Centres (Figure 7).
4. Activate streets, enhance visual interest, and deliver an engaging pedestrian experience.
5. Retain and strengthen important scenic and cultural views in the area.
6. Ensure streets are shaded and protected from natural elements to encourage safe and walkable streetscapes.
7. Create identifiable, attractive, and safe building entrances.
8. Enhance the visual quality of development by selecting appropriate materials and colours.
9. Encourage the use of materials that minimise impacts on the environment.
10. Encourage development to provide artworks and public installations that integrate into broader development and planning of Centres and contribute to the Centre's identity and sense of place.
11. Ensure public plazas are located along popular pedestrian streets and near transit stops and are designed to allow for diverse functions, including supporting recreational activities, where space allows (Figure 9).
12. Ensure plazas are designed to accommodate use in a variety of weather conditions.
13. Ensure signs and advertisements contribute positively to the public domain and achieve a high level of design quality.
14. Ensure that visual and physical amenity are not adversely impacted by visual clutter associated with the proliferation of signs.
15. Ensure signs are clearly visible without dominating buildings, streets, or public places.
16. Ensure signs and advertisements do not create a safety risk or hinder direct movement in high volume pedestrian areas.
17. Provide signage for the purpose of wayfinding.

2.9.2 Controls

Landscaping

1. Development must incorporate landscaping to:

- a. improve streetscapes by adding visual interest and soften the appearance of built form.
 - b. promote safety and surveillance.
 - c. attract and enhance urban biodiversity.
 - d. provide tree-canopy cover to meet 40% canopy cover targets.
 - e. minimise urban heat island effect (Figure 7).
 - f. break up the bulk and scale of development.
 - g. complement the views to and from the public domain, as well as public and private open spaces.
 - h. improve pedestrian comfort protection and enjoyment by providing shade, cooling, protection from wind and rain, improved air-quality, and access to the calming benefits of direct access to nature.
2. Landscaping and providing deep-soil planting areas is to form an integral part of the overall design concept (Figure 8). A general requirement is to provide 40% landscaping. Council will assess landscaping provision on a merit basis that considers the proposed land use and detailed design quality.
 3. Footpaths shall be well-shaded and paved in materials consistent with Council's Engineering Design and Construction Specifications.
 4. Paving and other hard surfaces shall be consistent with architectural elements.
 5. Street tree planting shall be consistent with Part 3 Neighbourhood and Subdivision Design, and Part 8 Sustainability and Biodiversity of the DCP.
 6. Landscaping within car parking areas is to also comply with Section 4.11 Landscaping of car parking areas in this part the DCP.
 7. If planting areas are identified over basement parking, a minimum deep-soil planting zone of 3m³ must be provided.

8. Landscaping along the road shall not restrict driver sightlines to pedestrians, cyclists, and other



Figure 7. Street landscaping to maintain sightlines and minimize urban heat island effect.

vehicles at crossing points.



Pedestrian connections, pedestrian crossings, through-site links, public spaces, plazas, and open spaces

9. Where provided, pedestrian connections, pedestrian crossings and through-site links must:
 - a. have a minimum width of 8m
 - b. be at ground level and lined with active uses
 - c. connect streets or lanes and have a clear line of sight between entrances and the public domain
 - d. be direct and accessible
 - e. be open to the sky and allow for adequate natural sunlight (Figure 10)
 - f. be easily identifiable by users and include signage identifying the publicly accessible status of the link and the places to which it leads and connects

Figure 8. Landscaping and deep soil planting to provide tree canopy and enhance biodiversity.

- g. be clear of obstructions or structures and provide a clear sightline from one side to the other
 - h. provide protection from wind and rain
 - i. provide 24-hour public access, including safe night-time walking in areas of night-time activity
 - j. include quality street furniture (including seats with arm rests and adjacent space for wheelchair users) and lighting
10. Any subsequent development within a Centre is to maintain and enhance public spaces and should aim to increase the area of public spaces and pedestrian links.
11. Outdoor spaces for the use of restaurants and cafes that are designed to activate the public domain will be supported in appropriate locations. Attention is also drawn to the provisions of the *Local Government Act 1993* which authorises Council to grant a lease or licence of a footpath for restaurant purposes.
12. Public art is to be provided in accordance with Council's relevant adopted policy.
13. Public art and installations should respond to and build on the Centre's sense of place and identity.
14. Create plazas that are in level with the pedestrian footpath and safely connected to the street.
15. Plaza spaces are to be planted with trees, and installed with lights, drinking fountains, and both movable and fixed seating (Figure 9).

16. Make plazas accessible to bicyclists and provide bicycle parking facilities nearby (Figures 10 & 11).
17. Where a raised or sunken plaza is necessary due to existing topography, design and provide ramps and/or stairs that are visible and accessible to all users.

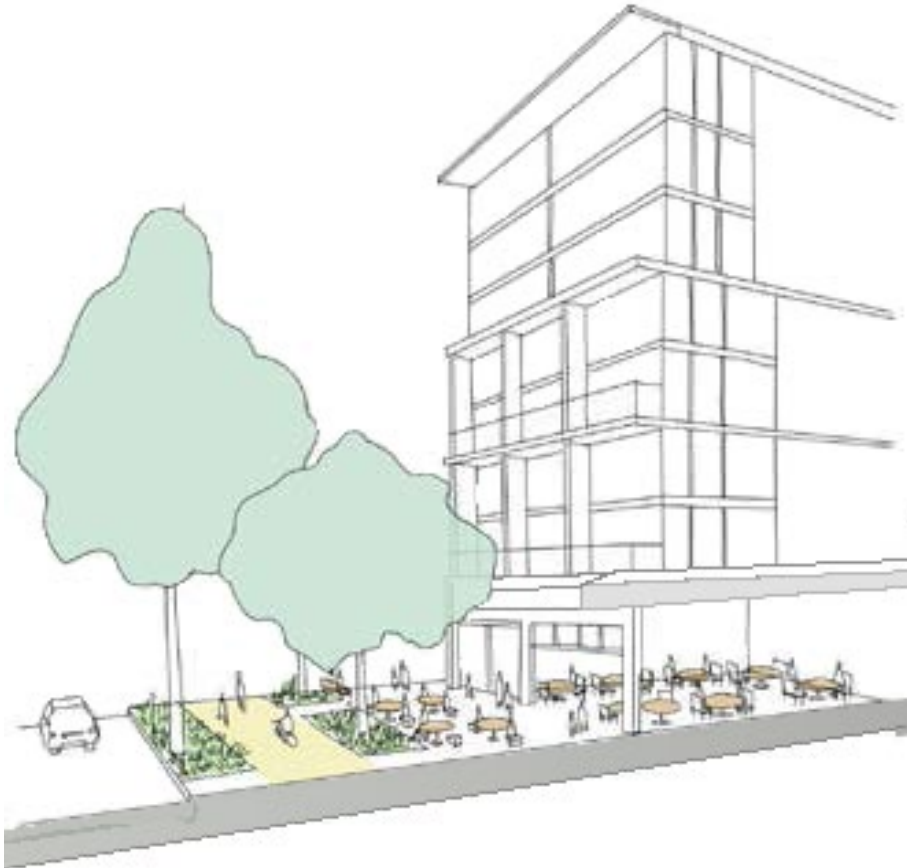


Figure 9. Public spaces are lined with attractive uses and provide high quality outdoor furniture and unobstructed sightlines.



Figure 10. Public plazas and pedestrian connections add to the accessibility of the street pattern.

Active frontages

18. Development is to provide active frontages that contribute to the liveliness and vitality of streets by maximising entries or windows to shops, food and drink premises, customer-service areas and activities that provide pedestrian interest and interaction (Figure 11).
19. Development is to provide active frontages which are consistent with the relevant approved Neighbourhood Plan and Urban Design Concept Plan for the Centre. Additional active frontages can be proposed.
20. Signage should not obscure visual access through glass shopfronts, to promote safety and maximise surveillance.
21. Active frontages are to include a minimum of 75% of transparent glazing free of advertising or openings with a predominantly unobstructed view from the adjacent footpath to a depth of 6m within the building.
22. The sill height of openings on the front facade of buildings is to match surrounding sill heights and be no more than 1.2m above the adjacent/abutting street paving. Translucent/tinted glazing or films are not permitted above a height of 1.2m from the footpath level.

23. Solid non-transparent roller shutters are not permitted. Where premises require security grills or screens, they are to be located behind the glazing line, aim to minimise visual obtrusiveness, and maintain visual access into and out of the premises.
24. Ground-floor uses are to be at the same level as the footpath at the entry to the individual tenancies (every 5–8m), except where development is required to comply with any flood-planning level provisions. Split-level arcades or open retail forecourts at a different level to the footpath are not supported, as they separate the activities within them from the street.
25. Individual shops and uses along an active frontage are recommended to have an average frontage width of 5m to 8m. Where longer frontages are considered appropriate, they are to be limited to two within 100m of building frontage and be separated by at least one use with a frontage less than 8m.
26. Retail active frontages are to have:
- a glazing line adjacent to the public domain, recessed entries may be appropriate to provide for a traditional-style shopfront.
 - a minimum of 12 tenancy entrances per 100m.
27. Building design at lower levels is to maintain a human scale through articulation and detailing (Figure 11).



Figure 11. Active frontages provide an engaging pedestrian experience.

Corner sites

28. Buildings on corners must address both frontages to the street and public spaces to:
- articulate street corners by massing and building articulation, to add variety and interest to the streets.
 - present each frontage as a main street frontage.
 - reflect the architecture, hierarchy, and characteristics of the streets they address, and align and reflect the corner conditions.
29. Development on corner sites may require land that accommodates a splay corner to facilitate improved traffic conditions.
30. Add additional height to buildings on corner sites through the integration of vertical elements such as raised parapets, spires, roof sections and similar structures.
31. Consider integrating public art and signage into the design of buildings and related public spaces at prominent corner sites.

Signage and wayfinding

32. Signage is constructed of high quality and durable materials that can be maintained neat, clean, and tidy manner.
33. Signage does not include moving, revolving, strobing, or flashing components.
34. The illuminance, luminance and threshold increment of illuminated signage complies with *Australian Standard 4282-1997*.
35. Up-lighting of signs is prohibited.
36. Any external lighting of signs is:
- Downward pointing.
 - Focused directly on the sign.
 - Prevents or minimises the escape of light beyond the sign.
37. The maximum night-time luminance of any sign does not exceed 300cd/sqm. A lighting report may be required in some circumstances.

2.10 Community facilities

2.10.1 Objectives

- Maintain and enhance the existing streetscape and landscaped character.
- Ensure that development defines and enhances the public domain and desired street character.

3. Ensure that building elements integrate with the overall building form and facade design.
4. Ensure that any proposed developments within newly emerging areas respect and support the desired future character.

2.10.2 Controls

1. Community facilities are to be designed and landscaped to enhance the quality and visual amenity of the streetscape and be sensitive to the streetscape character, adjacent uses, and buildings as well as views.
2. The front entrance of all community facilities shall be in clear view of the street.
3. Where a community facility has a dual frontage, the development shall be designed to address both streets, by way of windows and architectural features, and provide opportunities for passive surveillance.
4. Where community facilities are proposed in predominantly residential areas or lower order Centres a minimum of:
 - a. 25% of the site area shall be landscaped area.
 - b. 50% of the front setback shall be landscaped area.
5. Residential areas and lower order Centres require a minimum 1m landscaping strip between side setbacks and the driveway. The Landscape Plan is to demonstrate that the chosen landscaping species can adequately screen the development from the adjoining neighbour. If the Landscape Plan cannot demonstrate this, then additional setback area will be required.
6. Landscaped areas in employment areas and other areas which are not predominantly residential areas shall be assessed on merit but shall achieve the 40% canopy target.
7. A DA for the purposes of establishing a new community facility, intensification of an existing community facility or conversion/adaptation of existing buildings to a community facility must include an Operational Plan of Management. This will be used both for the assessment of the DA and help manage the ongoing operation of the proposed premises through the conditions of development consent. This plan must include, but is not limited to, the following:
 - a. operating hours, including time allocated for cleaning and maintenance.
 - b. the maximum number of staff.
 - c. details of available public transport links, hub, and frequency.
 - d. a safety audit and its recommendations.
 - e. details of CPTED principles to be implemented.
 - f. the nomination of a contact person that will respond to any issues or complaints that Council or the community raises.

- g. the measures that will be put in place to ensure that the amenity of the surrounding area will remain.

2.11 Mixed-use development

Read this section in conjunction with Section 4 Movement Network of this part of the DCP.

2.11.1 Objectives

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

2.11.2 Controls

1. Mixed-use developments should allow for a range of non-residential uses. Where the location or site constraints do not suit retail uses, the design should accommodate other uses, such as commercial offices.
2. Non-residential uses should be on lower levels of buildings in areas where residential use may not be appropriate or desirable, such as along main roads or railway lines.
3. Residential levels of the building should integrate with the development and maximise safety and amenity for residents.
4. Residential uses within mixed-use developments must also comply with *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65), the Apartment Design Guide and Part 4 of this DCP 'Development in Residential Areas.'
5. Mixed-use developments should be provided in appropriate locations and deliver active street frontages that encourage pedestrian movement and vibrancy.
6. Mixed-use development should concentrate around areas of high amenity, public transport, and centres.
7. Residential, commercial, and retail uses on the upper floors are to be designed to overlook streets and public places to provide casual surveillance (Figure 9).

8. In mixed use developments, provide a minimum floor to floor height of:
 - a. 4m within podium levels in mixed use developments.
 - b. Above the podium, if the use is residential accommodation, then the floor to ceiling heights are to comply with the ADG.

9. In a mixed-use development, the provisions for podium and tower elements shall be as follows:

Podium

- a. Zero side setbacks are provided for the podium where residential uses are not provided on the ground level.
- b. Zero front and rear setbacks are provided unless stated otherwise in the Neighbourhood Plan.

Tower

- c. A primary street setback between 3m and 6m is provided. A rear setback of 3m to 6m is provided unless stated otherwise in the Neighbourhood Plan.
- d. A residential tower above the podium can have an increased setback away from main streets so that residential towers can have generous ground floor or landscaped courtyards.

10. Confine signs to the ground level of the building, awning, or fascia unless demonstrated that the mixed-use building is of a scale, architectural style and in a location that would be enhanced by signage at different elevations.

11. Mixed-use developments positively contribute to the public domain and must:

- a. address the street.
- b. provide activated frontages.
- c. provide for diverse activities and uses.
- d. avoid blank walls.
- e. consider live-work apartments at ground level as well as traditional commercial uses.
- f. provide good access, clear paths, and entrances, well-lit at night, a sense of safety

12. Residential circulation areas should be clearly defined. Design solutions may include:

- a. residential entries separated from commercial entries and directly accessible from the street.
- b. commercial service areas separated from residential components.
- c. residential car parking and communal facilities separated or secured.
- d. security at entries and safe pedestrian routes.
- e. elimination of concealment opportunities.

13. Landscaped communal open space should be provided at podium level, roof level or both.
 14. Where a food and drink premises are within a mixed-use building with residential units, impacts from internal transmission of noise, smoke and odour must be assessed and adequately managed.
 15. Provision of space within a new mixed-use development for vertical exhaust risers to service future ground-floor commercial uses must be included. Kitchen-exhaust air intakes and discharge points must comply with the requirements of *Australian Standard 1668.2 – 2012*.
-

2.12 Out of Centre

The purpose of this section is to ensure that business and retail uses outside of nominated Centre and employment precinct supports the overall hierarchy of Centres and does not detract from the primary role and function established in the Hierarchy of Centre section of this DCP.

It is not the intention of this section to prevent development such as neighbourhood, café, or home business.

The aims of the approach to allow some business outside of the identified Centres is to reduce trips by private vehicles for minor trips, ensure the community is well connected and provide alternate locations to engage with the community that does not result in travel to an identified Centre.

2.12.1 Objectives

1. Support a viable and successful hierarchy that consolidates investment in Centres within the Wilton Growth Area.
2. Establish the Wilton Town Centre as the primary retail, community, and entertainment Strategic Centre within the Wilton Growth Area.
3. Providing local access to services that enhance the pedestrian and active transport experience.
4. Provide alternative convenience to local communities within close proximity of place of residence.
5. Out of centre development should encourage local patronage.
6. Establish planned centres as the appropriate location for supermarkets in line with Wilton Commercial Centres Strategy.
7. Out of centre development does not detract from viability of the local towns and Wilton Town Centre.

2.12.2 Controls

1. Minor retail development, such as neighbourhood shops, cafes or small takeaways, may be supported outside of Centres, provided they:
 - a. Support the economic role of the planned centres.
 - b. Result in a net community benefit, including:
 - i. activation of the public domain.
 - ii. convenient walkable locations.
 - iii. appropriately mitigate land use conflict with surrounding land uses.
2. The neighbourhood shops shall primarily be access via pedestrians and active transport. Limited parking is to be available at these locations.
3. The overall Neighbourhood Centre will have a maximum size of 2,000m² to 3,000m².
4. Such shops can consist of newsagents, cafes, small conveyance/grocery shop, specialty food retailers and the like.
5. The types of shops shall be complementary to the surrounding development and have minimal impact to the residents.
6. Public spaces are accessible and do not interfere/conflict with active transport network.
7. Supermarkets and large floor plate retail development should be located in centres.
8. Suitable material choices that attenuate noise and smell and other impacts on surrounding areas.

3 General industry and employment uses (non-centres)

3.1 Application of this section

This section aims to guide the assessment of general industrial, light-industrial, warehousing, logistics, business park, specialised retail premises uses, sex services and restricted premises and car showrooms.

Read this section in conjunction with Section 4 Movement Network of this part of the DCP.

3.1.1 General principles and objectives

1. Implement the objectives of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (SEPP (Precincts – Western Parkland City)) and relevant Precinct Structure Plans.
2. Allow for the appropriate subdivision of land.
3. Promote quality outcomes for employment-generating uses outside centres.
4. Ensure that any development does not unreasonably impact residents and the community.
5. Prioritise health and wellbeing for workers and visitors within developments.
6. Facilitate employment generation and maximise the potential of employment-generating industries.
7. Encourage sustainable and environmentally responsible design.
8. Encourage design of a type, scale, height, bulk, and character that enhances the streetscape character of the surrounding area.
9. Allow for the design and uses of employment lands to adapt and change over time.
10. New developments are planned and constructed to contribute to the social, environmental, and economic sustainability of Wilton and its surrounds
11. Recognise the unique landscape and aesthetic qualities of Wilton and promote landscape-oriented development and best practice outcomes.
12. Design and care for public space in a way that people of all ages and abilities can enjoy being there, with dignity and ease. Create clear entrances and exits, open areas and make it easy to understand how to move around and between spaces.

13. Integrate public space with nearby land uses and public transport. Ideally, people should be able to easily get there on foot or by bike.

3.2 Lot subdivision

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

3.2.1 Objectives

1. Allow for a range of lot sizes that cater for diverse land uses and employment opportunities within the Wilton Growth Area.
2. Ensure the orientation and alignment of lots can provide for buildings to appropriately address streets and public spaces.
3. Ensure lot sizes and street frontages can support the desired building type and use and achieve internal layouts appropriate to their function.
4. Retain some large sites to accommodate large-scale businesses, such as business parks.
5. Ensure natural topography and physical characteristics of the land is adhered to in order to minimise the need to cut and fill.
6. Encourage active transport within employment subdivisions as well as to and from residential areas.

3.2.2 Controls

1. Lots must be regular in shape with an orientation and alignment that enables future buildings to face the street and optimise solar access.
2. Lot sizes and shapes within a large subdivision shall be diverse to meet a range of future land uses.
3. Irregular-shaped allotments with narrow street frontages should be avoided. Lots shall be orientated and aligned:
 - a. so future buildings can face arterial, sub-arterial, collector and local streets:
 - i. to increase visual surveillance.
 - ii. to avoid streetscapes with loading docks and long blank walls.
 - b. to facilitate solar efficiency.
 - c. to encourage building design that has ecological areas, landscaped areas, and riparian corridors (Figure 12).

4. Sites for access to lots should ensure unimpeded sightlines for vehicles.
5. Subdivisional roads shall incorporate a road hierarchy that will accommodate the anticipated traffic volumes and vehicle types and be practical and legible for all users.
6. Where a residual lot is created, the applicant must demonstrate that future development of that residual lot can meet the controls in this DCP to ensure that the lot is not isolated from future employment-generating uses.
7. Subdivisions shall include off-road provisions for walking and cycling on every internal and external street.



Figure 12. Visible and direct interface to the public realm and connects to the natural system.

Minimum lot size

8. There is no minimum lot size. The subdivision of land must meet the design controls within Part 4 Subdivision of the DCP.

Minimum lot width

9. Torrens Title subdivision of industrial land allotments (other than battle-axe- shaped allotments and residual lots) shall have a minimum width at the front building line of 35m. The minimum frontage within cul-de-sacs will be considered on merit and must be fully documented within the relevant Neighbourhood Plan.

Battle-axe lots

10. Battle-axe-shaped allotments are not supported (e.g. Figure 3), unless the applicant can suitably demonstrate that complying frontages cannot be provided as part of a Neighbourhood Plan, subdivision plan or both.
11. Where it can be demonstrated that development requires a battle-axe shaped allotment, the following controls apply:
 - a. battle-axe shaped allotments shall comply with the minimum lot width stipulated below, exclusive of the area taken up by the battle-axe handle.
 - b. battle-axe handles shall have a minimum width of 8 m, with a minimum concrete accessway of 7m. However, where two battle-axe handles adjoin and provide a shared driveway with reciprocal rights of way over the other, the minimum width of the shared driveway may be 10m. there shall be a maximum of two lots per battle-axe handle.
 - c. land within battle-axe handles that does not serve as a vehicle or pedestrian carriageway must be landscaped.

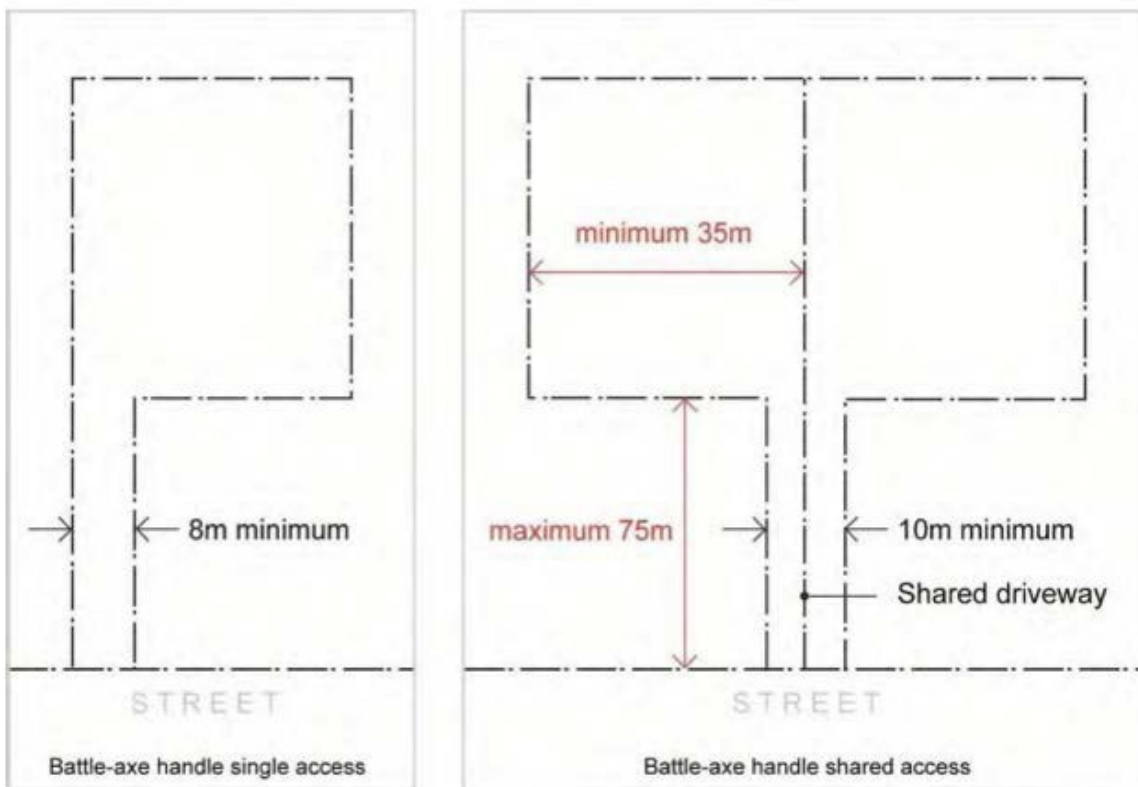


Figure 13. Battle-axe lot dimensions.

Strata or community title

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

Landscape design at subdivision stage

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

3.3 Building form and layout

3.3.1 Objectives

1. Ensure the form and scale of development enhances the streetscape and visual quality of the area.
2. Encourage innovative, contemporary, and sustainable building design.
3. Achieve attractive streetscapes by ensuring that buildings present an acceptable scale and bulk when people view them from the public domain.
4. Provide setbacks that integrate with adjoining land uses and that complement the desired future character.
5. Ensure sufficient space for landscaping, onsite parking of bicycles, mobility vehicles and vehicles, access, and circulation.
6. Encourage materials that minimise impacts on the environment, including embodied energy, biodiversity impacts and thermal efficiency.
7. Ensure that any reflective materials are used with sensitivity to neighbouring development, vehicular traffic, and public domain areas.

8. Ensure building materials mitigate noise impacts to adjoining development, particularly residential areas.
9. Provide for quality landscaping and deep-soil planting areas within developments to deliver tree-canopy cover, minimise the urban heat island effect, soften the visual appearance of the built environment and to enhance the working environment for employees.
10. Prioritise the health and wellbeing of employees and visitors by providing well designed spaces that encourage casual social interaction.

3.3.2 Controls

Setbacks

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

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

Height

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

Entrance treatment

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

External building materials and colours

10. External finishes should consist of durable, high-quality, and low-maintenance materials.
11. External finishes should contain a combination of materials and colours.
12. Any wall visible from the public domain must be finished with a material that enhances the façade.
13. Building materials must minimise reflection.
14. The following matters should be considered in choosing building materials to ensure that the materials contribute positively to ecological sustainability and minimise energy consumption:
 - a. energy efficiency.
 - b. use of renewable resources.
 - c. maintenance cost and durability.
 - d. recycled or recyclable materials.
 - e. non-polluting materials.
 - f. minimal PVC content.
 - g. building lifecycle, including ongoing maintenance and operational efficiencies.
15. Where development proposes concrete roofs for additional parking, parapet edges with appropriate screening to conceal rooftop car parking are mandatory.
16. Materials used for roof construction and external walls should use materials with low heat absorption to reduce the urban heat island effect.
17. Materials likely to contribute to poor internal air quality and those containing volatile organic compounds are not permitted.

Applicants must submit a materials and colour sample schedule detailing external colours and finishes with all DAs.

Landscaping

18. Front and side setbacks must have landscaping to soften and screen buildings, storage, service, and parking areas.
19. Landscape design should integrate with site planning and building design to:
 - a. reduce the perceived scale of built form from the street.
 - b. reduce visual impact and the extent of continuous building facades.
 - c. highlight architectural features and complement facade articulation.
 - d. identify site and building entries, car park entries and parking areas, in coordination with signage.

- e. mitigate adverse site conditions by buffering western sun, providing shade and wind protection, and screening poor views.
 - f. maximise northern sun exposure.
 - g. integrate usable and attractive external seating and amenity areas for staff, incorporating paved areas, soft landscaping, and shade planting (and canopies where necessary).
20. Landscaping and fencing should not obscure building entries and sightlines.
21. A minimum of 20% of the site shall be deep-soil landscaping that can support plants including trees. The provision of landscaping will be assessed on a merit basis that considers the proposed land use and detailed design quality.
22. The development must provide deep-soil landscaped areas at the front of the site and in communal areas (Figure 14).
23. Deep-soil landscaped areas shall have a minimum dimension of 3m³ to ensure that large shrubs and trees can be supported.
24. The design and location of security fencing must minimise visual impacts and integrate with the landscaping design. The location of security fences behind landscaped setbacks.
25. All landscaped areas must have an automatic irrigation system, preferably underground, to ensure they can be efficiently maintained.

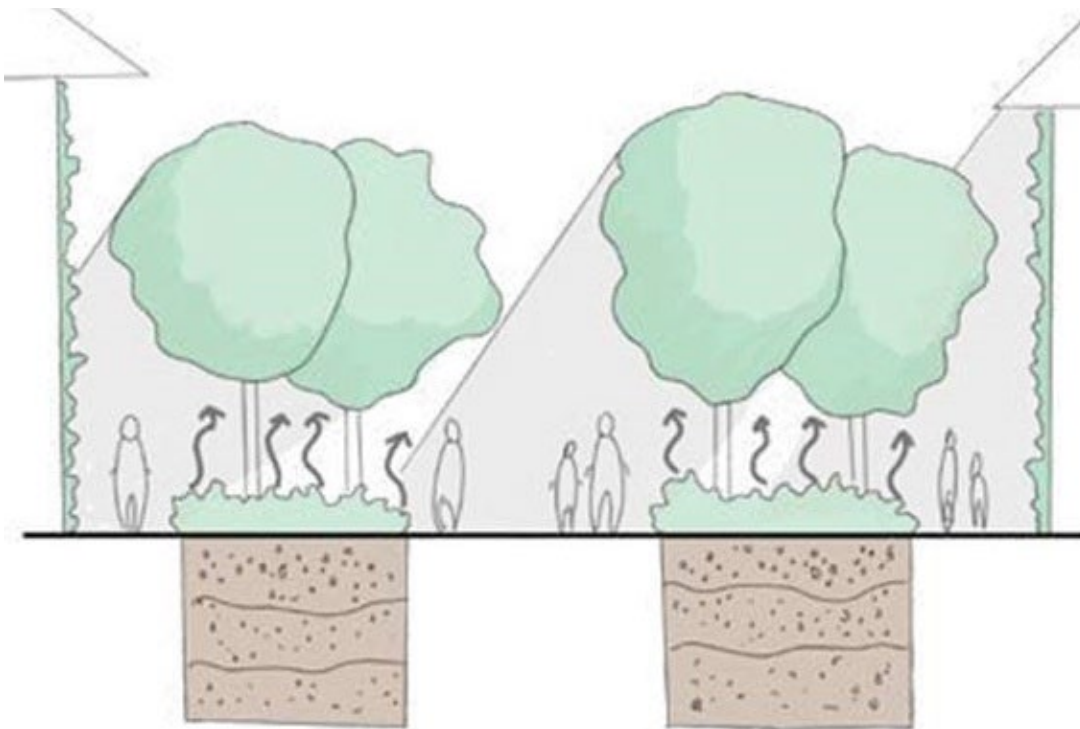


Figure 14. An example of deep soil planting.

Communal areas

26. Each development must provide at least one communal area for employees and visitors to use and enjoy. The area should be suitably sized, landscaped, and accessible from the main office component of the development.
27. Communal areas must be outside and must include both soft landscaping and deep-soil planting.
28. Small pockets of open space designed to enhance the appearance of the development will not be counted in the communal area allocation, nor will areas for car parking, manoeuvring or landscaped setbacks.
29. In locating communal areas, consideration should be given to the outlook, natural features of the site and neighbouring buildings.
30. Communal areas shall be embellished with appropriate landscaping to provide shade in summer and sunshine in winter, weather protection, paving, tables, chairs, and the like.
31. Communal areas shall be relatively flat and not contain impediments that divide the area or create physical barriers that may impede its use.
32. Communal open spaces must have solar access. Communal areas must receive a minimum of two hours of direct sunlight between 11am and 3pm on the 21st of June every year.

3.4 Public domain (streetscape and public spaces)

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

3.4.1 Objectives

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

7. Embed circular economy design principles to maximise recycling and reuse of materials.

3.4.2 Controls

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

3.5 Fencing, signage, and lighting

3.5.1 Objectives

1. Use fencing to define boundaries, provide security, and contribute to streetscape and amenity of the area.
2. Enhance pedestrian safety, security, and amenity within the area.
3. Ensure that fencing, signage, and lighting support the visual appearance and safety of developments and the visual appeal of the area.
4. Ensure that fencing, signage, and lighting do not discourage people from walking and cycling.

3.5.2 Controls

Fencing

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

Signage

7. Signage must relate to the use of the property and should identify the relevant business name.
8. Business identification signage should be attached to the wall of the main building and be designed to complement the architectural style of the building.
9. Freestanding signs will only be permitted where signs integrate with the landscaping and visual character of the site and surrounding area.
10. Directional signs for car parking areas, loading docks, delivery areas and the like should be located close to the main access of a development site.

11. Signage must only display corporate logos and company names and must not occupy more than 10% of any facade or wall of a building unless it can be demonstrated that characteristics of the site or the building require larger signage.
12. Signage must not have a negative impact on the visual character of the site or surrounding area.
13. Details of all signage, including freestanding, fascia, and wall signs, must accompany DAs.



Figure 15 Various styles of signage attached to building walls.

Lighting

14. The design and lux of any internal or spot lighting shall be designed to avoid off-site or traffic safety impacts.
15. Moving or flashing signage or lighting is not permitted.
16. Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.

3.6 Ancillary buildings, storage, and service areas

3.6.1 Objectives

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

3.6.2 Controls

1. The location of ancillary buildings, site facilities, storage and service areas should be considered at the initial design phase.
2. Ancillary buildings, storage areas and site facilities should be located behind setback lines and be consistent with the design of the main building.
3. Ancillary buildings, site facilities, storage and service areas must integrate with the overall design, be visually and physically unobtrusive, and not adversely impact the streetscape.
4. Details of any proposed ancillary buildings, open storage and services areas must be submitted with all Das, including access arrangements, and managing noise, odour, and safety issues.
5. Storage areas should be located within the primary building and have appropriate screening.
6. Above-ground open-storage areas visible from the public domain are not permitted.
7. Signage and management strategies must be put in place to ensure that storage activities do not impact or extend into landscaped areas. Storage is not allowed in landscaped areas.
8. Developments must provide rubbish and recycling areas that comply with council requirements. These areas must:
 - a. integrate with the development
 - b. minimise the visibility of these facilities from the street.
 - c. be located away from openable windows to habitable room.
 - d. provide barrier-free access to all shared facilities.
9. Outdoor storage areas may be considered by Council on merit. Where developments propose these, the following information must be provided at the DA stage:
 - a. size of outdoor storage area.
 - b. maximum storage height.
 - c. types of goods, materials and equipment being stored.
 - d. details on landscaping and screening structures.
 - e. evidence that the proposal does not compromise truck or vehicle manoeuvring or car parking areas.
10. Above-ground water tanks must not be in front of the main building line or visible from the public domain. Tanks must have suitable screening. Details (including elevations and screening) of all water tanks with DAs.

3.7 Specialist retail premises

3.7.1 Objectives

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

3.7.2 Controls

1. An individual tenancy within a specialised retail premises must have a sales floor area of greater than 500m² accessible to the public.
2. Cafes and fast-food restaurants are only permissible in specialised retail premises tenancies that have a sales area of larger than 2,000m² accessible to the public. Cafes and fast-food restaurants within such tenancies must not be more than 150m².
3. Specialised retail premises must be designed to:
 - a. address and activate street frontages with large display windows.
 - b. define and enhance the public domain.
 - c. have setbacks consistent with surrounding development.
 - d. be in scale with surrounding buildings.
 - e. provide facades and built form with varied and interesting architecture, especially for visually prominent building locations, such as lower level front facades, rooftops and street vista terminations
 - f. avoid ambiguous external spaces with poor pedestrian amenity and security.
 - g. provide clearly identifiable and dedicated pedestrian access to the building and across the site from the primary street frontage.
 - h. create a visually interesting place for pedestrians and, where possible, enhance pedestrian and cycle networks and connections to surroundings.
 - i. provide active uses that address the street and can be seen from the public domain.
4. Design must be flexible to cater for different future uses by providing high ceilings and adaptable open planning for the ground and first floor.
5. Buildings must be close to the street alignment and designed so that key operational spaces are legible from the street.
6. Parking is not permitted between any street frontage and the building.

7. Where an allotment has frontages to a classified road and a local road, the development should provide vehicle access from the local road.
8. Developments must provide pick-up areas to avoid the need for customers to carry large items to vehicles.
9. Developments must provide public toilets in a specialised retail premises at the minimum rate specified under the National Construction Code.
10. A specialised retail premises must provide at least one independent non-gender- specific parent room.

3.8 Sex services premises

This section applies to sex services premises as defined in the SEPP (Precincts – Western Parkland City).

3.8.1 Objectives

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

3.8.2 Controls

1. A DA for establishing a new sex services premises, intensifying an existing sex services premises, or converting or adapting existing buildings to a sex services premises must include an operational plan of management. This plan will both inform the assessment of the DA and help manage the ongoing operation of the proposed premises through the conditions of development

consent. This plan (including amendments, if required) must include, but is not limited to, the following:

- a. operating hours, including time for cleaning and maintenance.
 - b. the maximum number of staff on the premises at any one time.
 - c. the maximum number of sex workers on the premises at any one time.
 - d. number of clients on the premises at one time.
 - e. a statement detailing how premises will comply with health requirements.
 - f. details of available public transport links, hub, and frequency.
 - g. a safety audit and its recommendations.
 - h. details of CPTED principles to be implemented. details must include information on the following:
 - i. casual surveillance of exits and entries.
 - ii. lighting.
 - iii. landscaping.
 - iv. security.
 - v. safe handling of money.
 - i. the nomination of a contact person that will respond to any issues or complaints from council or the community.
 - j. measures that will be put in place to ensure that the amenity of the surrounding area will be maintained.
2. The exterior of sex services premises must respect the architectural character of the streetscape and not be a prominent feature in the street.
 3. All entrances and exits to sex services premises shall be designed to facilitate the privacy of staff and visitors without compromising personal safety (through avoiding the use of isolated back lanes and poorly lit areas). Shared access to the premises for both staff and visitors is not permitted.
 4. The interior of sex services premises must not be visible from any place in the public domain. Where the interior of sex services premises may be visible from neighbouring buildings, adequate measures shall be taken to screen the interior of the building – for example using blinds and screens.
 5. Sex-related products, sex workers or performers, or nude or semi-dressed staff shall not be visible from the public domain.
 6. The premises must have a waiting area of adequate size within the premises to prevent people from waiting outside the premises.

7. Development of a sex services premises must not occur if it is within 200 m of the boundary of an existing legally operating sex services premises.
8. Council will exercise its discretion relating to permitted hours of operation of sex services premises by considering the nature of adjoining land uses, the hours of operation and use of those premises, and possible conflicts with such uses.
9. Hours of operation shall comply with Section 5 Night-time economy of this part of the DCP.
10. Council allows only one external sign per premises, which indicates only the name of the business, the address or both. Additional signage for parking and traffic management may be provided.
11. Where primary pedestrian access is from the rear of the site or from a car park, the premises may provide a second sign at the rear entry of the site, indicating only the name of the business and the street number or address.
12. The size of the sign must not exceed 0.3m x 0.6m (or other dimensions but of equivalent area of 0.18m²).
13. Illuminated or flashing signs are not permitted.
14. The sign shall not display words or images that are, in the opinion of the consent authority, sexually explicit, lewd or otherwise offensive.
15. The premises must display a clearly visible street number to avoid disturbing surrounding premises.

Assessment principles

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

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

3.9 Restricted premises

This section applies to restricted premises as defined in the SEPP (Precincts – Western Parkland City).

3.9.1 Objectives

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

3.9.2 Controls

1. Development of a restricted premises must not occur if it is:
 - a. within 50m of any form of residential accommodation (excluding the Wilton Town Centre), open space or land occupied by a sensitive land use. Sensitive land uses include, but are not limited to, places of public worship, churches, schools, transport nodes, residential dwellings, childcare centres, family health centres, senior citizens centres, licensed premises (licensed under the *Liquor Act 1982*), and facilities and places that families and children typically frequent.
 - b. within 100m of the boundary of an existing legally operating restricted premises.
 - c. on the ground floor of retail or commercial premises.
 - d. within immediate proximity of the residential entrances of a mixed development.
 - e. located where it may conflict with the residential amenity of a mixed development.
 2. All restricted premises must comply with the requirements of the *Crimes Act 1900 Section 578 (e)* and *Classification (Publications, Films and Computer Games) Enforcement Act 1995*.
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3.10 Car showrooms

3.10.1 Objectives

1. Ensure that car showrooms aim to minimise their potential impacts on the area.
 2. Ensure that the design and external appearance of the premises and any associated structures have no negative impact and are in keeping with the character of the area.
 3. Ensure that car showrooms aim to address the safety of workers, visitors and the public.
 4. Ensure that all signage is of high-quality design and material and in a suitable location and that it considers the impact on the surrounding area, particularly any illuminated signage.
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5. Ensure that signage does not result in visual clutter or other visual impacts on an area.

3.10.2 Controls

1. Council will assess all car showrooms on merit. The key matters which must be satisfactorily addressed by any proposal for a car showroom (whether new, refurbishment or change of use) are as follows:
 - a. Site coverage which must not exceed 70%.
 - b. minimisation of prominent vast areas of parked cars, in this regard any second-hand cars for sale in the form of a 'car lot' is limited to a maximum of 20 cars.
 - c. the need to increase landscaping measures to address and mitigate impacts, such as planted buffers or permeable paving.
 - d. appropriate fencing design. Building design must:
 - i. provide high ceilings and adaptable open planning for the ground and first levels.
 - ii. provide for a perimeter-type built form that addresses street frontages.
 - iii. allow for proximity to the street alignment and ensure that key operational spaces are legible from the street, with large display windows.
 - iv. be scaled to define the street and to relate appropriately to surrounding buildings.
 - v. have continuous uniform setbacks with surrounding development.
 - vi. incorporate details and interesting architectural features, especially at visually prominent locations, such as lower-level front facades, rooftops and street vista terminations.
 - vii. avoid ambiguous external spaces that may hinder pedestrian safety and security.
 - viii. contribute to and enhance public open space and public streets.
 - ix. create a visually interesting space for pedestrians and where possible, enhance the pedestrian networks and linkages.
2. Cars are to be displayed within the building to enable the development of the built form along the perimeter building line.
3. The storage of any vehicles should be within buildings and not visible to the public domain.
4. Where development proposes external vehicle parking areas, these must incorporate landscaping and permeable or semipermeable surfaces.
5. Signage must not cover windows or detract from the architectural quality of the building design or amenity of streets.

4 Movement network

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

4.1.1 Objectives

1. Encourage active transport and deliver a quality pedestrian experience.
2. Encourage an appropriate mix of on and off-street parking options within mixed-use areas.
3. Provide an appropriate number of parking spaces to service the needs of both employees and visitors.
4. Provide integrated vehicle, bicycle and service access points without compromising streetscape character or the walkability of neighbourhoods.
5. Ensure design of car parking as well as basement layouts and service areas maximise pedestrian safety and provides adequate space for manoeuvrability and creates high-quality ground-level relationships between the building and the public domain.
6. Ensure parking areas incorporate dedicated parking bays for electric vehicle charging and facilities for e-bike and micro mobility charging.

4.1.2 Controls

Commercial and mixed-use developments

1. Development is to deliver adequate provision of secure bicycle parking (preferably including bike lockers or bike hangars), secure micro mobility parking (including charging points), end-of-trip facilities, including showers and lockers (coin operated/tap and go for shopping centres).
2. Applicants must submit a Green Travel Plan for any office, business or retail development that exceeds 3,000 m² gross floor area (GFA) or accommodates more than 50 employees. A Green Travel Plan must include:
 - a. targets, including reduction in single-occupancy car trips and increased mode trips for sustainable transport.
 - b. travel data, with baseline travel demand and mode share estimates derived from experience with similar developments.

3. The location and design of vehicle access for parking and loading as well as the location and design of building services must not diminish the commercial street vitality, visual character or pedestrian safety.
4. Locate vehicular access points away from active pedestrian areas on secondary streets or lanes and away from any active frontages. Ensure access points have adequate sight distances and ensure that vehicles can safely enter and exit the site.
5. The area dedicated for car parking, loading and services on the ground floor that relates to the street front must be minimised so that a viable commercial floor area is provided to accommodate a variety of commercial uses.
6. Below ground (basement) car parking is required for developments with large street frontage widths, for higher density residential and mixed-use blocks as well as within Centres.
7. Above ground parking is only acceptable if it is designed to mitigate all adverse visual impacts.
8. Garage doors must not encroach on a public footpath during operation.
9. Any commercial customer car parking spaces must be conveniently located, identified as such and directly accessible to the general public (that is, not behind a security grill or gate) during opening hours. Commercial customer car parking must be secure outside opening hours.
10. Any residential visitor car parking spaces must be conveniently located and identified as such. It must be either fully accessible outside security measures or accessible through a building intercom system at the vehicle access entry.
11. Except as required for commercial customer car parking or residential visitor parking, all other car parking and loading areas must incorporate security measures to restrict access.
12. Mixed-use developments shall be designed to locate driveways, carports or garages away from bedrooms.
13. Car parking vents must not be located on building frontages.
14. Building services must be accommodated at the rear, within a basement or, where essential, within lobby areas, discretely designed to minimise the loss of active frontage commercial area and visual impact to the streetscape.
15. Open parking areas and access ways must be suitably landscaped to enhance amenity.

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

16. No parking is permitted in the landscape setback.
17. All vehicles are to enter and leave the site in a forward direction. The design of parking and servicing areas is to:

- a. enable uninterrupted two-way vehicle movement to and from the site where required by Standards Australia's 'Parking facilities – Off-street car parking' standard.
 - b. slow vehicles to less than 30 kilometres per hour.
 - c. separate parking and loading areas.
 - d. provide for all loading to occur within the site.
 - e. provide for all servicing, including garbage collection, to occur wholly within the site, with suitable collection points at convenient locations.
 - f. provide separated pedestrian-access routes to the main entries to the building both from the public domain and within the site from parking areas.
 - g. provide a separated pedestrian walkway for the main pedestrian flows from customer car parks with more than 50 car spaces.
 - h. locate parking access ramps within the building footprint.
18. Where shared access and turning areas are proposed, a single DA is required for all development which will use the shared arrangements, and it is to address how the land is to be subdivided and resulting easements.
19. Design all major vehicular circulation, including strata industrial circulation, generally to be 'street like' in appearance and include a carriageway, kerbs, footpaths and tree planting.
20. Minimise the visual impact of vehicular access and servicing areas on the public domain by:
- a. minimising the size of the vehicular access (width and height).
 - b. setting roller shutters back from the street frontage of the building.
 - c. providing landscaping to screen views to the roller shutter.
21. Locate vehicular access points away from active pedestrian areas on secondary streets or lanes. Ensure access points have adequate sight distances and are design to ensure that vehicles are able to safely enter and exit the site.
22. Minimise the width of driveway footpath crossings and maximise the width of pedestrian clear paths of travel.
23. Sunken loading docks should be avoided.
24. The design of specialised retail premises is to provide sufficient manoeuvring areas on site to accommodate large truck and bus movements, frequency of servicing and high turnover of customer vehicles.

4.2 Bike parking and associated facilities

4.2.1 Objectives

1. Support cycle movement over the use of private motor vehicles.
2. Ensure that bike parking is considered in all development and provided in appropriately scaled developments with facilities such as change rooms, showers and secure areas for bike parking.
3. Provide safe and secure cycle parking facilities in locations that reinforce its preference as an alternative to private motor vehicle use.
4. Encourage bike parking areas incorporate dedicated parking bays for e-bike charging.

4.2.2 Controls

1. All development is to provide on-site bike parking designed in accordance with the relevant Australian Standards for the design criteria of bike parking facilities. Reference should be made to *Australian Standard AS2890.3 – Bicycle Parking Facilities* (as amended) and Austroads's Guide to Traffic Engineering Practice - Part 14 - Bicycles.
2. Bike parking spaces for new development are to be provided in Table 3. The minimum number of bike parking spaces is to be rounded up to the nearest whole number if it is not a whole number.
3. Development is to consider appropriate distribution of dedicated off road cycleways, and off-road shared paths connecting key destinations, centres, and employment areas.
4. Bicycle storage facilities shall be designed to be capable of accommodating and supporting all usual types of bicycles, and to minimise damage in storage or during movement in and out of the parking space.
5. Secure bike parking facilities are to be provided in accordance with the following:
 - a. class 2 bike facilities for staff/employees of any land use.
 - b. class 3 bike rails for visitors of any land use.
6. Where bike parking for tenants is proposed in a basement, it is to be located:
 - a. on the uppermost level of the basement.
 - b. close to entry/exit points.
 - c. subject to security camera surveillance where such security systems exist.
7. A safe path of travel from bike parking areas to entry/exit points is to be marked. Access to bike parking areas must be:
 - a. a minimum of 1.8 m wide to allow a pedestrian and cyclist to pass each other and may be shared with vehicles within buildings and at entries to buildings.

- b. accessible by a ramp.
 - c. clearly identified by signage.
 - d. accessible through appropriate security or intercom systems.
8. Bike parking for visitors is to be provided in an accessible on-grade location near a major public entrance to a development and is to be sign posted.
9. The following facilities for bike parking are to be provided at the following rates:
- a. One personal locker for each bike parking space.
 - b. One shower and 1 changing cubicles for as many as 10 bike parking spaces.
 - c. Two showers and changing cubicles for 11 to 20 bike parking spaces.
 - d. Two additional showers and changing rooms for each additional 20 bike parking spaces or part thereof.
 - e. developments may provide shower and changing facilities in the form of showers and changing cubicles in a unisex area in both male and female changing rooms.
 - f. lockers, changing rooms and shower facilities must be close to the bike parking area and entry and exit points and must be within an area of security camera surveillance where such building security systems are in place.

4.3 Bus parking

4.3.1 Objective

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

4.3.2 Controls

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

4.4 Car parking rates

4.4.1 Objectives

1. Encourage people to travel to and from employment areas by walking, bicycling, public transport, micro mobility device or motorcycle, and to travel by car only as a last resort.

2. Ensure all land uses or combinations of activities provide sufficient parking onsite to satisfy the demand for parking by different vehicle types generated by the development.
3. Minimise reliance on street parking.
4. Minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths.
5. Minimise potential impacts of driveway locations on streets and intersections.

4.4.2 Controls

1. Safe and secure car parking shall be provided in accordance with the car parking requirements set out in Table 3.
2. Where the car parking requirement is expressed as a minimum number of spaces, the development shall not provide less spaces than that minimum.
3. When the calculations for the numbers of parking spaces results in a part or fraction of a parking space of 0.5 or greater for the whole development, then the actual number shall be rounded up. For example, 1.5 spaces shall be rounded up to 2 spaces for the whole development.
4. Where a development proposal contains two or more land uses the parking requirement shall be the sum of parking required for the individual land uses. However, where the proposed land uses comprise different peak parking demands, the total requirement may be reduced such that the peak demand is met at any one time, where supported by a study by a suitably qualified traffic engineer.
5. Where car parking requirements for a proposed development are not listed in the DCP, or where the development proposal raises unique traffic and parking issues, or where development is identified as a 'traffic-generating development', applicants must complete a Traffic Report.
6. A Traffic Report is also required for a 'traffic-generating development' as defined by *State Environmental Planning Policy (Transport and Infrastructure) 2021*.
7. Developments are to provide accessible car parking to meet current standards.
8. A credit /offset system to reduce the required number of car parking spaces can be applied to a development if:
 - a. a Parking and Transport Study or Parking Supply and Management Plan is provided that supports the reduction.
 - b. the provision of additional infrastructure that supports wider community use of alternate modes of transport is proposed within a development is supported by a parking strategy for that development.
 - c. shared parking can be enabled between areas such as schools, parks, and shops and this shared use is supported by a parking strategy.

- d. developments are designed to incorporate adequate pick-up/drop off zones to enable use of ride share/taxis/public transport on demand and the like.

Table 3. Car, motorcycle, and bicycle parking requirements

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

Use	Car and motorcycle parking requirements	Bicycle parking requirements (minimum requirement)
Function centres	15 spaces per 100m ² or 1 space	Employees: 3 per 10 staff
Funeral chapels	1 car parking space per 4 seats, plus 1 car parking space per funeral-service area	Employees: 3 per 10 staff
Funeral homes	1 car parking space per 4 seats, plus 1 car parking space per funeral-service area	Employees: 3 per 10 staff
Garden centres	15 spaces or 0.5 spaces per 100m ² area (whichever is greater)	Employees: 3 per 10 staff
Gymnasium	4.5 spaces per 100m ² GFA.	Employees: 3 per 10 staff
Hardware and building supplies	15 spaces or 0.5 spaces per 100m ² area (whichever is greater).	Employees: 3 per 10 staff
Highway service centres (including truck stops)	1 truck parking space and 1 car parking space per motel unit.	Employees: 3 per 10 staff
Hotel and motel accommodation	2 parking spaces and 1 parking space per visitor bedroom.	Employees: 1 per 2 staff Customers/visitors: 6 per 20
Industrial development – general industrial uses	Access space for disabled people: minimum 1 space per 100 spaces. If less than 100 spaces, then at least 1 space 3 m wide, clearly marked and as close as practicable to building entrances as per Australian standards. Loading bays: number and size depend on the type and scale of development and the range of trucks, heavy vehicles or	Employees: 3 per 10 staff
Industrial development – industrial units	Minimum of 1 space per 77m ² GFA, with a minimum of 3 spaces per industrial unit, plus 1 motorcycle space per unit Maximum of 1 space per 70m ² GFA, with a minimum of 3 spaces per industrial unit, plus 1 motorcycle space	Employees: 3 per 10 staff
Industrial development – warehouse component	1 car space per 300m ² , plus 1 motorcycle space per unit	Employees: 3 per 10 staff

Use	Car and motorcycle parking requirements	Bicycle parking requirements (minimum requirement)
Industrial development – high- tech industry	Minimum of 1 car space per 100m ² GFA Maximum of 1 space per 100m ² GFA	Employees: 3 per 10 staff
Industrial development – ancillary office use	Minimum of 1 car space per 35m ² GFA Maximum of 1 car space per 40m ² GFA Minimum of 1 motorcycle space per	Employees: 3 per 10 staff
Kiosks	2.5 car parking space per 100m ² GFA	Should be considered as part of the design of public space
Landscape and garden supplies	15 spaces or 0.5 spaces per 100m ² site area (whichever is greater)	Employees: 3 per 10 staff
Landscaping materials supplies	15 spaces or 0.5 spaces per 100m ² site area (whichever is greater)	Employees: 3 per 10 staff
Markets, temporary markets	3 spaces per stall, at discretion of Council	Should be considered as part of the design of public space
Mortuaries	1 car parking space per 4 seats, plus 1 car parking space per funeral-service area	Employees: 1 per 10 staff
Neighbourhood shops	Minimum of 1 car parking space per 40m ² GFA Maximum of 1 car parking space per 35m ² of GFA	Employees: 3 per 250m ² area Customers/visitors: 2 plus 1 per 100m ² over 100m ² GFA. Should be considered as part of the design of public space
Office and business premises	Minimum of 1 car parking space per 40 m ² GFA Maximum of 1 car parking space per 35m ² GFA	Employees: 3 per 150m ² Customers/visitors: 3 per 400m ²
Pubs	1 space per 2m ² of public bar area, plus 1 space per 5m ² of lounge, beer garden, auditorium, billiard room, plus parking space for other uses in accordance with this table	Employees: 3 per 100m ² GFA Customers: 3 per 100m ² GFA

Use	Car and motorcycle parking requirements	Bicycle parking requirements (minimum requirement)
Recreation facilities (indoor)	3 spaces per court, alley, or lane	Employees: 3 per 10 staff Should be considered as part of the design of public space
Retail premises	Minimum of 1 car parking space per 40 m ² GFA Maximum of 1 car parking space per 200 m ² GFA	Should be considered as part of the design of public space
Roadside stalls	4 spaces	N/A
Rural supplies	5 spaces	Employees: 31 per 10 staff
Service stations	6 spaces per work bay and 5 spaces per 100m ² GFA of any convenience store, plus 15 spaces per 100m ² GFA of any food premises or 1 space per 3 seats of any food premises (whichever is greater)	Employees: 3 per 10 staff
Serviced apartment	1.2 car parking spaces per visitor bedroom (rounded up to the nearest whole space), with an additional space for deliveries/staff/contractors. All non-residential development associated with serviced apartment uses must provide 1 motorcycle space	Employees: 2 per 4 staff Visitors: 3 per 20 rooms
Shopping centres with GFA less than or equal to 10,000 m ²	6.1 spaces per 100m ² gross lettable floor area (GLFA)	Employees: 3 per 200m ² GLFA Customers/visitors: 3 per 300m ²
Shopping centres with more than 10,000m ² GFA but less than or equal to 20,000m ²	5.6 spaces per 100m ² GLFA	Employees: 3 per 200m ² GLFA Customers/visitors: 3 per 300m ²
Shopping centres with more than 20,000m ² GFA but less than or equal to 30,000m ²	4.3 spaces per 100m ² GLFA Refer to Section 4.10 Large-scale developments for additional requirements for large-scale developments	Employees: 3 per 200m ² GLFA Customers/visitors: 3 per 300m ²

Use	Car and motorcycle parking requirements	Bicycle parking requirements (minimum requirement)
Shopping centres with more than 30,000m ² GFA	4.1 spaces per 100m ² GLFA Refer to Section 4.10 Large-scale developments for additional requirements for large-	Employees: 3 per 200m ² GLFA Customers/visitors: 3 per 300m ²
Specialised retail premises	Minimum of 1 space per 77m ² GFA of factory area, plus 1 space per 40m ² GFA for ancillary office area 1 space per 300m ² warehouse space (not accessible to public) 1 space per 100m ² showroom area Maximum of 1 space per 70m ² GFA of factory area, plus 1 space per 35m ² GFA for ancillary office area. 1 space per 300m ² warehouse space (not accessible to public) 1 space per	Employees: 3 per 600m ² GFA Customers/visitors: 3 per 1,000m ² GFA
Swimming pools	3 spaces per lane	Employees: 3 per 10 staff Customers: 6 per 20m ² pool area
Timber and supplies	15 spaces or 0.5 spaces per 100m ² site area (whichever is greater)	Employees: 3 per 10 staff
Vehicle repair workshop or station	4 car parking spaces per service work bay for up to 2 bays, plus 6 car parking spaces per service bay for each additional bay For all non-residential development, 1 motorcycle space per 25 car parking	Employees: 3 per 10 staff
Vehicle repair workshop or station – ancillary office use within premises	1 space per 35m ² net floor area. For all non-residential development, 1 motorcycle space per 25 car parking spaces or part thereof	Employees: 3 per 10 staff
Wholesale supplies	1 space per 50m ² GFA	Employees: 3 per 10 staff

4.5 Accessible car parking

4.5.1 Controls

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

4.6 Location of parking areas

4.6.1 Objectives

1. Promote integrated design of parking areas to ensure that parking areas do not dominate the streetscape or hinder movement efficiency.

4.6.2 Controls

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

4.7 Design of car parking areas

4.7.1 Objectives

1. Ensure site accesses have adequate sight distances and are designed to ensure that all vehicles are able to safely enter and exit the site and maintain the safety and integrity of the road network.

2. To minimise the impacts of carpark and service entries on main street frontages and pedestrian prioritised areas.
3. Minimise conflict between pedestrians and vehicles at the junction of driveways and footpaths and maintain pedestrian priority in key areas.
4. Minimise potential impacts of driveway locations on streets and intersections.
5. Provide adequate turning areas for manoeuvring into and out of car parking spaces and/or garages.

4.7.2 Controls

1. Car parking areas shall be designed to minimise impacts to street frontage and pedestrians.
2. The dimensions of onsite car parking spaces shall be in accordance with *Australian Standard - AS2890.1* (as amended) and *Australian Standard - AS2890.6*.
3. All parking spaces shall be designed to comply with the dimensional and manoeuvring requirements of the '85th percentile vehicle' as defined by *AS2890.1*. The construction of vehicle parking and manoeuvring areas must comply with Council's adopted Design and Construction Specifications.
4. Car parking areas shall be designed so that vehicles can enter and leave the site in a forward direction.
5. Ingress and egress to or from the site should be located where they will cause the least interference with vehicular and pedestrian movement on public roads.
6. Direct access shall not be gained off existing or proposed high volume roads where an alternative access can be provided.
7. Road access to parking areas will not be permitted in close proximity to traffic signals, intersections or where sight distance is considered inadequate by Council in accordance with Austroad's Guide to Traffic Management.
8. The number of access points to be provided from any site to any one street frontage shall be limited to one ingress and one egress.
9. Parking areas shall have a separate entrance and exit where more than 50 spaces are provided or where the development generates a high turnover of traffic, such as a supermarket or a drive-in service facility.
10. The potential for on-street queuing should be eliminated by the provision of sufficient standing area for vehicles entering the carpark and loading areas.
11. Multi-unit complexes must provide a consolidated car parking area for patrons. No more than 50% of the total parking spaces on site shall be allocated to a single unit.

12. All visitor spaces are to be grouped together in the most convenient locations relative to car parking area entrances, pedestrian lifts and access points and are to be separately marked and clearly sign-posted.
13. Create clear entrances and exits, open areas and make it easy to understand how to move around and between spaces.

Manoeuvring

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

Vehicle access and footpaths

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

Bay and aisle dimensions

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

Pedestrian safety

24. Where security doors or gates are proposed to control access to vehicle parking an intercom system must be provided to facilitate access. Such doors and gates must also be positioned to

ensure vehicles stand clear of the public footpath and any specified pedestrian access while the doors and gates are opening.

25. Except for residential flat buildings, multi-dwelling housing and manor house developments, parking areas must link by a pedestrian path to the nearest public footpath.
26. Parking spaces adjoining pedestrian accesses must be provided with wheel stops or upright kerbs to protect the safety of pedestrians.
27. Parking areas for developments that operate outside of daylight hours must be lit in accordance with relevant Australian Standards.

4.8 Design of rooftop parking areas

4.8.1 Objectives

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

4.8.2 Controls

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

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

4.9 Design and location of loading areas and waste storage and collection areas

4.9.1 Objectives

1. Ensure loading and waste storage and collection areas are located and designed to minimise impacts to key pedestrian and activated areas.
2. Provide for last mile delivery of goods that minimizes loading and delivery impact on places, such as through rear lane access, loading bays or consolidation centres.
3. Prioritise smaller, quiet and more sustainable freight and services vehicles where possible.

4.9.2 Controls

1. Ensure appropriately designed loading and unloading facilities that are easily accessible to delivery vehicles and provide efficient manoeuvrability for vehicles.
2. As a minimum standard, developments shall be designed in accordance with the loading and service vehicle requirements within *Australian Standard AS2890.2* and the RTA Guide to Traffic Generating Developments and shall be suitable for a heavy rigid vehicle as defined by *AS2890.2*. Where it is demonstrated that a vehicle smaller than a heavy rigid vehicle can adequately service the development, a restrictive covenant under Section 88 of the *Conveyancing Act 1919* or similar restriction to the satisfaction of Council shall restrict future uses to those that can be serviced by that class of vehicle.
3. Loading facilities must be located at the rear of developments and shall be via rear laneways where possible. Access and manoeuvring from the laneways shall comply with *AS2890.2* (as amended).

4. Adequate space shall be provided within any development site for the loading and unloading of service vehicles. The standard of loading facilities required will depend upon the nature of the development and the uses to be carried out.
5. Council may require the provision of parking for courier vehicles depending on the nature of the business.
6. The design of waste storage and collection areas must consider:
 - a. Separating dry recyclables for recycling on-site, including containers, paper, cardboard and toners for printers and photocopiers.
 - b. Placing food scraps in specialised containment bins, with regular collection.
 - c. Placing clinical or hazardous and liquid waste in specialised containment bins for collection by specialised services.
7. Vehicular access shall be designed to avoid conflicts with pedestrians. Vehicular movements associated with loading facilities and customer/employee parking should be separated and all pedestrian movements should be segregated from vehicular movements to avoid possible conflict and congestion.
8. Ingress to and egress from a site should be located where they will cause least interference with vehicular and pedestrian movement on public roads. Direct access will not be permitted off arterial and sub-arterial roads. Access to parking areas will not be permitted in close proximity to traffic signals, intersections or where sight distance is inadequate.
9. The potential for on-street queuing should be eliminated by the provision of sufficient standing areas on-site for vehicles entering the car parking and loading areas.
10. Provision is to be made for all vehicles to enter and leave the site in a forward direction.
11. All loading and unloading must be undertaken within the curtilage of the site and in the designated loading areas.

4.10 Large-scale developments

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

4.10.1 Objective

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

4.10.2 Controls

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

4.11 Landscaping of car parking areas

4.11.1 Objectives

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

4.11.2 Controls

1. All above-ground parking areas with more than 8 parking spaces must be landscaped. At a minimum standard, one tree must be planted every 10m at the rate of one (1) canopy tree for every four (4) car parking spaces of part thereof. Trees must be a minimum of 75 litre pot size when planted. Trees should be planted to achieve a minimum of 50% shading of the carpark at ten-year maturity. Any undeveloped areas are to be stabilised to prevent erosion. Indigenous species of trees are favoured, and full details of species must be shown in the relevant Neighbourhood Plan and/or DA.
2. Allotment car parking areas are to be effectively landscaped to:
 - a. reduce their visual impact.

- b. reduce heat generation and glare from hard-paved surfaces.
 - c. provide shade for parked vehicles.
 - d. maximise potential for soft drainage (non-piped) to soft-landscaped areas or collection zones.
3. Car park lighting design is to be coordinated with the preferred tree layout.
 4. Dividing zones between parking bays should be landscaped as applicable to specific site conditions:
 5. Where pedestrian access will generate desire lines across the dividing zone, pedestrian trafficable wearing surface is required (for example, stabilised gravel).
 6. Where pedestrian access is not required and some infiltration drainage may be provided, mass-planted landscape areas requiring flush kerb edge and wheel stops to car parking bays must be provided.
 7. where a major drainage role is envisaged and pedestrian access is not required, a gravel-surfaced trench with collection pipework draining to onsite storage or stormwater must be provided.
 8. Clearly defined and appropriately surfaced pedestrian access links from parking areas to building entry points must be provided, incorporating kerb crossing ramps as required.
 9. Car park landscaping is to be provided with an automatic trickle irrigation system installed below mulch level. Irrigation services provision must be implemented before car park surfacing. The system is to be supplied by the rainwater tanks on site.
 10. Retaining wall elements must be no greater than 3m in height. All retaining walls must be screened by vegetation.

5 Night-time economy

Application

1. A late-night premise is any commercial premise or community facility that may impact the amenity and safety of a neighbourhood resulting from its night-time operational hours.
2. Regulation of late-night trading also applies to licensed premises under the *Liquor Act 2007*. This part of the DCP applies to all development, including community facilities that:
 - a. seek approval for operating hours between 10 pm and 7 am the following day.
 - b. seek approval to expand operating hours after 10 pm or before 7 am.
 - c. seek approval for outdoor activities after 10 pm on public or private land.
3. Location of late-night trading activity areas

5.1.1 Objectives

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

5.1.2 Controls

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

Table 4. Night-time economy categories and outcomes.

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

5.2 Hours of operation

5.2.1 Objectives

1. To ensure that trading hours do not impact upon the amenity of an area by way of or disrupt nearby residential properties.
2. To outline the application of trial periods of extended trading hours.
3. Establish appropriate extended hours of operation for licensed premises.

5.2.2 Controls

1. Table 5 sets out trading hours for licensed premises, including bottle shops. Trading hours refer to the maximum periods of time a premise may trade or allow people - either patrons or staff - to access and operate within the premises or related outdoor areas.
2. Table 6 sets out trading hours for all other uses (non-licensed premises).
3. Deliveries and the operation of loading docks and to any noise generating auxiliary areas and uses, such as any external waste management, storage and loading areas shall be limited to approved trading hours.
4. Pre-works and clean-up of the premises (operational hours) can exceed the maximum approved trading hours up to a maximum of one hour before and one hour after trading hours, providing that there is no trading within this time.
5. Council may grant earlier trading hours for specific areas on merit, such as within the Wilton Town Centre or dedicated employment-generating areas.
6. Council may request acoustic studies to justify night-time or early business activities, where proposed in the vicinity of residential land use or other sensitive land use.
7. Appropriate trading hours for late-night trading premises will be determined by considering various issues, which include, but are not limited to:
 - a. the location and context of the premises, including proximity to residential and other sensitive land uses and other late-night trading premises.
 - b. the specific nature of the premises, its activities and the proposed hours of operation.
 - c. the likely impact on the amenity of surrounding sensitive land uses, including noise, and the ability to manage these impacts.
 - d. the provision of indoor performances and other creative or cultural uses and how these increase the diversity of late-night activities in the area.
 - e. the provision of indoor space for performances and other creative or cultural uses in licensed premises, including the nature of the space, programming, and entertainment.
 - f. the contribution that late-night trading proposals make to street activation and vibrancy of an area at night.
 - g. the likely impacts of closing times and the dispersal of patrons from proposed and existing late-night uses, with consideration for unlicensed late-night trading in an area, such as shops, businesses and food and drink premises.
 - h. the existing hours of operation of surrounding businesses.
 - i. the size and patron capacity of the premises.

- j. the impact of the premises on the mix, diversity and possible concentration of late-night uses in the area.
- k. the likely operation of the proposal during daytime hours, including the potential for street-front activation.
- l. submission of a management plan that demonstrates a strong commitment to good operational management of the business, particularly in managing potential impacts on adjoining and surrounding land uses and premises, as well as the public domain.
- m. the diversity of retail and business services within an area and the impact of a late-night trading proposal on this diversity.
- n. measures for ensuring adequate safety, security and crime prevention both on the premises and in the public domain immediately adjacent to, and generally surrounding, the premises.
- o. the accessibility and frequency of public transport during late-night trading hours.

Table 5 Licensed premises and trading hours

Note: This includes hotel or motel accommodation or food and drink premises, special events (including events run by not-for-profit organisations and those in community facilities, sports facilities and the like), all bottle shops and packaged liquor.

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

Table 6. Other uses and trading hours

Use type	Range of Application times	High Activity Area (hours)	Intermediate Activity Area (hours)	Low Activity Area (hours)
Restricted premises	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Service stations	Early morning to night	7 am-1am	7 am-10 pm	7 am-10 pm

Use type	Range of Application times	High Activity Area (hours)	Intermediate Activity Area (hours)	Low Activity Area (hours)
Sex services premises	Not applicable	Not applicable	7 am-10 pm	7am-10 pm
Shops	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Community facilities	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Cultural infrastructure	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Entertainment facilities	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Function centres	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Medical centres	Early morning to night	7 am-1am	7 am-10 pm	7 am-10 pm
Neighbourhood shops	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Recreation facilities (indoor)	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Restaurant / cafe (unlicensed)	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
Takeaway food and drink premises	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm
All other uses trading after 10 pm not listed in this table	Early morning to evening	7 am-midnight	7 am-10 pm	7 am-10 pm

Extended trading hours

8. Council recognises that a number of uses may require longer trading hours than outlined in Table 6, particularly earlier opening times. In these instances, an application to extend or modify trading hours will undergo an additional merit assessment.
9. Extended trading hours may be considered on a temporary basis, to enable Council to assess the ongoing management performance of the premises and the impact on the neighbourhood amenity.
10. At the end of a trial period, owners and operators must lodge a new application to either renew existing trial hours or seek an extension of trading hours.
11. Premises seeking extended trading hours may ask for up to two additional operating hours per trial period if council considers a previous trial period as satisfactory.
12. Trial periods may be permitted up to the following durations:
 - a. first trial - 1 year
 - b. second trial - 2 years
 - c. third and subsequent trials - 5 years.
13. Once a premises reaches the full range of extended trading hours, owners and operators must lodge an application every five years to renew trading hours.
14. Council may use reviewable conditions where the impacts of the proposed development on adjoining land uses are uncertain.
15. Any approval to extend hours of operation beyond those set down in Table 5 and Table 6 will first be issued for a 12-month trial period to assess the ongoing management of a premises and its impact on neighbourhood amenity.
16. A management plan must accompany any proposal for extended trading hours (refer to Section 5.4 Management plans of this part of the DCP for details).

5.3 Safety and security

5.3.1 Objective

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

5.3.2 Controls

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

5.4 Management plans

5.4.1 Objective

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

5.4.2 Controls

1. Any licensed late-night premises must contribute to the desired future character of the area and be sensitively managed to ensure that they do not detract from the qualities that attract people to live, work and play in the area.

2. The following late-night trading premises must provide a management plan:
 - a. all premises trading within extended operating hours.
 - b. all licensed premises.
 - c. function centres.
 - d. food and drink premises.
 - e. registered clubs.
 - f. sex services premises (see Section 3.8 of the DCP for addition requirements).
3. There may be instances where development types not listed above may warrant some form of late-night trading assessment due to local circumstances or where a greater level of assessment is necessary to adequately examine the issue for a particular development.
4. A management plan may include information on, but is not limited to:
 - a. site and locality details, including venue access.
 - b. organisational overview.
 - c. hours of operation.
 - d. noise control.
 - e. safety and security measures both onsite and off-site.
 - f. a lighting and CCTV plan.
 - g. general amenity.
 - h. waste management, including garbage collection and placement of recyclable materials.
 - i. staffing and training.
 - j. alcohol management and liquor licensing information.
 - k. licensing accord membership.
 - l. signage.
 - m. patron capacity, control measures and procedures.
 - n. deliveries and loading dock.
 - o. transport accessibility (private and public) and deliveries and loading.
 - p. complaints handling, recording and follow-up actions.
5. Council can request further information at its discretion regarding premise management if the proposal may adversely impact the amenity of the area.