

PART D: SPECIFIC DEVELOPMENT

23. Cowabbie Street Business Precinct

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primacy as the principle centre for higher order services and facilities in the Shire.

In the Town Centre, the Urban Conservation Area is based on the Cowabbie Street Business Precinct. The Cowabbie Street Business Precinct will continue to be enhanced by achieving quality urban design outcomes with conservation. This will assist the Precinct to reach its full potential as a meeting place, community heart, and tourist attraction.

23.1 Objectives

The objectives of these controls are to:

- ◁ Achieve a high design standard commensurate with the precinct's role as a main road
- ◁ Ensure new development is designed having particular regard to the need for the scale and intensity of new development to be in a harmonious relationship with existing development nearby
- ◁ Guide the design of development to contribute to the precinct's economic and commercial vitality ensure new development is consistent with the precinct's urban design strategy, Local Environmental Plan and other relevant policies and studies



Figure 21:
The Cowabbie Street
Business Precinct.

23.2 Application of Controls

These controls apply to development proposed on land identified as being located within the Cowabbie Street Business Precinct (28.1).

The Precinct includes all private and public lands bounded by the Junee Griffith railway on the south; Loughnan Street north; the unnamed rear service lane west of Cowabbie Street; Methul Street on the east.

23.3 Statutory Position

As per the Coolamon LEP 2011 Precinct is zoned RU5 Village.

The Zone objectives include provision for a range of land uses, services and facilities that are associated with a rural village. The primary urban centre. Council will always welcome proposals for imaginative and innovative developments which satisfy the flexible provisions of the Coolamon LEP 2011.

Council will not support proposals for development of heavy industries, hazardous industries, above ground liquid fuel storage, vehicle maintenance and repair workshops, waste storage, management or uses which in the opinion of the Council are likely to generate unacceptable environmental impacts inconsistent with the rural, office or commercial objectives for land use in the precinct.

23.4 Cultural Heritage

The Precinct was identified in the Coolamon Heritage Street Study 1995. Since 1991 Council has undertaken a series of streetscape projects and has maintained its strong commitment to heritage conservation, using specialist advice and policy from the NSW Heritage Office. A number of streetscape improvements have also been completed through ongoing operation with landowners. The century-old Store at the northern gateway to Cowabbie Street has been restored.

A Cultural Heritage and Economic Development Plan has been prepared and adopted, demonstrating the precinct's

This ongoing concern for history, heritage and quality townscapes is the basis for the current Council policy in which the highest priority is placed on protecting the heritage significance of Cowabbie Street.

23.5 Statement of Desired Future Character

The future character of the precinct will have the following attributes:

- < Retention and enhancement of street heritage and overall heritage quality.
- < Priority focus on pedestrian amenity.

- < Signage, street furniture and lighting design to be in sympathy with overall heritage townscape.
- < Major off-street car parking (e.g. parking associated with large retail establishments, hotels) to be located outside the town centre.
- < Views out of town to the north, east and west to be protected (refer Figure 32).
- < Items of local significance (as listed in the Heritage Register) and other individual heritage items to be protected.
- < Traffic calming measures to control vehicle speeds north and southbound carriageways (consistent with RTA High Pedestrian Activity Area Program).

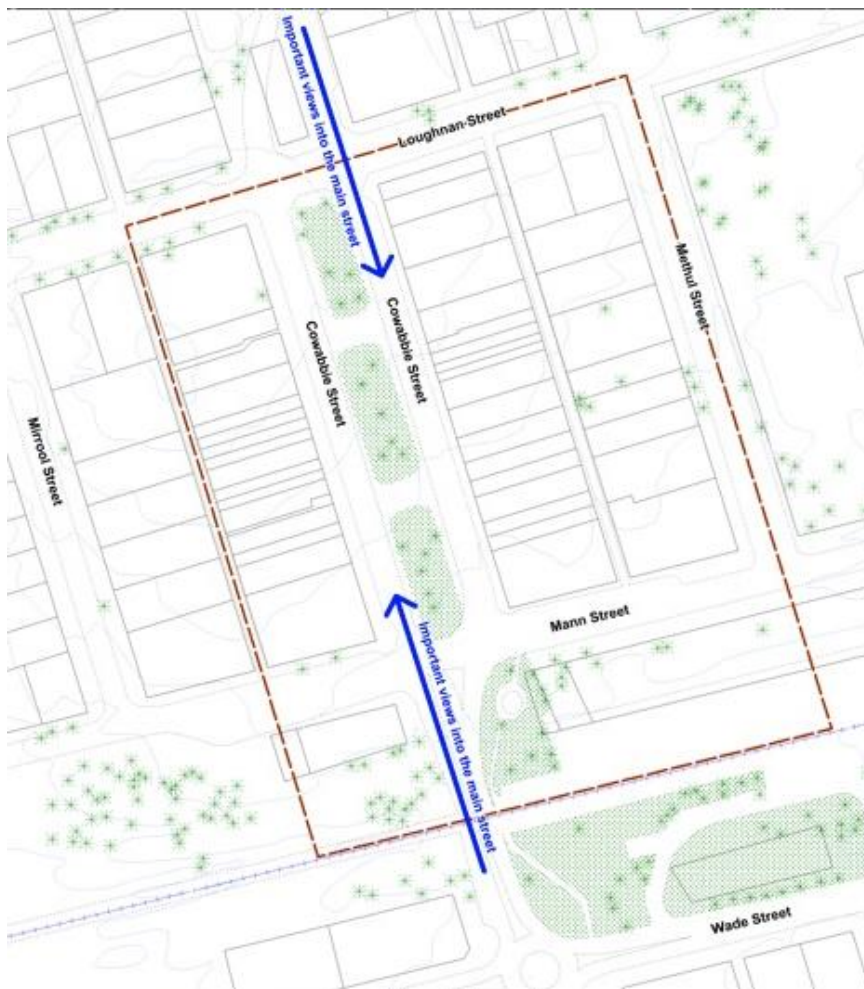


Figure 32
Important view corridors

23.6 Ecological Sustainability

Council sees Cowabbie Street as offering opportunities for local sustainability initiatives. These include improved facilities for cyclists; introduction of porous paving in selected areas; introduction of water sensitive design principles in all future development works (both public and private); and energy efficient (solar powered) lighting and signage.

It must be noted that whilst ecological sustainability is a goal, the provision of these facilities will not be the requirement:

heritage conservation. Any external structures must be s...
to the amenity of the heritage streetscape.

23.7 Specific Development Controls

- i. Visual quality and urban design
The following controls are designed to maintain the overall visual character of the public domain through control of built form (height, profile, massing), materials, architectural detail and finishes
 - ◁ Shopfronts and façade designs generally important contributory elements to streetscape heritage values in the town centre. All developments fronting Cowabbie Street encouraged to incorporate awnings whose must be to the satisfaction of Council. Cowabbie Street are to be articulated in a style replicate the existing modular pattern Council made Heritage Advisor. The incorporation of timber verandah posts is strongly supported.
 - ◁ The profile of building elements such as gables, parapets, dormers and decorative finials generally is to be consistent with the State Desired Future Character of the Precinct (section 22.4) Strongly expressed horizontal roof lines visible from Cowabbie Street) will be supported.
 - ◁ The height of any new building having a frontage to Cowabbie Street (east side) is not to exceed the height of the parapet of the building at 99-101 Cowabbie Street



Figure 23.3:
99101 Cowabbie Street

- ◁ The height of any new building having a frontage to Cowabbie Street (west side) is not to exceed the height of the front parapet of the building situated at 120 Cowabbie Street.



- ◁ All new landscaping will be required to comply with the overall existing landscape theme for the precinct. Figure 23:4
120 Cowabbie Street

Notwithstanding the above provisions, the height of any structure within the precinct must be to the satisfaction of Council. Council may consult with the NSW Heritage Office. # =

- ii. Existing land use pattern and redevelopment
Council acknowledges that the original pattern of streets and land tenure as laid down in the early plans for the town is no longer appropriate for many modern buildings that may require large sites and large frontages.

For retail development, the old pattern can be especially restrictive, and Council accepts the need to take this into account when considering new development for those older sites.

Council requires the maintenance of the scale and character of heritage frontages and awnings along both sides of Cowabbie Street. Design of new buildings is to be consistent with this requirement.

Where existing vacant buildings or lots with small frontages are consolidated or amalgamated, design of new buildings will undertake to incorporate heritage frontages and awnings. Frontages to Cowabbie Street are to be articulated.

way as to replicate the existing modular pattern fronts and facades.

iii. Vehicular Access and Circulation

The main street precinct is immediately north of the intersection of Wade Street and Cowabbie Street, the main thoroughfares of the town.

Local traffic mixes with through traffic, however the road reserve allows this to occur with minimal interference with local parking and pedestrian access. Occasional loss of pedestrian amenity, and potential safety risks are evident, although the arterial lane configuration brings considerable benefits in this regard.

Council sees the opportunity for introducing a special zone between Loughnan Street and the railway crossing. This would be consistent with the High Pedestrian Activity Area (HPAA) program and accordingly would be consistent with the planning objectives relating to pedestrian amenity in this short but significant sector of Cowabbie Street.

Outside Cowabbie Street the precinct includes two south laneways which serve Cowabbie Street businesses by providing rear access. These laneways are to be retained and improved.

Depending on future development options/uses Council will consider these lanes appropriate for one way travel.

Due to the lot layout and building footprints, loading and unloading of heavy vehicles currently takes place in the rear lane. With limited space elsewhere this will need to continue. Servicing businesses with a frontage to Cowabbie Street will take place in the rear lanes to the west and east of Cowabbie Street.

iv. Parking

Cowabbie Street has capacity for 101 parking spaces (parallel and angle). The side streets of Loughnan and Mann Street have an additional 60 spaces. Off street parking is limited to 31 spaces located behind the plaza on the eastern side of Cowabbie Street (accessible from the laneway) as well as 10 spaces in the rear of the precinct. In the precinct, the supermarket on Mann Street has capacity for 100 spaces (staff and customers).

The Cowabbie Street Business Precinct houses occupancy of approximately 1 ha of land (a major building footprint). These businesses are served by 161 spaces (not including Methul Street and numerous unmarked spaces on the land). This equates to 1 formal car space for every 1000 sqm of building area.

Existing businesses are therefore served by 174 formal spaces (or 1 space for every 2.57 building area).

If spaces in Methul Street and on private lands are included, the total parking capacity within the Precinct is approximately 250 spaces.

The major issue of car spaces being used throughout business hours is from owners or staff. For this reason any new development will need to include parking provisions for staff.

offstreet space per business premises for every employee. Long stay employee parking on Cowabbie Street is generally non-productive to main street trading and a deterrent to visitors and patrons. Hence Council in this regard is that in Cowabbie Street, priority is given to short stay parking for shoppers and visitors. Council encourages town centre employees to support this parking in Loughnan Street, Mann Street, or the rear

v. Pedestrian Movement

Council strongly encourages walking as a means of augmenting the visibility of local businesses and as an activity in its own right.

Council may seek to extend and improve valued pedestrian facilities.

Council will take into account the extent to which development makes provision for pedestrian activity. The special needs of the elderly, the disadvantaged, and children must be addressed.

The sloping nature of the main street makes disabled access to some heritage buildings a challenge. Previous paving installed to ensure wheel chair access. Some buildings incorporate steps (some in an ornate tile finish) which restrict this access. Council encourages innovative ways to overcome this problem including; the relaying of surface paving; internal ramps or modifications to the shop front access.

Any proposed new access to existing buildings which detrimentally affects the heritage streetscape will not be supported by Council.

vi. Outdoor Space

The orientation and ambience of Cowabbie Street, with the wide pavements, offer opportunities in appropriate

entertainment generally (refer section 2.4 Outdoor Dining). Innovative and adaptive ideas will be considered provided they do not detrimentally affect pedestrian or vehicle traffic.

Heritage or the health of individuals. Council shall encourage and support proposals for all fresco related activities, subject to controls that ensure amenity is retained.

- vii. Business Development
Council aims to maintain commercial vitality through a continuation of its main-street improvement program. As new developments are attracted to the town the following principles will be applied.
- < Customers appreciate choice and comparison achieved through retail competition. Council encourages such competition.
 - < #
 - landscaping, the heritage townscape, and other features. The heritage streetscape underpins the town's identity and attracts tourists and travellers generally.
 - < People support businesses which are well presented. Council encourages grading and proper maintenance of all buildings within the Co Street precinct, thereby confirming the viability and pride of the town and creating a positive image amongst customers and visitors.
 - < Council will encourage development that will enhance the town's structure of the Shire and region.
 - < The town has potential to generate employment and provide important retail and service centre functions.

24. Outdoor Dining

Outdoor dining makes a significant contribution to the quality of public spaces and the character of the town and village. Outdoor dining provides an active street frontage that is attractive to all ages and genders. In good weather and its citizens and visitors enjoy an outdoor lifestyle.

24.1 Objective

- ◁ To encourage outdoor dining in the town and village centres and create opportunities for outdoor dining
- ◁ To balance the needs of pedestrians and outdoor diners without creating a safety hazard
- ◁ To establish the requirements for the operation of outdoor dining areas in public areas

24.2 Outdoor Dining Controls

Outdoor dining areas are permitted on the footpath of the town and village mainstreets immediately in front of adjoining business during business hours.

Outdoor dining areas are to comply with the following requirements:

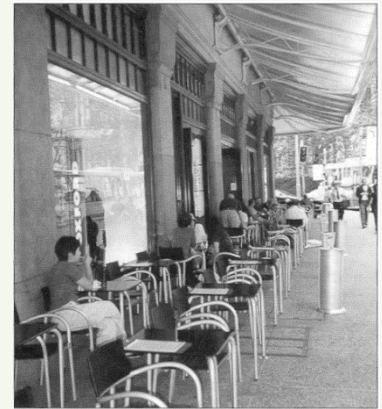


Figure 2.1

A typical outdoor dining area

Performance objective	Required standard
Provided for safe pedestrian movements	<ul style="list-style-type: none"> ◁ 2m wide clear passage area to be maintained at all times (see Figure 24.1 for acceptable layouts).
Minimise potential for conflict between pedestrians, waiting staff and diners	<ul style="list-style-type: none"> ◁ Tables and chairs to be located within a designated area adjacent to the business premises responsible for their operation. ◁ Outdoor dining area to operate in conjunction with adjoining business premises. ◁ Maintenance of a public risk insurance policy (minimum sum insured to be determined by the Council against the policy). NOTE: Evidence of a current policy is to be submitted annually. ◁ The consumption of alcohol is prohibited and licences under the <i>Liquor Act 2007</i> not to be supplied due to their incompatibility with alcohol free area objectives.
Maintenance of appropriate health and safety standards	<ul style="list-style-type: none"> ◁ Site to operate in accordance with the requirements of the <i>Food Act 2003</i> and associated Regulations thereunder. ◁ All tables and chairs to be kept clean and free of food spillage and litter. ◁ Toilet and wash basin facilities within the existing premises to be provided in accordance with the BCA (see Section 24.3). ◁ Smoking within 10m of areas designated for outdoor dining to be prohibited.
Suitable furniture	<ul style="list-style-type: none"> ◁ Furniture to be suitable for outdoor use. Details to be submitted for Council approval prior to purchase and placement within the public area. ◁ Furniture to be stored within the business premises when the outdoor dining area is not in operation. ◁ Furniture to be maintained in a physically sound condition. ◁ In Heritage Conservation Areas, or on land containing a heritage significance furniture is to be sympathetic to the character of the surroundings. Details are to be submitted for Council approval prior to purchase and placement within the public area.

<p>Diagram 1</p> <p>Footpath café adjacent to the respective indoor premises</p> <ul style="list-style-type: none"> Alignment and minimum clearance for pedestrian traffic. Nominal dimensions of furniture layout with 2 chairs per table. 	
<p>Diagram 2</p> <p>Footpath café adjacent to the respective indoor premises</p> <ul style="list-style-type: none"> Alignment and minimum clearance for pedestrian traffic. Nominal dimensions of furniture layout with 3 chairs per table. 	
<p>Diagram 3</p> <p>Footpath café adjacent to the respective indoor premises</p> <ul style="list-style-type: none"> Alignment and minimum clearance for pedestrian traffic. Nominal dimensions of furniture layout with 4 chairs per table. 	
<p>Diagram 4</p> <p>Footpath café adjacent to kerb line</p>	

**Diagrams not to scale

Table 24.1:
Outdoor dining layouts

24.3 Building Code of Australia

Under the Building Code of Australia premises a required to have the toilet and washbasin facilities following tables:

Table 24.1:
Toilet
Provision

Restaurant Capacity	Closets (male)	Closets (female)	Closets (disabled people)	Urinals (male)
25 or less	1	1	1	1
26-50	1	2	1	1
51-75	1	3	1	2
76-100	1	3	1	2
101-125	2	4	1	3
126-150	2	4	1	3
151-175	2	5	1	4
176-200	2	5	1	4
201-225	2	6	1	5
226-250	2	6	1	5
Above 251	One additional for every 200 extra customers above 250	One additional for every 100 customers above 250	If total number of standard male and female closets exceeds 100 there are higher standards	One additional for every 100 extra customers above 250

Table 24.2:
Handwash Basins in Toilets

Restaurant capacity	Wash basins (female)	Wash basins (male)
25 or less	1	1
26-50	1	1
51-75	2	2
76-100	2	2
101-125	2	2
126-150	2	2
151-175	3	2
176-200	3	2
201-225	3	3
226-250	3	3
Above 251	One additional for every 200 customers above 150	One additional for every 200 customers above 200

25. Relocatable Dwellings & Manufactured Homes

Relocating an existing dwelling provides an economical means of housing whilst also offering

Shire must however consider the visual amenity of the not only the town or village in which be located, but also the existing amenity and characteristics of the street. This sentiment is

Relocatable Dwellings & Manufactured Homes Policy

Manufactured homes are often seen as an economical and time efficient method of dwelling due to their pre-manufactured nature and transportability.

In accordance with the *Local Government Act 1993*, a manufactured home is a contained dwelling (that is, a dwelling that includes at least one kitchen, bathroom, bedroom and living area and includes toilet and laundry facilities), being a dwelling that comprises one or more major components that is not a registrable vehicle within the meaning of the *Road Transport (Vehicle Registration) Act 1993*. In other words, a manufactured home is a dwelling constructed with the primary purpose of being transportable.

Because of the way in which a manufactured home is defined under the Act, a slightly different process to the development process is required. In summary, the process as it develops requires an Applicant to apply for a manufactured home approval under Section 60 of the *Local Government Act 1993* the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005*.

25.1 Objectives

The objectives of these controls are

- ◊ Provide guidance to developers seeking to install a relocatable dwelling or manufactured home within Coolamoor Shire.
- ◊ Apply development controls that guide the area and location of relocatable dwellings and manufactured homes.
- ◊ Ensure adequate amenity/streetscape protection when a dwelling is relocated into an existing streetscape.
- ◊ Ensure that quality urban design outcomes are achieved where manufactured homes are installed.
- ◊ Ensure that all manufactured homes meet the requirements of the *Building Code of Australia*.
- ◊ Ensure that all relocatable dwellings and manufactured homes installed within the Shire are constructed to be efficient in terms of water and electricity usage and thermal comfort.
- ◊ Uphold the Shire's commitment to Ecologically Sustainable Development.

25.2 Application of Controls

These controls apply to the following type of development

- ◊ An existing dwelling that is suitable for relocation to another site;
- ◊ All development applications involving the installation of manufactured homes (as defined by the *Local Government Act 1993* and the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005*).

25.3 Approval of Relocatable Dwellings & Manufactured Homes
 An application for a relocatable dwelling and/or manufactured home must consist of:

- ◁ A Development Application lodged in accordance with the *EP&A Act* (and Regulation thereunder) to seek approval for the use of the land for residential purposes. Applications will not be considered for a Complying Development Certificate.
- ◁ A BASIX Certificate issued in accordance with the *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*.

The following applies **RELOCATABLE HOMES ONLY**

- ◁ An application for a Construction Certificate lodged in accordance with the *EP&A Act* (and Regulation thereunder). A payment of a bond shall be submitted with the Construction Certificate. The bond shall be returned upon the finalisation of the building to Council's satisfaction. See sidebar for further details.
- ◁ A certification from a suitably qualified individual stating that the dwelling is structurally and physically capable of being relocated;
- ◁ A certification from a suitably qualified individual stating that the dwelling is free from pest infestation and rot.
- ◁ Photos of the dwelling in its current and original setting prior to being relocated.

The following applies **MANUFACTURED HOMES ONLY**

- ◁ An application lodged under Section 66A of the *Local Government Act 1995* (and Regulation thereunder) to gain approval for the placement of a manufactured home on the site.
- ◁ All relocatable dwellings and manufactured homes proposed to be located within the Designated Area are required to be approved by Council. Applications relating to relocatable dwellings and manufactured homes located outside of the Designated Area (refer section 23.4) can be assessed under delegated authority by the General Manager, provided no objections are received during the notification period.

Advisory Note:

A BASIX Certificate requires an applicant to incorporate environmentally sustainable features into their home design to achieve improved water use, energy use and thermal comfort targets. BASIX Certificates can be obtained from www.basix.nsw.gov.au

Advisory Note:

@
Relocatable Dwellings and Manufactured Homes Policy
 A refundable bond is required upon lodgement of a Development Application involving the relocation of an existing dwelling. The bond is used by Council as an incentive for the applicant to complete the relocation and refurbishment works in a timely and efficient manner, and is fully refunded to the applicant upon completion of the works.

25.4 Designated Areas

Throughout the strategic planning process, streetscapes and thoroughfares were identified as having a unique and recognisable character. The following policies identify locations in which additional design considerations must be given prior to Council granting an approval for a relocatable dwelling or manufactured home, ensuring that strategic visions of the community have been met and to maintain and improve the street amenity of these areas.

Figure 25. Designated Area COOLAMON

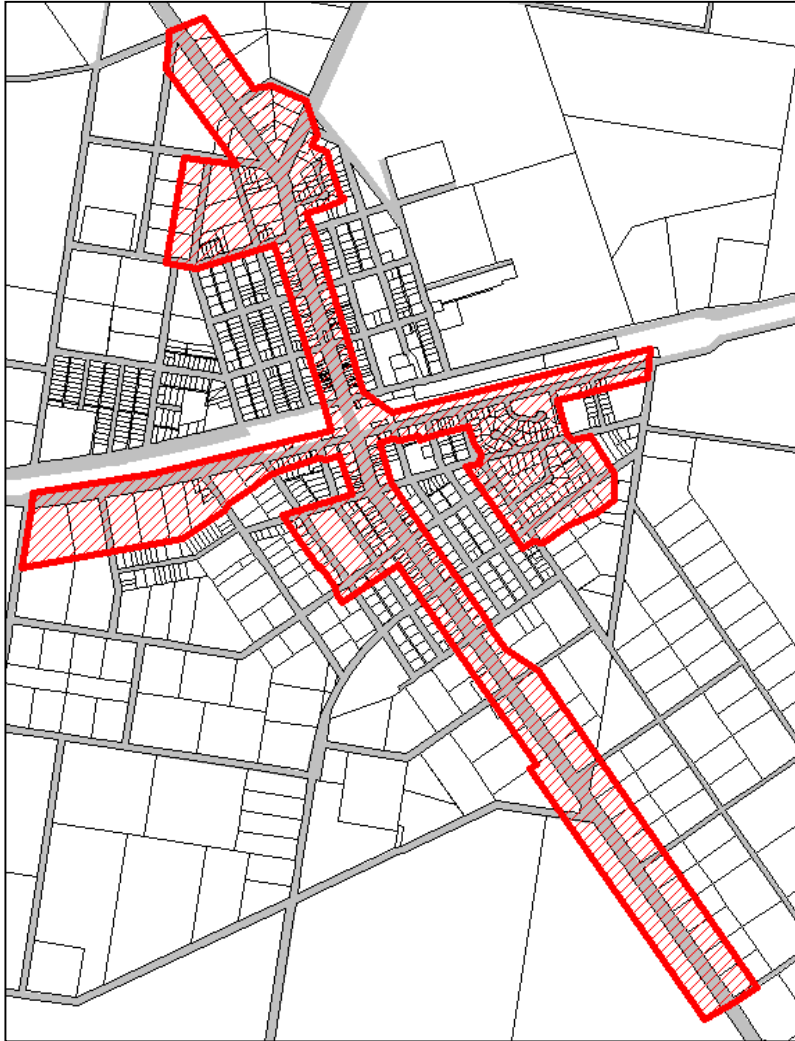
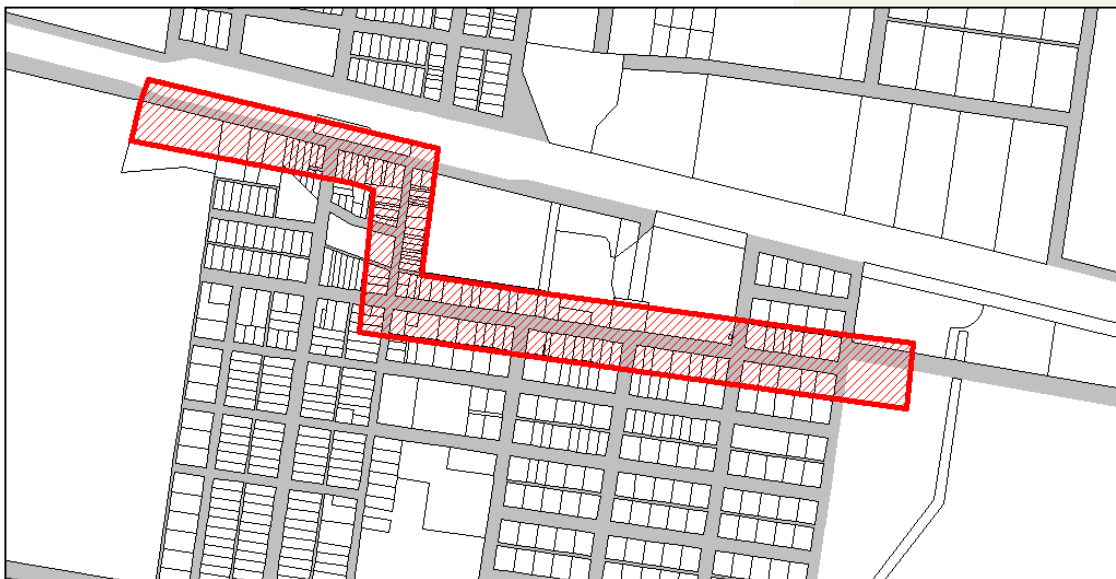


Figure 25. Designated Area GANMAIN



25.5 Development Standards

@ *Relocatable Dwelling and Manufactured Homes Policy* the following development standards apply:

- ◁ A time limit of nine months to finalise the build be applied to any Development Consent involving relocation of an existing dwelling. Should development not be finished within nine months a review of building works shall be undertaken by Council.
- ◁ All relocatable dwellings and manufactured homes are proposed to be located within the Designated Area shall be provided with a brick fence wall with an appropriately designed footing around the perimeter of the dwelling.
- ◁ The proposed building shall conform to the amenity standards of the area when required works have been completed.
- ◁ Prior to final occupancy being granted, the applicant must provide evidence to Council that the development is in full compliance with the applicable BASIX Certificate.
- ◁ All external materials must be completed to a satisfactory standard.

25.6 Siting of Manufactured Homes

To ensure that quality urban design outcomes are achieved and streetscape amenity is maintained, manufactured homes must:

- ◁ Address the street frontage, whereby a manufactured home is placed so as that the front of the structure faces the street.
- ◁ Where applicants wish to site a manufactured home at an angle to the front boundary, the angle is to be greater than 30 degrees measured from the front boundary to the intended front of the structure.
- ◁ On corner allotments, manufactured homes must be sited on either street frontage.

Advisory Note:

The intention of Clause 25.6 is to ensure that manufactured homes are not placed sideways on allotments, therefore allowing streetscapes to retain character and amenity. The intended front of the home is generally considered to be the elevation containing the front door.

26. Multi-Unit Residential Developments

The *Coolamon Local Environmental Plan 2015* aims to promote a range of dwelling types and sizes within the RU5 Village. Multi-unit residential developments are one way of achieving this and are therefore permitted subject to development consent.

The higher densities associated with multi-unit developments often conflict with existing low density development and land use patterns, and therefore requires careful management to ensure that development fits seamlessly into the surrounding streetscape.

Accordingly, Council has developed the following set of development standards to ensure that multi-unit residential developments proposed for the Shire are designed and constructed to be compatible with the range of housing variety and demand with that of maintaining the atmosphere and character of the village.

26.1 Objective

The objectives of these controls are:

- ◊ Allow for a variety of dwelling types within the RU5 Village.
- ◊ Maintain the perception of low density development within the streetscape of towns and villages.
- ◊ Ensure all multi-unit residential developments are appropriately designed and serviced.

26.2 Application of Controls

These controls apply to the following types of development:

- ◊ Multi-unit residential developments that consist of multiple (3 or more) attached, semi-detached or detached dwellings.

26.3 Development Standards

The following development standards apply to all multi-unit residential developments:

Streetscape

- ◊ All units visible from the street shall address the primary street frontage.
- ◊ A maximum of 2 storeys is permitted per dwelling.

Setback

- ◊ Buildings are to be setback a minimum 8m from a primary road frontage, 3m from a secondary road frontage, 3m from a rear property boundary and 900mm from a side property boundary.

Dwelling Size and Site Area

- ◊ The following minimum dwelling sizes apply:
 - 1 bedroom (small dwelling) 55m²
 - 2 bedroom (medium dwelling) 80m²
 - 3 bedroom (large dwelling) 100m²
- ◊ The following minimum site area requirements apply per dwelling:
 - Small Dwelling: 250m²
 - Medium Dwelling: 300m²
 - Large Dwelling: 400m²
- ◊ A maximum of site coverage of 75% (including driveway areas) applies.

Private Open Space

- ◁ A minimum cumulative total of 50m² of private open space is to be achieved per dwelling with at least one single area of 4m x 6m x 8m to be obtained per dwelling.
- ◁ Private open space does not include a hard area such as driveways, turning spaces, perimeter paths or service areas.
- ◁ Private open space should be screened where appropriate.

Natural Light/Solar Access

- ◁ Council will only grant consent to such a development if it is satisfied that adequate provision has been made for natural light and solar access to each dwelling.

Landscaping

- ◁ A landscaping plan is to accompany the development application.

Clothes Drying Facilities

- ◁ Each dwelling is to be provided with a clothes area and line, or space for a mechanical clothes dryer.
- ◁ The clothes drying area shall be suitably screened to ensure that any clothes line or drying area is not visible from a public street or area.

Carparking

- ◁ Provision shall be made for a minimum of 1 underground parking space per dwelling.
- ◁ The following number of off-street visitor parking spaces shall be made available unless the applicant demonstrates the availability of sufficient street parking space:
 - 1 visitor parking space per 4 small dwellings
 - 1 visitor parking space per 3 medium dwellings
 - 1 visitor parking space per 2 large dwellings
 Visitor parking spaces are to be provided behind street setback.
- ◁ Internal driveways must be a minimum of 3.5m wide. Where there are 3 or more dwellings, a minimum required width of 6m applies.
- ◁ Where an internal driveway services 5 or more dwellings, an internal passing bay with a minimum width of 6m shall be provided within the site.

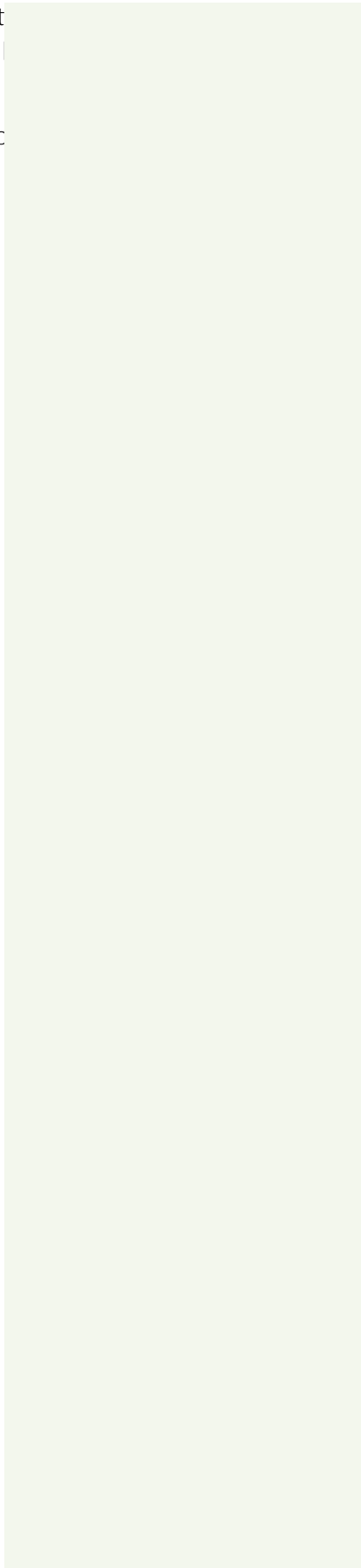
Services

- ◁ Each allotment shall be provided with sewer, water and electricity and have access to fixed-line telecommunications.
- ◁ Each dwelling shall:
 - Be capable of being individually metered for water and electricity consumption (and natural gas where provided).
 - Have a stop cock to the water service to allow for individual service repairs without disrupting other associated dwelling spaces.

- Have a separate surcharge gully, with nominal gully not located in the primary open space area of any given dwelling.
- Have its own individual hot water supply.
- < Adequate space shall be allowed for the storage of garbage bins at each dwelling.

General

- < Each dwelling shall be appropriately numbered for purposes of identification.
- < Each dwelling shall have its own letterbox.



27. Shipping Containers & Rail Carriages

The use of shipping containers and rail carriages for any purpose requires development consent where shipping containers or rail carriages are fully located within a building as part of an approved activity or as part of the operation of a transport depot or related approved activity.

27.1 Objectives

The objectives of these controls are:

- ◊ To ensure adequate amenity/streetscape protection when the installation of a shipping container or rail carriage is approved;
- ◊ To apply development controls that guide the placement and installation of shipping containers and rail carriages.

Advisory Note:

The use to which a shipping container or rail carriage is put must be a permissible use within the relevant zone, and related to the predominant use of the land.

27.2 Application of Controls

These controls apply to the following types of development:

- ◊ Shipping containers; and
- ◊ Rail carriages.

27.3 Development Standards

The following development standards apply:

Shipping Containers ONLY

- ◊ Must not be visually intrusive when viewed from a public place or neighbouring property, and therefore be screened and painted in a colour consistent with other development on the site;
- ◊ Must be provided with a means of exit whereby within the container an exit should it be closed the outside or alternatively be fitted with an inter-operated alarm that is to be maintained and regularly tested.
- ◊ Shipping containers may be used for temporary purposes without the need for consent for a period exceeding six months.

Explanatory Notes

Shipping containers may be an economical means of providing storage, however they are considered to be visually intrusive and unappealing. These controls aim to minimise the visual impact of shipping containers and therefore reduce any potential negative streetscape impact.

Even though shipping containers and rail carriages are heavy in nature, they are still subject to uplift forces just the same as a home, shed or outbuilding.

Shipping Containers and Rail Carriages

- ◊ Are not to be located within a front or side setback;
- ◊ Are limited to a maximum of 1 shipping container or rail carriage per property;
- ◊ Are to be free of major rust or rot and in a structurally stable condition;
- ◊ Must be installed and tied down to a concrete slab or foundations capable of supporting the combined weight of the container/carriage and its contents. The method of tie down and slab/foundation design must be certified by a practicing structural engineer. Where alternative foundations are used in place of a concrete slab or stand surface such as compacted gravel (or similar) must be used.

Figure 253:

Shipping containers must be secured to the ground similarly to any other structure subject to uplift forces. (2014)



28. Commercial and Industrial Development

The commercial centres of all Shire towns and villages are an important part of the landscape providing an outlet for services, commercial development also plays its part in supporting other activities within the Shire such as tourism.

Likewise, industrial activities play a key role in providing local jobs, as well as support to urban and rural industry sectors.

28.1 Objective

The objectives of this section are to:

- ◊ Ensure that commercial and industrial development is carried out in such a way as to protect and enhance the environmental quality of the Shire.
- ◊ Guide owners, developers and the wider community to the standards required by Council in the planning design of commercial and industrial developments.
- ◊ Promote and encourage commercial and industrial development within Coolamon Shire.
- ◊ Ensure the most efficient use of commercial and industrial land while safeguarding environmental factors through careful site planning.
- ◊ Prioritise the location of proposed commercial developments to those within close proximity to the existing business precincts of each town and village.
- ◊ Prioritise the location of proposed industrial developments to those within close proximity to industrial uses and separate from residential areas.

28.2 Setback

The following setbacks will generally be applied to buildings and structures (excluding signage, fences, garden landscaping) associated with commercial and industrial development:

Commercial

- ◊ No minimum setback is specified for commercial development proposals.
- ◊ Where a front setback has been provided, the setback area should be avoided for loading and unloading operations.
- ◊ Side and rear setbacks shall conform to the requirements of the Building Code of Australia.

Industrial

- ◊ 10m behind the front boundary.
Customer parking is permitted in this area and the provision of any such area must be softened by the provision of an adequately maintained landscaped area.
- ◊ Where possible the front setback area should be avoided for loading and unloading operations.
- ◊ Side and rear setbacks shall conform to the requirements of the Building Code of Australia.

Variations to these standards will only be considered by Council on based on the individual merits and circumstances of each development proposal.

283 Lot Size & Frontage Industrial Development

The following attributes will generally be applied to lots in which an industrial development is proposed:

- ◁ A minimum lot size of 1000m².
- ◁ A minimum lot frontage of 40m.

Variations to these standards will only be considered by Council on based on the individual merits and circumstances of each development proposal.

284 Traffic Movement, Parking and Loading/Unloading Areas.

This section aims to ensure the safe movement of vehicles associated with the development, that adequate car parking facilities have been provided and that goods can be loaded and unloaded without impact on safety or external amenity movements. Accordingly, the following controls will apply:

- ◁ Vehicular entry and exit shall be in a forward direction with vehicular access points located clear of crossings, roundabouts and intersections. Access points with inadequate sight distances should also be avoided.
- ◁ Internal manoeuvring and parking areas shall be constructed to be hard surfaced and be provided with a dustproof surface.
- ◁ Internal parking spaces shall be clearly delineated.
- ◁ The number of car parking spaces shall be determined in reference to the NSW Roads and Maritime Services *Guide to Traffic Generating Developments* and Australian Standard 2890 *Parking Facilities*. Any variation will be at the full discretion of Council.
- ◁ The loading and unloading of delivery vehicles shall be contained wholly on site. All loading/unloading on public roads will not be permitted.

285 External Signage

External signage and advertising will generally need to comply with section 7 - Signage Development Applications will need to include details specific to the proposed signage in accordance with the following:

- ◁ A coloured image of the proposed signage.
- ◁ A plan (such as a site plan or elevation of the building façade) indicating the location and size of all proposed signage.

286 Commercial Food Premises

Commercial developments that provide food for trade or gain are subject to compliance with the Food Act 2003. To ensure compliance with the Act, the following controls will apply:

- ◁ All areas subject to the storage and preparation of food are to be constructed in accordance with the Australian

Advisory Note:

Some commercial and charitable organisations may only offer food for trade, sale or gain only several times per year. In these instances operators may only be required to comply with

- Standard 46742004: Design, construction and fit for One Day Food Stalls is of food premises*
- recommended that Council be consulted prior to operation under the Guideline.
- 287 Discharging of Trade Waste
Dischargers of liquid trade waste (residential sewage but excluding toilet, hand wash basin, shower and wastes) shall comply with the requirements of the *NSW Liquid Trade Waste Regulation Guidelines*.
- Explanatory Note:*
Commercial food premises are the most common trade waste discharger within the Coolamon Shire. The potential for high grease and fat content in sewage from these premises generally require the installation of pretreatment devices such as grease trap and/or fixed screen basket arrestors.
- 288 Other Considerations
Prior to approving applications for proposed commercial and/or industrial uses, Council will also need to consider the following
- < Solid waste disposal
 - < Service provision
 - < Stormwater disposal
 - < Site safety and security
 - < Compliance with the *Building Code of Australia*, including fire safety and access for people with a disability.
 - < The overall compatibility of the proposal with surrounding land uses.

29. Traffic Generating Development

Often a development proposal will create additional demands on local and regional traffic development may also generate parking requirements, the need for loading/unloading sites and manoeuvring areas. For traffic generating development included in clause 504 of the *State Environment Planning Policy (Infrastructure) 2007* consultation with the RMS will be undertaken prior to determination.

When carrying out an assessment of any such proposal, Council must be certain that the mentioned factors cause minimal impact to the surrounding traffic network and land use.

29.1 Objectives

The objectives of these controls are:

- ◊ To minimise the effects of traffic on the regional road network
- ◊ To minimise the impact of traffic on surrounding land uses
- ◊ To maintain a high standard of safety on the regional road network in terms of both vehicular and pedestrian movements

29.2 Application of Controls

These controls apply to development proposals that:

- ◊ Are a new development, alteration to an existing approved use, or a change of use;
- ◊ Have potential for significant vehicular traffic as a result of the development
- ◊ Generate a need for parking (for either workers, clients or patrons)
- ◊ Incorporate loading/unloading areas;
- ◊ Require internal manoeuvring areas;
- ◊ Have the potential to cause queuing on the local road network.

29.3 General Development Standards

The following development standards apply:

- ◊ The development should not detrimentally affect the operation of the surrounding local and/or regional road network by way of traffic volume, traffic impediment or the creation of a traffic choke point that causes reduced capacity, efficiency or damage to the road
- ◊ All vehicles are to enter and exit the site in a forward manner;
- ◊ Provision of car parking spaces shall be provided in accordance with the NSW Roads & Maritime Services publication *Guide to Traffic Generating Developments*
- ◊ Parking spaces must be clearly delineated by signs or other approved means;
- ◊ All loading and unloading and unloading of delivery vehicles is to be fully contained upon the site of the development and shall not encroach onto the local road and/or pedestrian network;

< On-site provision is to be made to ensure that vehicle queuing on the local road and/or pedestrian network;

i. Major Traffic Generating Development
Large developments within the Coolamon Shire have their traffic parking requirements assessed on merit considering:

- < Likely peak usage times
- < Extent to which development will attract additional patronage as opposed to draw existing visitations

Major traffic generating developments may be considered by either Local or Regional Council Committees including the NSW Roads and Motor Services under the provisions of the *State Environment Planning Policy (Infrastructure) 2007* (Schedule 3 of that policy).

ii. Pedestrian Movement
Pedestrian movements from car parks are not to conflict with major vehicle aisles. Analysis is required to identify land use activities near the car park to determine the type and extent of pedestrian facilities to be provided (e.g pathways, special crossings, furniture). This analysis requires examination of the potential for pedestrian movement through the car park from adjacent residential areas and the need for any pedestrian shelter in the car park.

iii. Exception to Development Standards
The following exception may be applied by Council in instances where the prescribed development standards of this section wish to be varied by the applicant and subsequently meet the following requirements:

- < A detailed car parking analysis and statement justifying the proposed variation is submitted with the Development Application. The statement must specifically identify what the original requirement would have been, what the proposed alternative is, and finally, how the difference between these two factors will be addressed with minimal impact.

Advisory Note:

Council may waive the car parking requirements for small scale additions where either:
The proposed extension is a minor nature requiring the provision of not more than one additional car parking space; or
The extension is not directly related to the parking generation potential of the development e. g. communal amenities.

30. Strategic Planning & Future Development

The *Coolamon Strategic Plan 2010* identified areas within the Shire suited to growth and density. Accordingly, a series of master plans have been developed to assist Council, developers in achieving the aims of the *Strategic Plan*

In addition to the above, this section also aims to ensure that infill development within existing areas undertaken to ensure that growth and infrastructure provision is managed sustainably.

301 Objectives

To develop strategic plans for the Shire towns and village identified in that

- < Has subdivision potential in accordance with *Coolamon Local Environmental Plan 2011*
- < Meets the identified criteria of the *Coolamon Strategic Plan 2010* in terms of town and village growth corridors;
- < Has access to, and can be accessed efficiently, infrastructure; and
- < Ensures the towns and villages of the Shire are developed sustainably into suitable areas.

302 Application of Controls

This section generally applies to all land within the Coolamon Shire Council area. Specific controls may apply to land identified upon the maps in Appendix 2 prepared by Coolamon Shire Council.

303 General Considerations

When assessing a Development Application involving land identified by this section, Council must take into account

- < The potential impact upon future development (including subdivision, service provision and creation);
- < The suitability of a development proposal to the present and future needs of the community;
- < MAP A Subdivision Control Plan No. 1 (Coolamon- Marrarr- Ganmain) or MAP B Subdivision Control Plan No. 1 (Ardlethan- Beckom- Matong) in accordance with Clause 4.1.1 of the *Local Environmental Plan* (Refer Appendix 2)

304 Development Contributions

Various development contributions may apply to development proposals throughout the Shire. Different contributions are levied to help Council fund the provision, upgrading and maintenance of public service infrastructure. These include:

- < Section 94 Development Contributions.
Section 94 of the *EP&A Act* allows Council to levy contributions from developers for development that will or is likely to require the provision of or increase demand for public amenities and public services within the area

h Section 94 Contributions
for specific details and levy rates

- ◁ Section 94A Levy Development Contributions Part 94A of the LRA Act allows Council to levy contributions from developers towards the provision, extension or augmentation of public amenities or services (or towards recouping the cost of provision, extension or augmentation)

- ◁ Sewer Capital Contribution
Should an allotment be eligible for subdivision under LEP or if part of a rating assessment is sold separately each new assessment created within the Coolamon main sewer catchment incurs a minimum fee of \$1000. *Coolamon and Ganmain Sewerage Development Servicing Policy*

In some cases the required fee may be greater than the need to construct additional mains, manholes and connection spurs. Please refer to the *Policy* for further details.

- 305 Logan Street/Canola Way (refer Appendix 2)
The land included in *Map G* Appendix 2 has been identified by Council as a potential new development area. The area is a high profile location on the main east-west corridor through Coolamon. The proximity to this traffic corridor as well as the adjacent railway corridor also makes this a suitable location of home related enterprise.

The design outlined in *Map C* (Logan Street/Canola Way Strategic Planning Map) is indicative only, and is only intended to serve as a guide to the future development patterns of the area.

- 306 Coopers Hill (refer Appendix 2)
The land included in *Map D* Appendix 2 has been identified by Council as being highly suited to large lot allotments. Strategically, the use of this area for residential development ensures a balance is struck to that seen on the south of Coolamon and ultimately ensures sustainability of the Cowabbie Street Business Precinct.

The design outlined by *Map D* is indicative only, and is only intended to serve as a guide to the future development patterns of the area.