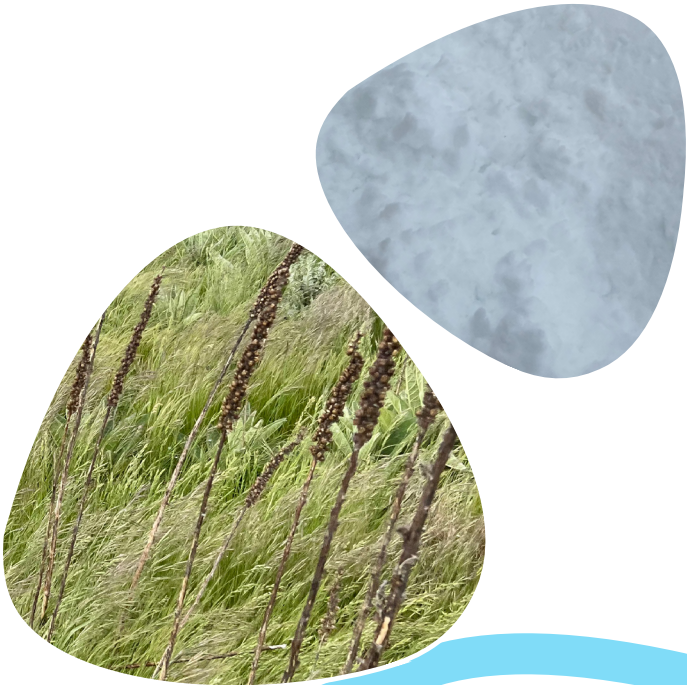


Jindabyne

Development Control Plan

2024





Acknowledgement of Country

Snowy Monaro Regional Council acknowledges that Aboriginal people were the first people of this land. Council recognises the Ngarigo people as the traditional custodians of the majority of the region we now know as the Snowy Monaro region. We pay respect to knowledge holders and community members of the land and waters and to Elders past, present and emerging.



Document status	Date
Final for exhibition	15 September 2023
Post exhibition Draft 1.0	6 May 2024
Post exhibition Draft 2.0	22 May 2024
Post exhibition Draft 3.0	6 June 2024
Post exhibition Draft 4.0	11 June 2024
Adopted Final	16 August 2024

Contents

Chapter A Introduction and administration 1

A1 Name of this Plan and commencement	2
A2 Purpose of the Jindabyne DCP	2
A2.1 Guiding principles of the Jindabyne DCP	2
A3 Land to which the Jindabyne DCP applies and consent authority	3
A4 Relationship to other plans, standards and codes	4
A5 Biodiversity certification	4
A6 Savings and transitional provisions	4
A7 Interpretation	4
A8 Structure of this Plan	5
A8.1 How to read objectives and controls	6
A9 Varying development standards in this DCP	6
A10 Public notification and community participation plan	6

Chapter B General planning considerations 7

B1 Design	8
B1.1 Site planning and layout	8
B1.2 Landscaping	8
B1.3 Site coverage	9
B1.4 Building height and envelope	9
B1.5 Building design and form	9
B1.6 Amenity	11
B1.7 Visual and scenic impact	13
B1.8 Fencing and ancillary development	13

B2 Transport, access and car parking	15
B2.1 Movement network	15
B2.2 Vehicle access	15
B2.3 Parking (design and provision)	16
B2.4 Accessible parking	21
B2.5 Motorbike parking	21
B2.6 Bicycle parking	21
B3 Historic heritage	23
B3.1 Demolition	23
B3.2 Alterations and additions	23
B3.3 Fencing	25
B3.4 Landscaping	25
B3.5 New development adjacent to heritage items or heritage conservation areas	26
B4 Connection to Country and Aboriginal cultural heritage	26
B4.1 Development in areas of high Aboriginal cultural heritage significance	26
B4.2 Development in areas defined as moderate or low Aboriginal cultural heritage potential or unsurveyed landforms	27
B5 Natural hazards	28
B5.1 Bushfire planning and design	28
B5.2 Flood Prone Land	28
B5.3 Land management – erosion and sediment	30
B6 Biodiversity and ecology	31
B6.1 Biodiversity	31
B6.2 Trees, landscaping and canopy	32
B7 Social impact	35
B7.1 Crime prevention through environmental design	35
B7.2 Lighting (private domain)	36
B7.3 Late night trading premises	36
B8 Signage and advertising	37
B8.1 General signage	37
B8.2 Signage type controls	38
B9 Sustainability	39
B9.1 Building performance and energy efficiency	39
B9.2 Sustainability and climate change	40
B10 Waste management and recycling	41
B10.1 Recycling and waste management plan	41
B11 Additional controls for tourist accommodation	42
B11.1 General requirements for tourist accommodation	42
B11.2 Bed and breakfast accommodation	43

B11.3 Farm stay accommodation	43
B11.4 Eco-tourist facility	43
B11.5 Tourist and visitor accommodation	44
B12 Additional controls for agricultural uses	44
B12.1 General requirements for agriculture and rural industries	44
B12.2 Intensive agriculture	45
B12.3 Rural industries	45
B13 Subdivision	46
B13.1 General subdivision requirements	46
B13.2 Large lot residential subdivision	49
B13.3 Tourist development subdivision	50
B13.4 Subdivision for intensive agricultural use	50
B13.5 Water supply	51

Chapter C Jindabyne Growth Precinct 52

C1 Jindabyne Growth sub-precincts- character and specific controls	54
C1.1 Jindabyne Town Centre Growth sub-precinct	55
C1.2 Jindabyne West sub-precinct	65
C1.3 East Jindabyne sub-precinct	73
C1.4 Jindabyne South sub-precinct	80
C1.5 Leesville	86
C1.6 Jindabyne Aerodrome	91
C1.7 Barry Way South	94
C2 Jindabyne Growth Precinct - objectives and controls	98
C2.1 Character and form	99
C2.2 Residential development	102
C2.3 Other types of development	109
C2.4 Movement network	110

Appendices

Appendix A Indicative waste and recycling generation rates
Appendix B Flood prone land maps
Appendix C Planting palette
Appendix D Wayfinding and signage
Appendix E Definitions
Appendix F Exceptions to tree permits

Figures

Figures

Figure A-1 Jindabyne DCP land application map

Figure A-2 Structure of the Jindabyne DCP

Figure A-3 Example of how to read objectives and controls in the Jindabyne DCP

Figure B-1 Visual privacy diagrams

Figure B-2 Front fencing examples

Figure B-3 Indicative frontage design

Figure B-4 Setback for landscaping

Figure B-5 Jindabyne Precincts heritage management zones

Figure B-6 Biodiversity surveyed land map

Figure B-7 Indicative water sensitive urban design opportunities

Figure B-8 Vegetated riparian zone

Figure C-1 Jindabyne Growth sub-precincts

Figure C-2 Journey to Jindabyne and the Snowy Mountains

Figure C-3 Location of Jindabyne Town Centre Growth sub-precinct

Figure C-4 Jindabyne Town Centre Growth sub-precinct – existing character

Figure C-5 A selection of existing features and character of the Jindabyne Town Centre Growth sub-precinct

Figure C-6 Jindabyne Town Centre Growth sub-precinct ILP

Figure C-7 Road hierarchy in the Jindabyne Town Centre Growth sub-precinct

Figure C-8 Location of Jindabyne West sub-precinct

Figure C-9 Jindabyne West sub-precinct – existing character and considerations

Figure C-10 Jindabyne West ILP

Figure C-11 Road network within Jindabyne West sub-precinct

Figure C-12 Location of East Jindabyne sub-precinct

Figure C-13 East Jindabyne sub-precinct – existing character and considerations

Figure C-14 East Jindabyne sub-precinct ILP

Figure C-15 Indicative road hierarchy in East Jindabyne sub-precinct

Figure C-16 Location of Jindabyne South sub-precinct

Figure C-17 Jindabyne South sub-precinct – existing character and considerations

Figure C-18 Jindabyne South sub-precinct ILP

Figure C-19 Indicative road hierarchy within the Jindabyne South sub-precinct

Figure C-20 Location of the Leesville sub-precinct

Figure C-21 Leesville sub-precinct – existing character and considerations

Figure C-22 Leesville sub-precinct ILP

Figure C-23 Indicative road hierarchy within the Leesville sub-precinct

Figure C-24 Location of the Jindabyne Aerodrome sub-precinct

Figure C-25 Jindabyne Aerodrome sub-precinct

Figure C-26 Location of the Barry Way South sub-precinct

Figure C-27 Barry Way South sub-precinct

Figure C-28 Alpine building materials and architectural style

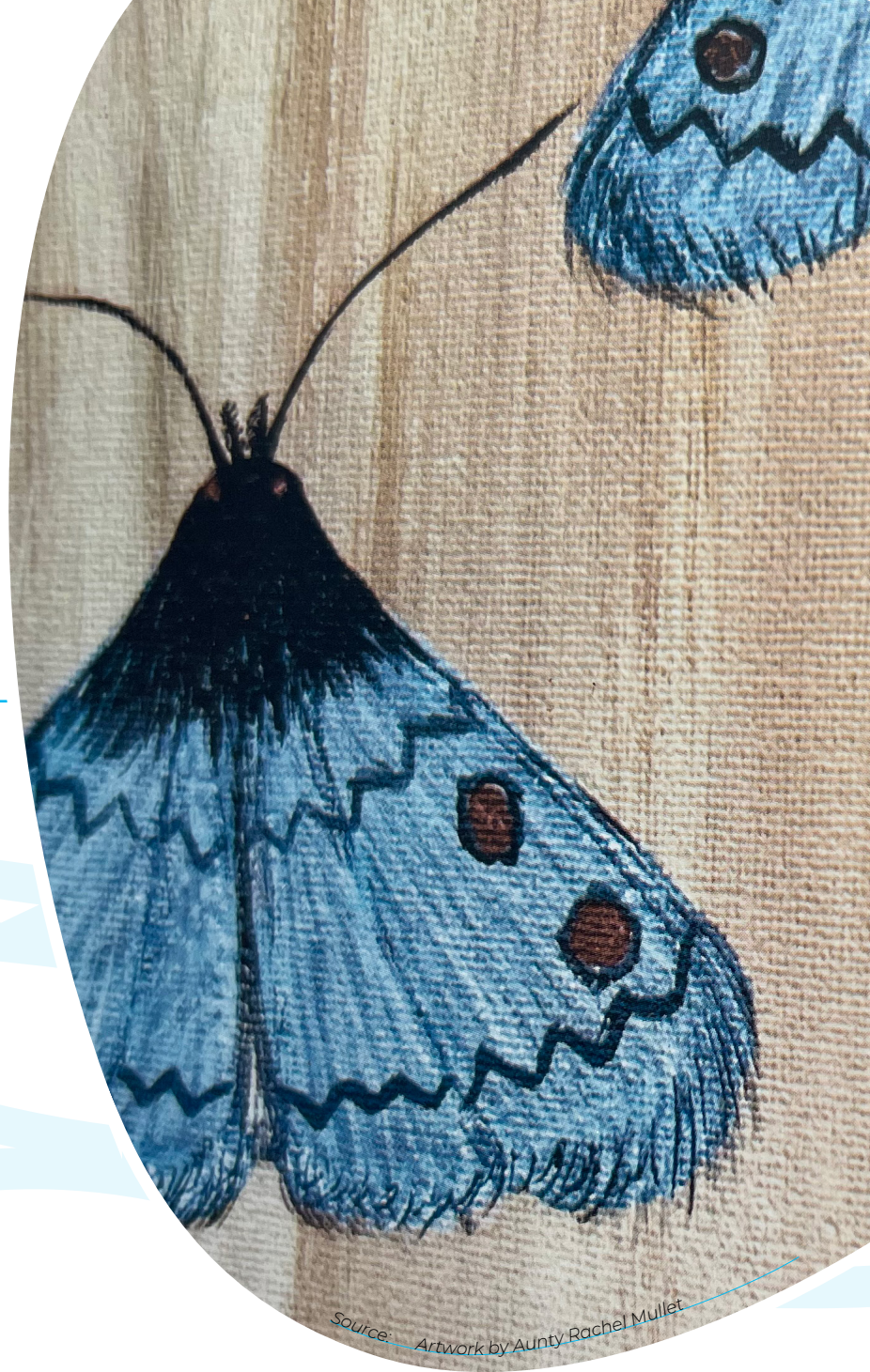
Figure C-29 Typical features of the alpine landscape

Figure C-30 Example building typology suitable within the lower yield residential areas



Chapter A

Introduction and administration



Source: Artwork by Aunty Rachel Mullet

A1 Name of this Plan and commencement

This plan is the Jindabyne Development Control Plan 2024 (Jindabyne DCP). It has been prepared in accordance with Part 3, Division 3.6 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Part 2, Division 2 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

It must be read in conjunction with the provisions of the *Snowy River Local Environmental Plan 2013* (Snowy River LEP 2013).

This plan was adopted by Snowy Monaro Regional Council on 15 August 2024 and came into effect on 19 August 2024.

On commencement of this Jindabyne DCP, all previous DCPs will cease to have any effect on the land to which this plan applies.

A2 Purpose of the Jindabyne DCP

The purpose of the Jindabyne DCP is to support the Snowy River LEP 2013 and build on the aims and objectives of the [Snowy Mountains Special Activation Precinct Master Plan](#) (DPE, 2022).

The aims of this Plan are to:

- define development standards that deliver the outcomes desired by the community and Council,
- provide clear and concise development guidelines and desired future character statement for various forms of development and site specific precincts,
- encourage innovation in design and development by not over-specifying development controls,
- expedite development approvals by providing clear direction on Council's intent and criteria, and
- provide certainty of development outcomes for developers and the community.

A2.1 Guiding principles of the Jindabyne DCP

The following guiding principles underpin the Jindabyne DCP:

- Support Jindabyne as Australia's Snowy Mountains alpine capital to enable a high-quality, year-round destination that generates new jobs and economic development opportunities.
- Enable the success of a sustainable and resilient tourism precinct.
- Promote design that is inclusive, healthy and safe for everyone.
- Foster residential uplift in the Jindabyne Growth Precinct to boost available housing stock and enable affordable, low-cost and

social housing choices that cater for a variety of household types suitable for residents, seasonal workers and short-term visitors.

- Ensure development protects environmental values including biodiversity, Aboriginal and historic heritage and landscape character, and implements best practice sustainability measures to manage risks associated with climate change.
- Respect Ngarigo people's rights, obligations, roles and connections to Country as Traditional Custodians of the land and waterways by embedding Aboriginal cultural values and knowledge in project delivery.
- Foster a mix of compatible developments and uses that work together to create places that respond to market and local needs.
- Integrate critical transport infrastructure including the Southern Connector Road corridor, improvements to Kosciuszko Road and sustainable mass transit to enable equitable and efficient access arrangements within Jindabyne and to the Kosciuszko National Park.
- Provide a high-quality public realm, with a pedestrian-focused, green road network within Jindabyne that:
 - prioritises safe connections and reflects the local landscape to connect businesses, residents and visitors,
 - delivers high-amenity public open space including a new Town Square, upgrades and improvements to the Foreshore and new parks and open spaces within residential sub-precincts,
 - facilitate equal access for all users, and
 - creates a legible street, walking and cycling network within Jindabyne by establishing highly connected recognisable routes, intersections, and landmarks to help people find their way around safely, including a recreational walking and cycling path around Lake Jindabyne.



A3 Land to which the Jindabyne DCP applies and consent authority

The Jindabyne DCP is to be used to inform and guide development requiring development consent on land that is identified in Figure A-1 to which the Snowy River LEP 2013 applies.

The Jindabyne DCP applies to land shown in Figure A-1.

Unless otherwise stated, the consent authority for development under the Jindabyne DCP is the Snowy Monaro Regional Council (Council).

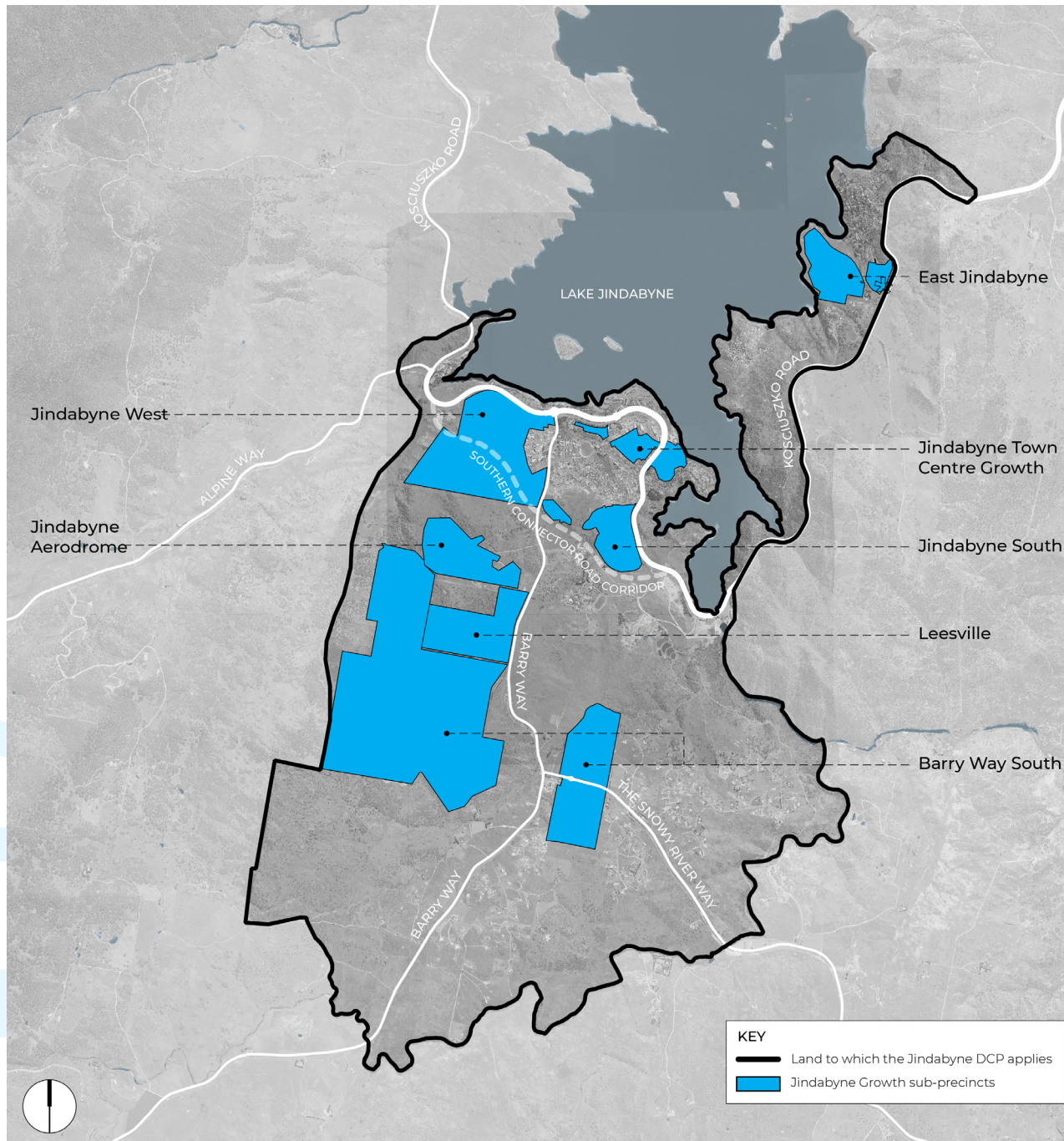


Figure A-1 Jindabyne DCP land application map

A4 Relationship to other plans, standards and codes

DCPs are part of a broader planning framework that is used to manage development in the Jindabyne area. This includes:

- acts and regulations,
- strategic plans, including region plans, district plans and local strategic planning statements,
- environmental planning instruments, including State environmental planning instruments (SEPPs),
- local environmental planning (LEP) instruments, and
- other council adopted strategies, plans and policies such as development contributions plans.

A provision of a DCP (whenever made) has no effect to the extent that:

- it is the same or substantially the same as a provision of an environmental planning instrument, applying to the same land, or
- it is inconsistent or incompatible with a provision of such instrument.

The Jindabyne DCP is to be read in conjunction with the environmental planning instruments and policies that apply to Jindabyne, namely:

- *Environmental Planning and Assessment Act 1979*,
- *Environmental Planning and Assessment Regulation 2021*,
- *Local Government Act 1993*,
- *Biodiversity Conservation Act 2016*,
- *Protection of the Environment Operations Act 1997*,
- relevant regional and local strategic planning statements, as identified from time to time,
- relevant SEPPs,

- relevant Land and Environment Court Planning Principles,
- National Construction Code and Building Code of Australia,
- relevant Australian Standard (identified or not in the Jindabyne DCP),
- the Jindabyne Conservation Plan, and
- applicable policy or guideline adopted by Council.

It is the responsibility of the applicant to identify all relevant legislative requirements. The NSW Legislation [website](#) should be regularly checked for the most up-to-date version of all legislation.

A5 Biodiversity certification

The Department is developing the Jindabyne Conservation Plan (JCP) to protect threatened flora and fauna, while supporting the delivery of housing, infrastructure and open and green spaces. The JCP will meet the requirements for a strategic biodiversity certification under the *NSW Biodiversity Conservation Act 2016* (BC Act) and strategic assessment under the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Once finalised, the JCP will facilitate the best conservation outcomes across Jindabyne by:

- streamlining the biodiversity assessment process for areas of land proposed for urban development,
- addressing impacts on biodiversity from urban development,
- improving ecological resilience and function by identifying land for conservation, and
- protecting and maintaining Jindabyne's remaining biodiversity.

The JCP will detail a comprehensive assessment strategy that will include a methodology for assessing biodiversity loss and gain.

Once the JCP is adopted, further biodiversity assessment will not be required for certified land.

Note: *Land that is subject to a development application lodged prior to the approval of the JCP will not be included in the JCP's site area and will be subject to current assessment requirements under the BC Act and EPBC Act.*

A6 Savings and transitional provisions

If an application has been made before the commencement of the Jindabyne DCP in relation to land to which the Jindabyne DCP applies, and the application has not been finally determined before that commencement, the application must be determined as if the Jindabyne DCP had not commenced. All applications received after the commencement date of an amendment to the Jindabyne DCP are subject to the DCP as amended.

A7 Interpretation

Terms in the Jindabyne DCP generally have the meaning ascribed to them in the Dictionary of the Snowy River LEP 2013 or the EP&A Act. A reference in the Jindabyne DCP to an Australian Standard or legislation includes a reference to amendment or replacement as made.

Each development application will be assessed having regard to the Snowy River LEP 2013, the Jindabyne DCP, the assessment matters listed in section 4.15 of the EP&A Act and a other policies adopted by the consent authority.



A8 Structure of this Plan

The structure and format of the Jindabyne DCP has been organised to enable the user to easily find relevant information for the preparation and assessment of a development. It establishes a hierarchy from the general to the specific. The Jindabyne DCP has been divided into three Chapters (A - C) as illustrated in Figure A-2.

Development within the Jindabyne Growth Precinct as identified in Figure A-1 must be consistent with the objectives and comply with controls in Chapter B and relevant objectives and controls in Chapter C of this DCP. Where there is inconsistency, Chapter C will prevail.

The Jindabyne DCP is underpinned by overarching guiding principles (refer Chapter A2.1) which are supported by more detailed objectives and controls.

Objectives outline what Council is seeking to achieve. Development proposals are to be **consistent** with the relevant objectives of the Jindabyne DCP.

Controls are more detailed provisions that set out requirements for achieving the stated objectives. Development applications must **comply** with relevant controls within the Jindabyne DCP.

No single provision or control is more important than another. Council may approve a development that does not meet all provisions and controls where it can be demonstrated that due to specific site conditions, or where the relevant objectives have been satisfied, a variation will yield a better or comparable planning solution for the site.

Applies to Jindabyne Growth Precinct only

Refer Chapter B for additional relevant objectives and controls that also apply.

Note: Some controls in Chapter C may link to objectives in Chapter B.

Chapter A Introduction and administration

Chapter B General planning considerations

- B1 Design
- B2 Transport, access and car parking
- B3 Historic heritage
- B4 Connection to Country and Aboriginal cultural heritage
- B5 Natural hazards
- B6 Biodiversity and ecology
- B7 Social impact
- B8 Signage and advertising
- B9 Sustainability
- B10 Waste management and recycling
- B11 Additional controls for tourist accommodation
- B12 Additional controls for commercial and retail
- B13 Additional controls for agricultural uses
- B14 Subdivision

Chapter C Jindabyne Growth Precinct

- C1 Precinct desired vision and character
 - Jindabyne Town Centre Growth sub-precinct*
 - Jindabyne West sub-precinct*
 - East Jindabyne sub-precinct*
 - Jindabyne South sub-precinct*
 - Leesville*
 - Jindabyne Aerodrome*
 - Barry Way South*
- C2 Precinct wide objectives and controls
 - Character and form*
 - Residential development*
 - Other types of development*
 - Movement Network*
 - Infrastructure servicing*

Appendices

Figure A-2 Structure of the Jindabyne DCP



A8.1 How to read objectives and controls

To avoid repetition, the upfront objectives within some Chapters apply to the controls within the Chapters following.

For example, the objectives under Chapter B1.[HEADING] are to be read in conjunction with the objectives and controls under Chapter B1.[HEADING] as shown in demonstrated in Figure A-3 and vice versa.

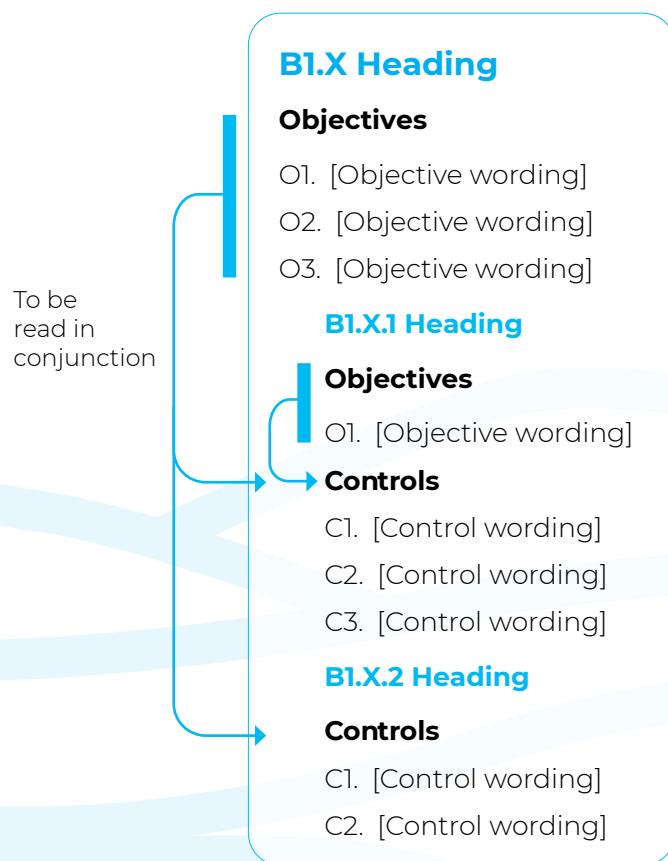


Figure A-3 Example of how to read objectives and controls in the Jindabyne DCP

A9 Varying development controls in this DCP

Under the EP&A Act, development control plans are required to be applied flexibly and consent authorities are required to allow for alternate solutions so that otherwise permissible development may be carried out. The role of the Jindabyne DCP is to:

- a. give effect to the aims of any environmental planning instrument that applies to the development,
- b. facilitate development that is permissible under any such instrument, and
- c. achieve the objectives of land zones under any such instrument.

Council can consider variations to the development controls set out in the Jindabyne DCP where a proposed development can otherwise demonstrate that it achieves or improves upon the applicable planning objectives. Council can consider variations to the Jindabyne DCP provisions as set out below:

- where a proposal does not comply with a particular development control, the applicant may propose an alternative solution.
- a written variation request must:
 - i. identify the development control that is to be varied and detail the extent of variation proposed,
 - ii. identify the general and/or specific objectives of that control and how the variation complies with the objectives, and
 - iii. where applicable, justify why the specific provisions of the policy are unreasonable and/or unnecessary with regard to the subject application.

- iv. demonstrate how an alternative solution will result in a better outcome than if the development was to comply with the development control, and
- v. demonstrate how the variation sought will not adversely impact local amenity.

Any variation request where the following apply, shall be determined by Council:

- a. variation to a numerical development control of more than 10%, or
- b. variation to a prescriptive development control within the Jindabyne Growth Precinct, where no SRLEP 2013 controls are present.

A10 Public notification and community participation plan

Depending on the type and scale of development, a proposal may be notified and advertised before Council determines the application. Notification and community participation in the development application process are set out in the [Community Participation Plan 2023](#).

Chapter B

General planning considerations



Chapter B outlines the general planning and development principles to be considered and applied as relevant for all forms of development within the Jindabyne region, both growth precincts and non-growth precincts.

B1 Design

B1.1 Site planning and layout

Objectives

- O1. Encourage good design and amenity through a design orientated approach.
- O2. Ensure best practice development by facilitating energy efficient design, visual privacy, noise protection, appropriate vehicular access, parking and open space.
- O3. Promote high standards of design that respect the character of existing neighbourhoods and rural areas, and minimises loss of amenity to adjacent development.

Controls

- C1. Site planning and layout must integrate development with the surrounding environment and be appropriately located to:
 - a. facilitate efficient use of the site,
 - b. provide adequate pedestrian, cycle and vehicle links to the street and open space networks,
 - c. ensure buildings face street frontages and open space networks,
 - d. take into account on-site features identified in a site analysis,
 - e. maintain streetscape and amenity,
 - f. provide solar access to living areas, and

- g. provide open space areas that can be easily maintained, manage stormwater and contribute to the character of the development,
 - h. minimise amenity impacts to neighbouring properties, including views and solar access, and
 - i. minimise bushfire hazard.
- C2. The design and site coverage of the development must reflect the slope of the site.

B1.2 Landscaping

Objectives

- O1. Promote development that enhances and complements the established landscape character and natural habitat.
- O2. Conserve the natural landscape and habitat as far as practical.
- O3. Discourage fragmentation of the established landscape character.
- O4. Ensure landscaped areas are effectively distributed on the site.
- O5. Retain and provide for canopy trees and large shrubs.

Controls

- C1. The design of the development is to minimise site disturbance and preserve existing landscape elements such as rock formations, trees and other natural features. Trees suitable to be retained, transplanted, or removed must be identified by a suitably qualified person.
- C2. Existing mature native trees must be retained and incorporated in the landscape design wherever possible. Where a development involves the removal of existing trees, suitable replacement planting of equivalent or large size must be provided at a 2:1 replacement ratio. A list of recommended landscape species is included in [Appendix C Planting Palette](#).

C3. Development must protect and enhance significant landscape and vegetation while allowing for the provision of additional landscaping and space for additional tree plantings to grow to maturity.

C4. Landscaping must be designed to meet user requirements including maintenance, specific design opportunities, and shade provision without reducing aesthetic quality.

C5. Landscaping to the street frontage must be substantial and enhance the appearance of the development.

C6. Landscaping design must account for the following:

- a. climatic conditions of the area,
- b. siting of new trees, shrubs and ground cover based on their full growth potential (root system and canopy spread),
- c. scale of the street reserve width and bulk of the building,
- d. privacy between dwellings, and
- e. compliance with Australian Standard AS 4970-2009 (as current).

C7. Lots with the following sizes should be consistent with the following minimum number of trees:

- a. lots less than 850sqm: one tree,
- b. lots 850 – 1000sqm: three trees,
- c. lots 1000 – 1500sqm: five trees, and
- d. lots over 1500sqm: seven trees.

Trees should be capable of obtaining a minimum height of 13 metres.

C8. When siting trees, consideration should be given to solar access in adjoining properties. Evergreen trees should be avoided on northern elevations or where there is the potential to overshadow existing adjoining developments.



B1.3 Site coverage

B1.3.1 Residential development

Objectives

O1. Ensure development maximises permeable surfaces and maintains a balance between the 'built' and 'unbuilt' areas.

Controls

C1. Site coverage for residential development must be in accordance with the maximum requirements in Table B-1. Development application plans must include a detailed 'percentage site coverage' demonstrating compliance with Table B-1.

Table B-1 Maximum site coverage for residential development

Development type	Land use zone	Site coverage
Dwelling houses	R1 General Residential, R2 Low Density Residential, RU5 Village	Not to exceed 50% of the allotment.
Attached dwellings	R1 General Residential, RU5 Village	Not to exceed 40% of the allotment.
Dual occupancies	R1 General Residential, R2 Low Density Residential, RU5 Village	Not to exceed 50% of the allotment.
Multi dwelling housing	R1 General Residential, RU5 Village	Not to exceed 40% of the allotment.
Residential flat buildings	R1 General Residential, RU5 Village	Not to exceed 40% of the allotment.
Semi-detached dwellings	R1 General Residential, RU5 Village	Not to exceed 50% of the allotment.

Note: Site coverage includes any garages, carports and outbuildings but does not include any of the following: access ramp; balcony, deck, patio, pergola, terrace or veranda attached to the dwelling that is not enclosed by a wall higher than 1400mm above the floor level; driveway, pathway or paving; fence or screen; rainwater tank that is attached to the dwelling; swimming pool or spa pool.

Note:

B1.3.2 Industrial development

Objectives

O1. Ensure sufficient area on the land is available for parking, landscaping and service access.

Controls

C1. Site coverage for industrial development must be in accordance with the maximum requirements in Table B-2.

Table B-2 Maximum site coverage for industrial development

Site size	Site coverage (maximum)
0 sqm to 2000 sqm	Up to 50%
2001 sqm to 4000 sqm	Up to 60%
4001 sqm or greater	Up to 70%

B1.4 Building height and envelope

Objectives

O1. Ensure buildings are compatible with the height, bulk and scale of the desired future character of the locality.

O2. Minimise the visual impact, disruption of views, loss of privacy and loss of solar access to existing development and to public places including parks, streets and lanes.

O3. Minimise the adverse amenity impact of development on heritage items.

Controls

C1. Built form must respect and follow the natural topography of the site.

C2. First floor additions must be well integrated into the design of the development to avoid overbearing bulk and scale relationship with neighbouring properties.

B1.5 Building design and form

Objectives

O1. Minimise the impact of development on the land.

O2. Building design reflects and considers the character of the area and minimises impact to neighbouring development.

O3. Colours and materials are sympathetic to the surrounding natural and built environment.

O4. Building facades complement and enhance the existing streetscape and character.

B1.5.1 Building design

Controls

C1. All structures must be designed and sited to minimise the need for excavation or fill for foundations and associated hardstand areas.

C2. Development must be designed to compliment rather than contrast with the existing environment. Sites adjoining bushland areas or waterways must blend into the natural landscape.



C3. Development must use architectural elements to articulate facades, minimise large expanses of blank walls and avoid a bulky appearance. Architectural elements may include but not be limited to:

- a. defining the base, middle, or top of a building using different materials, finishes and colours,
- b. incorporating horizontal or vertical elements such as staggered wall planes, recessed walls or banding,
- c. defining the window openings, fenestration, building entrances, and entry porches, and doors,
- d. using roof forms and parapets to create an interesting skyline,
- e. using sun shading devices,
- f. incorporating balconies or terraces,
- g. incorporating public art work,
- h. incorporating architectural relief and modulation of facades to avoid a bulky appearance and minimise overshadowing,
- i. the use of horizontal elements such as verandahs, pergolas or suitable planting schemes,
- j. the use of articulated walls to provide enough space for taller growing plants,
- k. avoiding unrelieved walls in excess of 12 metres,
- l. incorporating variations in elevations to provide visual interest to buildings, and
- m. the 'stepping back' of upper levels in order to avoid bulky vertical wall surfaces.
- n. using a variation of unit designs in a building complex, and
- o. other architectural features to the satisfaction of Council.

C4. The enclosure of verandahs or balconies must not detract from the visual quality of buildings and the streetscape.

C5. The colours and materials of development must be compatible with those prevailing in the streetscape.

C6. Building design must not include highly reflective surfaces such as 'zincalume' or tinted glass panels. External finishes may be natural or untreated.

C7. The street facade of a development on a corner allotment must incorporate architectural corner features to add visual interest to the streetscape.

C8. The roof of the building must be designed so that it does not unduly increase the bulk of the building including:

- a. careful selection of materials, colour and pitch, and
- b. use of low angled pitched roofs provided they are compatible with existing development and the existing streetscape character.

Council may consider the inclusion of habitable rooms within the roof space.

C9. Alterations and additions to an existing dwelling must present an integrated design with suitable configuration, materials and detailing so the new and original structures are visualised as one whole building.

Note: *For heritage items it may be desirable to architecturally distinguish between the old and new works.*

C10. Where appropriate, the roof pitch of alterations and additions should extend and/or replicate the original dwelling.

C11. Sub-floor areas must be enclosed or otherwise treated.

B1.5.2 Building setbacks

B1.5.2-1 Setbacks for residential development

Objectives

O1. Minimise the impact of development on adjoining land and ensure adequate separation between buildings.

O2. Provide adequate space for landscaping, visual and acoustic privacy and solar access.

O3. Encourage the retention of significant views and enable a reasonable level of view sharing between a development and the neighbouring dwellings and the public domain.

O4. Establish the desired spatial proportions of the street and define the street and building edge.

O5. Minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties and open space areas.

Controls

C1. Setbacks must be in accordance with the requirements in Table B-3.

C2. Front setbacks for dwelling houses may be the average distance of the setbacks of the nearest two dwelling houses with the same primary street frontage.

C3. For corner sites, the setback from the secondary street frontage must be in accordance with the following minimum requirements:

- a. 900mm for allotments with primary frontage width of less than seven metres; or
- b. 1500mm for all other sites.

C4. Front setbacks must be free of structures such as swimming pools, above-ground rainwater tanks and outbuildings.

C5. Rear setbacks for irregular shaped allotments, or allotments with the longest boundary abutting the street or the rear adjoining neighbour (i.e., frontage width being longer than the site depth), may be less than the width identified in Table B-3 but must have regard to the following:

- a. compatibility with the existing development pattern in the surrounding residential land,
- b. provision of adequate private open space as required under the Jindabyne DCP, and
- c. potential impacts on neighbouring dwellings in terms of solar access, privacy and view sharing.



Table B-3 Minimum setback requirements for residential accommodation

Development types	Class of building	Height of building	Front setback (where no adjoining dwellings)	Side setback	Rear setback
<ul style="list-style-type: none"> Dwelling house Dual occupancies Attached dwellings Secondary dwellings Semi-detached dwellings 	1 and 2	1 storey	6m	900mm	900mm
		2 storey	8m	1500mm	1500mm
		3 storey	8m	1500mm	2500mm
<ul style="list-style-type: none"> Multi dwelling housing Residential flat buildings 	3	1 storey	6m	2290mm	3m
		2 storey	8m	2290mm	4m
		3 storey	8m	2740mm	5m

C6. A variation to setbacks must demonstrate how:

- site conditions are considered acceptable,
- the development will have no adverse effect on adjoining owners, traffic safety and/or future road widening,
- streetscape variety and interest will be provided for reduced front setbacks, and
- the development can achieve appropriate light and ventilation amenity,
- better solar access is achieved, and
- building provisions to prevent the spread of fire are protected.

C7. Provided the distance is not less than one metre to a boundary, fascias, gutters, downpipes and eaves may encroach into the side setback up to 675mm outside that envelope.

C8. The following may encroach into the building setback without restriction:

- unroofed terraces, landings, steps and ramps not greater than one metre in height, and
- pergolas, screens, light fittings, electricity or gas meters, chimneys.

B1.5.2-2 Setbacks for industrial development

Objective

O1. Ensure adequate setbacks are established to maintain sufficient area for landscaping, noise mitigation and aesthetic considerations.

Controls

C1. Front setbacks must be consistent with the average setbacks of the adjoining development.

C2. Where there is no adjoining development, the proposed development must have a setback of a minimum of six metres from the road boundary.

C3. Setback requirements may be reduced:

- where the building is designed to complement the streetscape (ie. porticos and other prominent design features),
- where substantial landscaping is provided to screen the development from the street, and
- where adjoining buildings are not affected by a reduced setback.

B1.6 Amenity

B1.6.1 Solar access and overshadowing

Objectives

O1. Ensure new, and alterations and additions to existing, habitable buildings are sited and designed to maximise solar access to the living areas and private open space.

O2. Ensure development retains reasonable levels of solar access to the neighbouring dwellings and their private open space.

O3. Provide adequate ambient daylight to dwellings and minimise the need for artificial lighting.

Controls

C1. Development must receive a minimum of three hours of direct sunlight to north-facing living room windows and the principal private open space between 9am and 3pm on 21 June.

C2. New development must ensure north-facing living room windows and the principal private open space associated with existing dwellings on neighbouring properties continues to receive three hours of direct sunlight between 9am and 3pm on 21 June. Where a neighbouring development already receives less than three hours solar access, it must not be any further reduced.

C3. The area covered by sunlight in principal private open space must be capable of supporting passive recreation activities.

C4. Variation from the above requirements will be subject to a merit assessment having regard to the following:

- how the proposed development meets the height, setback and site coverage controls,
- orientation of the subject and adjoining allotments,
- topography of the subject site and adjoining allotments,



- d. location and level of windows,
- e. whether sunlight can be achieved at a level of seating or around a table,
- f. consistency with streetscape and views, and
- g. shadows cast by existing buildings on neighbouring allotments

B1.6.2 Acoustic privacy

Objectives

O1. Minimise noise transmission between dwellings with appropriate building siting and design.

O2. Utilise building siting and design to minimise noise transmission from noise sources outside the property such as arterial roads, industries and tourist development.

Controls

C1. Dwellings must be sited and designed to limit the potential for excessive noise transmission to the sleeping areas of adjacent dwellings. The main living room windows, barbecues, swimming pools and spa pools, garbage collection areas, pumps and air conditioners must not be located immediately adjacent to the bedroom windows of adjoining dwellings.

C2. Attached dual occupancies and other dwellings with common walls must be designed to reduce noise transmission between dwellings through the following measures:

- a. locate noise generating areas adjacent to each other, and quiet areas next to each other (for example living rooms to living rooms),
- b. locate less sensitive areas, such as stairways, store rooms, toilets, built-in-wardrobes and the like adjacent to the party wall for both dwellings to serve as a noise buffer, and
- c. avoid locating wet areas such as toilets, laundries and kitchens adjacent to the bedrooms of the adjoining dwelling.

C3. Dwellings must include the following to improve acoustic privacy:

- a. bedroom windows and car parking areas must be a distance of three metres apart, and
- b. doors and windows of adjoining dwellings must be a distance of three metres apart.

C4. All noise sensitive land uses abutting major roads and other noise generating land uses must be consistent with the [Development Near Rail Corridors and Busy Road - Interim Guideline](#) (as current).

B1.6.3 Visual privacy

Objectives

O1. Minimise overlooking or cross viewing to the neighbouring dwellings to maintain reasonable levels of privacy.

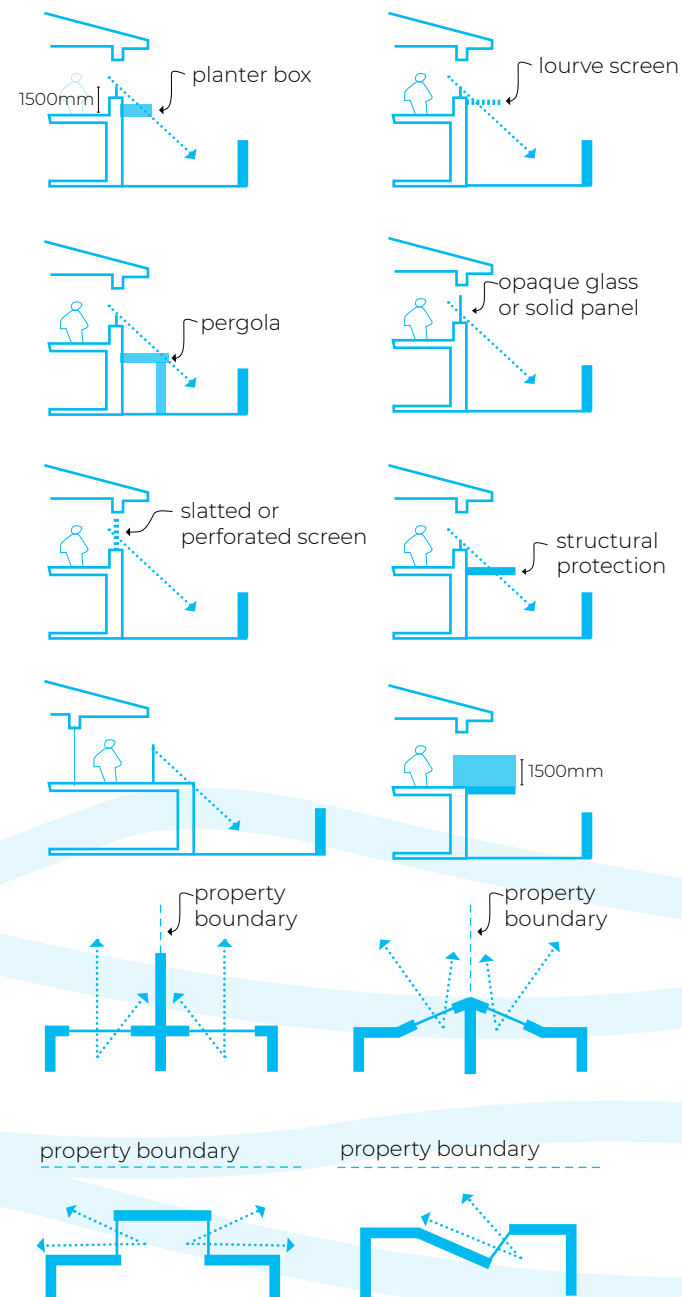
Controls

C1. All habitable room windows must be located to minimise direct viewing of existing habitable room windows in adjacent dwellings by one or more of the following measures:

- a. offsetting or staggering windows away from those of the adjacent buildings,
- b. setting the window sills at a minimum of 1500mm above finished floor level,
- c. installing fixed or translucent glazing up to a minimum of 1500mm above finished floor level, and/or
- d. installing fixed privacy screens outside the windows in question (refer Figure B-1).

C2. Windows to the main living and dining rooms must be oriented away from adjacent dwellings wherever possible. Development should orient windows to the front or rear of the site.

C3. Upper floor balconies will only be permitted where there is no neighbour adjoining or a significant level difference between neighbours and should be orientated to the street or rear yard.



Overlooking of adjacent secluded private open space can often be avoided with the use of fin walls or careful arrangement of windows

Figure B-1 Visual privacy diagrams

C4. Elevated balconies or balcony returns on the side facade must have a narrow width to minimise privacy impacts on adjoining properties.

C5. For sloping sites, ground floor decks or terraces must step down in accordance with the landform and avoid expansive unscreened areas of elevated outdoor recreation space. Expansive decks may be acceptable on sloping sites where slopes are too steep to allow for passive recreation.

C6. Screen planting and planter boxes may be used as a supplementary device for reinforcing privacy protection. However, they must not be used as the sole privacy protection measure.

B1.7 Visual and scenic impact

Objectives

O1. Protect the natural and rural landscape, particularly on skylines, ridge top locations, sloping sites and adjoining public reserves or bushland.

O2. Promote sharing of views from surrounding properties.

B1.7.1 Visual landscape character assessment

Controls

C1. Development must:

- a. protect and enhance important visual features and the landscape character of the site and surrounding land,
- b. minimise the visual impact of the development on views from public places, including public roads,
- c. limit the visual impact of driveways, and
- d. ensure fencing and building styles are compatible with the visual character of the area.

C2. Development must consider the visual impacts of carrying out the development, including the visual impacts of ancillary uses including driveways and fencing.

B1.7.2 Building on ridges

Objectives

O1. Protect the topography of the area and avoid significant skylines.

Controls

C1. A building must not be erected on a predominant ridge if the building would be visible from a public place and appear as a skyline structure from that place or road.

C2. Council may consent to the erection of a building on a ridge line where:

- a. the proposed location of the building comprises the only part of the land on which it is proposed to be erected which has reasonable vehicular access to a public road,
- b. the whole of the land on which it is proposed to be erected is within the ridge line, and/or
- c. the function and architecture of the building has such significance to the community that, in the Council's opinion, it should stand out as a landmark.

B1.7.3 View sharing

Controls

C1. Development must retain view sharing.

C2. The design of fences and selection of plant species must minimise obstruction of views from the neighbouring dwellings and the public domain.

C3. Views are not to be obtained at the expense of native vegetation.

B1.8 Fencing and ancillary development

B1.8.1 Fencing and walls for residential development

Objectives

O1. Ensure the alignment, configuration, height, materials and colour of new fences complements the buildings on the site and the streetscape.

O2. Ensure the design of fencing achieves a balance between privacy, safety and security for the building occupants with views to the street and public domain.

B1.8.1-1 Fencing – general

Controls

C1. Expansive surfaces of blank rendered masonry to the street frontages must be avoided.

B1.8.1-2 Front fences

Controls

C1. Front fences must align with the front property boundary of the predominant fence setback line along the street.

C2. Front fences should be generally consistent with those examples shown at Figure B-2, designed and located to:

- a. maintain the streetscape character,
- b. be consistent with the established pattern of fencing, and
- c. allow private gardens to merge with their neighbours and support the landscape character of the area.

C3. Front fences or walls must be no more than 1200mm in height.

C4. Where required for noise or visual impact mitigation, front fence heights may be increased to 1800mm if the fence has openings that make it no less than 50% transparent.





FENCING OPTION 1 - 'NATURAL' FENCING

Natural fencing



FENCING OPTION 2- FORMAL FENCING

Formal fencing

Figure B-2 Front fencing examples

B1.8.2 Side and rear fences in urban areas of Jindabyne

Controls

C1. Side fences on corner allotments must be designed and located to:

- maintain the streetscape character,
- be consistent with the established pattern of fences, and
- ensure an adequate amount of usable private open space.

C2. The maximum height of side, rear or common boundary fences is 1800mm, as measured from the ground level (existing).

C3. For sloping sites, fencing must be stepped to follow the topography of the land, with each step not exceeding 2200mm above ground level (existing).

C4. The side fence must be tapered down to a maximum of 1200mm at the front building line.

C5. Fencing height will be considered on merit where there is a significant level difference between the development site and adjoining allotments.

B1.8.3 Outbuildings

Controls

C1. Outbuildings associated with residential development in urban areas of Jindabyne must be located behind the alignment of the front building facade and be positioned to optimise open space.

C2. Outbuildings may be constructed to the side and rear boundaries of a residential development where:

- external walls are finished and do not require frequent maintenance,
- there are no windows or openings facing the adjoining allotments, and
- adequate solar access to the adjoining dwellings is maintained.

Note: Outbuildings can include any of the following balcony, deck, patio, pergola, terrace or verandah that is detached from a dwelling house, cabana, cubby house, fernery, garden shed, gazebo or greenhouse, carport that is detached from a dwelling house, farm building, garage that is detached from a dwelling house, rainwater tank (above ground) that is detached from a dwelling house, shade structure that is detached from a dwelling house, and shed.



B2 Transport, access and car parking

B2.1 Movement network

Objectives

O1. Create a legible, safe and functional road network that reduces traffic congestion, is suitable for the range of desired land uses and enables connectivity throughout Jindabyne.

O2. Facilitate an equitable sharing of the road network and ensure the road network prioritises the needs of pedestrians and cyclists first.

O3. Balance the need to provide sufficient space for vehicles within the street corridor with design treatments intended reduce speeds and provide paved areas.

O4. Incorporate water sensitive urban design (WSUD) and stormwater management elements within new street design.

O5. Protect the role of arterial roads and ensure the safe and efficient flow of traffic.

O6. Provide an integrated and legible street hierarchy that is supplemented by a corresponding hierarchy for pedestrians and bike riders and supports sustainable travel behaviour.

Controls

C1. Streets must be designed to:

- a. be wide enough for trucks, including Council waste trucks, to traverse and turn when streets are utilised for on-street car parking overflow,
- b. be responsive to natural landform and topography and minimise cut and fill,
- c. facilitate stormwater infiltration, and
- d. be an appropriate speed environment to maintain safety within the precinct.

C2. Footpaths must be provided:

- a. on both sides of collector roads and streets with medium density residential development,
- b. on at least one side of local streets that provide connectivity within the pedestrian network, and
- c. with kerb ramps at intersections and other crossing locations.

C3. Access roads must:

- a. be designed to work with the contours of the land,
- b. not exceed 16% slope,
- c. not proceed through rock outcrops, natural features or existing vegetation stands, and
- d. not be located on prominent hill faces or ridges.

C4. Shared paths must facilitate the safe passing of pedestrians and cyclists and be a minimum of two to three metres wide.

C5. Exceptions to the requirement for footpaths will only be granted for specific environmental considerations such as topography.

B2.2 Vehicle access

Objectives

O1. Provide permanent access within the defined access corridor that adequately provides for the vehicular traffic likely to be generated by the development.

O2. Ensure access arrangements utilise the most and efficient route.

Controls

C1. Development must be compliant with:

- a. *Australian Standard 2890.1 Off-street parking Part 1 - car-parking facilities,*
- b. *Australian Standard AS 2890.2:2018 Off-street Commercial Vehicle Facilities, and*
- c. Council's development design and construction specifications, including

standards relating to sight distances and horizontal and vertical road alignment.

B2.2.1 Permanent and practical legal access

Controls

C1. Vehicle access and driveways must be located and designed to:

- a. not impede the traffic flow on local road system,
- b. a length that is low impact,
- c. continue the existing pattern in the street, and
- d. facilitate ease of access.

C2. Where required, development, including all allotments created by subdivision, must have coinciding legal and practical access in accordance with Council's development design and construction specifications.

C3. Individual access points must be consistent with Council's engineering standards.

B2.2.2 Adequacy of access

Controls

C1. Each lot must be provided with an adequate all weather access to enable satisfactory vehicular passage from the public road into the individual allotment.

C2. Access roads must be designed to minimise road infrastructure by utilising the most direct, and where possible, the existing, legal routes.

C3. The design of intersections must allow all movement to occur safely and sufficiently accommodate projected traffic volumes.

C4. The creation of public roads as part of a development and that are to be transferred to the control of Council must be minimised.

C5. The standard and carriageway width of all-weather access roads to the development must adequately cater for existing and potential traffic.



C6. The road reserve width must be sufficient to cater for all expected functions of the road, including the safe and efficient movement of all users and acting as a buffer from traffic nuisance for residents.

C7. All intersections and vehicular entrances must satisfy the relevant design standards set out in the [AustRoads Guide to Road Design](#) and Council's *Development Design and Construction Specification*.

C8. Access must be designed in accordance with the design criteria including in the *AustRoads Guide to Road Design* and Council's *Development Design and Construction Specifications*.

Note: Access to the site and design for turning circles for garbage and recycling vehicles is to be in accordance with the provisions of *B10 Waste Management and Recycling*.

B2.3 Parking (design and provision)

Objectives

O1. Create a safe, pleasant and walkable town centre to encourage visitors to "park once and walk".

O2. Provide sufficient, safe and convenient parking facilities to meet user requirements and ensure that development is self-sufficient in the provision of off-street parking for general traffic vehicles, on-demand transport and micromobility.

O3. Reduce the need for kerbside parking and encourage the use of roadways for the free flow and movement of vehicles.

O4. Provide adequate visitor parking for general traffic and micromobility throughout all seasons, balancing the needs of residents, local workers, businesses, shoppers and commuters also considering maintaining community access to local businesses, services, and amenities, and the

amount of space available for parking versus other land uses.

O5. Ensure bicycle parking is convenient, safe for users and minimises conflict between people and visitors.

O6. Ensure the adequate provision of car parking that is integrated into development, well located and designed and minimises the visual impact of garages and driveways on the streetscape.

Note: *Micromobility refers to devices similar to conventional bicycles in size, human-powered motion (with or without electric motor assistance) and in travel speed. Examples of micromobility devices include e-bikes, skateboards, scooters, and e-scooters.*

B2.3.1 Car parking design

Objectives

O1. Ensure car parking facilities, service, delivery and access areas are designed to enhance streetscape character and protect pedestrian amenity and safety.

O2. Ensure parking areas relate to site conditions and land use demand

Controls

B2.3.1-1 General development

C1. Driveways, roads and car parking areas must be designed in accordance with the requirements of Council's *Engineering Guidelines for Subdivision and Developments* and relevant Australian Standards.

C2. Car parking areas, including entry and exit points, must not create traffic conflicts or impact on pedestrian and cyclist movements.

C3. Car parks must provide a direct and safe pedestrian access to a building's entry and exit (well-lit and free of concealment opportunities).

C4. Car parking areas must be designed, surfaced and sloped to facilitate stormwater infiltration on-site through provision of adequate landscaped and/or permeable paved areas.

B2.3.1-2 Residential development

C5. Driveways for multi-dwelling housing and residential flat buildings when adjacent to side boundaries, must be offset a minimum of two metres for the first six metres and then one metre for the full length of the driveway.

C6. Driveways for multi-dwelling housing developments must be softened by landscaping. Straight driveways without landscaping is not supported.

C7. Driveways for dual occupancy developments must be offset a minimum of one metre from a side boundary for the full length of the required front setback and landscaped (refer Figure B-3).

C8. Driveways must be partially surfaced with materials that provide for stormwater infiltration or designed to drain to adjacent landscaped areas.

C9. Where a driveway will service three or more dwellings, an adequate manoeuvring area must be provided to enable vehicles to enter and exit the site in a forward direction.

C10. Visitor parking within residential areas must take into consideration the location of security measures for resident parking and ensure these measures do not impact access to visitor parking.

C11. Garages must not dominate the street-facing facade.

C12. Garages for single storey dwellings must not exceed a width of six metres or occupy more than 50% of width of the dwelling, where they face the street. Refer to Figure B-3 for guidance.



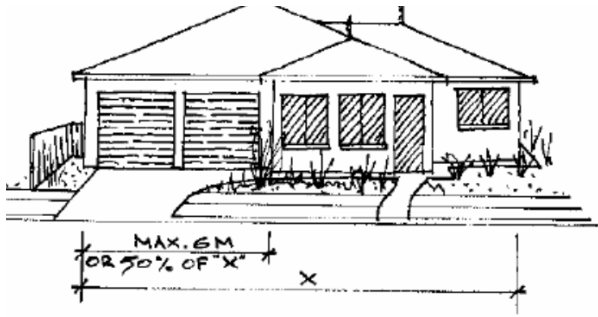


Figure B-3 Indicative frontage design

C13. Visitor car parking must not impact on the streetscape and may be provided forward of the front building line provided it is setback a minimum of two metres from the street boundary.

B2.3.1-3 Commercial development

C14. Where possible, all car parking spaces must be located behind the building line with vehicles entering and exiting the site in a forward direction.

B2.3.1-4 Carport design

C15. Where doors are not provided to a car park, the visible interior of the car park must be incorporated into the facade design. Material selection and building services pipes and ducts must be concealed.

B2.3.2 Landscaping of parking areas

Controls

C1. Landscaping must be incorporated into car park design within and on the perimeter of the car parking area to soften the visual impact of parked cars and associated structures. within and on the perimeter of the car parking area. The landscape design must:

- create a safe and inviting environment,
- include planting beds fronting a street or public place with a minimum width of one metre,

- include shade trees in open car parking areas at the ratio of one shade tree for every six car parking spaces, and
- avoid plants that have a short life, drop branches, gum or fruit, interfere with underground pipes, or provide the opportunity for concealment.

Development applications must be accompanied by a landscape plan prepared by a suitably qualified professional.

C2. Where a driveway will service three or more dwellings, adequate landscaping must be provided to minimise the expanse of hard surface and negative visual impacts on the streetscape.

C3. Visitor car parking must be suitably screened by landscaping.

C4. Driveways for dual occupancy developments must be offset a minimum of one metre from a side boundary for the full length of the required front setback and are to be provided with landscaping (refer Figure B-4).

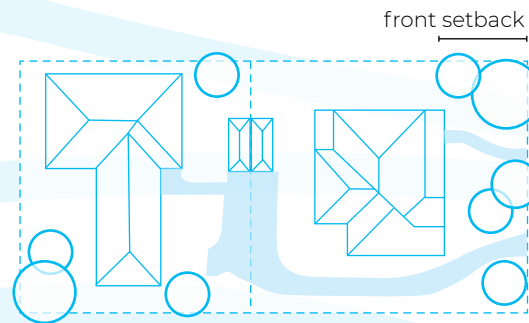


Figure B-4 Setback for landscaping

B2.3.3 Car parking provision

Objectives

O1. Ensure the number, location and access to vehicle parking spaces available on site, and along the street frontage, is sufficient to cater for residents and visitor parking needs.

Controls

C1. On-site car parking for specific types of development must be in accordance with the parking rates in Table B-4.

Note: In calculating the number of car spaces required, Council takes into consideration the:

- type of development (or land use) proposed,
- size and scale of the development,
- intensity of the development, and
- street hierarchy and existing traffic situation.

C2. For development types that are not listed in Table B-5, Council will determine the minimum car parking requirements in consultation with the applicant. An on-merit assessment must be undertaken and development applications must be accompanied by a traffic and parking assessment prepared by a suitably qualified professional.

C3. Car parking requirements may be reduced where it can be demonstrated that separate uses can share a single parking facility or where there are different and complementary demands for car parking space on a site.

C4. To meet the minimum required car parking spaces in Table B-4, Council may consider stacked parking spaces where the development:

- includes a minimum of two garaged spaces,
- allows no more than two cars in the stacked parking arrangement, and
- is able to function easily.

Note: Where parking calculations produce a fraction, the requirement is to be rounded up e.g., 3.2 spaces = 4 spaces.

Note: Parking requirements may also be contained in area specific DCP Chapters.

Note: In determining the prescriptive parking requirements for each type of land use, Council has adopted guidelines from the AustRoads Guide to Traffic Management Part 12: Integrated Transport Assessment for Developments (2020). Council uses this guide on a discretionary basis only, and may be flexible in establishing parking conditions according to an expert Traffic Impact Assessment which takes into account existing parking and traffic conditions in the vicinity of the subject site and surveys of similar sites to justify an appropriate parking rate for a development.

Note: In addition to the parking requirements set out in this DCP Chapter, applicants may have other obligations and requirements for accessible parking under other legislation.

Table B-4 Parking rates

Development type / land use	Minimum parking requirements
Residential accommodation	
Dwelling houses Rural workers' dwellings	<ul style="list-style-type: none"> 2 car parking spaces per 1 or 2 bedroom dwellings, 3 car parking spaces per 3 bedroom dwellings + 1 car parking space per two bedrooms/ habitable rooms (e.g. studies/rumpus rooms) thereafter. Car parking spaces are to be located behind the building line or a side setback between the dwelling and the side boundary of 3 metres to permit vehicular access.
Other forms of residential accommodation including: <ul style="list-style-type: none"> Attached dwellings Dual occupancies (attached) Dual occupancies (detached) Multi dwelling housing Residential flat buildings Semi-detached dwellings 	<p>Resident parking:</p> <ul style="list-style-type: none"> 2 car parking space per 1 or 2 bedroom dwelling. 3 car parking spaces per 3 bedroom dwelling + 1 car parking space per two bedrooms/ habitable rooms (e.g. study/rumpus) thereafter where a dwelling has more than 3 bedrooms. <p>Visitor parking (for multi dwelling housing and residential flat buildings):</p> <ul style="list-style-type: none"> 1 designated visitor car parking space per 3-5 dwellings; or 2 designated visitor car parking spaces per 6 or more dwellings or part thereof. <p>For the purpose of car parking rates, a dual occupancy dwelling is considered to be two separate dwellings.</p>
Secondary dwellings	<ul style="list-style-type: none"> 1 car parking space per secondary dwelling.

Development type / land use	Minimum parking requirements
Group homes (permanent) or permanent group homes	<ul style="list-style-type: none"> 2 car parking spaces per group home. Car parking spaces are to be located behind the building line or a side setback between the dwelling and the side boundary of 3 metres to permit vehicular access.
Shop top housing	<p>Resident parking:</p> <ul style="list-style-type: none"> 1 car parking space per 1 or 2 bedroom dwelling. 2 car parking spaces per 3 or more bedroom dwelling + 1 car parking space for each bedroom/ habitable room (e.g. study/rumpus) thereafter where a dwelling has more than 3 bedrooms. Shared resident and commercial/retail parking spaces may be considered where it can be demonstrated there will not be in adverse impact on on-street or public parking spaces.
Boarding houses / co-living Staff accommodation	<ul style="list-style-type: none"> 0.2 car parking spaces for each private boarding room (where boarding house is located in an accessible area); 0.5 car parking spaces for each private boarding room (where boarding house is located in non-accessible area); and 1 car parking space for each employee.
Hostels	<ul style="list-style-type: none"> 1 car parking space for each 5 dormitories in the hostel; and 1 car parking space for each 2 persons employed in connection with the development and on duty at a one time; and 1 car parking space suitable for an ambulance.
Seniors housing	<p>Refer to specific requirements for 'hostels' and 'residential care facilities'.</p> <p>For 'in-fill self-care housing':</p> <ul style="list-style-type: none"> 0.5 car parking spaces for each bedroom (where the DA is made by a person other than a social housing provider). 1 car parking space for each 5 dwellings (where the DA is made by, or is made by a person jointly with, a social housing provider).



Development type / land use	Minimum parking requirements
Residential care facilities	<ul style="list-style-type: none"> 1 car parking space for each 10 beds in a residential care facility (or 1 car parking space for each 15 beds if the facility provides care only for persons with dementia); and 1 car parking space for each 2 persons employed in connection with the development and on duty at a one time; and 1 car parking space suitable for an ambulance.
Commercial premises	
Business premises	<ul style="list-style-type: none"> 2.5 car parking spaces per 100sqm GFA.
Office premises	<ul style="list-style-type: none"> 2.5 car parking spaces per 100sqm GFA.
Retail premises	<ul style="list-style-type: none"> 4 car parking spaces per 100sqm GFA.
Ski hire premises:	<ul style="list-style-type: none"> 6.7 car parking spaces per 100sqm GFA.
Specialised Retail Premises	<ul style="list-style-type: none"> 1 car parking space per 50sqm GFA.
Food and drink premises – pubs, small bars and registered clubs	<ul style="list-style-type: none"> 5 car parking spaces per 100sqm GFA; and 1 car parking space per 3.5sqm of licensed floor area (i.e. bar, lounge, beer garden and games room); and 1 car parking space per 40sqm GFA of office space; and 1 car parking space per 6.5sqm of public dining area for refreshment room; and 1 car parking space per employee; and 2 car parking spaces per managers residence Whilst no additional car parking is required for beer gardens and un-roofed areas in hotel/clubs, enclosing of these areas by roofing will render them liable for additional on-site car parking at a rate of 1 space per 2.5sqm licensed floor area.
Food and drink premises – restaurants or cafes	<ul style="list-style-type: none"> 5 car parking spaces per 100sqm GFA; and 1 car parking space per 6.5sqm of public dining area; and 1 car parking space per employee.

Development type / land use	Minimum parking requirements
Food and drink premises – take-away food and drink premises	<p>Where no on-site seating is provided:</p> <ul style="list-style-type: none"> 1 car parking space per 8.5sqm GFA; and 1 car parking space per employee; <p>Where on-site seating and no drive through facility:</p> <ul style="list-style-type: none"> 1 car parking space per 10sqm GFA; and 1 car parking space per 5 seats (internal or external) or 1 car parking space per 5 seats (internal) whichever is greater; and 1 car parking space per employee. <p>Where on-site seating and drive through facilities are proposed:</p> <ul style="list-style-type: none"> 1 car parking space per 2 seats (internal) or 1 parking space per 3 seats (internal or external); and queuing area of 10-12 cars within the drive-through as measured from the pick up point; and 1 car parking space per employee.
Kiosks	<ul style="list-style-type: none"> No parking requirements.
Bulky goods premises	<ul style="list-style-type: none"> 1 parking space per 50sqm GFA.
Markets	<ul style="list-style-type: none"> 2 car parking spaces per market stall.
Plant nurseries	<ul style="list-style-type: none"> 1 car parking space per 100sqm of site display and retail area with a minimum of 5 spaces.
Roadside stalls	<ul style="list-style-type: none"> 4 car parking spaces per stall.
Shops Neighbourhood shops	<ul style="list-style-type: none"> 1 car parking space per 20sqm GLFA.
Vehicle sales or hire premises	<ul style="list-style-type: none"> 1 car parking space per 2 employees; and 1.5 car parking spaces per 200sqm sale yards/showroom; and 6 car parking spaces per service bay.
Entertainment facilities	<p>The greater of:</p> <ul style="list-style-type: none"> 1 car parking space per 7 seats; or 1 car parking space per 4sqm of GFA.
Function centres	<ul style="list-style-type: none"> 1 car parking space per 6.5sqm GFA.



Development type / land use	Minimum parking requirements
Service stations	<ul style="list-style-type: none"> 1 car parking space per 20sqm GFA of convenience store; and 1 car parking space per 200sqm site area. Where a workbay is proposed, additional car parking will be required at the rate of 4 car spaces per service bay.
Veterinary hospitals	<ul style="list-style-type: none"> 3 car parking spaces per veterinary surgery.
Industries	
Light industries	<ul style="list-style-type: none"> 1 car parking space per 80sqm GFA or part thereof.
General industries	<ul style="list-style-type: none"> 1 car parking space per 80sqm GFA or part thereof.
Vehicle repair stations	<ul style="list-style-type: none"> 5 car parking spaces per service bay.
Storage premises	
Warehouse or distribution centres	<ul style="list-style-type: none"> 1 car parking space per 300sqm GFA.
Educational establishments	
Schools Tertiary Institutions Adult Education Other Educational Institutions.	<p>Schools:</p> <ul style="list-style-type: none"> 1 car parking space per employee; 1 car parking space per 10 students in Year 12 (where applicable); and 1 bus parking space per 100 enrolled students. <p>Tertiary institutions or adult education establishments:</p> <ul style="list-style-type: none"> 1 car parking space per employee; 1 car parking space per 3 students; and 1 bus parking space per 100 enrolled students. <p>Other educational institution:</p> <ul style="list-style-type: none"> Car parking spaces required will be based on merit of individual case.
Human services facilities	
Medical centres Health consulting rooms	<ul style="list-style-type: none"> 1 car parking space per 25sqm GFA. 1 car parking space per employee.

Development type / land use	Minimum parking requirements
Community infrastructure	
Centre-based childcare facilities	<ul style="list-style-type: none"> 1 car parking space for every 4 licensed children; and 1 car parking space per employee.
Places of public worship	The greater of <ul style="list-style-type: none"> 1 car parking space per 5 seats; or 1 car parking space per 4sqm of GFA.
Respite day care centres	<ul style="list-style-type: none"> 1 car parking space for every 4 clients; and 1 car parking space per employee.
Recreation	
Recreational facilities (outdoor)	<p>Lawn bowls:</p> <ul style="list-style-type: none"> 30 car parking spaces for the first bowling green; and 15 car parking spaces for each additional bowling green. <p>Playing field:</p> <ul style="list-style-type: none"> 125 parking spaces per playing field for regional complexes; or 30 parking spaces per playing field for local playing fields. <p>Swimming pools:</p> <ul style="list-style-type: none"> Off street parking requirements assessed on merit. A traffic and parking assessment for the development must be prepared by a qualified traffic specialist and submitted with the DA. <p>Horse riding facility:</p> <ul style="list-style-type: none"> 1 car parking space per 2 horses; and 1 bus parking space per 40 horses. <p>Sailing clubs:</p> <ul style="list-style-type: none"> 1 car parking space per 3 members with 75% of parking spaces for the provision of trailers. <p>Rowing clubs:</p> <ul style="list-style-type: none"> 1 car parking space per 3 members.



C5. For certain tourist and visitor accommodation and eco-tourist facilities where dedicated on-site bus bays will be provided in lieu of car parking spaces, consideration may be given to a reduction in the car parking requirements in Table B-5 by a maximum of 25%. A traffic and parking assessment must be prepared by a suitably qualified professional and submitted with any development application demonstrating that the quantity of private vehicle parking, bus bays, and any other facilities will meet the needs of the development.

C6. Where a development involves a change of use between any of the following uses within an existing premises, the controls in Table B-5 apply.

Table B-5 Parking requirements for change of use of premises

Current use	Proposed use	Additional car parking
Food and drink premises (i.e., restaurant or cafe, pub)	Food and drink premises (i.e., restaurant or cafe, pub)	No additional car parking is required.
Retail premises, office premises, business premises	Food and drink premises (i.e., restaurant or cafe, pub)	Area is less than 100 square metres: no additional parking is required
		Area is greater than 100 square metres: Parking requirements in Table B-5 apply

C7. Council may consider waiving the increased parking requirements in Table B-5, where the development will not increase the current gross leasable floor area (GLFA) and gross floor area (GFA).

B2.4 Accessible parking

Controls

C1. Accessible car parking spaces must be provided in accordance with the minimum percentages listed in Table B-6 or in accordance with the National Construction Code or Australian Standards, whichever is higher.

Table B-6 Minimum percentage of accessible car parking spaces to be provided per development

Type of development / land use	Minimum percentage of accessible car parking spaces
Retail / commercial	2%
Community facilities, libraries, galleries, places of worship	2%
Senior citizen centres, clubs and residential care facilities	3% to 4%
Medical centres, services and hospitals	3% to 4%
Tertiary education institutions	1% to 2%
Entertainment facilities, function centres	2%
Outdoor sporting facilities and outdoor recreation areas	1% to 2%

B2.5 Motorbike parking

Controls

C1. One motorbike parking space must be provided per 20 car spaces for the following development types:

- a. all types of residential accommodation, excluding dwelling houses,
- b. backpackers accommodation,
- c. farm stay accommodation,
- d. serviced apartments,
- e. caravan parks,
- f. camping grounds,
- g. eco-tourist facilities,
- h. commercial premises (including offices)
- i. shops (retail)
- j. service stations and convenience stores,
- k. bulky goods/retail outlets
- l. take-away food and drink premises,
- m. restaurants and/or cafes
- n. pubs,
- o. neighbourhood shops,
- p. entertainment facilities, and
- q. educational establishments.

C2. Motorbike parking spaces must only be provided for residential accommodation types where 20 or more car parking spaces are provided.

B2.6 Bicycle parking

Controls

C1. Bicycle parking facilities must be designed in accordance with *AS290.3 2015 – Parking facilities Part 3: Bicycle parking*.

C2. Bicycle parking must be provided in safe, accessible locations within car parks.

C3. Bicycle parking spaces must be provided in accordance with the minimum percentages listed in Table B-7.

Table B-7 Minimum number of bicycle parking spaces to be provided per development

Development type / land use	Minimum bicycle parking requirements
Residential accommodation	
All other forms of residential accommodation excluding dwelling houses	<ul style="list-style-type: none"> • Bike parking of 1 space per dwelling is required unless separate storage is provided (Council determine the required security level). • 1 space per 10 dwellings (Security Level C) for visitors.
Group homes (transitional and permanent)	<ul style="list-style-type: none"> • 1 space per 10 bedrooms (Security Level B) for staff/residents. • 1 space per 20 bedrooms (Security Level C) for visitors.
Casual accommodation	
Hotel or Motels accommodation (including pubs where accommodation is provided)	<ul style="list-style-type: none"> • 1 space per 20 units (Security Level B).
Backpackers' accommodation	
Serviced apartments	<ul style="list-style-type: none"> • 1 space per 5 apartments (Security Level B). • 1 space per 20 apartments (Security Level C) for visitors.

Development type / land use	Minimum bicycle parking requirements
Eco-tourist facilities	<ul style="list-style-type: none"> • 1 space per 20 units (Security Level B).
Commercial – Office / Retail	
Commercial premises including offices	<ul style="list-style-type: none"> • 1 space per 200sqm GFA (Security Level B).
Shops (retail)	<ul style="list-style-type: none"> • 1 space per 20 staff (Security Level B).
Service stations and convenience stores	<ul style="list-style-type: none"> • 1 space per 20 staff (Security Level B). • 1 space per 10 staff (Security Level C) for visitors.
Vehicle sales or hire premises	<ul style="list-style-type: none"> • 1 space per 20 staff.
Bulky goods/retail outlets	<ul style="list-style-type: none"> • 1 space per 200sqm GFA (Security Level B).
Take-away food and drink premises	<ul style="list-style-type: none"> • 1 space per 100sqm GFA (Security Level B) for staff. • 1 space per 50sqm GFA (Security Level C) for visitors.
Restaurants and/or cafes	
	<ul style="list-style-type: none"> • 1 space per 100sqm GFA (Security Level B).
Pubs	
	<ul style="list-style-type: none"> • 1 space per 20 accommodation rooms plus 1 space per 25sqm bar area plus 1 space per 100sqm lounge, beer garden (Security Level B) for staff. • 1 space per 25sqm bar area plus 1 space per 100sqm lounge, beer garden (Security Level C) for visitors.
Shops	
	<ul style="list-style-type: none"> • 1 space per 200m2 GFA (50% Security Level B, 50% Security Level C).
Entertainment facilities	
	<ul style="list-style-type: none"> • 1 space per 20 staff (Security Level B). • 1 space per 20 visitors (Security Level C).

Development type / land use	Minimum bicycle parking requirements
Educational establishments	
School	<ul style="list-style-type: none"> • 1 space per 10 staff (Security Level B). • 1 space per 10 students (Security Level C).
Tertiary education	<ul style="list-style-type: none"> • 1 space per 20 staff (Security Level B). • 1 space per 20 students (Security Level C).

C4. End of trip facilities must be provided for commercial developments in accordance with the following:

- one personal locker for each bicycle parking space,
- one shower and change cubical for up to 10 bicycle parking spaces,
- two shower and change cubicles for 11 to 20 or bicycle parking spaces, and
- two additional showers and cubicles for each 20 additional parking spaces or part thereof.

B3 Historic heritage

This Chapter of the Jindabyne DCP applies to development of heritage items listed in the Snowy River LEP 2013 (Schedule 5 Environmental Heritage) and development within or adjacent to heritage conservation areas. The design objectives and development controls in this Chapter apply in addition to the heritage conservation requirements of [clause 5.10 of the Snowy River LEP 2013](#) and development requirements of other relevant parts of the Jindabyne DCP.

Refer to [Council's website](#) for further information.

Note: Council's website is amended from time to time to take into account of legislative amendments and best practice.

Note: Council employs a Heritage Advisor who periodically visits Jindabyne to meet with applicants and provide advice on developments. To use the free heritage advisory service, contact Council.

B3.1 Demolition

C1. Demolition of a heritage item is generally not supported. A statement must be prepared by a suitably qualified professional and be submitted with any development application that addresses:

- the heritage significance of the heritage item,
- the structural condition of the heritage item,
- options for retaining the heritage item, and
- the contribution of the heritage item to the streetscape.

Council may require the submission of a report by a structural engineer with heritage experience to determine whether a building is, or is not, structurally capable of reasonable and economic use, and can be retained.

C2. Where the demolition of a heritage item is proposed, a suitable replacement building must be provided.

B3.1.3-1 Statement of heritage impact

Controls

C1. Council may require a Statement of Heritage Impact (SoHI) if the development involves demolition of a heritage listed item, or is in close proximity to a heritage item, or involves partial demolition, or structural changes to a heritage item.

The SOHI is to be prepared in accordance with the Department of Planning and Environment [Guidelines for preparing a statement of heritage impact](#).

B3.2 Alterations and additions

B3.2.1 Design and character

Objectives

O1. Retain, protect, conserve and manage the physical evidence of Jindabyne's rural past, the history of development of the area, and its association with historic events and people.

O2. Ensure development does not adversely impact on the heritage significance of the site.

O3. Ensure alterations and additions to the external appearance of heritage items and buildings within heritage conservation areas respect the original built form, architectural system and character.

Controls

C1. Alterations and additions to heritage items and buildings adjacent to a heritage conservation area must not adversely impact the heritage significance of the item or area and be designed and sited to ensure significant features or characteristics of the heritage item and the streetscape of the heritage conservation area are retained.

C2. Development must respect the proportions of major elements of significant existing fabric including doors, windows, openings and verandahs.

C3. Additions must be located to the rear or to one side of the building to minimise the impact on the streetscape.

C4. Additions to heritage items must not visually dominate, compete with or conceal the original form and massing of the existing buildings, or contain prominent design elements that complete with the architectural features or detailing of the existing building. It should be possible on close inspection to distinguish the new work from the old, and new building work must not be an exact replica of an earlier era.

C5. Where single storey rear additions are proposed to dwelling houses, the additions must not compromise the integrity of the main roof and be lower in scale and secondary to the existing heritage dwelling house.

C6. Upper floor additions to the main roof of a single storey dwelling house may be acceptable if contained wholly within the existing roof space without change to the roof pitch or eaves height.

C7. The waste management controls in [B10.11 Design stage](#) may be varied to reduce impact to the heritage item.

B3.2.2 Scale and form

Objectives

O1. Ensure that alterations and additions to heritage items or buildings adjacent to a heritage conservation area are consistent with the scale and form of these items or buildings, and do not dominate or compete with the existing significant heritage fabric.



Controls

C1. Development must have minimal impact on heritage significance and not overwhelm in bulk, mass or scale.

B3.2.3 Materials, finishes, detailing, and colour schemes

Objectives

O1. Ensure original detailing is retained and kept in good repair and encourage reinstatement of original elements and detail where appropriate.

O2. Ensure alterations and additions and new development have a level of detail appropriate to the architectural character and style of the heritage item or heritage conservation area setting.

O3. Ensure the pattern of door and window openings is clearly related to the placement, proportions and scale of existing fenestration of the heritage fabric.

O4. Ensure the selection of materials and colours is based on the original finishes and matches those used in the heritage item or heritage conservation area.

Controls

C1. Alterations and additions should adopt a level of detailing that complements the heritage fabric and should (in general) be less elaborate than the original.

C2. Decorative elements must not be introduced unless documentary or physical evidence indicates the decorative elements previously existed.

C3. Changes to materials (including roofs and walls) on elevations visible from a public place are not favoured. Original face brickwork must not be rendered, bagged or painted.

C4. Matching materials must be used in repairing the fabric of external surfaces. In the case of new face brickwork or stonework, the colour and texture, type of jointing and mortar colour should be carefully matched.

C5. New or replacement roof materials must restore original historic finishes. Alternative materials may be considered appropriate to the architectural style of the building and the streetscape context, and must be submitted for approval.

C6. Original doors, windows, sunhoods, awnings, gable detailing and other decorative elements to principal elevations must be retained and repaired. Original leadlight and coloured glass panes must be retained where possible. Consideration should be given to reconstructing original heritage features where original windows, doors or facade detailing will be removed and replaced with modern materials.

C7. Alterations and additions must incorporate new doors and windows that are compatible with the position, size, proportions and detailing of original windows and doors.

B3.2.4 Roofs and chimneys

Objectives

O1. Retain the characteristic roof forms of heritage items.

Controls

C1. Roofs must not be re-pitched or have their eaves line raised to allow for the provision of attic rooms. Attic rooms are to be contained within roof forms and should not dominate the street and visible side elevations.

C2. Development must retain original chimneys with significance to the heritage fabric of the building.

B3.2.5 Garages, carports, car spaces and driveways

Objectives

O1. Minimise the visual impact of car parking on heritage streetscapes.

O2. Ensure parking structures and paved areas are visually discreet and do not dominate or compete with original character buildings.

Controls

C1. Parking structures must not be located forward of the building line.

C2. Where possible, garages, carports, car spaces and driveways should face and be accessible from a rear lane or other frontage that is not the primary frontage.

C3. Existing building fabric, including verandahs and balconies, must not be altered to allow for the provision of a car parking structure or an open stand car space.

C4. Car parking structures must:

- a. be unobtrusive,
- b. be of materials, form and details that harmonise with, and do not obscure views of, the heritage item or heritage conservation area, and
- c. not be made larger by the provision of a bulky, pitched roof.

C5. Large areas of concrete must be avoided. Car ports must be landscaped and paving must include alternative materials to concrete such as pavers, gravel or permeable paving.

C6. Open hard stand car spaces may be provided forward of the building line, if they are located adjacent to a side boundary and not greater than a single car in width.



B3.2.6 Verandahs and balconies

Objectives

- O1. Ensure early verandahs and balcony forms are retained or reinstated.
- O2. Ensure development does not detract from, or reduce the importance of, original verandahs and balconies.

Controls

- C1. Front verandahs and balconies must be at a compatible scale where these building elements are a characteristic feature of the heritage conservation area.
- C2. Original front verandahs and balconies must be retained and conserved.
- C3. Front verandahs or balconies must not be infilled or enclosed. Where possible, development should consider opening up verandah enclosures or infill to reinstate an original open verandah.
- C4. Additional verandahs must not compete with the importance of the original design and should be simple in design and based on existing detail and understanding of appropriate designs for each period or style.

B3.2.7 Access and mobility

Objectives

- O1. Ensure that development to facilitate access does not adversely affect the heritage fabric of the heritage item or heritage conservation area.

Controls

- C1. Alterations and additions to publicly accessible buildings to facilitate access and mobility must be sympathetic to the heritage values and heritage fabric of the original building to the greatest extent possible, and must be reversible.

B3.2.8 Services and new technologies

Objectives

- O1. Minimise the prominence of new building services and technical equipment on heritage items and in heritage conservation areas.

Controls

- C1. Roof, wall or ground-mounted services and new technologies must be mounted on the rear-facing elevation, or, if they complement the historic style of the building (e.g. rainwater tanks) or would have minimal visibility from the public domain, the side elevation.

B3.2.9 Commercial and retail property

Objectives

- O1. Ensure that original characteristics of traditional commercial and retail, buildings are retained and enhanced.

Controls

- C1. Alterations and additions must retain original forms, details, materials and finishes, including original shopfronts, suspended awnings and open balconies.
- C2. Where the property is part of a larger group of buildings, changes to ground level shopfronts and upper level facades must not detract from the integrity and group value.
- C3. Heritage buildings may be adapted to a new use if the new use is compatible with the heritage character of the place and the adaption has minimal impact on heritage significance.
- C4. Signage must complement the heritage character of buildings and sites and be sympathetic with regard to the style, design, materials and location.

B3.3 Fencing

Objectives

- O1. Encourage the retention, repair or reconstruction of original fencing.

Controls

- C1. Where possible, development must retain and repair existing fences that complement the heritage item or heritage conservation area. Where this is not possible, development must reconstruct original fencing based on historic plans or photographs, where available.
- C2. Where historic plans or photographs of the original fencing is unavailable, new front fencing may be constructed, provided it has a maximum height of 1200mm and a minimum transparency of 50%.
- C3. Side fences forward of the building line are to be compatible with the front fence and not exceed a height of 1200mm.

B3.4 Landscaping

Objectives

- O1. Retain or reinstate landscaped settings and elements for heritage items.

Controls

- C1. Significant trees and landscape elements such as pathways, garden beds and structures must be retained.
- C2. Gardens and ancillary structures must be appropriate to the main buildings in terms of scale, style and materials.



B3.5 New development adjacent to heritage items or heritage conservation areas

Objectives

O1. Ensure new development does not adversely impact on the setting, streetscape or views associated with a heritage item or heritage conservation area.

Controls

C1. Development that includes new buildings in a heritage conservation area, regardless of style, must fit the area's overall character in terms of size, shape, and how they blend with the street. While buildings do not have to replicate, any copies of historical elements should be clearly modern upon close inspection.

C2. Any development adjacent to a heritage item or heritage conservation area must consider how it will effect the heritage significance and setting of the heritage item and/or surrounding area of the heritage site. The applicant must explain this potential impact in their Statement of Environmental Effects.

C3. All new development adjacent to, or in the vicinity of, a heritage item or heritage conservation area must consider its likely effect on heritage significance and setting.

B4 Connection to Country and Aboriginal cultural heritage

The Traditional Custodians of the Snowy Mountains are the Monero Ngarigo people, in connection with the Walgalu, Ngunnawal, and Bidjawal people. The boundaries of the Monero Ngarigo extend from the western slopes of the coastal ranges to the eastern side of the Kosciuszko plateau and further north, between the coastal ranges and the mountains on the banks of the Murrumbidgee River. The tribal boundaries also include the peaks of Mount Kosciuszko and the Snowy ranges. Monero-Ngarigo allowed and encouraged passage of other tribes through their Country to visit the high mountains and share in its resources and spirituality.

Objectives

O1. Appropriately manage, protect and preserve Aboriginal heritage values in the long term, including ongoing connections to the land, sky and waterways across Jindabyne.

C2. Embrace the principles of 'Balance and Equity' in the approach to planning, design, construction, and maintenance of the development. These principles are derived from a global Indigenous design model of resource sharing which precludes sustainability outcomes and includes not over designing, sharing of resources for the common good, and ensuring inherent beauty in the materials used.

C3. Provide opportunities for people to engage with Aboriginal heritage and culture

Controls

C1. Development must identify and protect areas of Aboriginal heritage and cultural values by way of a site analysis.

C2. If Aboriginal cultural heritage is identified within the site development boundary, the applicant must consult with the relevant Aboriginal community and comply with governing legislation.

C3. Development within areas of Aboriginal cultural heritage must provide opportunities for learning and engagement. This may include dual naming, wayfinding devices, interpretive signage, water monitoring and management that has been established in consultation with the Land Council and relevant Aboriginal Elders and knowledge holders.

C4. Development in 'disturbed lands' as illustrated in Figure-B5 must include a due diligence assessment to determine if the need to undertake test excavation has been completely removed by previous development.

B4.1 Development in areas of high Aboriginal cultural heritage significance

Controls

C1. Development that involves any ground disturbance must be avoided. Possible uses of sites with high Aboriginal heritage may include:

- a. conservation areas,
- b. riparian areas and passive open space,
- c. yarning circles, and
- d. resource collection areas for weaving and other cultural practices.

C2. Development that involves any ground disturbance in areas identified as 'high' Aboriginal cultural heritage potential in Figure B-5 must include an Aboriginal cultural heritage impact assessment and consider [Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales](#).



C3. Where appropriate, designated Keep Sites should be established as areas to be kept aside and protected from development or earmarked for Aboriginal economic and/or cultural development.

C4. Keep Sites are to be determined in collaboration with the Land Council and relevant Aboriginal Elders and knowledge holders.

C5. Where possible, Aboriginal Land Management Practices should be implemented within the development site, specifically around Keep Sites, open areas, and areas that have high Aboriginal cultural heritage or cultural significance. Aboriginal Land Management Practices may include, but are not limited to, cultural burning, water monitoring and management.

B4.2 Development in areas defined as moderate or low Aboriginal cultural heritage potential or unsurveyed landforms

Controls

C1. Development in areas identified as moderate or low Aboriginal cultural heritage potential or unsurveyed landform (as shown in Figure B-5) an Aboriginal cultural heritage assessment must take place following relevant guidelines. At a minimum, this is to include the Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW.

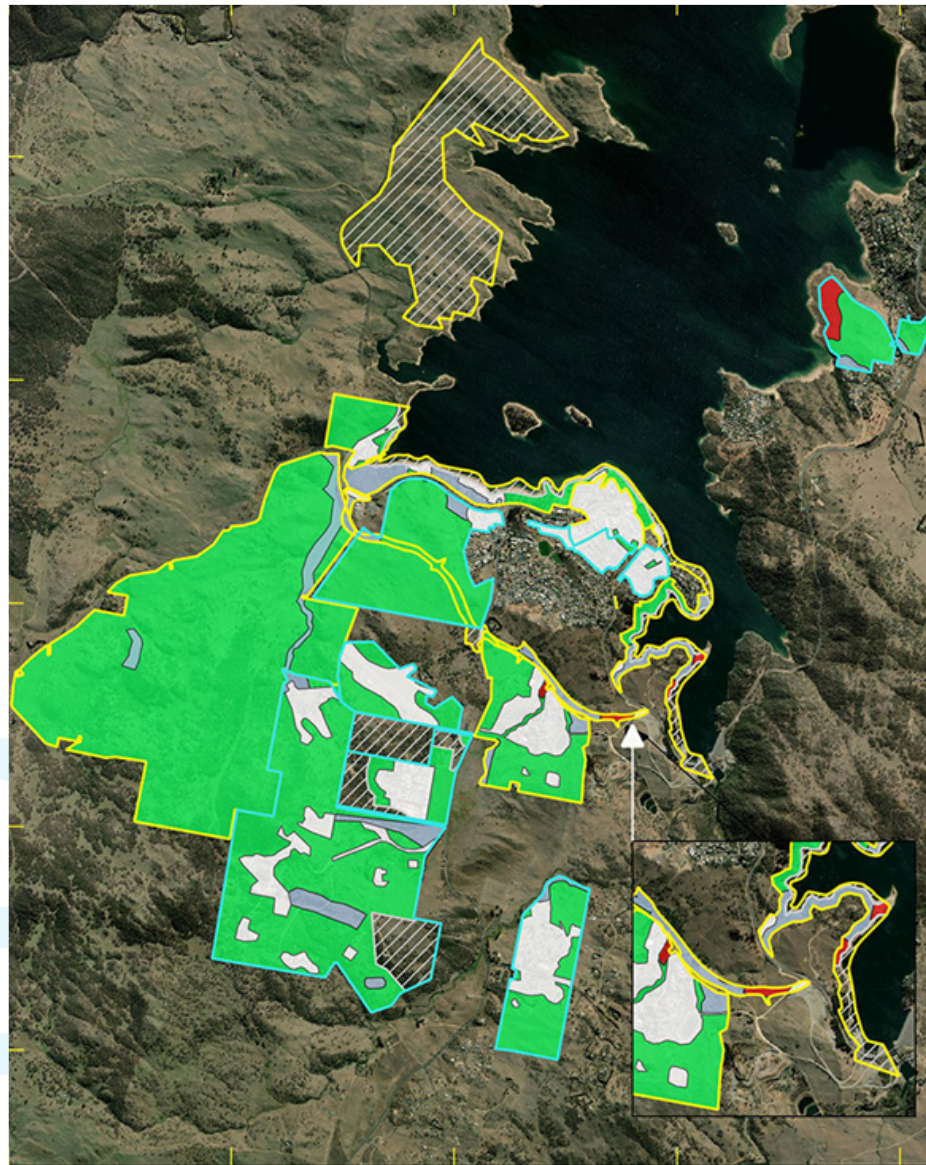


Figure B-5 Jindabyne Precincts heritage management zones

Source: OzArk, 2023



B5 Natural hazards

B5.1 Bushfire planning and design

Controls

C1. Development must comply with the most recent version of *Planning for Bushfire Protection*, prepared by the NSW Rural Fire Service.

B5.2 Flood Prone Land

In this section, definitions from the *NSW Government Floodplain Development Manual 2005* have been used. Other definitions are outlined in Table B-8.

Table B-8 Flood definitions

Flood Planning Area (FPA)	is the area of land at or below the FPL.
Flood Planning Level (FPL)	1% Annual Exceedance Probability (AEP) plus 500mm freeboard.
Special Flood Consideration	Additional Controls apply between the FPL and Probable Maximum Flood level for land uses identified in clause 5.22 of the Snowy River LEP 2013.
Average Recurrence Interval (ARI)	The average number of years between the occurrence of a flood as big as, or larger than, the selected event. For example, floods reaching a height as great as, or greater than, the 20 year ARI flood event will occur on average once every 20 years

Note: Refer to Appendix B for flood prone land maps and the flood planning control matrix

How to use the matrix:

- Step 1** Determine what flood event your property is affected by reviewing the mapping in Appendix B.
- Step 2** Determine your land use (e.g. residential, commercial or industrial, essential community facility).
- Step 3** Use the colour key to determine whether the land use is suitable based on the flood event, or the provision is not relevant.
- Step 4** Use the numbers in the relevant column to correspond with table on the following page to determine design and management.

Objectives

- O1. Prevent the loss of human life and property.
- O2. Ensure proponents and community are aware of the potential flood hazard/s and consequent risk liability associated with the use and development of flood liable land.
- O3. Manage flood liable land in an economically, socially and environmentally suitable manner.
- O4. Ensure building design and siting addresses flood hazards and does not result in adverse flood impacts.
- O5. Prevent the intensification of development and use of floodways, and wherever appropriate and feasible, allow for their conversion to natural waterway corridors.

B5.2.1 Performance based requirements

Controls

C1. Flood prone land must be developed in accordance with the *NSW Flood Prone Land Policy* and the principles of the [Flood Risk Management Manual and Flood Impact and Risk Assessment](#) in force at the time of development.

C2. Development must not adversely increase the potential flood affliction on other development or properties, either individually or in combination with the cumulative impact of similar development/s likely to occur within the same catchment.

C3. The impact of flooding and flood liability must be managed to ensure the development does not divert the flood waters, nor interfere with floodwater storage or the natural functions of waterways.

C4. The filling of land above 1% AEP up to the Probable Maximum Flood must not adversely impact upon flood behaviour.

C5. Where appropriate, water sensitive urban design (WSUD) principles should be incorporated into the design of stormwater drainage and in the orientation of development. Traditional methods including piped minor systems above a major ground system may also be incorporated into the design of stormwater drainage.

C6. Development must ensure no net loss of flood storage due to:

- a. cut and fill, or
- b. loss of flood conveyance, or
- c. significant diversion of flood flows, or
- d. significant changes to hydraulic flood hazard conditions that impact on private property or impact on safe access or on evacuation routes.

Note: Where existing flood maps are silent on this information then the developer will need to demonstrate compliance with this clause with a site-specific flood impact assessment.



C7. Development must ensure flood safe access and emergency egress is available. Access is considered satisfactory when the depth of flooding over vehicular driveways and roads is limited to approximately 300mm and velocities of less than 2m/s. This equates to a velocity depth product of less than 0.6m²/s.

C8. The lowest floor level of habitable rooms must not be more than three metres above ground level.

C9. Development must consider the hazard vulnerability classification of the land described in Table B-9.

Table B-9 Hazard classification and land use types (WSP, 2022)

Hazard vulnerability classification	Description	Classification limit (D*V) (sqm/s)	Limiting stillwater depth (m)	Limiting velocity (m/s)	Land use compatibility
H1	Generally safe for vehicles, people and buildings	≤ 0.3	0.3	2	All types
H2	Unsafe for small vehicles	≤ 0.6	0.5	2	All types
H3	Unsafe for vehicles, children and the elderly	≤ 0.6	1.2	2	Commercial, industrial, storage establishments, open space, riparian and wetland
H4	Unsafe for vehicles and people	≤ 1.0	2.0	2	Industrial, storage establishments, open space, riparian and wetland
H5	Unsafe for vehicles and people. All buildings vulnerable to structural damage				
Some less robust Buildings subject to failure	≥4.0	>4.0	>4.0	Open space, riparian and wetland	
H6	Unsafe for vehicles and people. All building types considered vulnerable to failure	≥4.0	>4.0	>4.0	Open space, riparian and wetland

Note: The stillwater depth of Lake Jindabyne may be more appropriate than the velocity depth product.

B5.2.2 Flood assessment

Controls

C1. Development within the flood planning area, which is subject to mainstream flooding or affected by significant overland flow must be accompanied by a flood study and a statement, how the development addresses flood design and construction matters. The study is to be undertaken by a suitably qualified professional and address, at a minimum, the following:

- a. how the structure as designed will ensure that the cumulative impact of this and other similar potential developments will have negligible effect on the flood levels at or upstream from the site which may impact other development and will have no increase in stream velocity downstream of a part of the structure which will cause erosion to the ground surface or instability to a other structure,
- b. how any fencing, landfilling and structures associated with the proposed development impact on floodwaters by the proposed development, and
- c. for subdivisions, the area of the proposed lots which will be subject to flood and the means of mitigating flood impacts.

B5.2.3 Design controls

B5.2.3-1 Design – residential (new dwellings and extensions)

Controls

- C1. Minimum floor levels for all habitable rooms must be 500mm above the 1:100 AEP flood level.
- C2. Freeboard requirement may be decreased to 300mm for overland flooding if significant scaling of flood levels is not noted for larger events.

B5.2.3-2 Design – commercial (new buildings and extensions)

Controls

C1. Floor levels must be a minimum 1:20 AEP (plus 300mm).

B5.2.4 Stormwater management principles

Objectives

O1. Ensure stormwater source management and control include the retention of natural features of waterways over structural or 'end of pipe' solutions.

O2. Ensure best practice for the stormwater cycle should include collection of stormwater, treatment of stormwater and release at pre-development flow rates, capture of rainwater and reuse.

Controls

C1. All stormwater infrastructure must be managed within the development site.

C2. Stormwater or surface water runoff must not be redirected or concentrated onto adjoining properties or create a worsening effect on adjoining properties. Development must demonstrate how an [appropriate easement can be registered on Title](#).

C3. Where feasible, all new underground stormwater pit and pipe drainage design must be designed to capture and convey the 5% AEP design event.

C4. Where practical, overland flow paths must be designed to safely convey the 1% AEP flows.

C5. Where practical, limit site discharge to pre-development flows for the 10% AEP and below.

C6. Development must provide a safe (where practical limit velocities to 2m/s) overland flow path for stormwater runoff for events greater than the 10% AEP up to and including the 1%AEP including consideration of climate change projections for rainfall intensity.

C7. Stormwater quantity and quality management solutions must consider at source solutions and reuse opportunities to limit end of pipe solutions that will be affected by variable levels of Lake Jindabyne.

B5.3 Land management – erosion and sediment

Objectives

O1. Reduce erosion and improve the local environment, including Jindabyne's waterways.

O2. Reduce pollution and sedimentation to Jindabyne waterways caused by new development or degraded land.

Controls

C1. Development must minimise the need for clearing and grading of land, including reducing cut and fill areas and exposed slopes.

C2. Development must ensure vegetated riparian buffers to waterways are maintained.

C3. Development must reduce runoff velocities by minimising the length of flow paths, constructing channels with gentle gradients and providing rough linings to steeper channels.

C4. Systems must be designed to preserve natural drainage systems and optimise the interception, detention and removal of waterborne pollutants prior to discharge to receiving waters.

C5. Various sediment controls suitable to the size of the catchment must be used in the design of development, or larger drainage catchments must be subdivided into smaller units for more effective control.

C6. Multiple sediment basins or major sediment traps must be located so that they drain in parallel, not in series, to reduce the risk of total failure.

C7. Development applications must be accompanied by a stormwater and soil management plan demonstrating:

- how sedimentation and erosion of fill and soil will be managed on the site, and
- development adjacent to the bank or the bed of a watercourse, addresses the environmental impact on the receiving waters.

B6 Biodiversity and ecology

B6.1 Biodiversity

Note: The Biodiversity Conservation Act 2016 establishes the Biodiversity Offsets Scheme (BOS) thresholds, comprised of the Biodiversity Values Map (BVM) and an Area Clearing Threshold. If you are proposing works to trees on land mapped on the BVM or the extent of the works exceed the relevant area threshold, the proposal will exceed the BOS threshold. Council cannot issue a permit for tree works which exceed the BOS threshold and the application must be provided to the Native Vegetation Panel. Refer to Department of Planning and Environment website for more information.

Objectives

- O1. Protect and enhance biodiversity through the protection and conservation of native flora and fauna, their habitats and ecological functions.
- O2. Improve the diversity and abundance of native flora and fauna species across Jindabyne and preserve flora and fauna with cultural, heritage and natural significance
- O3. Protect remnant bushland and areas containing high and moderate biodiversity value to reduce impacts of the urban heat island effect, and maintain the biodiversity across Jindabyne.

Controls

- C1. Development must be consistent with the JCP once adopted.
- C2. Development should be focussed in areas of low biodiversity constraint and around already disturbed areas.
- C3. Development identified as an unsurveyed landform in Figure B-6 must be accompanied by a biodiversity impact assessment prepared by a suitably qualified professional.

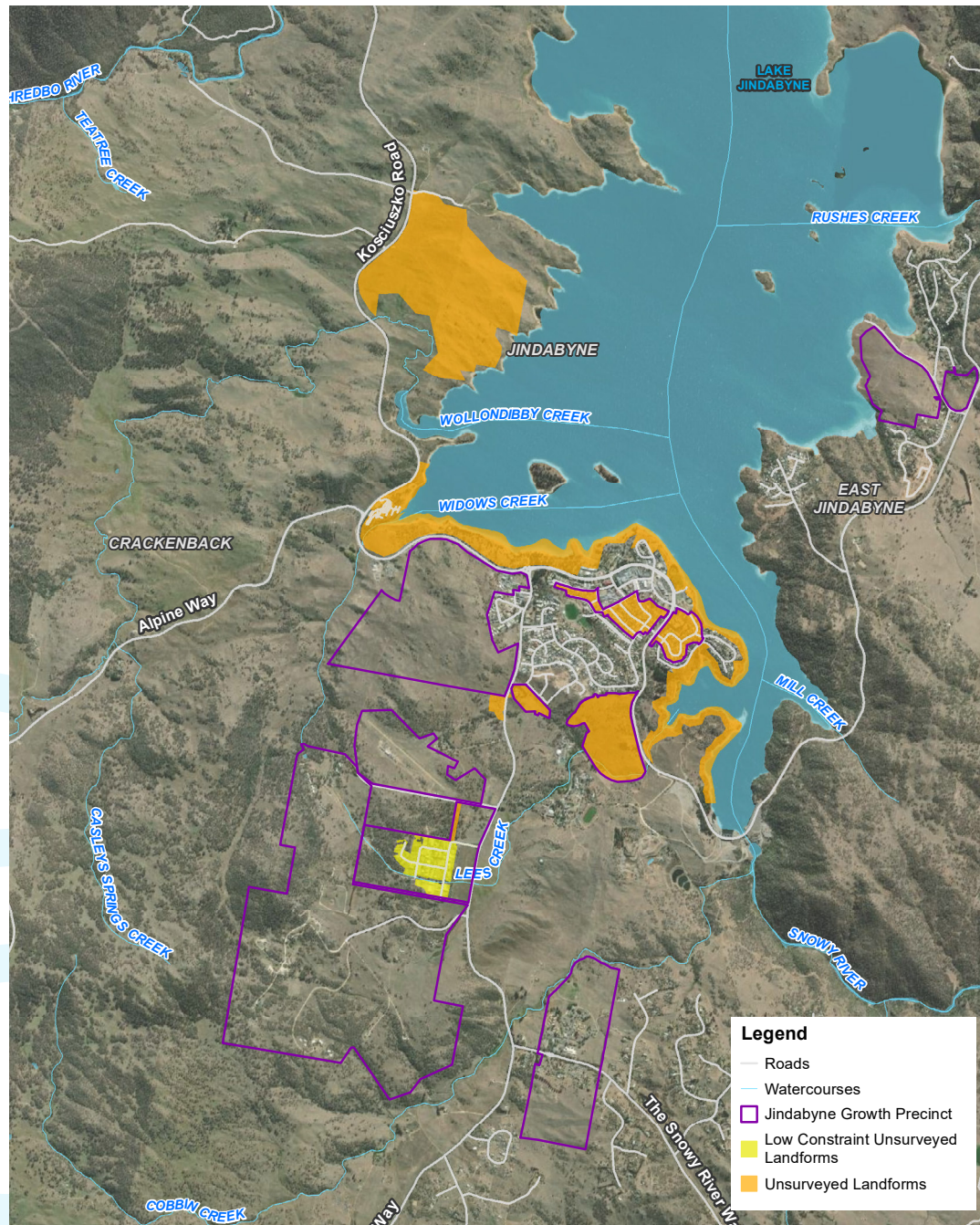


Figure B-6 Biodiversity surveyed land map
Source: WSP, 2023

C4. To the greatest extent possible, development must be co-located to minimise the spread of impacts on biodiversity values.

C5. Development must minimise the clearing of vegetation, such as existing native vegetation and paddock trees, and important habitat areas, such as rocky outcrops.

C6. Riparian corridors must be preserved and revegetated where possible. Setbacks to the corridors are to be provided in accordance with the *Guidelines for Controlled Activities on Waterfront Land*.

B6.2 Trees, landscaping and canopy

B6.2.1 Trees

Objectives

O1. Guide the protection and management of trees within Jindabyne.

O2. Protect trees within, and adjacent to, development sites, and to ensure that all new development provides an opportunity for existing and new trees to grow.

O3. Manage the urban landscape so trees continue to make a significant contribution to its quality, character and amenity.

Controls

C1. A tree permit is required for tree works or clearing of native vegetation in the following circumstances:

- a. tree works to a tree listed individually or included as part of a heritage item in [Schedule 5 – Environmental Heritage](#) in the Snowy River LEP 2013,
- b. tree works to a tree located within a heritage conservation area in [Schedule 5 Environmental heritage](#) in the Snowy River LEP 2013,

- c. a tree on 'public land' (as defined in the [Local Government Act 1993](#)) by a persons not authorised by Council,
- d. a hollow bearing trees,
- e. a native tree which has been confirmed by a suitably qualified person to have the following characteristics:
 - i. a height greater than four metres,
 - ii. for a single trunk tree species, a trunk diameter equal to or exceeding one metre or 600mm for Eucalypt species at a height of one point three metres from ground level. For a multi trunk tree species, a combined trunk circumference (measured around the outer girth of the group of trunks) equal to or exceeding one metre at a height of one metre above ground level,
- f. tree works to a native tree or clearing of a native vegetation located on land designated as zoned environmental (C2 Environmental Conservation, C3 Environmental Management and C4 Environmental Living) unless it satisfies the exceptions listed in Appendix F, and
- g. Any native vegetation clearing or tree works on grades exceeding 18 degrees.

C2. The majority of landscaping is to utilise plantings of endemic local species.

C3. Landscape plans must be prepared for proposed development in accordance with the following:

Category 1

Includes small scale developments that will have little impact on the existing environment including single dwellings.

Landscaping is to be provided in accordance with the tree species selection at Appendix C.

Category 2

Includes small to medium scale developments that have the potential for impact on the surrounding environment including dual occupancies – detached and attached residential flat buildings and multi dwelling housing containing up to six dwellings.

Landscape design is to be by a suitably qualified landscape design or horticulturalist and contain the minimum requirements for category 2 and 3 landscape design outlined below.

The landscape designer is to provide certification that the landscape works have been completed in accordance with the landscape design upon completion of the landscape work.

Category 3

Includes medium to large-scale proposals and development or special projects, which have the potential for significant environment and visual impact, including residential flat buildings and multi dwelling housing exceeding six units.

The landscape architect is to provide certification that the landscape works have been completed in accordance with the landscape design upon completion of the landscape work. Landscape design is to be by a landscape architect and contain the minimum requirements for category 2 and 3 landscape design outlined below.

C4. Category 2 and 3 landscape design must consider the following minimum requirements:

- a. consistency with existing site information (boundaries, contours, underground/overhead services, easements, drainage lines, etc),
- b. the movement pattern of the sun in summer and winter and the prevailing seasonal wind conditions,
- c. the location of adjoining development and a windows or private outdoor areas that are visible to or from the site,
- d. existing pedestrian or cycling pathways adjacent to, or near, the site,

- e. the height of adjoining development and a shadows cast by the development over the site,
- f. views enjoyed to, and from, the land, are considered including views into the site and the scenic values associated with the site,
- g. all trees and vegetation on the site, on adjoining lots and within the street including trees to be removed due to the proposed development. The actual canopy width of a trees and their heights must be identified on the landscape plans,
- h. natural drainage lines located within the site,
- i. the slope of the site, identified by one metre contours,
- j. any existing built improvements on the site,
- k. the proposed location of buildings or structures including finished floor levels,
- l. roadways, car parks, footpaths, driveways with description of materials and finishes.
- m. proposed tree planting
- n. all landscaped areas and their proposed treatment (mass planting beds, paving, lawn, gravel etc.), planting arrangement, planting schedule (including botanical names and mature heights), quantities, pot size, staking and planting details,
- o. sub-surface and surface drainage,
- p. fences and screens (materials and heights),
- q. location of site furniture, fixtures and lighting, and
- r. Indicative cross-sections of important features or areas of the site (entrances, watercourses, retaining walls).

B6.2.2 Removal of vegetation or disturbance of habitat

Controls

C1. Where development requires the removal of native vegetation or the disturbance of habitats to native bird and animals, a flora and fauna report must be prepared by a suitably qualified professional and submitted with any development application.

B6.2.3 Water Sensitive Urban Design

This Chapter should be read in conjunction with [Chapter B5.2.4 Stormwater Management Principles](#) and [Chapter B5.3 Erosion and Sediment Control](#) which also deal with WSUD principles and controls.

Objectives

O1. Protect and enhance existing natural or constructed drainage networks including channel bed and banks.

O2. Ensure downstream flora and fauna are protected from stormwater impacts and establish a natural habitat for butterflies, birds, and wildlife.

O3. Provide greening of streets to promote wellbeing through biophilia.

O4. Improve water quality before it reaches groundwater, rivers, streams and lakes.

Controls

C1. WSUD measures must be embedded into the development through the design of stormwater drainage, on-site detention and landscaping and in the orientation of the development, rather than relying on 'end of pipe' treatment devices prior to discharge. Indicative WSUD opportunities that may be explored are illustrated in Figure B-7.

C2. Impervious surfaces must be minimised and soft landscaping used as much as practicable to promote infiltration and reduce stormwater runoff.

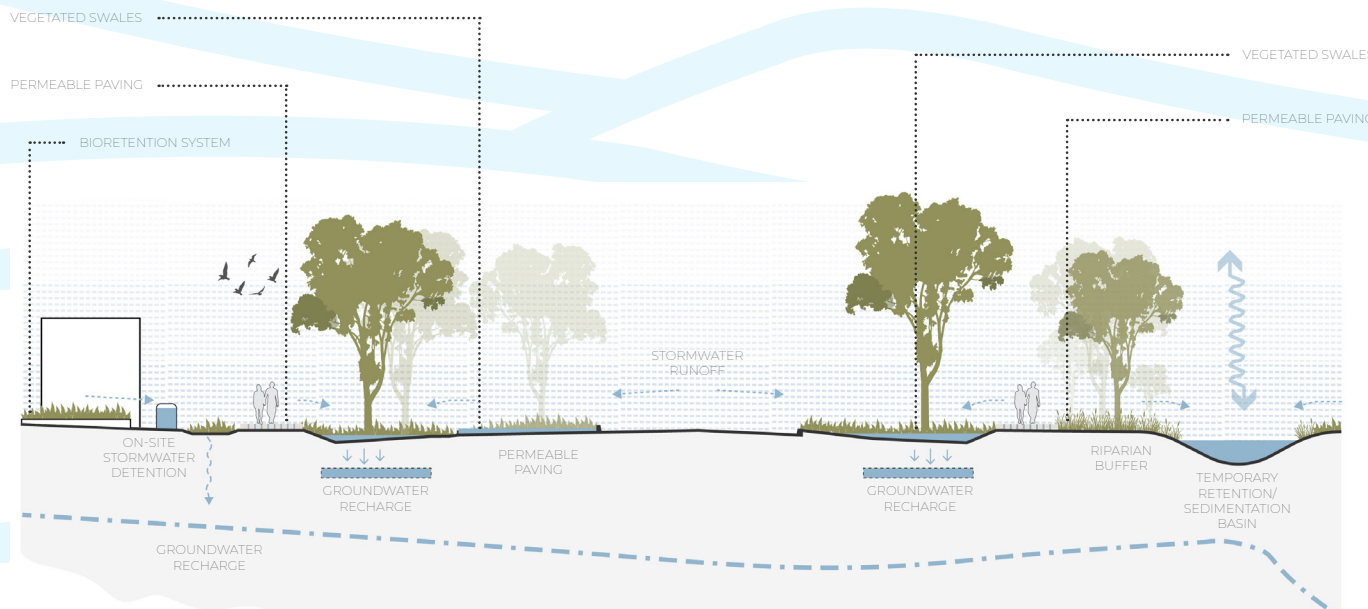


Figure B-7 Indicative water sensitive urban design opportunities

C3. WSUD elements must be located and configured to maximise the impervious area that is treated.

C4. High volume run-off entering directly to waterways or bushland must be treated appropriately to reduce erosion and sedimentation, nutrient and seed dispersal.

C5. Where appropriate, recommended species listed in Table B-10 must be implemented. Other technologies will be considered where appropriate.

Table B-10 WSUD/raingarden recommended species list

Botanical name	Common name	Native
Trees		
Casuarina glauca	She-oak	Yes
Shrubs and groundcovers		
Baloskion Tetraphyllum	Tassel Rope-rush	Yes
Dianella sp	Flax Lilies	Yes
Juncus usitatus	Common Rush	Yes
Leperonia articulata	Grey Sedge	Yes
Liriope sp	Lily Turf	
Lomandra fluviatilis 'Shara'	Creek Mat-Rush	Yes
Lomandra hystrix	Mat-Rush	Yes
Nandina sp	Sacred Bamboo	Yes
Pennisetum sp	Fountain Grass	
Westringia fruticosa	Native Rosemary	Yes
Imperata cylindrica	Cogongrass	Yes
Callistemon sp	Bottlebrush	Yes
Carex appressa	Tall Sedge	Yes
Ficinia nodosa	Knotted Club-rush	Yes

C6. WSUD and raingarden planting must be integrated into streetside planting and / or parking bays as appropriate.

B6.2.4 Natural waterway systems

Objectives

O1. Ensure development does not adversely affect the water regime of natural water systems, water quality or availability, groundwater, riparian vegetation and aquatic fauna and adjacent terrestrial fauna that rely on the natural water systems.

O2. Encourage rehabilitation of degraded watercourses, water bodies, or wetlands.

Controls

C1. Development within a Vegetated Riparian Zone (VRZ), as illustrated in Figure B-8 must be avoided where possible to retain its ecological processes. Where development is unavoidable within the VRZ, it must be demonstrated that potential impacts on water quality, aquatic habitat, and riparian vegetation will be negligible.

Note: Statement of Environmental Effects must consider the [Water Management Act 2000](#) and associated guidelines.

C2. Development must ensure that natural water systems can be rehabilitated and maintained in a natural state, including the maintenance of riparian vegetation and habitat such as fallen debris.

C3. Stormwater must be managed to minimise nutrient and sediment run-off entering constructed drainage lines and natural watercourses.

C4. VRZ's must be provided consistent with Table B-11.

Table B-11 Controlled activities - Guidelines for riparian corridors on waterfront land (DPE 2022)

Type of watercourse	Vegetated riparian zone (each side of the riparian corridor)	Total riparian corridor width
Any first order watercourse	10 metres	20 metres plus channel width
Any second order watercourse	20 metres	40 metres plus channel width
Any third order watercourse	30 metres	60 metres plus channel width
Any fourth order watercourse or greater (includes estuaries, wetlands and a parts of rivers influenced by tidal waters)	40 metres	80 metres plus channel width

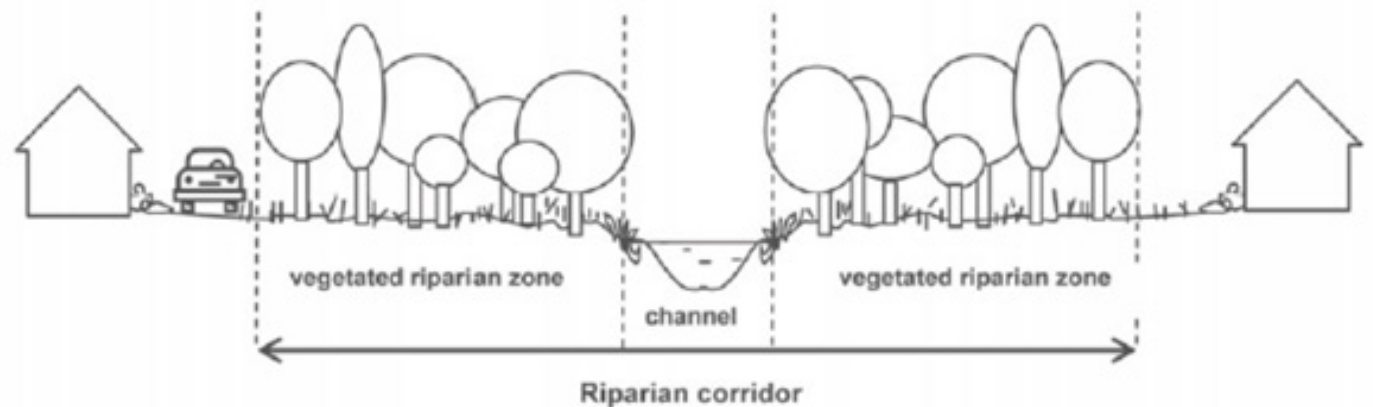


Figure B-8 Vegetated riparian zone

B7 Social impact

Objectives

O1. Ensure the social value, benefits, and potential impacts resulting from development can be managed throughout the life of the development, from construction to operation.

O2. Ensure the community's needs are met in an equitable and inclusive way that enhances the area's environmental, social, and economic qualities.

O3. Ensure adequate community participation in a proposal that may impact them.

O4. Assist with governance, economic, social, and environmental accountability.

Controls

C1. Development that meets the threshold listed in Table B-12 must be accompanied by a social impact assessment (SIA) prepared by a suitably qualified professional with training and/or extensive experience in the field of community needs analysis and community consultation.

Table B-12 Social Impact Assessment threshold for types of development

Type of development	Social Impact Assessment threshold
Extended Trading Hours, wholesale liquor sale, liquor outlets and licensed restaurants	Operation after 10pm
Pubs (Snowy River LEP 2013 definition); bottle shops, registered clubs, nightclub, Licence public entertainment venue	Operation after 10pm
Sex services premises and restricted premises	All

C2. In addition to those listed in Table B-12, Council may require the preparation of a SIA for other development that it considers likely to generate social impacts.

B7.1 Crime prevention through environmental design

Crime prevention through environmental design (CPTED) seeks to encourage the design and management of the built environment to reduce the opportunity for crime. Safety and crime prevention must be considered in the design for the following land uses:

- multi dwelling housing,
- residential flat buildings,
- commercial premises,
- industrial development,
- tourist and visitor accommodation,
- car parks, and
- other land uses identified by Council.

The following four CPTED principles (as described in the following Chapters) must be applied to the design and management of the above mentioned development:

- surveillance,
- access control and target hardening,
- territorial reinforcement, and
- activity and space management.

Objectives

O1. Ensure new development is designed to reduce crime risk.

O2. Promote the design of safe, accessible, and well-maintained buildings and spaces.

O3. Enhance and improve community safety within Jindabyne and optimise the use of public spaces and facilities by the community.

O4. Ensure buildings and areas within the site are clearly identifiable at all times to prevent unintended access and assist persons trying to locate the premises, especially in times of emergency.

O5. Provide opportunities for effective surveillance, both natural and technical, to reduce attractiveness of crime targets.

Controls

C1. Development must incorporate design features such as colouring, roof forms, vegetation, paving, artworks, fencing, furniture to ensure dwellings or groups of dwellings are readily recognisable by the residents.

C2. Development must improve observation of public and private spaces and incorporate design features to minimise the opportunity for criminal activity by:

- avoiding numerous entry points to multi-occupancy buildings
- providing clear, unobtrusive line of sight between public and private places,
- avoiding dark corners, alcoves, hidden recesses, and narrow pedestrian walkways,
- provide effective lighting of public places, including public transport facilities,

C3. Where appropriate, materials that enable observation to public places must be used.

B7.1.1 Territorial reinforcement

Objectives

O1. Ensure building design promotes ownership and connection with both private and public spaces.

Controls

C1. Ensure site entrances are clearly marked.

C2. Avoid flat or porous wall finishes in public places to minimise graffiti.

C3. Development must use physical and/or psychological barriers, including fences, gardens, lawn strips, varying textured surfaces to define different spaces

B7.1.2 Activity and space management

Objectives

O1. Ensure areas have the appearance of being cared for and protected.

Controls

C1. Development must incorporate opportunities for people to use public spaces, and casual surveillance or activate the space through activities to discourage the proliferation of crime.

B7.2 Lighting (private domain)

Objectives

O1. Ensure lighting enhances the amenity and safety of a site after dark by increasing opportunities for casual surveillance, deterring unauthorised access, and reducing opportunities for crime.

Controls

C1. Lighting must be provided to enable natural surveillance, particularly in entrances and exits, service areas, pathways, and parking areas for vehicles and cycling/micromobility.

B7.2.1 Security and operational management

Objectives

O1. Ensure an appropriate level of security is achieved.

Controls

C1. New development must provide an appropriate level of security for individual buildings and communal areas to reduce opportunity for unauthorised access.

C2. A management plan detailing security arrangements must be submitted with a development application for the following development types:

- a. licenced premises such as clubs, hotels, or small bars,
- b. premises which are either open late, or open early in the morning and where Council considers there may be potential for disturbance associated with the land use, and
- c. a other land use which in Council's opinion must demonstrate a suitable security arrangement.

Note: Council may exercise discretion in respect to the requirement for a management plan where Council considers the development type is minor and security risk is low, or when development is for alterations and/or additions to businesses which already have an approved management plan in place.

B7.3 Late night trading premises

Objectives

O1. Protect neighbourhood amenity and property, particularly residential, and sensitive land uses.

O2. Ensure late night trading proposals are appropriate to the location, having regard to nature and scale of operation.

O3. Minimise opportunities for anti-social behaviour and crime through the responsible management of late-night trading premises and their surrounding environment.

O4. Enable local economies that provide for the community's diverse cultural, social, and retail needs.

O5. Deliver certainty to applicants, operators, and the local community about the planning requirements with regard to late night trading premises.

B7.3.1 Late night trading categories

For the purposes of the Jindabyne DCP, late night trading premises are defined as a retail, business or entertainment use that operates at night (past 10pm for indoor trading and past 8pm for outdoor trading). The Jindabyne DCP categorises these as high or low impact as shown in Table B-13.

Table B-13 Late night trading impact levels

Impact level	Development type
High	<ul style="list-style-type: none"> • Pub, • Registered club, • Any premises with a capacity of more than 100 patrons where alcohol is sold and/or consumed on the premises (e.g., café or restaurant), and/or • Any premises used as a function centre or entertainment facility where alcohol is sold and/or consumed on the premises.
Low	<ul style="list-style-type: none"> • Any premises with a capacity of 100 patrons or less where alcohol is sold and/or consumed on the premises (e.g., café or restaurant), and/or • Any other retail or business premises which operates after 11pm.

Note: Outdoor seating is included in the calculation of patron capacity.



B7.3.2 Late night trading and Plans 6 Management

Controls

- C1. Development for late night trading must be accompanied by a management plan prepared by a suitably qualified professional.
- C2. Any management plan must address the following:
- specific nature of the proposal (e.g., pub, nightclub, restaurant),
 - proposed layout of the premises,
 - current and proposed hours of operation,
 - existing trading hours and nature of other late night trading premises operating within a 100 metre radius,
 - current and proposed size of the premises and maximum patron capacity (including the maximum number of patrons that will be standing and/or sitting at a one time),
 - details on whether alcohol is to be sold and/or consumed on the premises and measures for responsible service,
 - measures to minimise likely noise or other amenity impacts on adjoining properties,
 - the likely impact of the premises on the concentration of late night uses in the locality,
 - details on a proposed entertainment and likely amenity impacts, and
 - suitability of the location and context of the proposal, including proximity to residential land uses and other sensitive land uses (e.g., schools and places of worship).

B8 Signage and advertising

Objectives

- O1. Provide well designed and suitably located signage that allows for the identification of a business, land use or activity which the signage relates.
- O2. Ensure signage and advertising is in keeping with the scale, character and architectural style or features of a building or location.
- O3. Ensure signage and advertising does not adversely impact on the locality or cause a distraction to road users.
- O4. Ensure a coordinated approach to signage and advertising is taken where a site or development has multiple tenancies.
- O5. Minimise visual clutter while contributing to the identity of the area and streetscape.
- O6. Protect environmental and scenic qualities of the landscape from inappropriate signage.

B8.1 General signage

B8.1.1 All signage and advertising

Controls

- C1. Signage must recognise the legitimate needs for directional advice, business identification and promotion.
- C2. Signage must complement and be compatible with the development on which it is situated, adjoining development and the character of the area.
- C3. Signage must not obscure architecturally decorative details or features of buildings or dominate building facades. It should be placed on the undecorated wall surfaces or designed sign panels provided.

C4. Entire building facades and/or walls must not be painted or covered with cladding or other material to act as a large billboard sign.

C5. A coordinated approach for all signs is required where a building or site contains multiple tenancies and/or uses.

C6. Signage erected or displayed on heritage items or within heritage conservation areas must not detract from the architectural character and heritage significance of the buildings or areas.

C7. Signage must respect the viewing rights of other proprietries and must not obscure or dominate other signs on the site or adjacent land.

C8. Signage must not detrimentally impact on traffic safety by detracting driver attention at critical driving points, conflicting with traffic control information or tourist directional signage, or providing visual obstruction to pedestrians and vehicles.

C9. Outdoor advertising attached to vehicles or trailers, which are parked for advertising purposes, will not be permitted.

C10. Signage must not be flashing or animated.

Note: *Flashing or animated signs include mechanical moving signs, moving LED signs and other flashing, intermittently illuminated or sequenced lighting signs.*

B8.1.2 Signage in residential zones

Objectives

O1. Outdoor advertising or business identification signs must not impinge on the amenity of adjoining or nearby residential development, particularly in relation to noise, visual amenity, and light spillage.

Controls

C1. Signage and advertising along boundaries common with residential development must be minimised.



C2. Business identification signs (including those for a home business) must not be more than two square metres in area.

B8.1.3 Signage in business, village, and tourist zones

Controls

C1. The size and shape of a signage must relate and be proportional to the size of the building or space to which it is to be attached. Larger building facades are capable of accommodating larger signs without detracting from the appearance of the building.

C2. Signage and advertising along boundaries common with residential development must be minimised.

C3. Signage must not dominate or obscure a building or its architectural features. Advertising and signage should highlight and reinforce architectural details.

C4. Signage must be limited to no more than 50% of the width of the primary building frontage.

C5. Roof signs and advertising structures must not project above the parapet of the building or that part of the building to which they are attached (including signs and bunting mounted on roof structures).

C6. Fin signs, projecting wall signs and above awning signs (sitting on the awning) must be avoided.

C7. Under awning signs is limited to:

- a. one sign per premises for small premises, and
- b. one sign per six metres of shop frontage for larger premises.

C8. Under awning signs must be at least 2600mm above footpath level.

C9. Pole or pylon signs must not exceed the height of adjoining or adjacent buildings, or six metres, whichever is lower.

B8.1.4 Signage in industrial zones

Controls

C1. Signage must not visually dominate the area of building walls, parapets, or landscaped areas.

C2. Where possible, signage should be integrated with on-site landscaping.

C3. Multiple occupancy industrial developments should be identified by one or two signs or directory boards at the entrance that identify the names and activities of the occupants.

C4. Signage for each unit in a multiple occupancy development must be a uniform size, shape, and general presentation.

C5. Signage must not protrude above, or be painted on, the surface of the roof of the building.

C6. Signage must relate to the use of the building or land.

B8.1.5 Signage in rural, environmental, and recreational zones

Controls

C1. The location, number and size of signs and the use of shapes, colours, and construction materials must ensure that signage and advertising is low key in appearance.

B8.1.6 Signage for bed and breakfast accommodation

Controls

C1. Signage advertising the bed and breakfast accommodation must be consistent with the visual character of the surrounding area and be displayed wholly within the property.

C2. No more than one sign is to be displayed per property.

B8.2 Signage type controls

B8.2.1 A-frame signs or sandwich boards

Controls

C1. Sandwich board signs are not to be higher than 1200mm or wider than 900mm and are to be securely weighted.

C2. Sandwich board signs must not obstruct pedestrian movement and only be displayed when the business they relate to is open.

C3. A maximum of one sandwich board sign is permitted per premises.

B8.2.2 Pole or pylon signs

Controls

C1. One pole sign is permitted for each separate shopping centre or one commercial pole sign on land with not less than 30 metres frontage.

C2. Pole signs are to be less than 5500mm in height and the sign is not to be less than 2600mm from the ground. A clear pole and sign area must be evident.



B9 Sustainability

B9.1 Building performance and energy efficiency

Objectives

O1. Develop sustainable, future ready buildings to support the establishment of Jindabyne as an internationally recognised sustainable tourism destination supporting year-round activation, eco-tourism and wellness.

O2. Facilitate the design, construction, and operation of environmentally sustainable buildings, including renewable energy generation, efficient resource and energy use, re-use of resources and reduced emissions and waste.

Controls

C1. Where the *State Environmental Planning Policy (Sustainable Buildings) 2022* does not apply, development must comply with Table B-14.

Table B-14 Performance criteria and acceptable solutions

Performance criteria		Acceptable solutions*	
P1	Enable cross flow ventilation of air throughout the dwelling in summer. Air should flow freely from the shady side of an occupied building to the sun-exposed side throughout the day during summer.	A1	Development applicants will include an airflow diagram within submitted drawings.
P2	Orient the length of new dwellings along an east-west axis as much as practicable, maximising the opportunity for solar access along the northern facade. Refer figures below.	A2	Design new dwellings such that north facing windows receive at least three hours continuous sunlight to a living-room between the hours of 9.00am and 3.00pm on 21 June.
P3	<p>Maximise the number of north-facing windows in dwellings to improve passive heating in winter. Provide shading of these windows via awnings, eaves, louvres, screening, planting and landscaping to block midday sun in summer. Arrange living areas to the north as much as is practicable to do so. Refer figures below.</p> <p>Utilise, and provide for infiltration of, natural light in dwelling designs. This should occur in as many parts of a building as possible. The use of clerestory windows or skylights for this purpose is encouraged.</p>	A3	<p>Submitted plans and elevations will indicate the location of window glazing and skylights.</p> <p>At least 50% of glazing to the dwelling is to be installed to north-facing facades.</p> <ul style="list-style-type: none"> Provide shading to this glazing such that 100% of north facing glazing is shaded at midday during summer months. Where this is impractical and glazing is provided to other facades, reduce heat loss via this glazing by other means including shutters (internal or external), protection by enclosed verandahs or more insulative glazing (double glazing or other solution). <p>Fit double glazing to all skylights.</p>
P4	Specify and locate materials to make use of thermal mass principles in dwellings. Thermal mass gradually stores and releases thermal energy. This maintains a consistent internal climate during day-night temperature cycles and in different seasons.	A4	<p>Fit all new dwellings with insulation with 'R' value of 3.5 or more for ceilings, 2.5 or more for walls and 2 or more for raised or lightweight-type floors.</p> <p>A concrete slab-on-ground with an in-slab or in- screed heating or cooling system, must have insulation with an R-Value greater than or equal to 1.0, installed around the vertical edge of its perimeter.</p>
P5	Where possible improve the energy efficiency of dwellings through the provision of shade via landscaping and tree planting.	A5	Landscaping close to buildings, particularly using deciduous trees, can improve the energy efficiency of the building. Submitted site plans will indicate the location of landscaping and trees.
P6	Provide ventilation of roof cavities in new dwellings. This will make a building cooler in summer and warmer in winter by decreasing ice formation in the roof to decrease air chill.	A6	Submitted building drawings should show detail of such ventilation.
P7	Avoid building designs incorporating fully enclosed habitable rooms which require regular mechanical ventilation.	A7	Locate all habitable rooms in locations where natural ventilation can be provided. Submitted building drawings should show detail of natural ventilation (e.g. windows).

Performance criteria		Acceptable solutions*	
P8	Utilise household-scale renewable energy generation or energy efficient in new dwellings to reduce demand for off-site electricity generation. Provide all new dwellings with a clothes line for clothes drying. This will be located in an area with access to direct sunlight.	A8	Utilise one of the following methods for hot water supply: <ul style="list-style-type: none"> – Solar hot water systems, – Electric heat pump systems, or – Electric instantaneous heating systems (only if offset with renewable energy generation installed to the dwelling). Specify and use light emitting diode (LED) or compact fluorescent lamp (CFL) bulbs to fulfil lighting requirements. Avoid use of incandescent or halogen bulbs for lighting.
P9	Reduce water consumption through the use of water saving technologies and on site water catchment. Minimise storm water impact of the development.	A9	Provide a rainwater collection tank of no less than: <ul style="list-style-type: none"> – 10,000L capacity to all new dwellings on sites connected to reticulated water supply – 90,000L capacity to all new dwellings in a location without reticulated water supply. All tap fittings and toilets are to be WELS rated 4 stars or more. <u>Note:</u> This is in addition to a water supply required for bushfire safety purposes.

Note: Council may accept other solutions where the performance criteria are satisfied.

B9.2 Sustainability and climate change

Objectives

O1. Encourage development to investigate and apply a sustainable design framework and a target 5 Star Green Star rating.

O2. Support Council and businesses in Jindabyne to maximise efficiencies, reduce emissions and collaborate on net zero aspirations.

O3. Ensure development is climate resilient and future proofed by incorporating all reasonable and feasible adaptation and mitigation measures.

Controls

C1. Development must demonstrate how water recycling systems for rainwater and wastewater have been incorporated into the design. Non-potable water demands must be sourced from recycled water sources.

B10 Waste management and recycling

Objectives

O1. Encourage improved environmental outcomes through increased source separation of materials and more efficient management of waste and recyclable materials.

O2. Ensure safe practices for storage, handling and collection of waste and recyclables.

O3. Prevent air and stormwater pollution that could occur as a result of poor storage and management practices associated with waste and recyclables.

O4. Promote the principles of environmentally sustainable design through resource recovery and recycling leading to a reduction in the consumption of finite natural resources.

O5. Ensure quality design of waste management facilities that complement the building design and minimise noise, odour and visual impacts on adjacent uses and the public domain and systems do not adversely affect the health of residents and workers.

O6. Maximise resource recovery and encourage source separation of waste, reuse, and recycling by ensuring development provides adequate and appropriate bin storage and collection facilities.

Note: This Chapter must be read in conjunction with Council's Waste Management Guidelines, which detail and specify waste management requirements for various types of development.

Note: Refer to the Waste and Recycling section of Council's [website](#) for bin requirements.

B10.1 Recycling and waste management plan

B10.1.1 Design stage

Controls

C1. Development must provide suitable and sufficient waste, recycling, and green waste storage facilities, including Council approved containers, in accordance with Council's guidelines. The space allocated must be sufficient to store waste in separate bins and have regard to:

- prevailing environmental conditions, and
- the volume of garbage and recycling likely to be generated between collections.

Note: Indicative waste and recycling generation rates are listed in Appendix A.

C2. Architectural plans and drawings for large scale development must show:

- storage space and layout for bins,
- storage room for bulky waste,
- waste collection point(s) for the site,
- path of access for users and collection vehicles, and
- layout and dimensions required to accommodate collection vehicles when on-site collection is required.

C3. Where there is a suitable storage area on site away from public view, dwelling houses, dual occupancies, attached dwellings, semi-detached dwellings and secondary dwellings do not require a separate waste, recycling, and green waste storage area ("waste storage area"). The storage area must have a clear path to the curbside or collection point.

C4. Any waste storage area must:

- be located on site and designed to complement the design of the development,
- avoid locating waste storage areas between the front alignment of a building and the street (wherever possible),

- be located to minimise odour and acoustic impacts on the habitable rooms of the proposed development, adjoining and neighbouring properties,
- be located having regard to existing vegetation and slope, and
- be screened through fencing and/or landscaping (where possible) to minimise visual impacts on neighbouring properties and the public domain.

C5. The waste storage area must be located to be easily accessible for both site occupants (users) and waste collectors. The desirable maximum travel distances between the storage point and the collection point are:

- 50 metres for 240 litre bins, and
- 10 metres for 360 litre bins and 1100 litre mobile skip bins.

C6. A suitable refuse collection point must be nominated on site where waste and recycling loading operations can occur on a safe and convenient surface away from excessive gradients and vehicle ramps.

C7. Where collection vehicles are required to drive on-site or into a building to collect waste or recycling, adequate vehicle clearance is required.

Note: Typical dimensions of collection vehicles can be found in Appendix A.

Note: Refer also to [B2 Transport, access and car parking](#)

C8. Where more than ten cubic metres of uncompacted waste and recycling is generated per day, the central waste and recycling room must be separate from the goods receivable dock and garbage must be collected in a compaction room.

C9. Sufficient storage space must be provided within each individual dwelling to hold a single day's waste and to enable source separation (recycling).



C10. A waste storage area with the capacity to store at least one day's volume of garbage and recycling must be provided for each retail premises. The waste storage area may be separate or provided in a centralised area. Provision must also be made in the centralised waste storage area for the separation of cardboard for recycling.

C11. Where the development is a mixed use development (e.g., commercial and residential uses) separate waste storage facilities are to be provided for the residential and commercial uses.

C12. Any bin enclosures or rooms must be ventilated, fire protected, drained to the sewerage system (where serviced), have lighting and water supply, and be protected from vermin.

C13. For residential flat buildings and tourist and visitor accommodation (excluding small scale accommodation and bed and breakfast accommodation) a separate room or screened and covered area (separate from the waste enclosure) must be allocated for the storage of discarded bulky items (second hand furniture or broken items) awaiting collection. The allocated space must be a minimum of ten square metres and be conveniently located, accessible and cleaned regularly.

C14. Waste incineration devices are prohibited.

Note: Council and the NSW Environment Protection Authority (EPA) must be consulted regarding proposed storage and collection of special wastes (e.g., medical waste, hazardous chemical wastes).

B11 Additional controls for tourist accommodation

This Chapter applies to the following development types:

- bed and breakfast accommodation,
- farm stay accommodation,
- short-term holiday rental accommodation, and
- eco-tourist facilities.

Objectives

O1. Encourage tourist development for the economic and social benefit of Jindabyne.

O2. Ensure tourist development provides quality outcomes for the built environment of Jindabyne.

O3. Ensure tourism development results in a net benefit to the condition of the land upon which it is proposed to be located.

O4. Provide safe, healthy, clean, and functional areas for sleeping, storage, and amenity of guests.

O5. Provide accommodation for guests of all abilities.

B11.1 General requirements for tourist accommodation

B11.1.1 Sleeping rooms

Controls

C1. The number of people accommodated in a sleeping room in an area that is unsewered must be determined by allocating a minimum floor area of 5.5 square metres per person.

C2. The minimum floor area must be generally in accordance with Table B-15.

Table B-15 Number of persons accommodated in a sleeping room

Number of persons	Minimum floor area (sqm)
2	7
3	11
4	15
5	19
6	23

C3. The minimum floor area per person may be decreased in accordance with Table B-13 provided it can be demonstrated that the property has the capacity to accommodate additional requirements for wastewater disposal.

C4. Adequate space and secure storage facilities to allow occupants to store clothes and travel gear should be provided in each sleeping room. Where this is not possible, adequate facilities must be provided elsewhere in the building. Adequate space and secure storage facilities must be illustrated on architectural plans submitted in support of a relevant development application.

C5. Clear floor space (excluding beds and furniture) of at least 60% of the total floor area in sleeping rooms must be provided.

B11.1.2 Toilets and showers

Controls

C1. Adequate toilet and shower facilities are to be available to guests.

C2. Where more than one guest bedroom is proposed, one bathroom and toilet is available for the use of guests which is separate from the bathroom/toilet used by the permanent residents of tourist accommodation.

C3. Toilets and bathrooms are to be located in the tourist accommodation where access is available without entering another bedroom.

B11.2 Bed and breakfast accommodation

B11.2.1 Operation of bed and breakfast accommodation

Objectives

O1. Ensure that bed and breakfast accommodation provide a reasonable level of comfort and safety for visitors.

O2. Maintain the amenity of the property and locality, including the amenity of neighbouring properties.

O3. Ensure the operation and management of bed and breakfast accommodation is of an appropriate standard.

Controls

C1. Bed and breakfast accommodation must be appropriately managed and operated. A business management plan for the bed and breakfast accommodation must be submitted in support of the development application and address:

- a. waste management,
- b. provision and maintenance of essential services,
- c. protection against natural hazards (e.g., bushfire),
- d. management of deliveries within standard business hours, and
- e. the process for ongoing management and monitoring for impacts on neighbours and compliance with relevant health and safety standards.

B11.2.2 Visual privacy

Objectives

O1. Ensure the visual privacy of adjoining residential development is protected.

Controls

C1. The design of the development is to ensure that there is no overlooking from guest common areas to the living areas of neighbouring dwellings.

B11.3 Farm stay accommodation

Objectives

O1. Ensure farm stay accommodation meets reasonable standards of comfort and safety for visitors.

O2. Strengthen the agricultural component of the economic base of Jindabyne through provision of diversified forms of income.

O3. Encourage year-round tourism in Jindabyne through the availability of farm holidays.

O4. Encourage visitors to experience the farming activities that are carried out in the area and to gain a greater understanding of the agricultural sector.

O5. Ensure farm stay accommodation does not detract from the efficient and effective operation of the farm.

O6. Maintain the amenity of the property and locality, including the amenity of neighbouring properties.

B11.3.1 Operation of farm stay accommodation

Controls

C1. Farm stay accommodation should offer a rural holiday where guests are exposed to and able to take part in activities in order to experience an existing operating farm.

C2. Farm stay accommodation must have regard to the constraints and opportunities of the site including, but not limited to, biodiversity, bushfire, services, traffic and access.

C3. Developments must demonstrate how the farm stay accommodation is compatible with the current use of the site and uses on adjoining land.

C4. Farm stay accommodation must not detrimentally impact on the amenity of adjacent residences and other land uses in relation to noise, traffic, or other activities.

C5. A management plan must be prepared and accompany any development application and:

- a. detail the current and proposed commercial operation of the farm,
- b. list activities that guests will participate in during the operation of the farm, and
- c. demonstrate the farm is the full-time occupation of the operator.

B11.4 Eco-tourist facility

Objectives

O1. Improve the environment of a site through appropriate design and integration of all elements of the development.

O2. Focus on minimal site disturbance with a requirement for design to reflect not alter the natural existing landscape.

O3. Integrate waste minimisation and energy efficiency within the design and operation of a development.

O4. Reduce the footprint of development components to the minimum required for development to proceed.

O5. Recognise the importance of key natural features to the visitor experience, and where these are off-site (e.g., National Parks).



O6. Recognise and address the potential indirect impacts associated with a development.

O7. Acknowledge the social fabric of the locality and the need to respect, support, and not adversely affect, the local community.

O8. Incorporate visitor education and environmental awareness as integral components of the development.

O9. Incorporate ongoing monitoring of the development in total and continually assess cumulative impacts, striving to improve the environment within which the development is situated.

O10. Utilise alternative available technology for essential services, avoiding the use of non-renewable resources where practicable.

Controls

C1. Development must provide opportunities for visitors to experience nature and culture in ways that lead to a greater understanding, appreciation, and enjoyment.

C2. Development may provide facilities for the teaching, researching or dissemination of knowledge in respect of the natural and cultural history of the area.

C3. Eco-tourist facility accommodation must be used solely for the provision of temporary holiday accommodation.

B11.4.1 Design of eco-tourist facility

Controls

C1. Buildings and infrastructure must not dominate the visual landscape and be compatible with the local cultural character. Development must be designed to utilise building materials that blend in with the surrounding landscape, promoting the use of recycled materials and materials sourced from the region.

C2. Development must be designed on the basis of:

- a. ecological sustainability,
- b. an understanding of the potential environmental impacts, and
- c. maximise energy efficiency and use of renewable energy.

C3. An existing dwelling may be used as a manager's residence for an eco-tourist facility.

C4. A manager's residence must be:

- a. ancillary to the eco-tourist facility,
- b. no larger than two bedrooms in size, and
- c. located in close proximity to the eco-tourist facility.

B11.5 Tourist and visitor accommodation

This Chapter applies to the following development types:

- backpackers' accommodation,
- hotel or motel accommodation, and
- serviced apartments.

B11.5.1 Operation of tourist and visitor accommodation

Objectives

O1. Promote effective space management by ensuring appropriate storage space is provided.

Controls

C1. A storage area of two square metres must be provided per bedroom within the tourist and visitor accommodation. At least 50% of this storage space is to be provided within the room. The remaining 50% may be located in the garage, in the sub-floor space or other outdoor enclosure and be easily accessible and usable.

Note: For the purpose of this control, storage space does not include built-in wardrobes in bedrooms or kitchen storage cupboards.

B12 Additional controls for agricultural uses

This Chapter applies to all forms of agriculture and rural industries in land use zones in Jindabyne where agricultural and rural industries are permitted with consent. This Chapter also applies to retail premises permitted with consent the RU1 Primary Production and C3 Environmental Management zones.

Objectives

O1. Encourage environmentally acceptable agricultural and rural industry development for the economic and social benefit of Jindabyne.

O2. Ensure that agricultural and rural industry development provides quality outcomes for the built environment of Jindabyne.

O3. Ensure that agricultural and rural industry development is located on suitable land with consideration of the surrounding locality.

B12.1 General requirements for agriculture and rural industries

Objectives

O1. Locate rural development in areas with high accessibility for agricultural uses.

O2. Promote quality, environmentally sound development that contributes to the economic and social well-being of Jindabyne.

Controls

C1. Development must:

- a. be located with adjoining compatible land uses,
- b. have no adverse visual or amenity impacts, and
- c. consider active agricultural uses within the vicinity.



C2. Where demanded, rural and commercial land uses must provide their own:

- a. potable water supply,
- b. non-potable landscaping, and
- c. firefighting water supply.

C3. Development must be accompanied by an effluent management plan where not connected to reticulate wastewater.

C4. Development must demonstrate that heavy vehicle movements will be diverted from residential areas unless the road network comprises classified roads.

B12.1.1 Environmental constraints

Controls

C1. Development must consider the environmental constraints of the site including sensitive areas, water quality and quantity, and emissions that may cause significant impacts.

C2. Development must be designed and operated in accordance with best practice environmental management techniques.

B12.2 Intensive agriculture

Objectives

O1. Provide a coordinated and sustainable approach to the development of intensive agricultural activities to ensure that impacts are mitigated, and adjoining land uses are fully considered.

O2. Ensure site layout and buildings are appropriately designed and implemented to reduce visual impacts on the rural landscape.

B12.2.1 Land use compatibility

Controls

C1. The site of the proposed development must contain sufficient area to allow for the economic sustainability of intensive agriculture, including necessary buffer areas.

B12.2.2 Environmental constraints

Controls

C1. Development must not discharge water or effluent arising from the agricultural process directly to waterways.

B12.2.3 Transport infrastructure

Controls

C1. The site must have good access to main roads, all weather access within the site and appropriate provision for on-site parking.

C2. The proposed development must have access arrangements, to appropriate standards, suitable to the largest likely transport vehicles required for the development and consider sealed and unsealed road conditions as appropriate for road safe positive outcomes

C3. On-site access roads servicing all aspects of the agricultural uses must be designed to be an appropriate standard required for the transport type to be used.

B12.2.4 Chemical use / spray drift

Objectives

O1. Minimise the risks to public health, property, and the environment from chemical and fertiliser use.

Controls

C1. New development must minimise spray drift through proper farm management and landscaping.

C2. All chemicals must be appropriately stored and contained within the property boundary.

C3. Farm dams and sedimentation ponds must be constructed such that runoff from spraying is detained in the dam preventing runoff to other properties.

B12.3 Rural industries

Objectives

O1. Encourage the establishment of rural industries.

O2. Ensure new rural industry development is suited to the rural environment and designed to minimise impacts on the visual amenity of the landscape.

B12.3.1 Land use compatibility

Controls

C1. Where the site contains residential development, the site must have sufficient area to allow for the ongoing use of land for residential purposes, including necessary buffer areas.

B12.3.2 Environmental constraints

Controls

C1. All equipment, materials, machinery, and tools associated with the proposed use must be housed within buildings forming part of the development.

B12.3.3 Transport infrastructure

Controls

C1. The site of the proposed development must have good access to main roads and appropriate on-site car parking.



C2. Development must demonstrate vehicular access arrangements suitable to the largest likely transport vehicles required for the development and consider sealed/unsealed road conditions for road safe positive outcomes, in accordance with the relevant Australian Standard”.

Note: *Appropriate vehicular access arrangements must demonstrate consideration of sealed access to sealed roads.*

B12.3.4 Retail premises in RU1 and C3 zones

This Chapter provides objectives and controls for retail development permitted with consent in the RU1 Primary Production and/or C3 Environmental Management zones including cellar door premises, farm gate premises, garden centres, landscaping material supplies, plant nurseries, roadside stalls, rural supplies, and timber yards.

Objectives

O1. Encourage the establishment of specialist retail activities outside residential, business, or industrial areas to support agricultural businesses in rural locations.

O2. Ensure new specialist retail developments are suited to the rural environment and designed to minimise impacts on the visual amenity of the landscape.

B12.3.5 Environmental impacts

Controls

C1. Development must not discharge contaminated water generated by the land use directly to any waterway.

B12.3.6 Transport infrastructure

Controls

C1. Development must have suitable access to main roads and appropriate on-site car parking in accordance with the relevant provisions in [Chapter B2 Transport, access and car parking](#).

C2. Development must demonstrate appropriate vehicular access arrangements suitable to accommodate the largest likely transport vehicles required for the development and be in accordance with the relevant Australian Standard.

B13 Subdivision

B13.1 General subdivision requirements

Objectives

O1. Ensure allotments are of a shape and size that supports a range of land uses and employment opportunities and do not adversely impact on landscape features and amenity.

O2. Ensure subdivision patterns do not lead to unsustainable or undesirable environmental, economic or social outcomes that may become an impediment to future growth of Jindabyne.

O3. Encourage residential subdivision that supports the diversity of housing choices required by new and existing residents.

O4. Ensure infrastructure construction provides quality outcomes for the built environment of Jindabyne, including permeability and connectivity.

O5. Ensure subdivision of lots allow for integrated vehicular and active transport connectivity.

B13.1.1 Subdivision design

Controls

C1. Subdivision design must consider the physical characteristics of the land including bushfire hazard and ensure the protection of key environmental features such as significant vegetation, natural landforms including rocky outcrops, topographic features, and watercourses (refer [B5 Natural hazards](#)).

C2. Retaining walls must be within the boundaries of a lot and must not be provided within a road reserve.

C3. Subdivision design must consider the orientation of future dwellings on the site and encourage north facing dwellings.



C4. To the greatest extent possible, all allotments must be of a regular, generally rectangular, shape and avoid the creation of small, unusable nooks or corners.

C5. Subdivision layout must demonstrate how a 30% tree canopy coverage can be achieved.

C6. Subdivision design must demonstrate how the required on-street car parking requirements can be achieved and how the location of services, stormwater pits, street trees and the like have been considered.

C7. Any development that includes the creation of residue lots for future subdivision must include an indicative subdivision layout plan for the residue land to demonstrate that future development can be compliant with the requirements of the Jindabyne DCP.

C8. Where a development is intended to be staged, a development applications must be accompanied by a staging plan.

B13.1.1-1 Earthworks associated with subdivision

Objectives

O1. Minimise cut and fill through site sensitive subdivision, road layout and infrastructure.

O2. Facilitate sensitive design of retaining walls on sloping land at the subdivision works stage of a development.

Controls

C1. Subdivision must be designed to respond to the natural topography of the site wherever possible to minimise the extent of cut and fill.

C2. Steep land houses must be of a 'split level' design or demonstrate how an appropriate alternative solution is appropriate.

C3. Supporting information must adequately demonstrate how development requiring cut and fill will not have adverse impacts on adjoining properties.

C4. Cut and fill must be sensitively treated through gentle slopes and adequate stability to avoid erosion and slippage.

C5. Steeper slope sites will be considered where the foundation strata of the area permits slopes in excess of 1:3. Development applications must be accompanied by an assessment prepared by a suitably qualified professional demonstrating how the steeper slope site is suitable for subdivision development.

B13.1.1-2 Streets and access

Objectives

O1. Ensure subdivision design responds to the natural site topography, the location of existing significant trees and site features, place making opportunities and solar design principles.

Refer [Chapter B2.2 Vehicle access](#) for additional objectives and controls that guide access and street design.

Controls

C1. Where possible, all lots must have integrated access points for vehicular and active transport to minimise duplicative access to and from each neighbourhood and main roads.

C2. Each lot to be created must include vehicular access that will be flood free in the event of a 1:50 year probability flood occurring or the flood planning level (FPL), whichever is higher.

B13.1.1-3 Laneways

Controls

C1. 'T' or 'C' shaped laneways are not recommended and where proposed must be adequately justified.

C2. The layout of laneways must consider and demonstrate how:

- subdivision is results in an efficient use of land,
- favourable lot orientations are maximised,
- the laneway intersects with streets,
- the topography supports laneways. and
- legibility and passive surveillance will be achieved.

B13.1.1-4 Corner lots

Objectives

O1. Ensure corner lots are of sufficient dimensions and size to contribute positively to the streetscape and residential amenity.

Controls

C1. Corner lots must be designed to allow dwellings to positively address both street frontages.

C2. Development must identify the location of proposed or existing substations, kiosks, sewer manholes and/or vents affecting corner lots.

C3. Corner lots must be generally larger than other lots and wide enough to allow driveways to be located clear of intersections and sight lines.

C4. Access to corner lots must be encouraged from the secondary access (or the rear lane).

B13.1.1-5 Subdivision for attached or abutting dwellings

Objectives

O1. Ensure that where attached or abutting dwellings are proposed the amenity of neighbouring lots are not compromised.

Controls

C1. Development that includes subdivision of lots for Torrens Title attached or abutting dwellings must demonstrate that construction will be in 'sets'. A 'set' is a group of attached or abutting dwellings built together at the same time that are designed and constructed independently from other dwellings.

C2. The maximum number of attached or abutted dwellings permissible in a set is eight.

C3. The composition of sets must take into account the lot width required for a side setback to the end of dwellings in each set.

B13.1.1-6 Battle-axe blocks

Objectives

O1. Limit the number of battle-axe lots.

O2. Ensure that where a battle-axe lot is proposed the amenity of the lot and the amenity of neighbouring lots or public domain is not compromised.

Controls

C1. The maximum width of the driveway for battle-axe blocks is three metres wide for up to two lots.

C2. The driveway or shared driveway for battle-axe blocks must include adjacent planting and trees. The landscaped area must have a minimum width of one metre on both sides of the driveway.

C3. A battle-axe handle must serve no more than two dwellings.

C4. All battle-axe shaped allotments in Zone R1 General Residential, R2 Low Density Residential, or RU5 Village land use zones must:

- a. not be a lot that is already a battle-axe shaped allotment, and
- b. have a minimum access handle width of six metres.

Note: *The minimum area requirements for all battle-axe shaped allotments are to be measured excluding the access handle.*

B13.1.2 Flora and fauna protection and weed management

Objectives

O1. Protect and enhance aquatic and terrestrial environments.

Controls

C1. Where subdivision includes land significant for flora and fauna protection, a targeted survey for threatened species must be carried out. Development applications must be accompanied by an assessment of significance prepared by a suitably qualified professional demonstrating that the subdivision will not have an adverse effect on flora and fauna.

C2. The aquatic environment must not be detrimentally affected by subdivision and the proposed future use of the land.

C3. Where development is proposed on land subject to significant infestation of noxious weeds or pest animals, a current weed notice or history of weed notice, an investigation and report by a suitably qualified professional must accompany the development application. The report should identify:

- a. actions to reduce and/or remove such infestations,
- b. ongoing future management to address reinfestation,

- c. needs to be controlled and in what area they are to be controlled, and
- d. a timeframe and method of control to be employed.

B13.1.3 Building exclusion areas

Controls

C1. Site plans must identify building exclusion areas based on an analysis of site design and environmental constraints including (but not limited to):

- a. bushfire prone land,
- b. flooding,
- c. significant vegetation,
- d. flora and fauna protection,
- e. slope and landslip,
- f. land contamination,
- g. impact on views,
- h. ridges, and
- i. areas of heritage significance.

C2. If the building and development sites identified outside the building exclusion areas are visible from an arterial road, a visual impact assessment undertaken by a suitably qualified professional must be provided to demonstrate how the visual impact of the development can be minimised when viewed from the arterial road.

B13.1.4 Provision of services

Controls

C1. Electricity supply must be provided to each allotment less than two hectares in site area, in accordance with the requirements of the relevant electricity authority.

C2. Digital connectivity must be provided to each lot. Digital connectivity must be provided through:

- a. fixed connections in R1 General Residential, R2 Low Density Residential, and RU5 Village land use zones, and
- b. wireless connection in any other land use zone.



B13.2 Large lot residential subdivision

The B.13.1 General Subdivision Requirements (above) are to be used in conjunction with the specific controls for large lot residential subdivision in the R5 Large Lot Residential Zone in this Chapter.

Objectives

- O1. Ensure rural living/large lot residential subdivisions are appropriately designed and sufficiently separated from intensive agricultural activities.
- O2. Ensure the visual integrity of the rural landscape is maintained.
- O3. Ensure water supply, recreation space and waste treatment is suitably catered for.
- O4. Maximise opportunities for improving land degradation.

Controls

- C1. Subdivision of land must not result in the greater fragmentation of rural land.

B13.2.1 Integrating subdivision with landscape character

Controls

- C1. Subdivision must be designed to:
 - a. consider existing natural features and form of the site and surrounding area, including landscape features, vegetation, waterbodies, or rock outcrops and use these features to form natural boundaries of the subdivision,
 - b. link vegetation or waterbodies within the site with adjoining natural areas to form links and habitat corridors to support biodiversity,
 - c. incorporate natural features of the site into public or common areas, and
 - d. utilise views to and from the site or to common areas to provide privacy and amenity for adjoining lots in the subdivision.

B13.2.2 Cumulative Impact

Controls

- C1. New subdivisions must be designed to minimise visual impact and maintain the character of the locality.
- C2. Subdivision must be designed to prevent ribbon development where the site fronts an arterial road or is highly visible. Ribbon development may be avoided by clustering development, using natural topography or site features to minimise visibility and alternation of the landscape character.
- C3. Subdivision must be designed to use the natural topography and features to position the development so that it is screened from public places and minimises intrusion into important views.

B13.2.3 Efficient servicing and staging of development

Controls

- C1. Where the land to be subdivided is contiguous with existing urban or rural residential estate land, development must have regard to the adjoining subdivision pattern and connect with the established servicing and road networks.

B13.2.4 Rights of carriageway for subdivision

Note: *Where a right of carriageway is required to be upgraded to a public road, the applicant must hold a pre-lodgement meeting with Council.*

Controls

- C1. Large lot residential subdivision development where access to the allotment is via an existing right of carriageway must demonstrate how:
 - a. the cost of providing public road access would be prohibitive, or
 - b. the subdivision is in a remote rural locality of Jindabyne.

C2. A right of carriageway must be replaced by a public road where the number of lots utilising the right of carriageway is greater than six lots.

C3. The right of carriageway in non-urban areas is to be a minimum of 20 metres wide.

B13.2.5 Improving land degradation

Controls

C1. Development on physically degraded land must be accompanied by a report produced by a suitably qualified professional, that documents the rehabilitation actions and ongoing future management of the site to address such degradation.

Note: *Physically degraded land may include land affected by gully erosion or salinity.*

B13.2.6 Provision of services

Objectives

- O1. Promote the use of renewable energy sources to achieve sustainable and energy efficient buildings with low greenhouse gas emissions.
- O2. Ensure the design and siting of utilities considers space for alternative future services.
- O3. Consider climate adaptation and resilience in rural living and large lot landscapes.

Controls

- C1. Where utilities access cannot be provided, all large lot residential developments must demonstrate how 100% renewable energy supply can be utilised to appropriately service dwellings and ancillary development.
- C2. Where this is not possible, applicants must demonstrate the ability for dwellings to be connected to mains electricity supply.



B13.3 Tourist development subdivision

This Chapter applies to development for subdivision relating to tourist and visitor accommodation or eco-tourist facilities only. Permanent residential occupation must not occur in development sites nominated as tourist and visitor accommodation or eco-tourist facilities.

Objectives

O1. Avoid demand or expectation for Council services and facilities which are not typically provided in the rural tourist environment.

O2. Ensure that the subdivision will be secondary to the tourist development and will only be considered for established tourist developments.

Controls

C1. Applicants must demonstrate that permanent residential occupation will not occur in this form of development.

C2. Development must demonstrate how the subdivision of land is essential to the operation and management of the development.

B13.3.1 Type of subdivision proposed

Controls

C1. Subdivision by 'community title' pursuant to the [Community Land Development Act 2021](#) and [Community Land Management Act 2021](#), must include appropriate provision for a central management facility, shared infrastructure, services that will be provided within the community property.

C2. All lots created as a result of a community title subdivision must contain the whole, or part of, one or more accommodation buildings and their curtilage. Lots containing access and other common facilities, infrastructure or landscaping must be held in common ownership by all owners of the other lots created by the subdivision.

B13.3.2 Community management statement

Controls

C1. A community management statement must accompany a development application and demonstrate compliance with the relevant chapters of the Jindabyne DCP.

B13.4 Subdivision for intensive agricultural use

This chapter of the Jindabyne DCP applies to subdivision for the purposes of intensive livestock agriculture or intensive plant agriculture.

Objectives

O1. Provide a coordinated and sustainable approach to the subdivision of land used for intensive agricultural activities to ensure that environmental impacts are mitigated, and adjoining land uses are fully considered.

O2. Ensure subdivision is consistent with the rural character of the area and able to sustain future agricultural uses should they arise.

O3. Ensure intensive agricultural uses will not have a detrimental impact on existing residential or other uses.

B13.4.1 Lot size

Controls

C1. The minimum lot size for intensive agriculture development is ten hectares.

C2. Any residue lot must be greater than the minimum lot size required for a dwelling house on the site in which the subdivision is to take place.

C3. If the land contains an existing dwelling, the dwelling must be included on the residue lot.

B13.4.2 Suitability

Controls

C1. The proposed use of land must be compatible with other land uses in the locality, with potential land use conflicts identified and suitable mitigation measures proposed.

C2. A site analysis must be submitted with a development application. A site analysis must demonstrate how the constraints and opportunities of the site have been considered and the site is suitable for the proposed use.

B13.4.3 Buffers

Controls

C1. All new lots must be capable of sustaining intensive agriculture wholly within the new lot, including necessary buffers.

C2. Where there are adjoining existing agricultural uses, a buffer is to be provided on the subject site in accordance with Table B-15.

Table B-16 Buffers to existing agricultural uses

Use	Buffer
Where the use includes chemical spray applications	<ul style="list-style-type: none"> 250 metres if no vegetation provided. 50m with purpose designed vegetated buffer.
Where the use is likely to emit noise such as frost fans or pumping equipment	<ul style="list-style-type: none"> 500 metres of lesser amount where supported and substantiated by acoustic testing undertaken by a suitably qualified professional.
Where the use involves a cropping enterprise that involves soil cultivation	<ul style="list-style-type: none"> 300 metres if no vegetation provided. 50 metres with purpose designed vegetated buffer.

Use	Buffer
Where adjoining use involves the aerial application of chemicals	· 500 metres minimum.

C3. A buffer area less than the one specified in Table B-15 may be provided where it is supported by a report prepared by a suitably qualified professional that addresses:

- likely intensity, sensitivity, and duration of the potential or actual impact,
- local topography, climate, and vegetation, and
- typical management practices being undertaken or likely to be implemented on the adjoining lands.

B13.5 Water supply

Objectives

- Ensure that new development connects to reticulated town water where available.
- Encourage self-sufficiency in the supply of water for household use in areas where a reticulated water supply is not available.

Controls

- Wherever available, developments must be connected to a water supply system provided by rainfall connected and stored in on-site rainwater tanks.
- Developments must demonstrate the capacity for provision of suitable potable water to meet daily demands. Water supply must be made available from a Council mains system. Where this is not possible, details of an alternate supply must be provided.

B13.5.1 Effluent disposal

This Chapter relates to development relying on on-site effluent disposal. Where development proposes to connect to Council's sewerage system the relevant Council standards and guidelines will apply and consultation with Council is required.

Objectives

- Ensure that public health risks are minimised by designing, locating and constructing effluent application areas in an appropriate manner.

Controls

- New allotments smaller than two hectares in area and allotments within two kilometres of the reach of the Council's sewage treatment system must be connected to the Council's sewerage system.
- Where connection to Council's reticulated sewerage system is not available and on-site effluent disposal is proposed, an analysis of soil suitability and topography demonstrating must be provided confirming that the land is suitable for on-site effluent disposal as part of the development.
- New allotments for residential development which are not connected to Council's sewerage system must demonstrate that there are suitable dwelling sites which are not affected by flooding, or seasonal high water table.



Chapter C

Jindabyne Growth Precinct



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

C1
Town Centre Growth | Jindabyne West | East Jindabyne | Jindabyne South | Leesville | Aerodrome | Barry Way South

C2
All sub-precincts

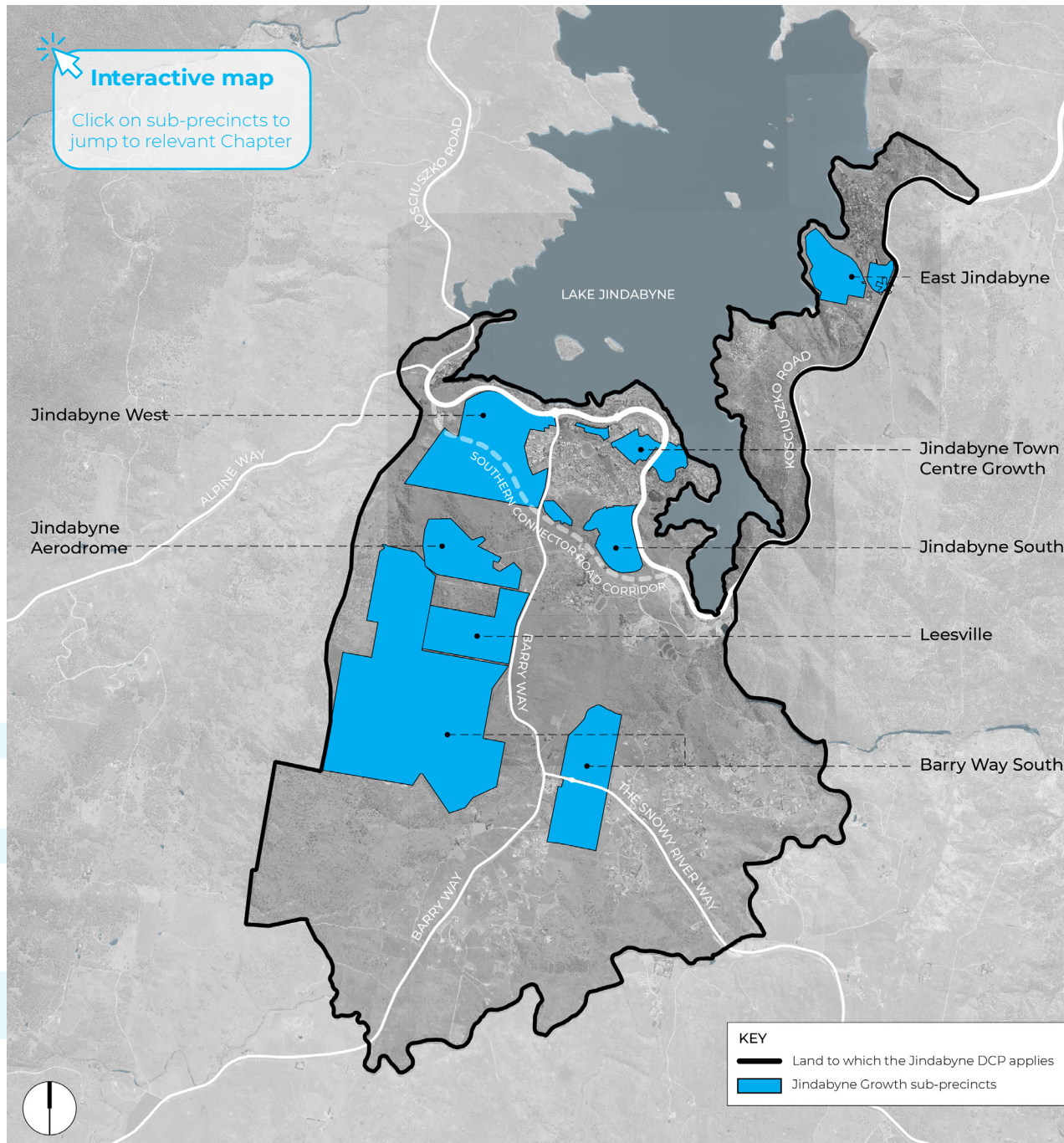
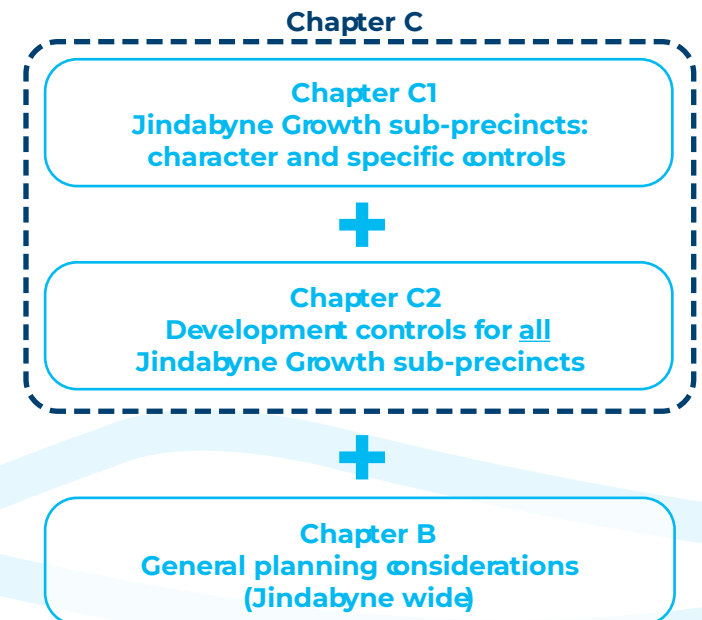


Figure C-1 Jindabyne Growth sub-precincts

How to read this Chapter

Chapter C provides specific design principles, objectives and controls for the Jindabyne Growth Precinct (identified in Figure C-1) as detailed within the [Snowy Mountains Special Activation Precincts Master Plan](#) (2022) (the Master Plan).

This Chapter is to be read in conjunction with other relevant Chapters of the Jindabyne DCP as indicated in the flowchart below.



Note: Where there is inconsistency, Chapter C will prevail to the extent of the inconsistency.

? What is an Indicative Layout Plan (ILP)?

An ILP provides an example of how a precinct might be designed to achieve the objectives of the Master Plan and Jindabyne DCP.

An ILP is not the only design solution.



C1 Jindabyne Growth sub-precincts- character and specific controls

The Jindabyne Growth sub-precincts each have a unique character that is formed by existing conditions including landform, built form, environmental setting and land use. This chapter details each of the sub-precincts' existing and desired future character to be achieved via development in line with the design objectives and development controls within this document.

It is important to note that the Jindabyne Growth Precinct will contribute significantly to the future character of Jindabyne as a whole by providing opportunities for new public amenity, housing gateway infrastructure and landmarks.

The journey to and from Jindabyne and the Snowy Mountains will be enhanced by new opportunities for wayfinding, signage and gateway development at prominent nodes as demonstrated in Figure C-2.

The Southern Connector Road corridor will provide a fast route up to the Snowy Mountains.

Following construction of the Southern Connector Road, Kosciuszko Road will become a slower speed, pedestrian friendly environment that is suitable for movement within the Jindabyne town centre and foreshore. The Jindabyne South Precinct provides an opportunity to create a landscape gateway that signals arrival at Jindabyne.

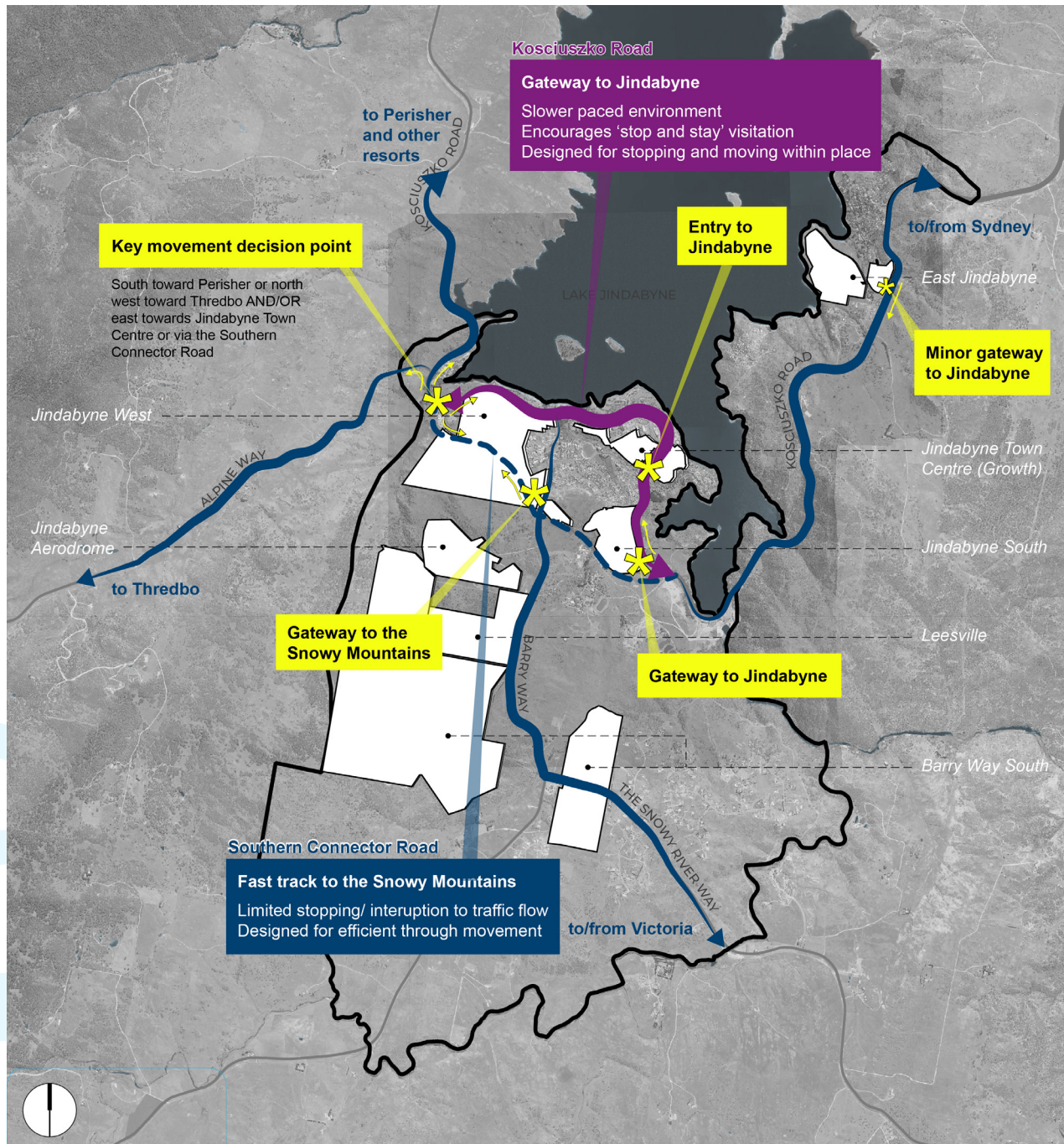
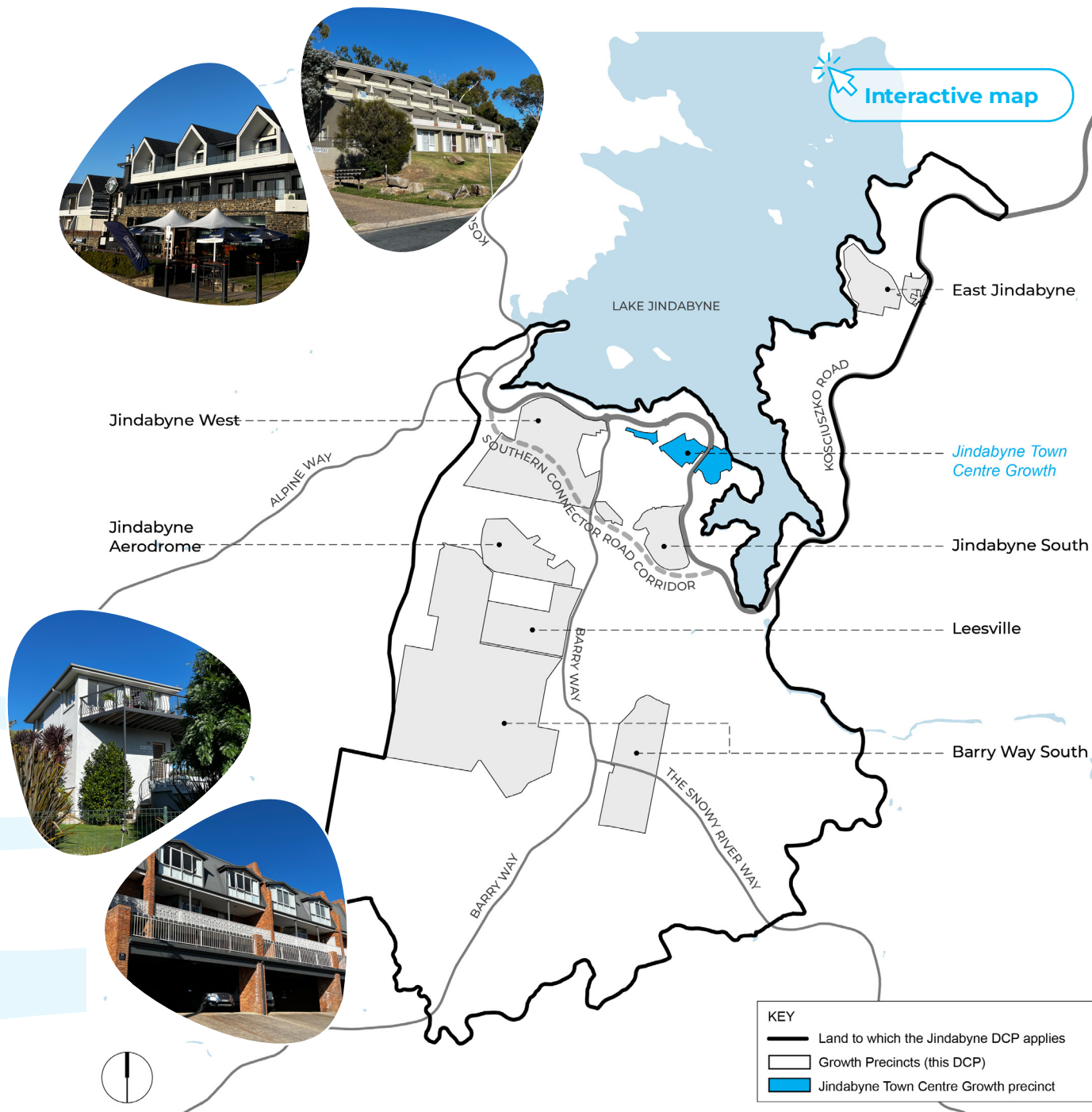


Figure C-2 Journey to Jindabyne and the Snowy Mountains





[Interactive map](#)

C1.1 Jindabyne Town Centre Growth sub-precinct

The objectives and controls in this Chapter apply specifically to Jindabyne Town Centre Growth sub-precinct, shown in blue at Figure C-3.

The following information is available in this Chapter:

- Existing character**
- Desired future character (ILP)**
- Character and form**
- Residential development**
- Movement network**
 - Road network
- Parking**
 - Car parking
 - Bicycle parking

Refer [Chapter C2](#) for additional objectives and controls that guide provision and design of bicycle parking within Jindabyne and the Jindabyne Growth sub-precincts.

Figure C-3 Location of Jindabyne Town Centre Growth sub-precinct

C1.1.1 Existing chaacter

Jindabyne Town Centre Growth sub-precinct is located within a short walk of the town centre core and daily amenities including local shops, parks, and Lake Jindabyne foreshore.

The sub-precinct is set atop a hill with its elevated position providing views to Lake Jindabyne and the Snowy Mountains. Entry to the sub-precinct is via Kosciuszko Road, where deep, landscaped setbacks form a 'green entry' to Jindabyne. Heritage items located at highpoints form local landmarks and aid in wayfinding and legibility.

The existing street pattern provides direct and legible connections to the Town Centre. Existing street trees are often planted to one side of the street, either with a footpath on the other side or no footpaths at all. This condition creates challenges for walkability, with pedestrians often having to share the road with cars.

The existing buildings are typically one to two storey detached houses and comprise a mix of materials including brick, weatherboard, and concrete render, built in a mix of styles. The existing subdivision pattern features low or no front fences and deep landscaped front setbacks. The sub-precinct is leafy and green, with street tree planting and tree canopy in private lots softening the hilltop. The existing side setbacks allow for planting between buildings providing privacy between private dwellings.

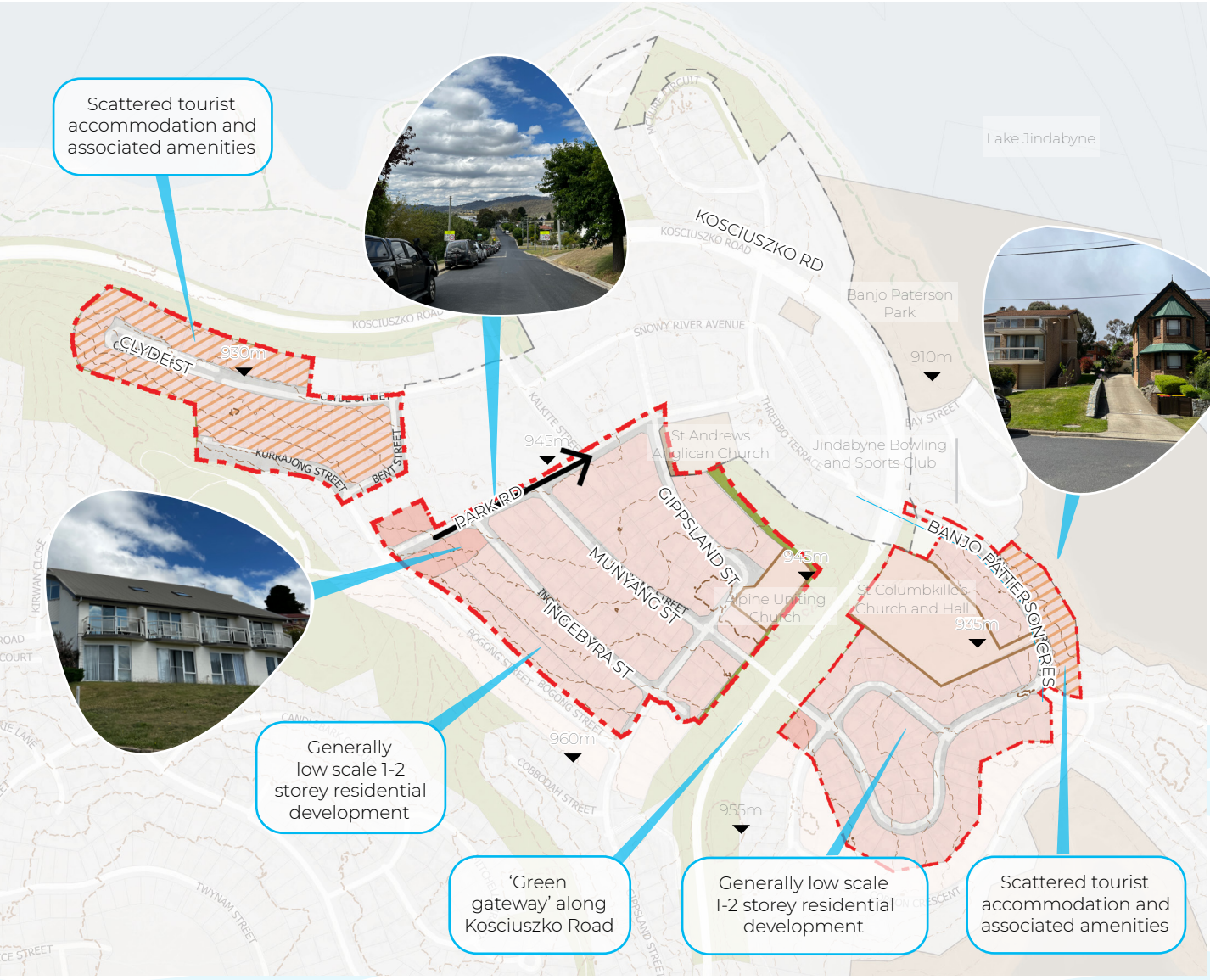


Figure C-4 Jindabyne Town Centre Growth sub-precinct – existing character

KEY	Sub-precinct boundary	Open space	Low residential	Downwards slope
	Town centre (Catalyst Precinct)	Lake Jindabyne	Medium residential	Elevation
	Cadastre	Heritage items	Tourist accommodation	
	5m contours	Community		



Views from residential areas toward Lake Jindabyne and the mountains

Long views along streets toward the mountains are a desirable feature



Low density housing is currently a dominant building form

The distinctive characteristics of the Jindabyne Town Centre Growth sub-precinct to enhance and maintain include:

- views to Lake Jindabyne and the surrounding hills,
- heritage items, and local landmarks at highpoints,
- the landscape corridor along Kosciuszko Road forming a 'green gateway',
- street tree planting,
- dense tree canopy in private lots, particularly in front and rear setbacks, and
- diversity and variety of forms and styles that reflect the unique alpine setting.

A selection of photos from across the Jindabyne Town Centre Growth sub-precinct that exemplify distinctive characteristics are provided at Figure C-5.



Recent residential development in Jindabyne



The Alpine Uniting Church off Gippsland Street

Figure C-5 A selection of existing features and character of the Jindabyne Town Centre Growth sub-precinct

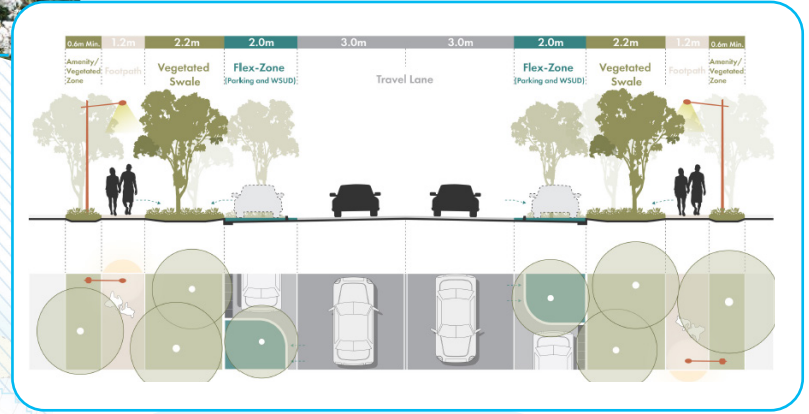


Refer [Chapter C2.2](#) for objectives and controls that guide design of residential development within the [lower](#) and [higher](#) density development areas within the Jindabyne Growth sub-precincts.



C1.1.2 Desired future character (ILP)

Jindabyne will grow to accommodate the increasing demand for housing, tourist accommodation and retail offerings to support year-round tourism. The Jindabyne Town Centre Growth sub-precinct will support this change, providing the opportunity for a range of housing types, sizes and affordability, and an increase in the number of dwellings within walking distance of active and public transport, employment, and amenities.



Jindabyne's built and natural environment will continue to reflect the local alpine character. A landscaped green entry will welcome visitors and residents to the town. Heritage items will be retained in prominent locations, aiding in local legibility, wayfinding and contributing to a sense of place.

New development will be compatible with the natural landscape, with increased canopy provided within the streets and embedded in front, rear and side property setbacks.

Figure C-6 Jindabyne Town Centre Growth sub-precinct ILP

- KEY**
- Sub-precinct boundary
 - Cadastre
 - 5m contours
 - Elevation
 - Higher yield residential
 - Lower yield residential
 - Heritage
 - Tourist accommodation
 - Mixed use
 - Point of interest
 - Roads
 - Green link
 - Flood (PMF)



Jindabyne Town Centre
Artist impression: View along Park Road looking north-east



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

C1
Town Centre Growth | Jindabyne West | East Jindabyne | Jindabyne South | Leesville | Aerodrome | Barry Way South

C2
All sub-precincts

Improved walking and cycling connections along green links will connect residents and visitors to the Town Centre, the waterfront, public open spaces, trails, and community facilities.

Two to three storey dwellings including terraces, dual-occupancy and multi-dwelling housing, will be located at the base of the hill, within a five-minute walk of the town centre and along key active transport corridors. While smaller lot sizes accommodate more compact housing forms, the proportion of building to landscape will continue in order to reflect the green character of Jindabyne.

One to two storey dwellings will be located along the hilltop and situated amongst canopy vegetation. This maintains amenity and privacy for residents and ensures that Jindabyne retains its natural feel. Built form will step down the hill, embedding built form within the landscape and preserving views.

Development will be complementary to existing dwellings in its function, architectural style and built form. Character across development will be created through consistency in built form and landscape materials, with natural materials that take inspiration from the surrounding alpine setting, including stone, brick and timber.

C1.1.3 Character and form

Objectives

O1. Enable development that supports the desired future character of Jindabyne town centre and facilitates key business, tourism and integration with residential neighbourhoods.

O2. Utilise building setbacks to define the street edge and create a clear threshold and transition from public to private space within the town centre.

O3. Activate the town centre throughout the year, considering both day and night time economy, whilst maintaining appropriate amenity for existing development/uses and considering adverse impacts for future development.

O4. Consider adverse impacts on the quality of adjacent development, streetscapes and public domain.

O5. Create streetscapes that reinforce the character of the town centre and a network of active transport links that encourage walking and cycling within the town centre.

O6. Built form contributes positively to the local area, providing passive surveillance along street frontages / toward public open space to improve safety and encourage activity within and around the town centre.

O7. Protect existing views and vistas from the public domain to Lake Jindabyne and surrounding ridges.

O8. Encourage view sharing from private property to ensure equitable access to views.

O9. Limit the intrusion of driveways and parking (on development sites) on the public domain and avoid locating car parking/garages where they are a prominent feature of the development.

O10. Promote an urban and compact engagement within the street through setbacks that define the street edge, whilst creating a clear threshold and transition from public to private space is to be achieved.

Controls

C1. Development must locate higher yield housing along key active transport corridors and streets that form an extension of, or link directly with the town centre, as shown in Figure C-6.

C2. New streets and lanes must be implemented to ensure a permeable network for vehicles and active transport within the town centre, particularly on deeper lots.

C3. Private parking provision must not impede the function of streets and pedestrian pathways.

C4. Development must minimise the impact of built form on visually sensitive areas including Lake Jindabyne and surrounding significant ridgelines.

C5. Development must be sited to ensure that key views are protected and enhanced (where possible). These include:

- a. views toward Lake Jindabyne/ridges beyond, and
- b. views of key heritage items including the Alpine Uniting Church.

Refer [Chapter C2.1](#) for additional design objectives and development controls that guide urban character and form within the Jindabyne Growth sub-precincts.





C1.1.4 Residential development

Objectives

- O1. Deliver better quality design for buildings that respond appropriately to the character of the area, landscape setting and surrounding built form.
- O2. Improve sustainability through active transport solutions, greater building adaptability and robustness, improved energy efficiency and water sensitive urban design.
- O3. Promote good dwelling design by involving practical and flexible features, including different types of communal open space for a broad demographic and provide opportunities for social interaction.
- O4. Ensure dwellings are be adaptable to facilitate people living in a dwelling through different stages of life.
- O5. Preserve and enhance the diverse socio-economic mix through a variety of dwelling types

Controls

- C1. Development must provide high quality sustainable design with compact dwelling sizes, retaining amenity, privacy and accessibility while supporting an active and walkable town centre.
- C2. Where the site fronts secondary streets, dwellings must activate both street frontages and avoid blank side facades and or fences.
- C3. Multi-dwelling configurations must facilitate adaptation over time and ensure that where dwellings are utilised for short term accommodation purposes, clear delineation between permanent residents and visitors is provided.
- C4. Development adjoining rear streets or lanes must locate parking at the rear of the site to reduce driveway impacts to the primary street.

Refer [Chapter C2.2](#) for additional design objectives and development controls that guide residential development within the Jindabyne Growth sub-precincts.

C1.1.5 Movement network

There will be increased residential and visitor accommodation density within a short walk of the town centre and the Lake Jindabyne foreshore. To accommodate an increasing level of activity, the road network must provide a higher level of transport infrastructure that serves higher trip numbers and competition for road space.

A key aspect will be establishing greater connectivity within the precinct and into adjoining precincts through an expanded network of paths for pedestrians and cyclists. The street design will support mobility throughout the locality.





Jindabyne Town Centre
 Artist impression: View along Muncyang street looking north-west



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

C1
Town Centre Growth | Jindabyne West | East Jindabyne | Jindabyne South | Leesville | Aerodrome | Barry Way South

C2
All sub-precincts

C1.1.5-1 Road network

Objectives

- O1. Provide road networks that can accommodate a higher level of transport infrastructure.
- O2. Expand the active transport network of paths within the town centre and into neighbouring areas.
- O3. Design streets for a slower speed environment to improve safety and comfort of users.

Controls

C1. Street location, design and hierarchy must be generally consistent with Figure C-7 and the overarching transport and connectivity provisions at [Chapter B2.1 Movement network](#). Exceptions will only be granted where there is sufficient justification.

C2. Street design must allow for pedestrian refuges to be provided at locations where shared paths cross Kosciuszko Road, including:

- at the intersection with Thredbo Terrace and Banjo Paterson Crescent, and
- at the intersection with Munyang Street and Banjo Paterson Crescent.

C3. Sufficient turning spaces for heavy vehicles must be provided at intersections to allow for servicing of residential and retail functions.

Refer [Chapter B2.1](#) for additional objectives and controls that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.

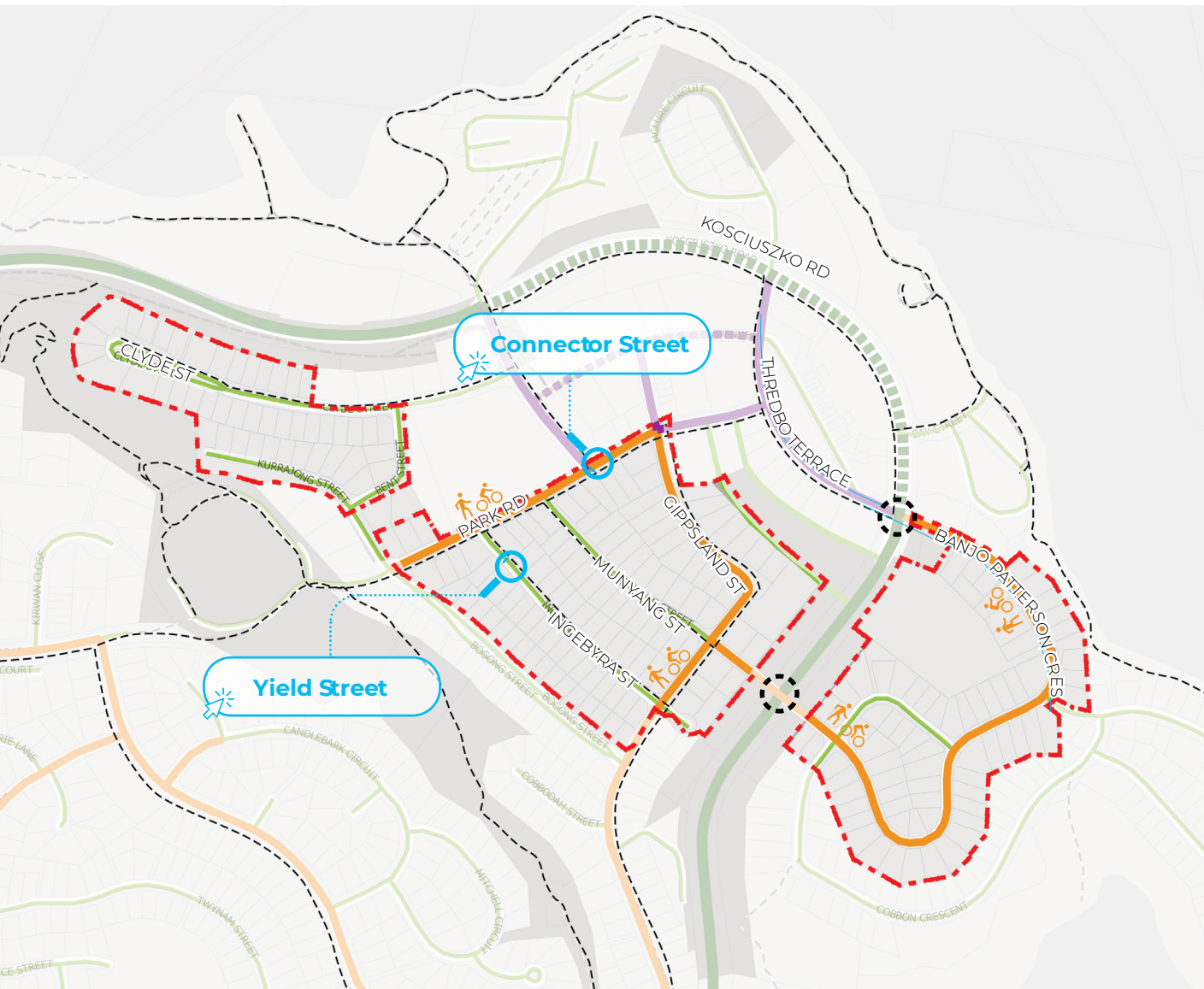


Figure C-7 Road hierarchy in the Jindabyne Town Centre Growth sub-precinct

KEY	Sub-precinct boundary	Connector street (includes active transport link)
	Cadastre	Yield street
	Pedestrian refuge	Active transport link



C1.1.6 Parking

C1.1.6-1 Car parking

Objectives

O1. Provide sufficient off-street parking for residents / visitors and maintain short stay parking on-street for town centre visitation and access to amenities.

O2. Ensure a walkable town centre to promote visitors to “park once and walk” strategy by locating key visitor spots in grouped, clearly marked locations (e.g. wayfinding signage), convenient and prime proximity to amenities, retail, and commercial areas.

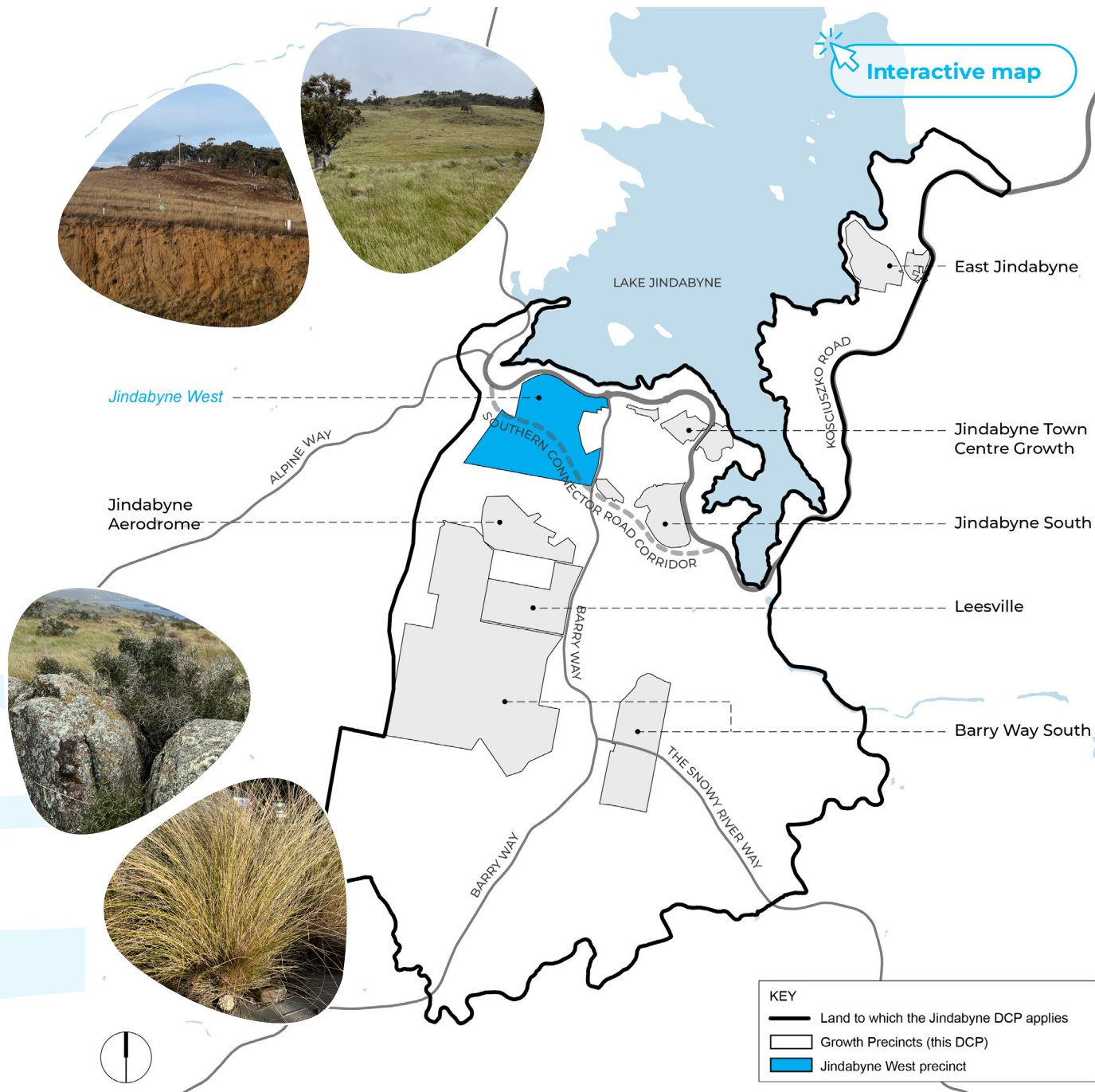
O3. On-street parking must be provided consistent with street typologies presented in [Chapter B2.1 Movement network](#).

Controls

C1. Separate off-street loading bays must be provided for heavy vehicles in larger developments.

Refer [Chapter B2.3](#) for additional design objectives and development controls that guide provision and design of car parking within Jindabyne and the Jindabyne Growth sub-precincts.





[Interactive map](#)

C1.2 Jindabyne West sub-precinct

The objectives and controls in this Chapter apply specifically to the Jindabyne West sub-precinct shown in blue at Figure C-8.

The following information is available in this Chapter:

- Existing character and considerations**
- Desired future character (ILP)**
- Staging**
- Character and form**
- Movement network**
 - Road network
 - Bicycle Paths
 - Shared Paths

Refer [Chapter C2](#) for additional objectives and controls that guide design and development within the Jindabyne Growth sub-precincts.

Figure C-8 Location of Jindabyne West sub-precinct

C1.2.1 Existing character and considerations

Jindabyne West presents a dramatic topography that allows impressive views to Lake Jindabyne from well-defined high points across the land. Proximity to Jindabyne town centre and foreshore, schools and services makes it a logical and appropriate growth area.

The sub-precinct is largely undeveloped, comprising low grasses, stones and boulders and stands of trees. The northern portion of the precinct is set atop a hill, with its elevated position providing vistas to Lake Jindabyne and the Snowy Mountains. The southern portion of the precinct is set along gently undulating topography and located at the base of a local hill, with existing stands of high value vegetation and drains down into Widows Creek to the west. Figure C-9 illustrates the existing character and considerations within Jindabyne West sub-precinct.

Jindabyne West interfaces with the Snowy Mountains Grammar School to the north, the Jindabyne Cemetery, and an existing residential community to the east. Existing built form in adjacent areas is typically one to two storeys in height with a mix of materials and architectural styles, including some more recent, higher density development. Built form is sited to capture views to the Lake and the Snowy Mountains, and generally responds to the semi-rural setting with low fences and stone retaining walls. The distinctive characteristics of the precinct to enhance and maintain include:

- the prominence of local high points within the precinct,
- scenic views to Lake Jindabyne and the surrounding hills from high points,
- existing stands of trees,
- the natural form of hills and ridges, and
- areas of biodiversity sensitivity and riparian corridors.

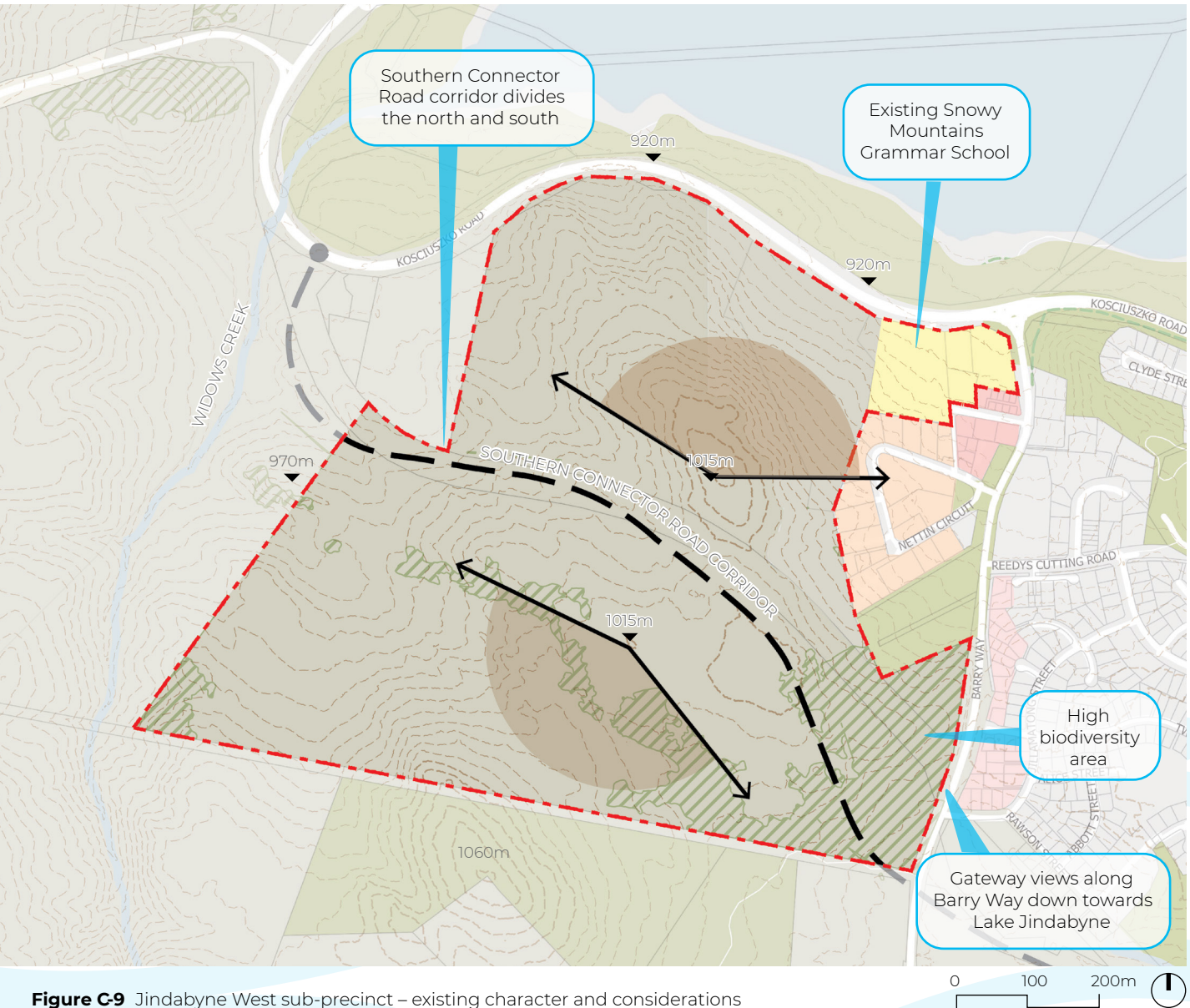


Figure C-9 Jindabyne West sub-precinct – existing character and considerations

KEY

Sub-precinct boundary	Education	Views from high points
Cadastre	Tourism	Significant vegetation
5m contours	Medium density residential	
Open space	Low density residential	
Lake Jindabyne		

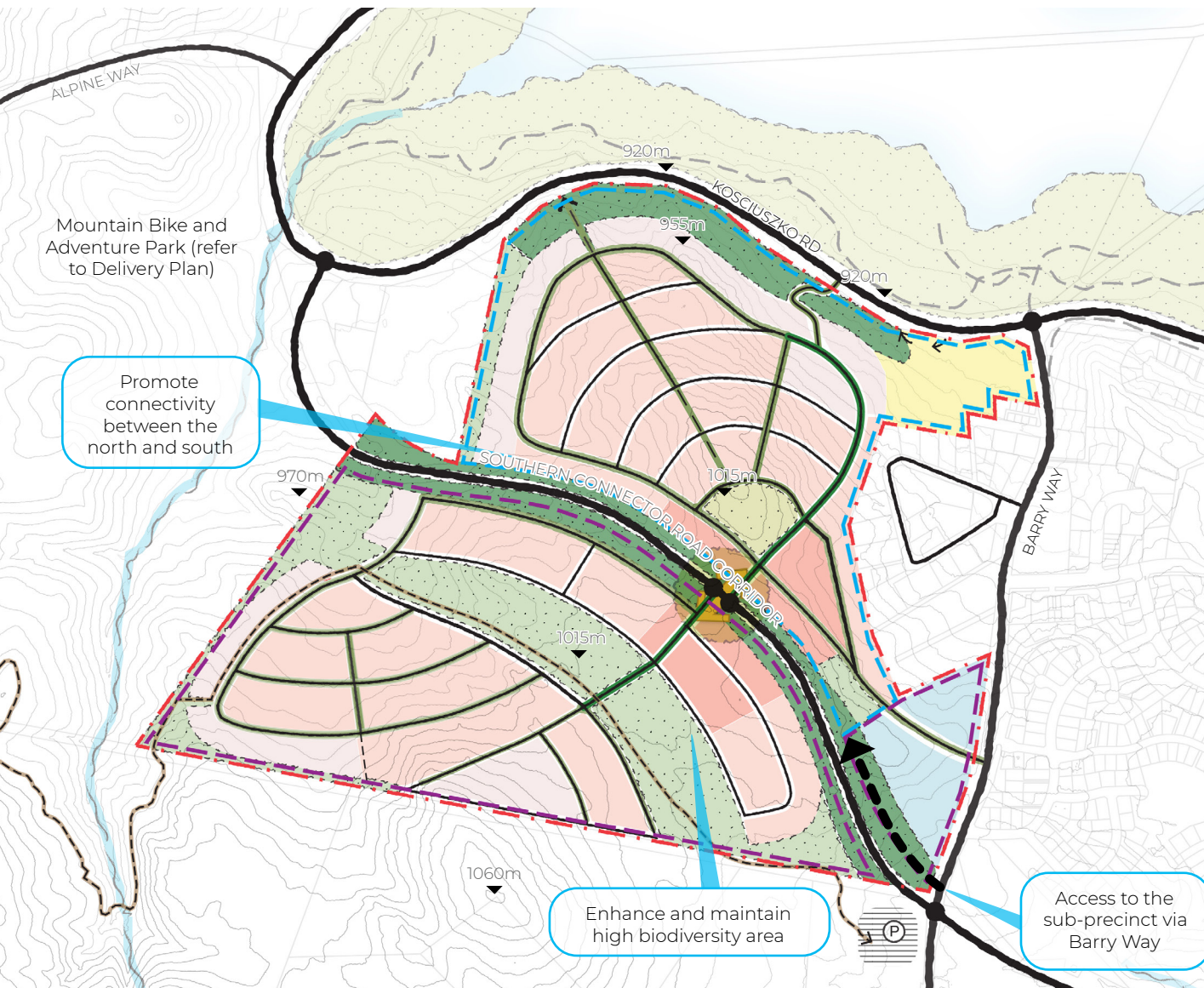


Figure C-10 Jindabyne West ILP

KEY	
	Sub-precinct boundary
	Cadastre
	5m contours
	Conservation area
	Open space
	Landscape buffer
	Higher yield residential
	Lower yield residential
	Large lot residential
	Commercial opportunity
	Education
	Stage 1
	Stage 2
	Roads
	Intersection
	Primary green link
	Secondary green link
	Active transport link
	1000m contour trail
	Indicative pedestrian crossing
	Proposed park and ride
	Creeks
	Elevation

C1.2.2 Desired future character (ILP)

Jindabyne West is predominantly a residential area comprising a mix of housing types and tourist accommodation. The sub-precinct also provides the opportunity for new gateway and business activity on Barry Way at the intersection with the future Southern Connector Road corridor to be built by TfNSW.

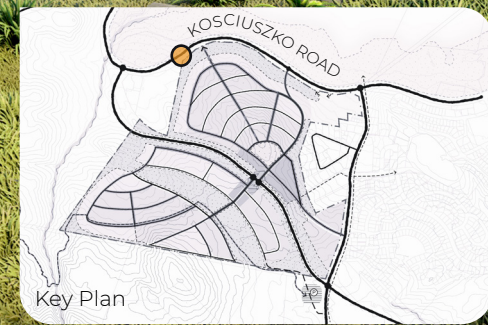
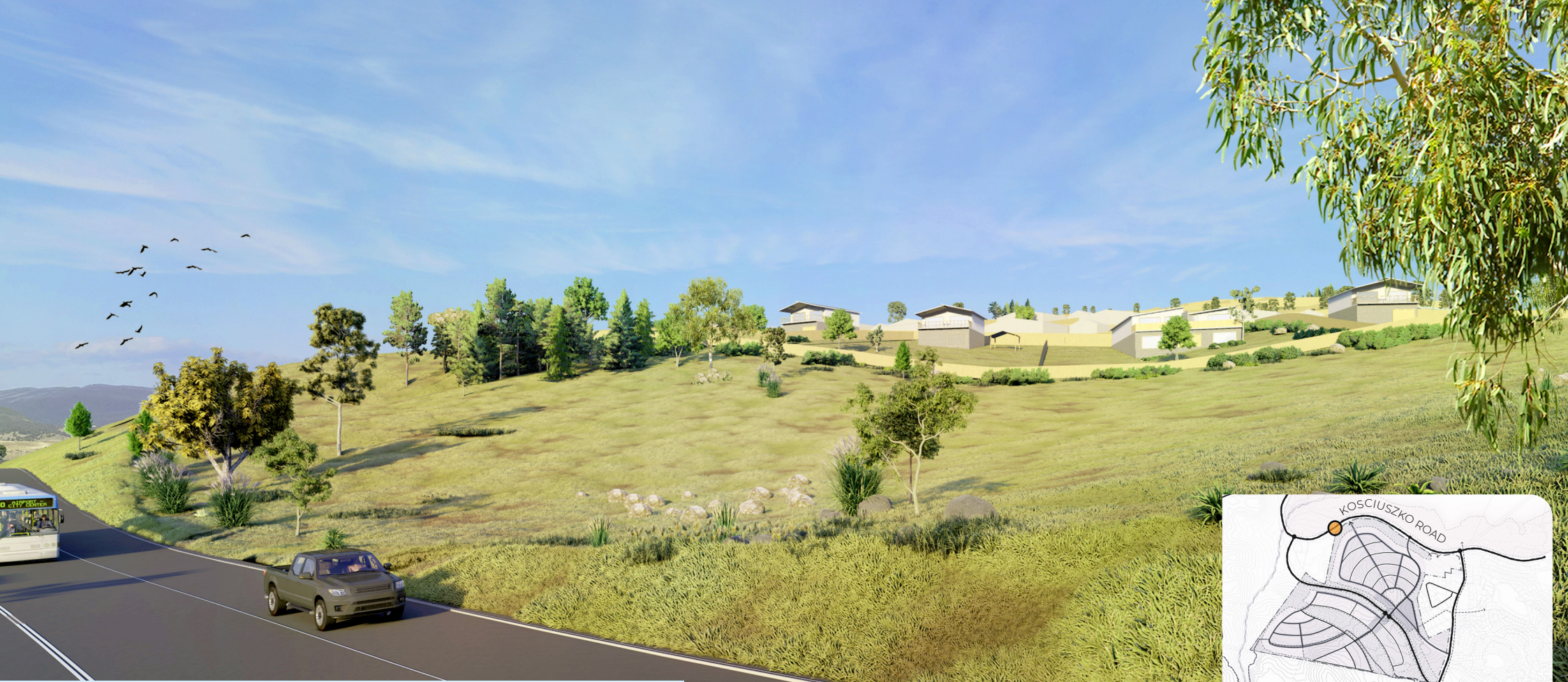
Jindabyne West is the largest urban expansion area, presenting a strategic opportunity to support the growth of Jindabyne, in a location close to town and lake.

The sub-precinct is intended deliver an internal cohesive walking and cycling network to the Lake Jindabyne foreshore and town centre.

Development within the sub-precinct will sit above Kosciuszko Road, softened by a landscaped edge that follows the road alignment. The sloping land will require careful planning to ensure that the new road network accommodates footpaths, parking and access from the existing road network.

High points in the landscape are to be retained as open space to ensure that important views and vistas of the surrounding area are retained for all to enjoy. This approach will also soften views of the precinct from Lake Jindabyne. Built form will step down the slope, further protecting existing views.

Refer [Chapter C2.2](#) for objectives and controls that guide design of residential development within the [lower](#) and [higher](#) density development areas within the Jindabyne Growth sub-precincts.



West Jindabyne

Artist impression: View along Kosciuszko Road towards West Jindabyne



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

C1
Town Centre Growth | Jindabyne West | East Jindabyne | Jindabyne South | Leesville | Aerodrome | Barry Way South

C2
All sub-precincts



C1.2.3 Staging

Objectives

O1. Provide for the timely and efficient development of urban land making provision for necessary biodiversity considerations and infrastructure sequencing.

Controls

C1. Staging of development in West Jindabyne should be generally in accordance with Figure C-10.

Note: *Should the development demonstrate areas of mapped high biodiversity have been appropriately assessed through the biodiversity certification process, nothing precludes the stages of development being completed concurrently.*

C1.2.4 Character and form

Objectives

O1. Encourage uses that provide services and amenity in a roadside location in the area designated for commercial in Figure C-10 and provide supplementary uses in support of the neighbouring residential precinct.

O2. Demonstrate consistency with the future desired character of the sub-precinct of Jindabyne and consider the prominent location of the site as a gateway to the Snowy Mountains.

O3. Retain prominent vegetated ridgelines and high points for public open space to ensure that the site's landscape qualities are preserved, and important views and vistas of the surrounding area are available for all to enjoy.

O4. Protect the environmental attraction and recreational functions of Lake Jindabyne and the eastern approaches to Kosciuszko National Park.

Controls

C1. Commercial uses must be located at visible and accessible locations where access is provided from main roads.

C2. Access must be provided to the site from Barry Way, Kosciuszko Road, and/or the Southern Connector Road corridor in response to traffic engineering advice and with respect to primary vehicle movements, vehicle speeds and access locations to suit the functional use.

C3. Green links must be provided to visually link the ridgelines and highpoint of the site to Lake Jindabyne.

C4. A landscape buffer, wholly contained within the effected lots, must be provided for residential development adjoining Kosciuszko Road and the Southern Connector Road corridor. The landscape buffer setback must include elements to assist with reducing traffic noise from Kosciuszko Road and the Southern Connector Road corridor with details provided in a landscape plan.

Refer [Chapter C2.1](#) for additional design objectives and development controls that guide character and form within the Jindabyne Growth sub-precincts.

C1.2.4-1 Visual impact

C1. A visual impact assessment must be prepared by a suitably qualified person for development that includes:

- a. a building over two storeys in height, and/or
- b. subdivision of land creating two or more lots.

C2. The visual impact assessment must demonstrate how built form will be located within the landscape.



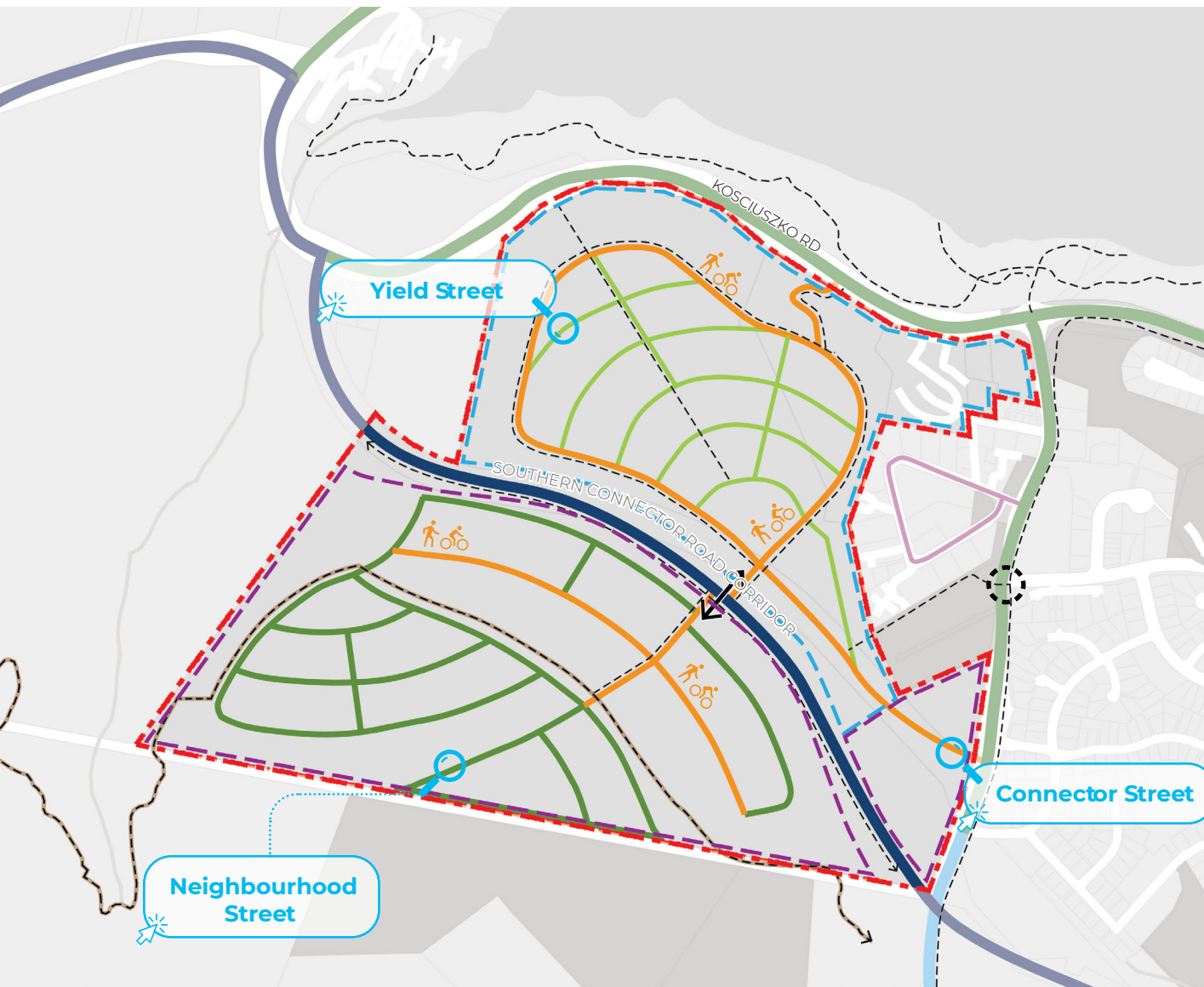


Figure C-11 Road network within Jindabyne West sub-precinct

KEY	
	Sub-precinct boundary
	Cadastrate
	State road (Southern Connector Road corridor)
	Yield street
	Neighbourhood street
	Connector road (includes active transport link)
	Active transport link
	Pedestrian refuge
	Safe crossing point
	1000m contour trail
	Stage 1
	Stage 2

C3. A visual impact assessment for subdivision development must demonstrate how proposed or future buildings will have no negative visual impact on Lake Jindabyne or Eastern Approaches to Kosciuszko National Park Scenic Protection Area.

Refer to [B13.2.2 Cumulative Impact](#) for additional controls regarding subdivision for development visually significant areas.

C1.2.5 Movement network

Jindabyne West will provide new residential development either side of the Southern Connector Road corridor.

This will place a focus on the safe crossing of Southern Connector Road corridor and Barry Way. Jindabyne West will also form part of a bicycle route between Jindabyne town centre and the Mountain Bike Adventure Park, in addition to the Lake Jindabyne foreshore path. A shared path that connects Jindabyne West with the new school to the south east will be important to ensure safe movement of students.

Access to and from Jindabyne West will be from the future Southern Connector Road corridor, Barry Way, and Kosciuszko Road.

The delivery of the Southern Connector Road corridor remains an option for future development within the Snowy Mountains Special Activation Precinct and may be delivered as part of the overall vision for the sub-precinct.



C1.2.5-1 Road network

Objectives

- O1. Facilitate opportunities for a slip lane from Kosciuszko Road to provide entry to the sub-precinct and Snowy Mountains Grammar School.
- O2. Provide access to the sub-precinct and individual housing lots, as well as connection to the commercial node at the intersection of Barry Way and the future Southern Connector Road.
- O3. Connect the north and south development areas and encourage movement (both vehicular and active) across the Southern Connector Road corridor.

Controls

- C1. Street location, design and hierarchy must be generally consistent with Figure C-11 and the overarching transport and connectivity provisions at [Chapter B2.1 Movement network](#). Exceptions will only be granted where there is sufficient justification.
- C2. Access to or from Barry Way from the southern portion of the sub-precinct must be provided.
- C3. A roundabout must be provided from Kosciuszko Road to provide entry to the sub-precinct with separate access to and from Snowy Mountains Grammar School from Kosciuszko Road.
- C4. Access roads may exceed the desirable maximum percentage of 12% slope up to an absolute maximum of 16% due to topographical constraints across the sub-precinct.
- C5. Pedestrian refuges must be provided at the location where the shared path crosses Barry Way near Reedys Cutting Road.
- C6. Safe crossing facilities must be provided on the Southern Connector Road corridor to future proof development of the road.

C7. Development adjoining the Southern Connector Road corridor must prepare site planning and staging plans that respond to the potential delivery of the Southern Connector but should not rely on the delivery of this piece of infrastructure as enabling development potential.

Refer [Chapter B2.1](#) for additional objectives and controls that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.

C1.2.5-2 Bicycle paths

Controls

C1. Bicycle paths must be provided within the Jindabyne West sub-precinct to connect the Park and Ride facility to the Mountain Bike Adventure Park.

Refer [Chapter B2](#) for additional controls that guide provision and design of bicycle paths within Jindabyne and the Jindabyne Growth sub-precincts.



C1.2.5-3 Shared paths

Controls

C1. Provide a shared path along the eastern boundary of the precinct, connecting to the commercial node at the intersection of the future Southern Connector Road and Barry Way.

C2. Shared paths must be provided on key active transport corridors and are encouraged along the southern side of the Southern Connector Road.

Refer [Chapter B2](#) for controls that guide provision and design of shared paths within Jindabyne and the Jindabyne Growth sub-precincts.

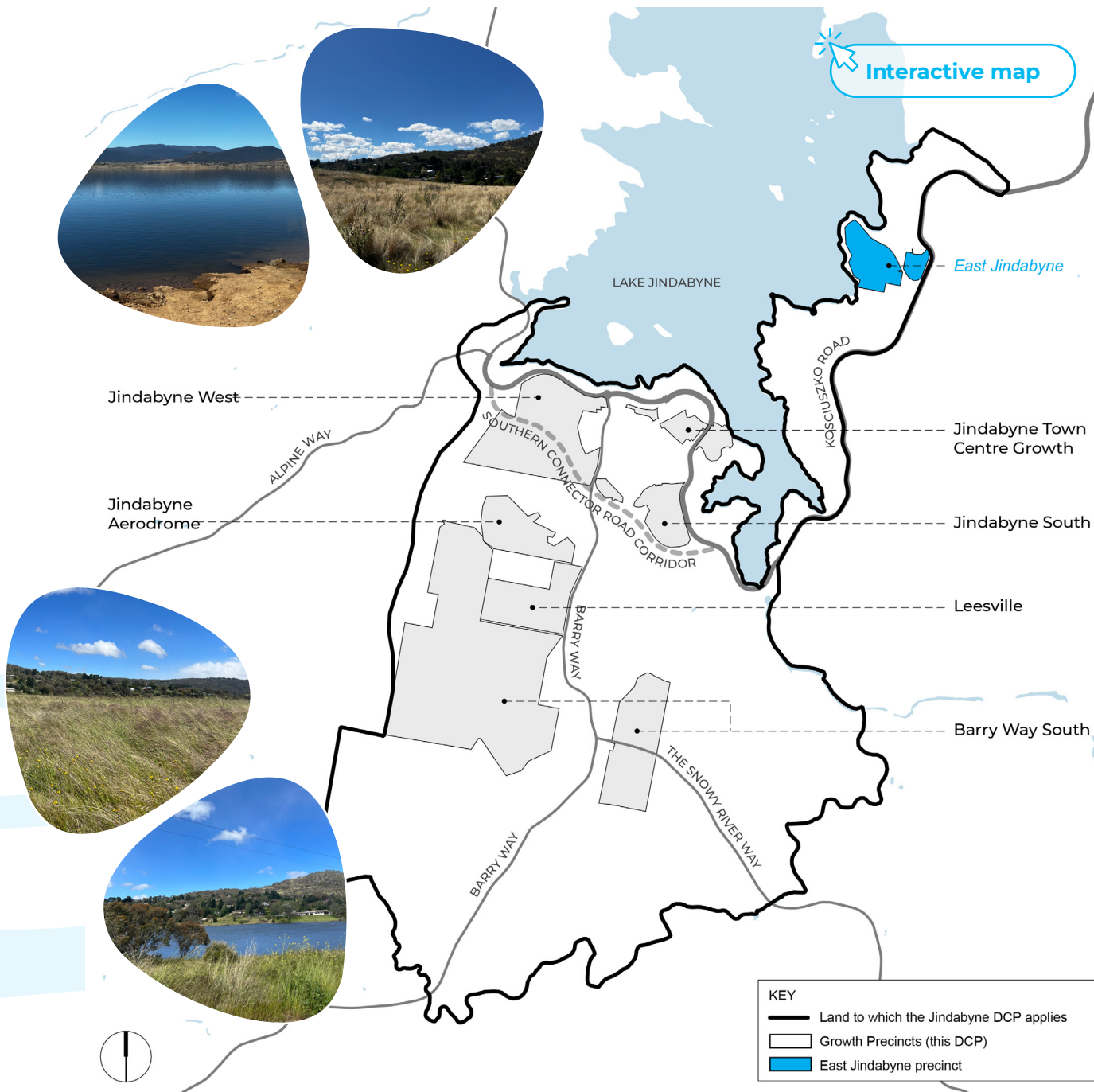
C1.2.6 Signage

Controls

C1. Signs within the Eastern Approaches to Kosciuszko National Park and Lake Jindabyne Scenic Protection Area must:

- a. comprise non-reflective material, and
- b. have a background colour that suits the surrounding environment and the character of the scenic protection area. Bright and fluorescent colours are not suitable.





[Interactive map](#)

C1.3 East Jindabyne sub-precinct

The objectives and controls in this Chapter apply specifically to East Jindabyne sub-precinct shown in blue at Figure C-12.

The following information is available in this Chapter:

- Existing character and considerations**
- Desired future character (ILP)**
- Staging**
- Character and form**
- Movement network**
 - Road network

Refer [Chapter C2](#) for additional objectives and controls that guide design and development within the Jindabyne Growth sub-precincts.

Figure C-12 Location of East Jindabyne sub-precinct

C1.3.1 Existing character and considerations

East Jindabyne sub-precinct covers 52 hectares of land overlooking Lake Jindabyne. The existing landscape is largely undeveloped, containing scattered native vegetation and expansive grasslands.

The topography allows expansive views over Lake Jindabyne that are vital part of the existing scenic character and environment. The relationship to the foreshore and network of headlands and creeks brings strong environmental character. The sub-precinct also contains areas of high biodiversity.

Existing uses adjacent to the sub-precinct are primarily low-density residential and open space, with the sub-precinct being a visually prominent location when viewed from across the lake. Figure C-13 illustrates the environmental considerations of the East Jindabyne sub-precinct.

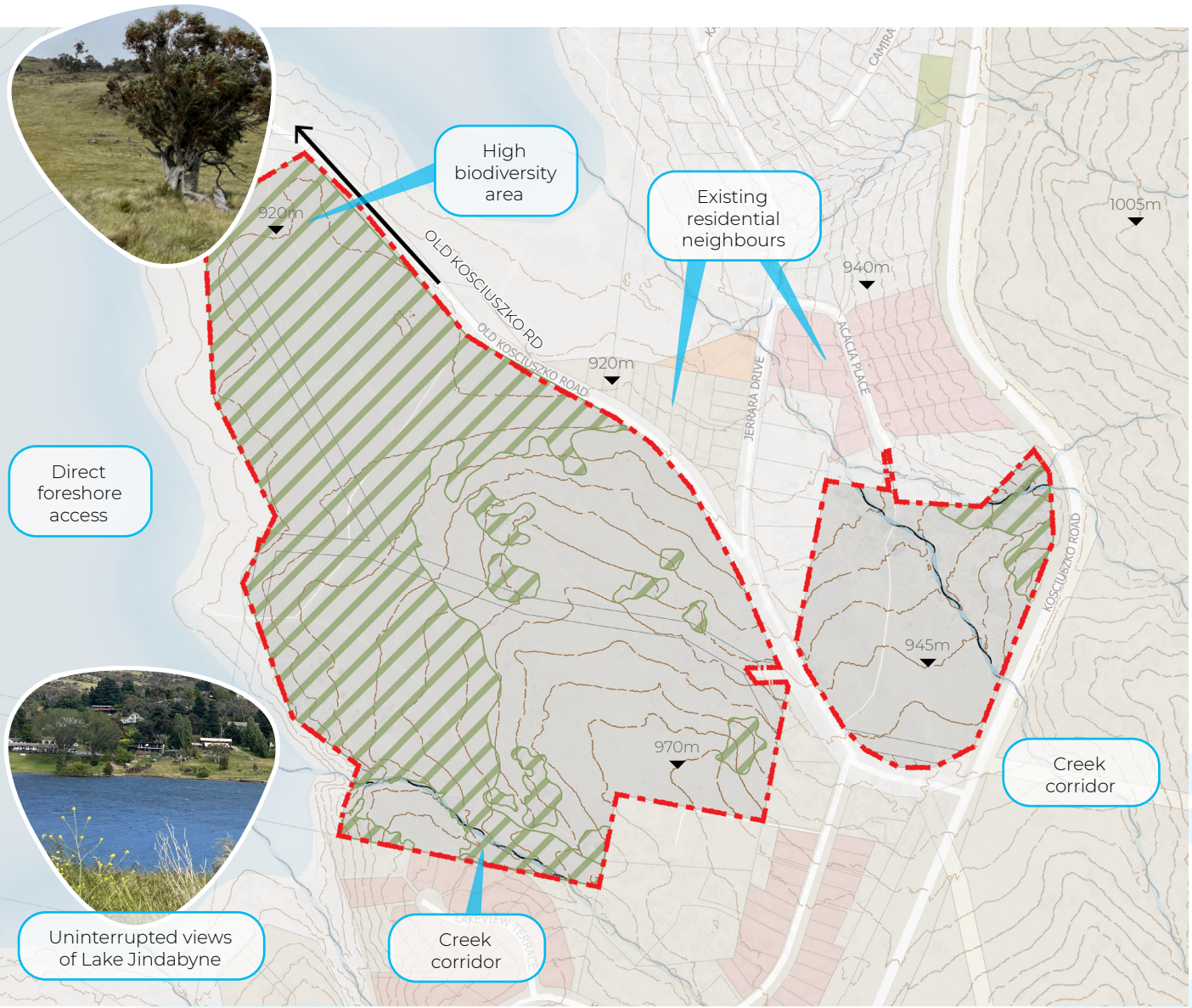
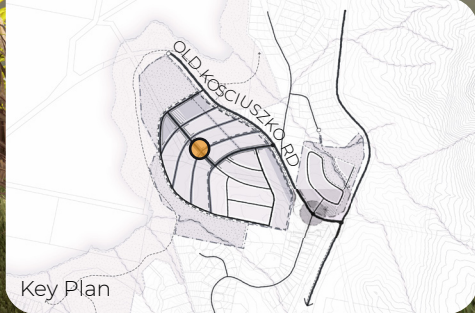


Figure C-13 East Jindabyne sub-precinct – existing character and considerations

KEY	
	Sub-precinct boundary
	Cadastral
	5m contours
	Open space
	Lake Jindabyne
	Tourism
	Low density residential
	Views from high points
	Significant vegetation
	Creeks
	Elevation



East Jindabyne

Artists impression : View along central green link towards proposed headland park



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

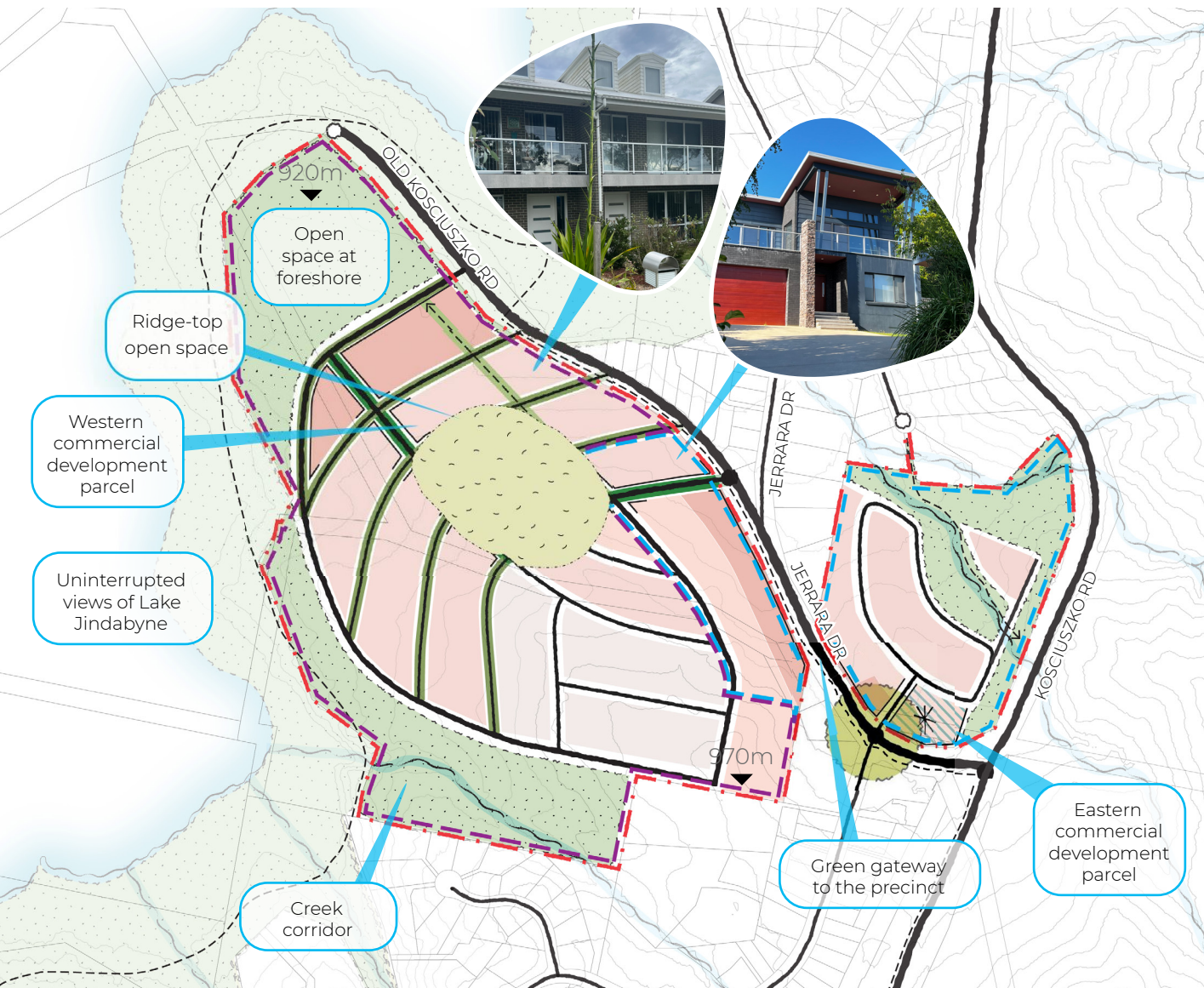


Figure C-14 East Jindabyne sub-precinct ILP

KEY	
	Sub-precinct boundary
	Cadastre
	5m contours
	Open space
	Conservation area
	Commercial opportunity
	Higher yield residential
	Lower yield residential
	Large lots
	Green entry

	Stage 1
	Stage 2
	Road
	Intersection
	Active transport link

	Primary green link
	Secondary green link
	Creek
	Elevation

C1.3.2 Desired future character (ILP)

East Jindabyne will position itself as a new lakeside village, providing a diversity of housing and lifestyle opportunities overlooking Lake Jindabyne. The new East Jindabyne Park will connect residents and visitors to open space through high-quality landscape design and active transport connections.

Residential accommodation will be delivered around a new local road network and open spaces, with higher yield residential uses facing the new park and Lake Jindabyne as well as parts of Jerrara Drive.

The areas of high biodiversity value will create the opportunity for significant open space and conservation that can also enable a regional level, inclusive all-ages play space, a large informal kickabout space with shelter structure and barbeques, and a secondary park entry at the end of Old Kosciuszko Road. The open space and biodiversity areas will also enable important interpretation opportunities to embed the history of the Monero Ngarigo people and the Snowy Hydro Scheme.

Similar to Jindabyne West, staged release of land in East Jindabyne will be important to align with housing supply and demand, as well as infrastructure servicing. Refer to the ILP in Figure C-14 and associated design objectives and development controls to guide development.

Refer [Chapter C2.2](#) for objectives and controls that guide design of residential development within the *lower* and *higher* density development areas within the Jindabyne Growth sub-precincts.

C1.3.3 Staging

Objectives

O1. Provide for the timely and efficient development of urban land making provision for necessary biodiversity considerations and infrastructure sequencing.

Controls

C1. Staging of development in East Jindabyne should be generally in accordance with Figure C-14.

Note: *Should the development demonstrate areas of mapped high biodiversity have been appropriately assessed through the biodiversity certification process, nothing precludes the stages of development being completed concurrently.*

C1.3.4 Character and form

Objectives

O1. Encourage neighbourhood commercial uses that provide neighbourhood retail support for residents and visitors.

O2. Provide an identifiable landmark that is visible from Kosciuszko Road as a marker of arrival at East Jindabyne and minor gateway to Jindabyne town centre, without visually detracting from the natural environment.

O3. Soften views of the development from surrounding residential areas with appropriate landscaping solutions and tree planting.

O4. Protect the environmental attraction and recreational functions of Lake Jindabyne.

O5. Provide a safe and active public domain opposite the new foreshore park that encourages passive surveillance.

O6. Provide useful amenity for the local residential community and visitors to the foreshore park and lake.

O7. Create a defined landscaped entry into the precinct along Jerrara Drive and Old Kosciuszko Road that instils a sense of arrival and visual connection with the lake.

O8. Avoid lengthy, impermeable masses of built form to ensure ease of movement throughout the sub-precinct and the opportunity for view corridors along streets.

Refer [Chapter C2.1](#) for additional objectives that guide character and form within the Jindabyne Growth sub-precincts.

Controls

C1. Include commercial uses including retail food and beverage, cafe and dining opportunities, community spaces and small retail offerings (for example, watercraft support retail, bike servicing and hire).

C2. Commercial development that is immediately identifiable from the public domain and contribute to activation of the street frontage must be provided fronting the open space at foreshore area illustrated in Figure C-14.

C3. Vehicle access to commercial development should occur from secondary streets.

C4. Development must maintain and enhance the avenue of street trees along Jerrara Drive and continue entry definition along Old Kosciuszko Road.

C5. Development must maintain a clear view corridor along Old Kosciuszko Road to visually connect the precinct with the lake.

C6. Built form mass along Old Kosciuszko Road must be broken up by new tree lined streets. Visual separation must be provided for every three attached dwellings

C7. Provide a central ridge-top open space that protects significant biodiversity.

C8. Include an active transport linkage between the ridge-top open space and the foreshore open space.

Refer [Chapter C2.1](#) for additional controls that guide character and form within the Jindabyne Growth sub-precincts.

C1.3.4-1 Visual impact

Controls

C1. A visual impact assessment must be prepared by a suitably qualified professional for development that includes:

- a building over two storeys in height, and/or
- subdivision of land creating two or more lots.

C2. The visual impact assessment must demonstrate how built form is located within the landscape.

C3. The visual impact assessment must consider views from the public domain surrounding East Jindabyne including, but not limited to, arrival and departure when viewed from Kosciuszko Road and from the foreshore and towards Jinderboine Hill.

C4. A visual impact assessment for subdivision development must demonstrate how proposed or future buildings will have no negative visual impact on the Lake Jindabyne Scenic Protection Area.

Refer to [B13.2.2 Cumulative Impact](#) for additional controls regarding subdivision for development visually significant areas.



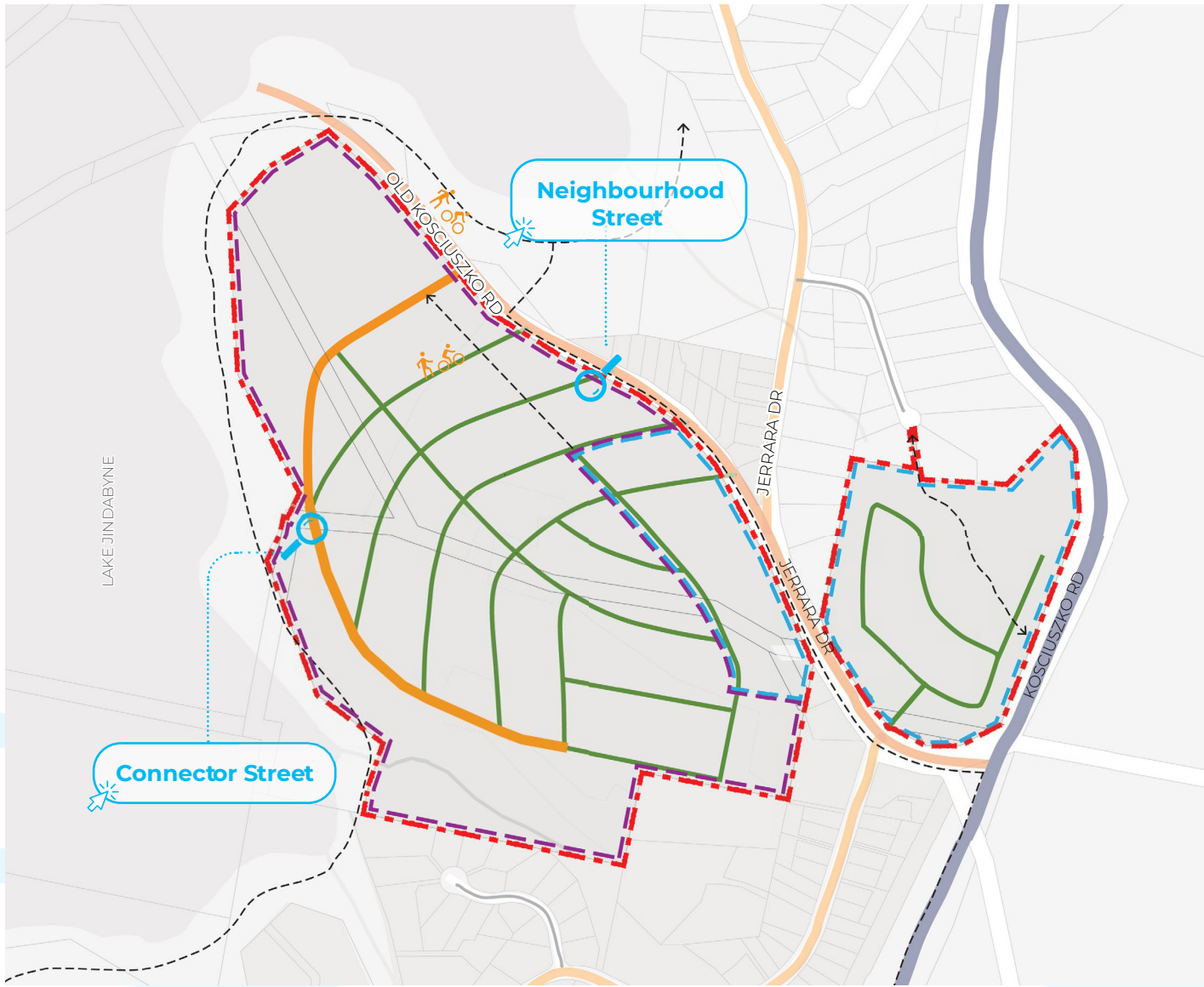
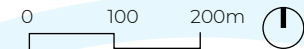


Figure C-15 Indicative road hierarchy in East Jindabyne sub-precinct

KEY	
	Sub-precinct boundary
	Neighbourhood street
	Connector road (includes active transport link)
	Active transport link
	Stage 1
	Stage 2
	Cadastre



C1.3.5 Movement network

East Jindabyne is connected to Jindabyne town centre, Jindabyne Dam crossing and Mill Creek mountain bike track. Council has plans to expand this path system to make it suitable for a more varied group of users including mountain bike riders, walkers, and trail runners. This will address current issues including gaps (Banjo Paterson Crescent to Cobbon Crescent and East Jindabyne), the narrow width across the dam wall and replacing sections of narrow and steep trails around Mill Creek. Kosciuszko Road provides vehicle connection from East Jindabyne to the broader Jindabyne locality.

Controls

C1. A traffic study must be prepared by a suitably qualified professional to demonstrate treatment of the Jerrara Drive/Kosciuszko Road intersection to accommodate the cumulative traffic loading. The study must include a plan for staged implementation of the works.

C1.3.5-1 Road network

Objectives

- O1. Deliver a legible road network that creates permeability, considers existing landscape character, biodiversity and contours, whilst also enabling appropriate residential uses in the sub-precinct.
- O2. Provide improved connectivity to and from the East Jindabyne sub-precinct for recreational walking and cycling around Lake Jindabyne.

Controls

C1. Street location, design and hierarchy must be generally consistent with Figure C-15 and the overarching transport and connectivity provisions at [Chapter B2.1 Movement network](#).

C2. Jerrara Drive must provide the main and direct access into East Jindabyne sub-precinct from Kosciuszko Road.

C3. All internal access roads must be via Jerrara Drive. No additional access roads or access is to be provided onto Kosciuszko Road.

C4. Access and servicing for commercial development must be provided from Jerrara Drive.

C5. A pedestrian refuge must be provided across Jerrara Drive at the new intersection west of Kunama Drive within Stage 1 of the development

C6. Departures from the indicative road layout and hierarchy in Figure C-15 will only be granted where there are sufficient environmental planning grounds.

C7. Development applications must be accompanied by a traffic impact assessment prepared by a suitably qualified professional. The traffic impact assessment must assess intersection treatment type due to potential cumulative traffic impacts from the growing sub-precinct.

C8. Access to the sub-precinct north of Jerrara Drive is to be provided by way of a 'four-way' intersection with Jerrara Drive and Kunama Drive.

C9. The Connector Road is to extend to the furthest extent possible within the sub-precinct subject to engineering requirements.

C1.3.6 Signage

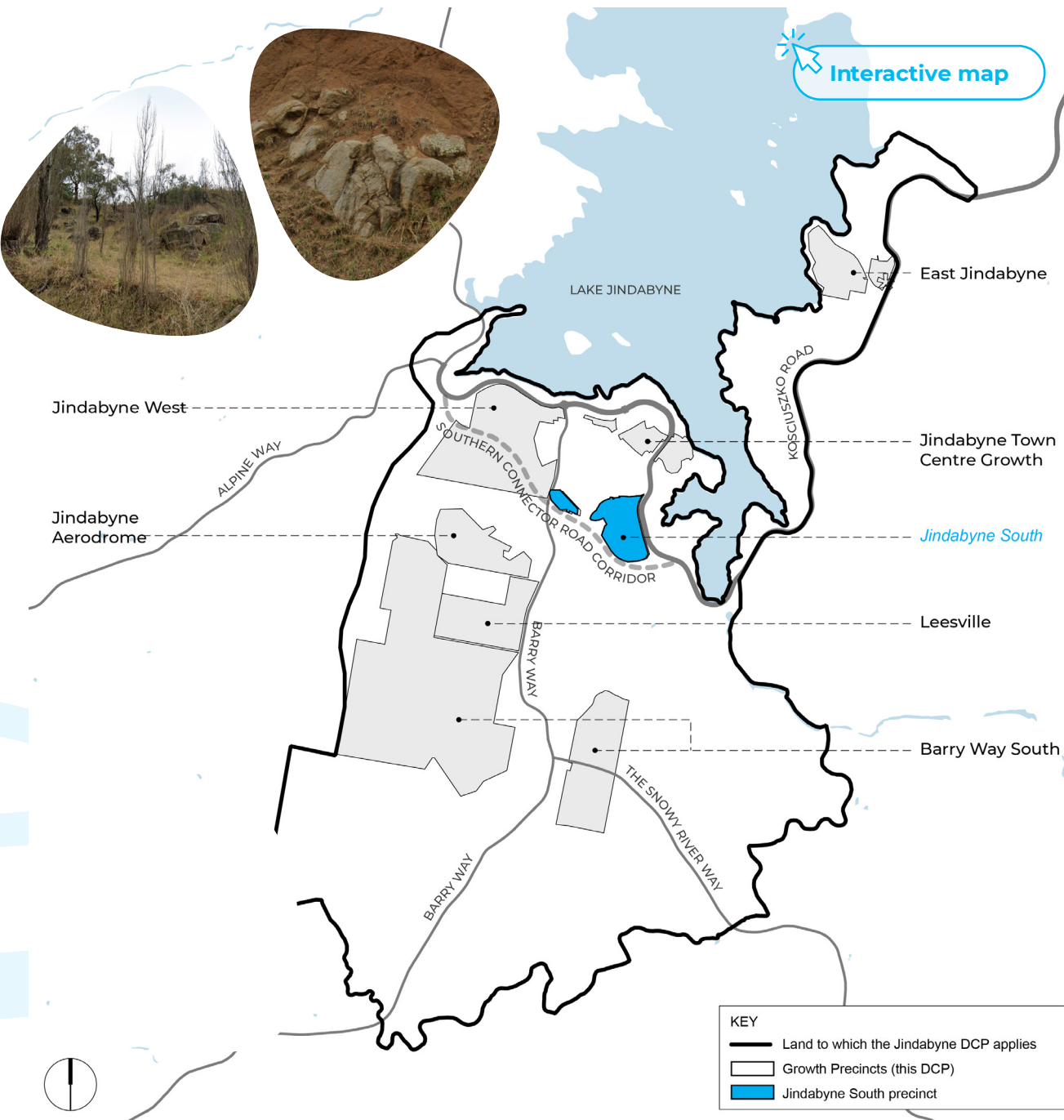
Controls

C1. Signs within the Lake Jindabyne Scenic Protection Area must:

- a. comprise non-reflective material, and
- b. have a background colour that suits the surrounding environment and the character of the scenic protection area. Bright and fluorescent colours are not suitable.

Refer [Chapter B2.1](#) for additional controls that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.





C1.4 Jindabyne South sub-precinct

The objectives and controls in this Chapter apply specifically to Jindabyne South sub-precinct shown in blue at Figure C-16.

The following information is available in this Chapter:

Existing character and considerations

Desired future character (ILP)

Character and form

Movement network

- Road network
- Shared paths

Refer [Chapter C2](#) for additional objectives and controls that guide design and development within the Jindabyne Growth sub-precincts.

Figure C-16 Location of Jindabyne South sub-precinct

C1.4.1 Existing character and considerations

Jindabyne South sub-precinct covers approximately 40 hectares of undeveloped land to the south of Jindabyne town centre. The precinct comprises two land parcels which are bound to the south by the alignment of the Southern Connector Road corridor, to the west by Barry Way and to the north by existing residential areas of Jindabyne.

Jindabyne South sits at a junction between two hills. It has an existing rural character with open grassed fields and stands of trees. It is highly visible from Kosciuszko Road on the entry to Jindabyne and has an existing subdivision approval for part of the site. Part of the sub-precinct has a steep slope (between 10%- 20%) and access from Kosciuszko Road is challenging.

The limited existing development includes a child care centre on the corner of Barry Way and Jillamatong Street as well as residential development in the western portion of the sub-precinct. Figure C-17 illustrates the existing built and natural environmental considerations of the Jindabyne South sub-precinct.

A development application for Jindabyne South that proposes residential subdivision of the sub-precinct has been received by Council and considered in the development of the ILP.

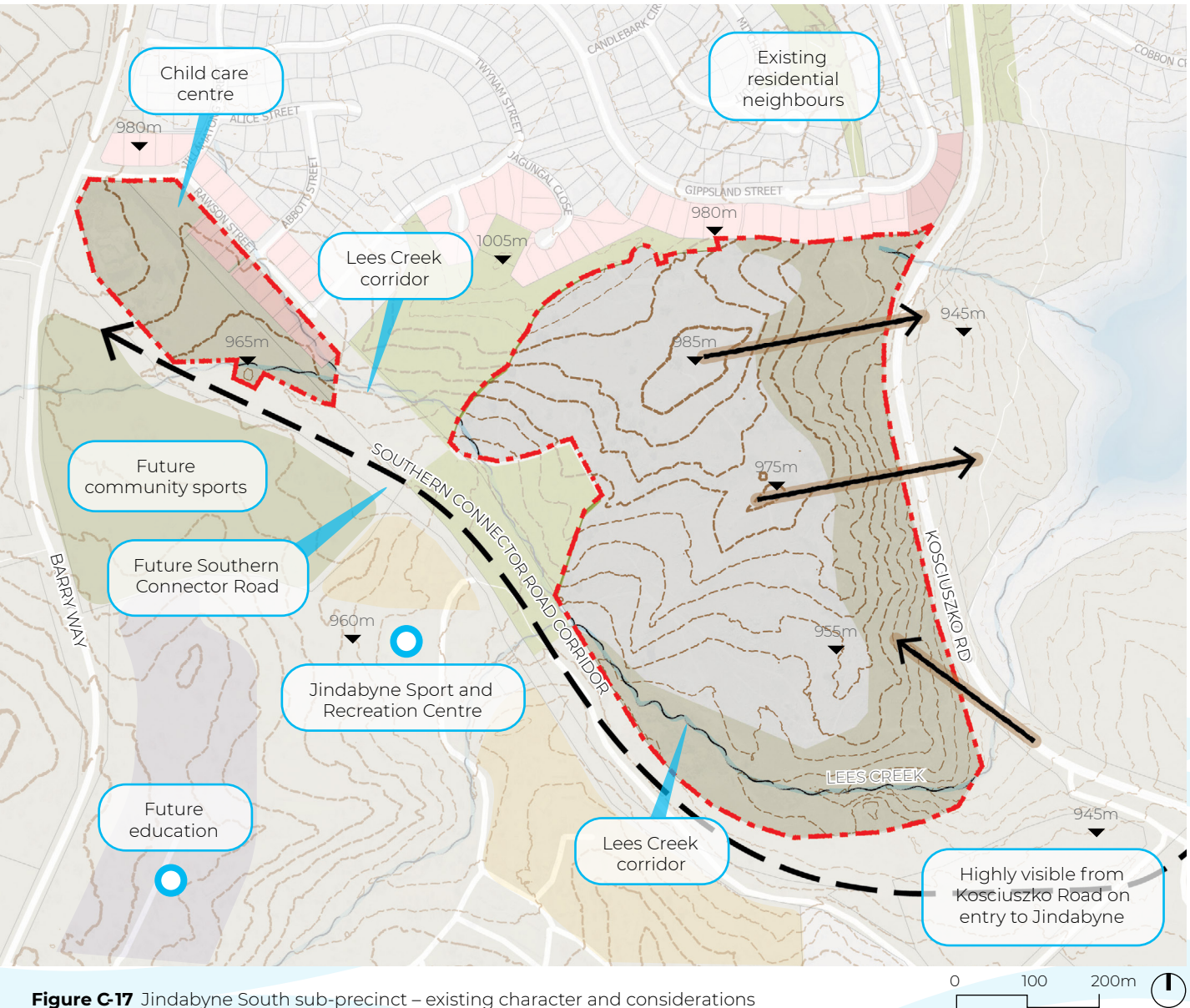


Figure C-17 Jindabyne South sub-precinct – existing character and considerations

KEY	Sub-precinct boundary	Future education
	Cadastre	Accommodation
	5m contours	Residential
	Open space	Prominent views from/to
	Lake Jindabyne	



Figure C-18 Jindabyne South sub-precinct ILP

KEY

- Sub-precinct boundary
- Cadastre
- 5m contours
- Landscape buffer
- Higher yield residential
- Lower yield residential
- Large lot residential
- Community
- Green entry
- Roads
- Intersection
- Indicative pedestrian bridge
- Active transport link
- Primary green link
- Creeks
- Elevation

C1.4.2 Desired future character (ILP)

Jindabyne South sub-precinct presents a strategic opportunity to support the short, medium and long-term growth of Jindabyne in a location close to town, education and community sports facilities – particularly the future Sports and Education sub-precinct.

The desired future character of Jindabyne South sub-precinct is for increased density across an existing residential growth area, with future development also respecting environmental values and local open space.

Jindabyne South sub-precinct will provide active transport connections to the town centre and Sports and Education sub-precinct and direct connectivity to the regional and local road network. Housing will be delivered on a range of lot sizes that respond to environmental and topographical features and provide a mix of dwelling types.

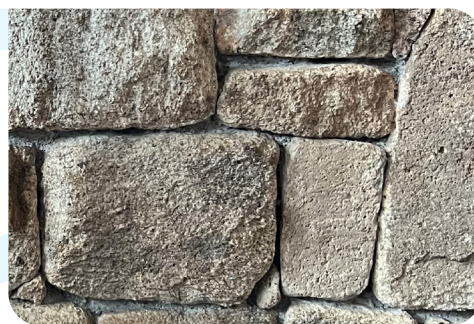
Areas of steep terrain will be retained as green infrastructure (revegetation and walking trails) while also providing a buffer to Kosciuszko Road. Refer to the Indicative Layout Plan in Figure C-18 and associated design objectives and development controls to guide development.

Refer [Chapter C2.2](#) for objectives and controls that guide design of residential development within the *lower* and *higher* density development areas within the Jindabyne Growth sub-precincts.



South Jindabyne

Artists impression: View from Kosciuszko Road looking north-west to South Jindabyne sub-precinct



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

C1
Town Centre Growth | Jindabyne West | East Jindabyne | Jindabyne South | Leesville | Aerodrome | Barry Way South

C2
All sub-precincts



C1.4.3 Character and form

Objectives

- O1. Create a new gateway entry to Jindabyne at the southern point of the precinct, when viewed from Kosciuszko Road.
- O2. Consider the significant change in views from the lake and soften the impact of built form with trees and other landscape elements.
- O3. Create a new neighbourhood that is cohesive with the existing residential community to the north, and the Sports and Education Precinct to the south.

Controls

- C1. Protect and enhance key views from highpoints within the sub-precinct's rural landscapes and tree canopy.
- C2. Provide gentle transition from built form to natural landscape, particularly from Kosciuszko Road on approach from the south.
- C3. A landscape buffer, wholly contained within effected lots, is required for residential development adjoining Kosciuszko Road. The landscape buffer setback must include elements to assist with reducing traffic noise from Kosciuszko Road with details provided in a landscape plan.

Refer [Chapter C2.1](#) for additional design objectives and development controls that guide character and form within the Jindabyne Growth sub-precincts.

C1.4.4 Movement network

Jindabyne South will generate trips to the Jindabyne Town Centre Growth sub-precinct, the town centre shopping and civic area, and the Sports and Education sub-precinct. It will also generate trips to and from Jindabyne West across Barry Way.

It will also be a through route for students accessing the new school and TAFE sites within the Sports and Education sub-precinct from the north, and requires a legible and safe shared path connecting to the pedestrian and cycle bridge over the Southern Connector Road corridor.

Access points to and from Jindabyne South are from Kosciuszko Road, the Southern Connector Road corridor and internal residential connections through Gippsland Street.

C1.4.4-1 Road network

Objectives

- O1. Facilitate connections to a public transport network and an active transport link along the western boundary of the sub-precinct connecting to the commercial node at the intersection of the future Southern Connector Road corridor and Barry Way.
- O2. Facilitate opportunities for a new vehicle access point from Kosciuszko Road to provide entry into the precinct.
- O3. Provide a street and active transport network that encourages safe and easy pedestrian and cyclist movement to and from neighbouring residential communities and the Sports and Education Precinct.



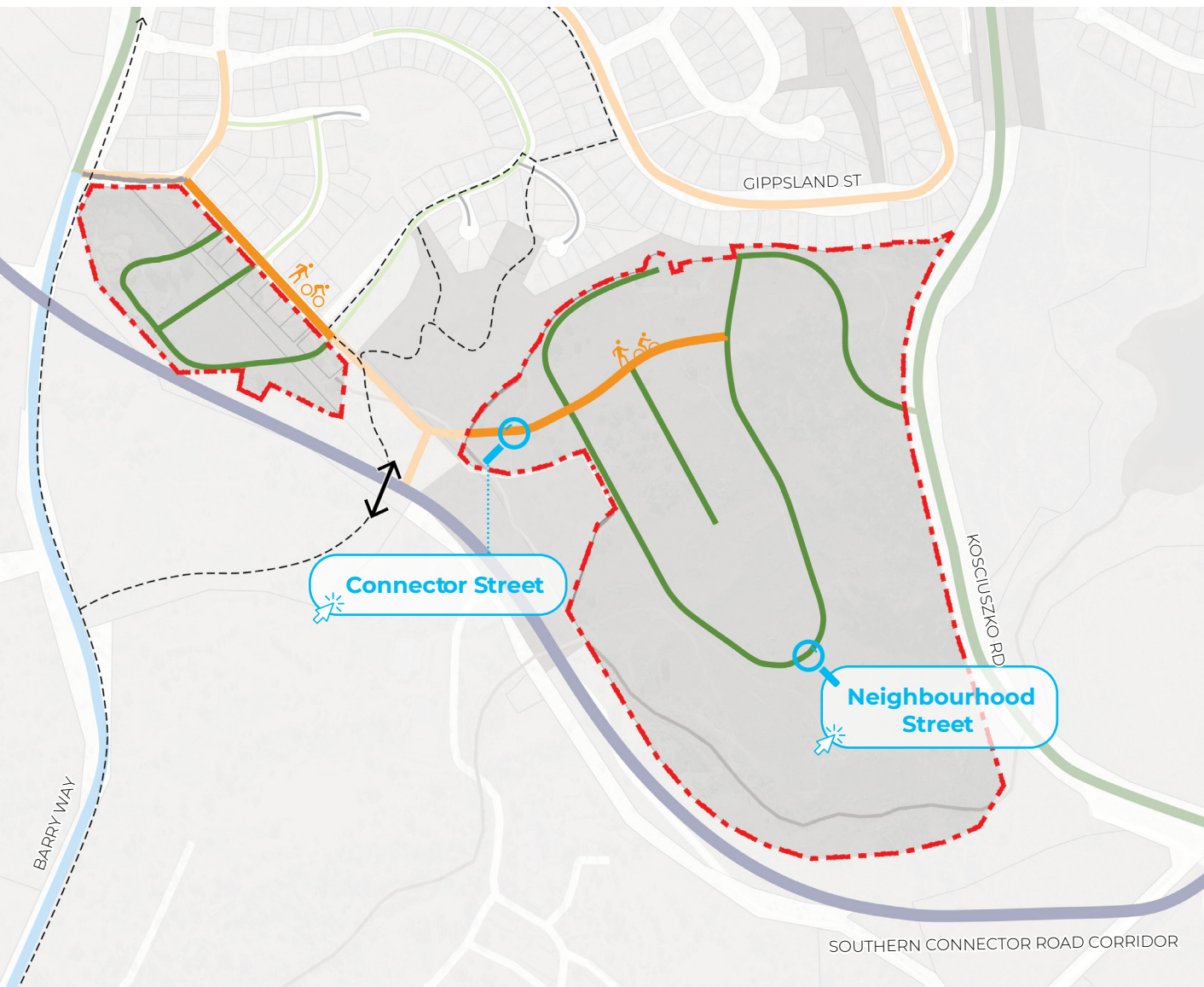


Figure C-19 Indicative road hierarchy within the Jindabyne South sub-precinct

KEY	Sub-precinct boundary	Neighbourhood street
	Cadastre	Connector street (includes active transport link)
	Safe crossing point	Yield street
		Active transport link

Controls

C1. Street location, design and hierarchy must be generally consistent with Figure C-19 and the overarching transport and connectivity provisions at [Chapter B2.1 Movement network](#). Exceptions will only be granted where there are sufficient environmental planning grounds.

C2. The road network must be designed to enable appropriate east-west connection within the precinct onto Barry Way.

C3. Pedestrian and bicycle refuges must be provided at locations where shared paths cross Barry Way.

Refer [Chapter B2.1](#) for additional objectives and controls that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.

C1.4.4-2 Shared paths

Controls

C1. A shared path must be provided connecting the Jindabyne South sub-precinct to the planned walking and cycling bridge over the Southern Connector Road corridor.

Refer [Chapter B2.1](#) for additional objectives and controls that guide design and development of the shared paths Jindabyne and the Jindabyne Growth sub-precincts.



[Interactive map](#)

C1.5 Leesville

The objectives and controls in this Chapter apply specifically to the Leesville sub-precinct shown in blue at Figure C-20.

The following information is available in this Chapter:

- Existing character and considerations**
- Desired future character (ILP)**
- Character and Form**
- Movement network**
 - Road network
- Parking**

Refer [Chapter C2](#) for additional objectives and controls that guide design and development within the Jindabyne Growth sub-precincts.

Figure C-20 Location of the Leesville sub-precinct

C1.5.1 Existing character and considerations

Leesville Industrial Estate is the primary industrial area servicing Jindabyne and the wider Snowy Mountains region. It accommodates a range of light industries, landscape and material supplies, and manufacturing and commercial businesses, many of which support the region’s ski and tourist industries.

Currently, only a small amount of land in the industrial estate is vacant. The majority of non-developed land comprises areas of biodiversity value as well as the heritage listed Leesville Hotel located at the north-east corner of the sub-precinct.

The industrial area contains over 45 allotments progressively developed for industry and commercial uses by Council. The estate lies in a highly accessible location off Barry Way, with generous road setbacks creating a well-screened interface with surrounding uses.

Figure C-21 illustrates the existing character and considerations within the Leesville sub-Precinct.

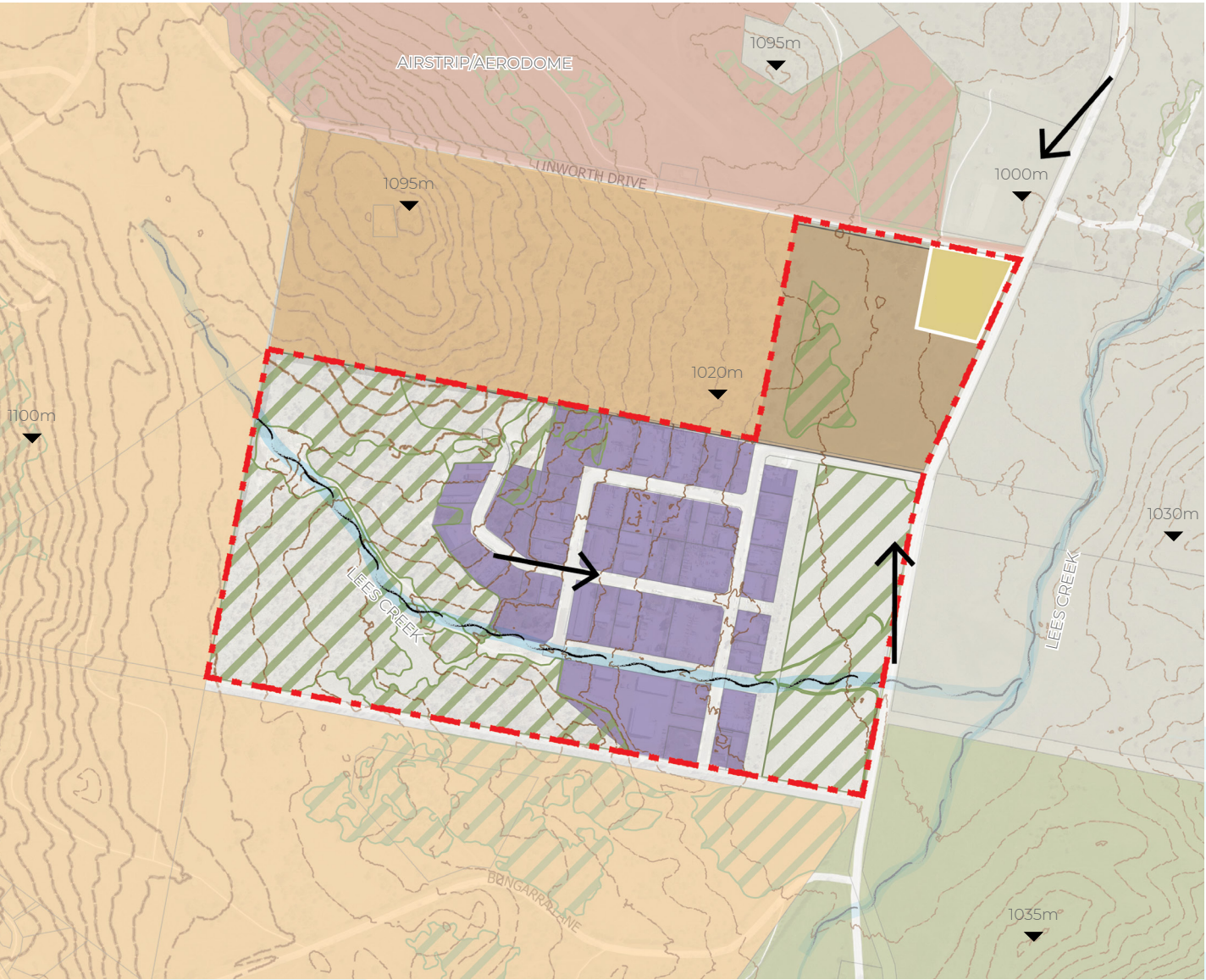


Figure C-21 Leesville sub-precinct – existing character and considerations

KEY	Sub-precinct boundary	Significant vegetation	Aerodome
	Cadastre	Heritage item	Views
	5m contours	Industry	
	Open space	Tourism	
	Creeks	Rural uses	

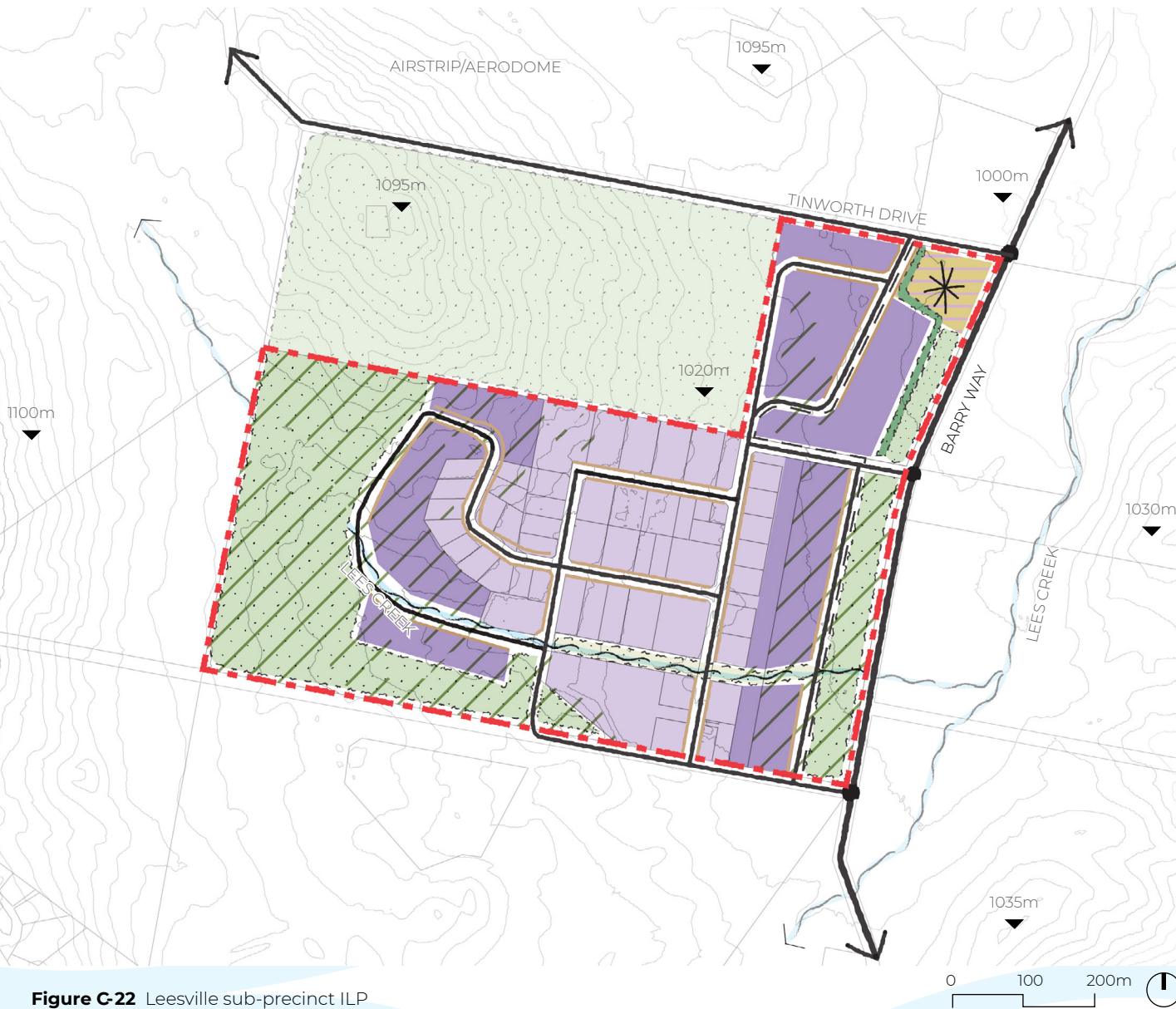


Figure C-22 Leesville sub-precinct ILP

KEY	Sub-precinct boundary	Existing industry	Active transport link	Creeks
	Cadastre	Proposed industry	Primary frontage	Elevation
	5m contours	Commercial opportunity	Roads	
	Conservation area	Heritage item	Intersection	
	Landscaped buffer	Subject to biodiversity constraints		

C1.5.2 Desired future character (ILP)

The Leesville Industrial Estate is located three kilometres south of Jindabyne town centre and is recognised as a valued existing and future contributor to the local economy. The Leesville Industrial Estate will continue to serve as the key location for diverse industrial development and large-scale commercial uses. Figure C-22 illustrates the ILP for the Leesville sub-precinct.

Staged development will support the future growth of the sub-precinct, with new development seeking to provide both a functional industrial layout whilst respecting existing biodiversity on the site where practicable.

This site delivers a substantial growth opportunity to leverage the existing industry cluster and provide additional land to service the growing population of Jindabyne and projected demand.

C1.5.3 Character and form

Objectives

- O1. Maintain and enhance the existing industrial character of Leesville.
- O2. Provide the opportunity for a range of industrial uses while supporting new uses that align with the tourism and commercial needs of Jindabyne and the local region.
- O3. Touch the natural landscape lightly and minimise development impact on the natural environment.
- O4. Ensure development and operations on site are appropriate given the proximity to the future school/education uses on the eastern side of Barry Way.
- O5. Soften built form with planting and blend with the natural landscape.

Controls

- C1. The design and siting of new buildings must be integrated into the topography of the land.
- C2. Where possible, development must retain native vegetation corridors.
- C3. New development must provide a mix of contemporary, high quality building types and sizes are provided to support employment opportunities.
- C4. Development must respond to the intended scale and character of the sub-precinct. Taller building elements should be located where functionality is maintained and improvement in landscaping can be demonstrated.
- C5. Development must minimise land use conflict with nearby residential and education uses.
- C6. The scale and bulk of buildings, even those with larger footprints, must be tidy when viewed from the public domain.
- C7. Industrial development must provide 30% of the lot area as landscaped space and provide a green interface at the rear of the site.
- C8. A landscape buffer, consistent with Figure C-22 must be provided for development adjoining the heritage item. The landscape buffer setback must include elements to assist with protecting and enhancing the heritage character of the item with details provided in a landscape plan.
- C9. Where a high water using industry is proposed, an Infrastructure Impact Assessment must be prepared by a suitably qualified professional and submitted with any development application detailing the implications of the development.

C10. Industrial lots in the Leesville precinct must have setbacks in accordance with Table C-1.

Table C-1 Leesville industrial development minimum setbacks

Area	Adjoining development	Minimum setback
Front	Yes	Consistent with average setbacks of adjoining development
	No	6 metres
Side		Zero setback in an IN1 General industrial zone

Refer to Chapter B3.2 or additional design objectives and development controls that relate to development adjoining heritage items.

C1.5.4 Movement network

The Leesville sub-precinct will have limited interaction with the Barry Way South and Sports and Education sub-precincts. However, the combined connectivity needs of all three precincts can be served by the shared path planned alongside Barry Way.

Leesville is within cycling distance (2km to 5km) of Jindabyne. The shared path will make this mode of transport an option for workers in the Leesville sub-precinct.

Key access to Leesville is from Tinworth Drive, off Barry Way with movements within this sub-precinct predominantly for industrial and warehousing uses. The main modal movement would be from both light and heavy vehicles.

C1.5.4-1 Road network

Objectives

- O1. Provide infrastructure for pedestrians and bicycles to improve the walkability of the precinct – particularly new connections through to the Sports and Education precinct and the future park and ride and Jindabyne West commercial precinct.
- O2. Create an improved transport network for all modes of transport without compromising on the needs of this essential employment and enterprise area.

Refer [Chapter B2.1](#) for additional objectives that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.

Controls

- C1. Street location, design and hierarchy must be generally consistent with Figure C-23 and the overarching transport and connectivity provisions at [Chapter B2.1 Movement network](#).
- C2. Roads and transport infrastructure must be designed, constructed and maintained to allow for the safe and efficient movement of both heavy vehicles and local traffic.
- C3. Streets must be wide enough to cater for heavy vehicles accessing the Leesville precinct.
- C4. Sufficient turning space must be provided within properties to allow trucks to enter and exit in a forward direction.
- C5. A slower speed environment must be encouraged within the Leesville sub-precinct. Street design must consider appropriate traffic calming methods.
- C6. Footpaths must be provided on all streets.



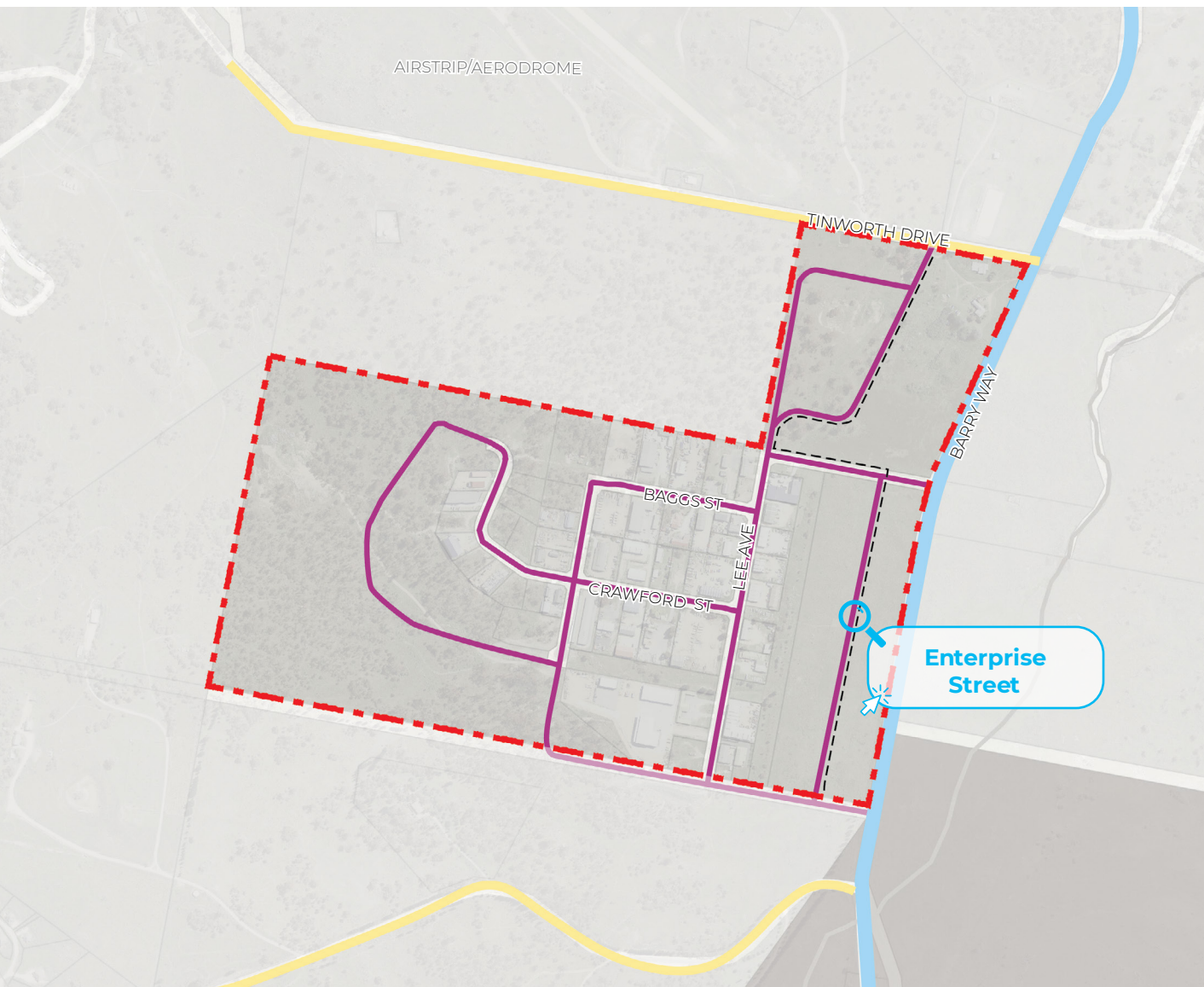


Figure G-23 Indicative road hierarchy within the Leesville sub-precinct

KEY

	Sub-precinct boundary		Enterprise street
	Cadastre		Active transport link

C7. Swept path diagrams must be provided for all new industrial development that will be serviced by 19 metre wide vehicles and demonstrate that the road network is capable of accommodating the required vehicle size.

Refer [Chapter B2.1](#) for additional controls that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.

C1.5.5 Parking

Objectives

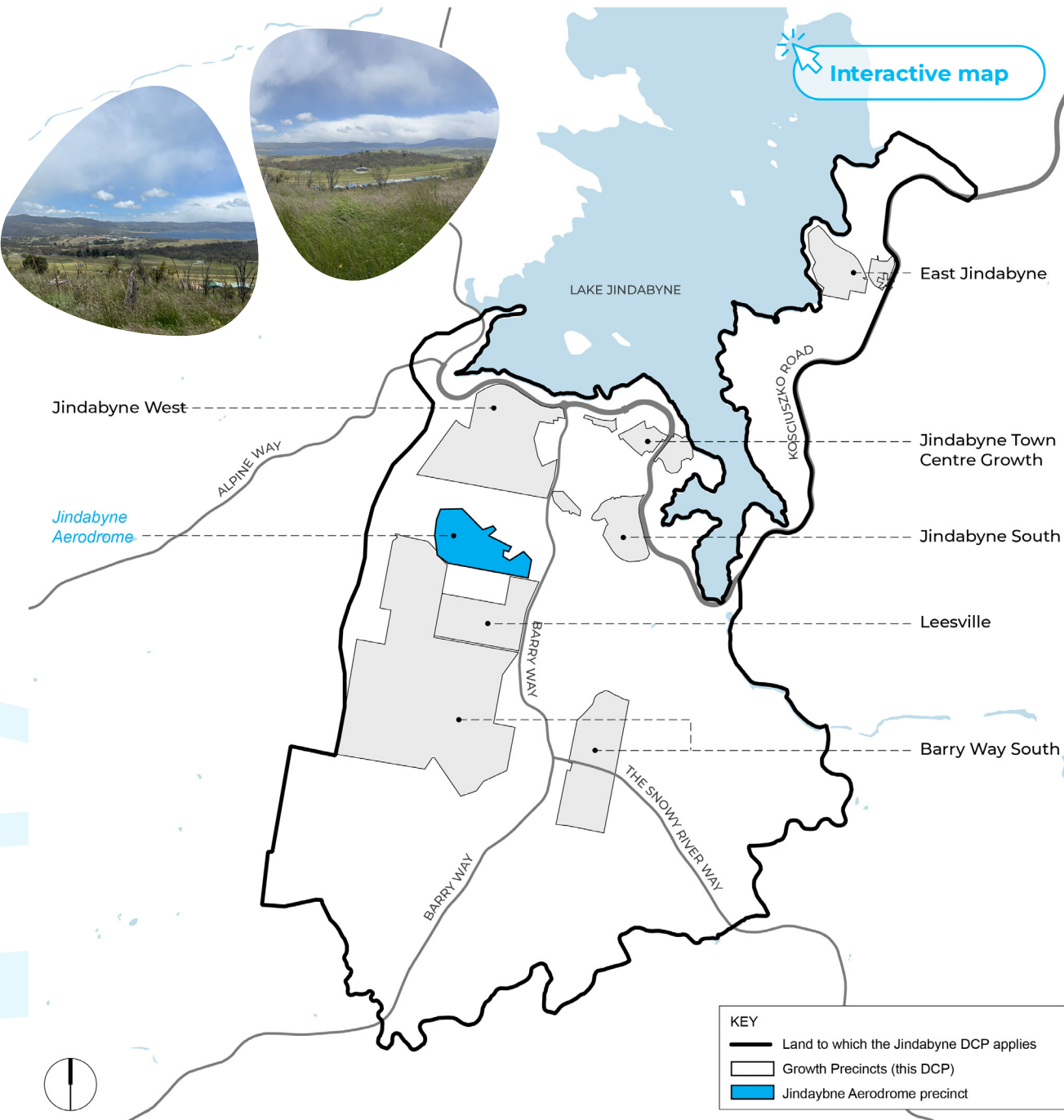
Refer [Chapter B2.3](#) for objectives that guide provision and design of car parking within Jindabyne and the Jindabyne Growth sub-precincts.

Controls

C1. Off-street parking must be provided for all new developments.

C2. Parking for heavy vehicles within each site must be based on the anticipated vehicle sizes used by that business.

Refer [Chapter B2.3](#) for additional controls that guide provision and design of car parking within Jindabyne and the Jindabyne Growth sub-precincts.



C1.6 Jindabyne Aerodrome

The objectives and controls in this Chapter apply specifically to the Jindabyne Aerodrome sub-precinct shown in blue at Figure C-24.

The following information is available in this Chapter:

Existing character and considerations

Desired future character

Character and form

Movement network

Road network

Shared paths

Parking

Refer [Chapter C2](#) for additional objectives and controls that guide design and development within the Jindabyne Growth sub-precincts.

Figure C-24 Location of the Jindabyne Aerodrome sub-precinct





Figure C-25 Jindabyne Aerodrome sub-precinct

KEY Sub-precinct boundary
 Aviation

C1.6.1 Existing character and considerations

Jindabyne Aerodrome (shown in Figure C-25) is located three kilometres southwest of the Jindabyne town centre. It provides an operational and emergency response base for NSW National Parks and Wildlife Service, Snowy Hydro Limited and NSW Rural Fire Service, as well as recreational aviation facilities for helicopters and light aircraft.

The Jindabyne Aerodrome comprises a gravel runway, associated hangars, club house and an on-site Avgas aviation fuel facility and aerial fire retardant shed. It is maintained and operated by the not-for-profit Jindabyne Aero Club and is currently utilised by government agencies for emergencies and a range of commercial flying operations including aerial surveys, aerial weed spraying, charter flights and flying clubs.

C1.6.2 Desired future character statement and design principles

The Jindabyne Aerodrome sub-precinct will continue to support ongoing aviation uses including ancillary developments for that purpose. The sub-precinct will enable community and commercial aviation that supports the growth of Jindabyne, manages emergency and operational aviation services, and complements the year-round tourism objectives of the Snowy Mountains.

Future development on the site should seek to explore sustainable and future aviation technology as growth in community and commercial uses occurs alongside continued interstate and international gateways provided by surrounding airports.



C1.6.3 Character and form

Objectives

- O1. Support the continued use of the Jindabyne Aerodrome for aviation and tourism uses (such as flying school and scenic charter flights).
- O2. Ensure the design and siting of new buildings on the site integrate with the surrounding landscape.
- O3. Deliver contemporary, high quality and sustainable building types to support the expansion of aviation uses.
- O4. Ensure development responds to the intended scale and character of the sub-precinct.

Controls

- C1. Aviation uses must not adversely impact the growth of surrounding residential neighbourhoods, or the educational facilities within surrounding areas.
- C2. Development must consider the likely impacts that uses or activities may pose through the introduction of Australian Noise Exposure Forecast (ANEF) contours which may apply in the future.
- C3. Development must provide for an expanded range of aviation and tourism uses that contribute to developing a year-round tourism economy.
- C4. Development must be efficient, of an appropriate scale, articulation, well-designed and incorporate generous landscaping by:
 - a. minimising impacts on existing vegetation and provide opportunities for on-site landscaping and screening,
 - b. providing setbacks that are compatible for aviation uses, and
 - c. minimising the potential visual impact of development to adjoining development.

C1.6.4 Movement network

The primary mode for movement is for aircrafts to move between hangars and take off/land on the runway. Other key movements that may occur in this sub-precinct are for operational reasons including:

- trucks: access and turning space,
- cars: off-street parking and slower speeds, and
- pedestrians: footpaths between buildings.

The key access is from Tinworth Drive coming off Barry Way. Proposed upgrades to Barry Way include a shared user path for north-south movements from the foreshore / town centre.

C1.6.4-1 Road network

Objectives

- O1. Design new development to retain the ability for aviation users to move between the hangar and runway safely without vehicles or people in its path.

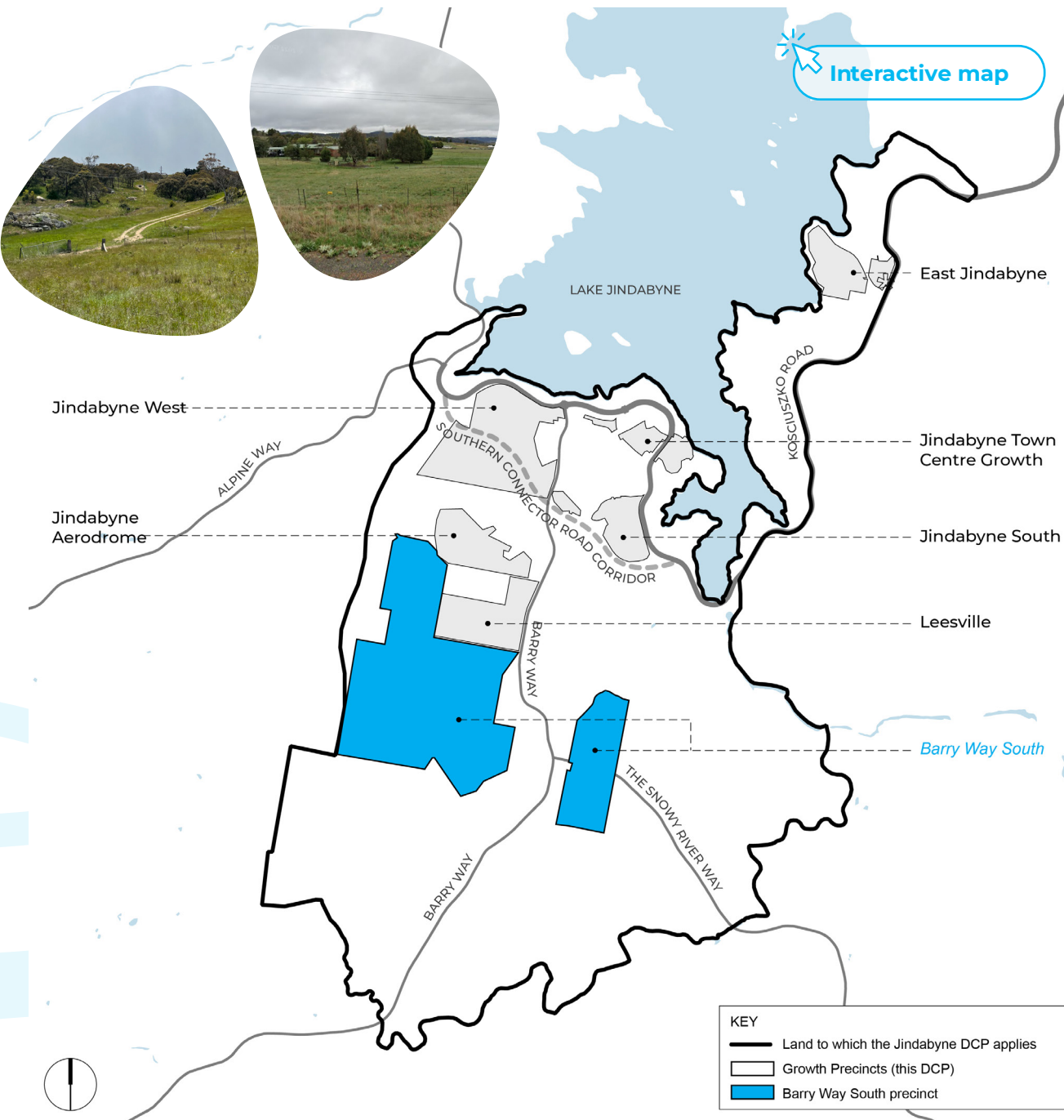
Refer [Chapter B2.1](#) for additional objectives that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.

Controls

- C1. Footpaths must be provided between buildings.
- C2. A shared path must be provided alongside Barry Way.
- C3. Where practicable, the road network should prioritise aircraft first, followed by trucks then cars.
- C4. Streets must be wide enough to cater for the types of trucks accessing the Aerodrome sub-precinct.
- C5. Turning facilities must be provided within each development site without affecting airside operations.

Refer [Chapter B2.1](#) for additional controls that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.





[Interactive map](#)

C1.7 Barry Way South

The objectives and controls in this Chapter apply specifically to the Barry Way South sub-precinct shown in blue at Figure C-26.

The following information is available in this Chapter:

Existing character and considerations

Desired future character

Character and form

Movement network

- Road network
- Shared paths

Refer [Chapter C2](#) for additional objectives and controls that guide design and development within the Jindabyne Growth sub-precincts.

Figure C-26 Location of the Barry Way South sub-precinct

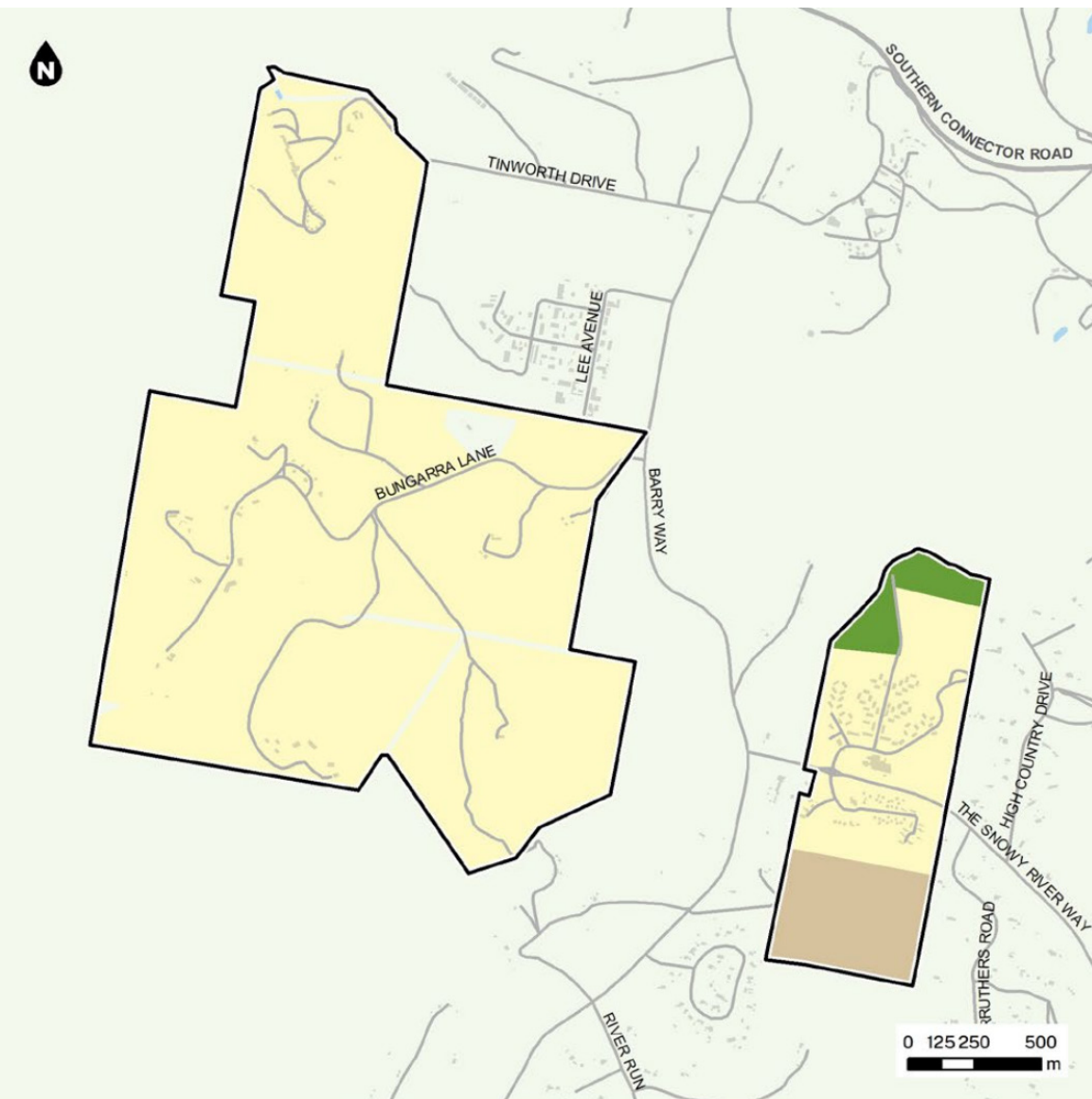


Figure C-27 Barry Way South sub-precinct

- KEY**
- Sub-precinct boundary
 - Development area
 - Rural residential
 - Public recreation

Appropriate design and landscape interfaces should be prioritised between established and new land uses in the precinct, with active street frontages to existing roads promoted. Active transport linkages to the Mountain Bike and Adventure Park and other nearby infrastructure are to be provided and Bungarra Lane should be delivered as a formal public lane.



C1.7.1 Character and form

Barry Way South sub-precinct includes larger tourism accommodation in a rural setting and some rural residential development. Its location south of Jindabyne provides a transition into the rural hinterland of the Jindabyne region. The built form of the sub-precinct must ensure development is sensitively integrated into the rural landscape setting of the locality.

Objectives

- O1. Enable expansion of existing indoor and outdoor education facilities, tourist and visitor accommodation, staff accommodation and other tourism-based activities in the precinct such as walking and cycling.
- O2. Ensure new development responds to the intended low-density scale and character of the precinct and other adjoining areas.
- O3. Ensure development avoids unacceptable visual impacts and that the area identified for rural residential uses is contained.
- O4. Protect the environmental values, including green infrastructure corridors and areas bordering Cobbin Creek.

Refer [Chapter C2.1](#) for additional objectives that guide character and form within the Jindabyne Growth sub-precincts.

Controls

- C1. Development must provide a diverse range of tourist and staff accommodation and education opportunities, including a mixture of dwelling types, tourism, and education activities that respond to the intended scale and character of the Barry Way South sub-precinct.

- C2. Development of tourist and staff accommodation and education facilities must be designed to sensitively integrate into the landscape and interface with established tourist accommodation and educational establishments in the sub-precinct.

- C3. Where development of rural residential housing occurs, lot sizes must be suitable to the rural landscape setting.

- C4. Development must facilitate access to high quality passive open space and green infrastructure corridors.

- C5. Development must recognise, protect and enhance environmentally sensitive land, particularly areas bordering Cobbin Creek and riparian corridors.

- C6. Development must be integrated into the topography of the land and promote the retention and planting of native vegetation corridors having consideration to bushfire constraints.

- C7. Development must create appropriate interfaces between established land uses and new development and limit visual amenity impacts to surrounding land uses.

- C8. Development must provide a mix of building types and design of high architectural merit.

Refer [Chapter C2.1](#) for additional controls that guide character and form within the Jindabyne Growth sub-precincts.

C1.7.2 Movement network

Barry Way South sub-precinct will create new opportunities for tourist development (including indoor and outdoor education facilities) south of Jindabyne, building upon existing development such as The Station and proposed developments along Bungarra Lane. The distances between developments means that vehicles will be the dominant mode of transport. However, with a network of sports and recreation-based activities and potential connections to the shared path network, additional access opportunities will arise.

Barry Way South sub-precinct will benefit from the combined demand for connections from itself, Leesville sub-precinct and the Sports and Education Precinct to Jindabyne. However, the combined connectivity needs of all three precincts can be served by the shared path planned along the eastern side of Barry Way. Leesville is within cycling distance (two kilometres to five kilometres) of Jindabyne via the proposed pedestrian and bicycle bridge over the Southern Connector Road corridor. The shared path will make this mode of transport an option for workers in the Leesville sub-precinct.

There is opportunity to connect Barry Way South sub-precinct to the Mountain Bike Adventure sub-precinct and other tourism-related developments via off-road cycle paths between properties (not within a road reservation).



C1.7.2-1 Road network

Objectives

O1. Provide road access to new developments for public and private vehicles that can also support growth of walking and cycling as the precinct develops over time including new connections to the future Mountain Bike and Adventure Park Precinct.

O2. Due to the distances involved, access by vehicle will be most important.

O3. Ensure future development considers the provision of pedestrian and cycle infrastructure.

Refer [Chapter B2.1](#) for additional objectives that guide design and development of shared paths within Jindabyne and the Jindabyne Growth sub-precincts.

Controls

C1. A shared path must be provided alongside the eastern side of Barry Way and on Bungarra Lane.

Refer [Chapter B2.1](#) for additional controls that guide design and development of shared paths within Jindabyne and the Jindabyne Growth sub-precincts.

Refer [Chapter B2.1](#) for additional objectives that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.

Controls

C1. Where practicable, ensure the road network prioritises the needs of cars first, followed by trucks, pedestrians and cyclists.

Refer [Chapter B2.1](#) for additional controls that guide design and development of the road network within Jindabyne and the Jindabyne Growth sub-precincts.

C1.7.2-2 Shared paths

Objectives

O1. Facilitate delivery of proposed shared paths within the Barry Way South sub-precinct, connecting with paths to Leesville and the Sport and Education Precinct.



C2 Jindabyne Growth Precinct – objectives and controls

The following information is available in this Chapter:

Character and Form

Residential development

- Residential typologies
- Lower yield residential development
- Higher yield residential development

Other types of development

- Tourism accommodation
- Commercial

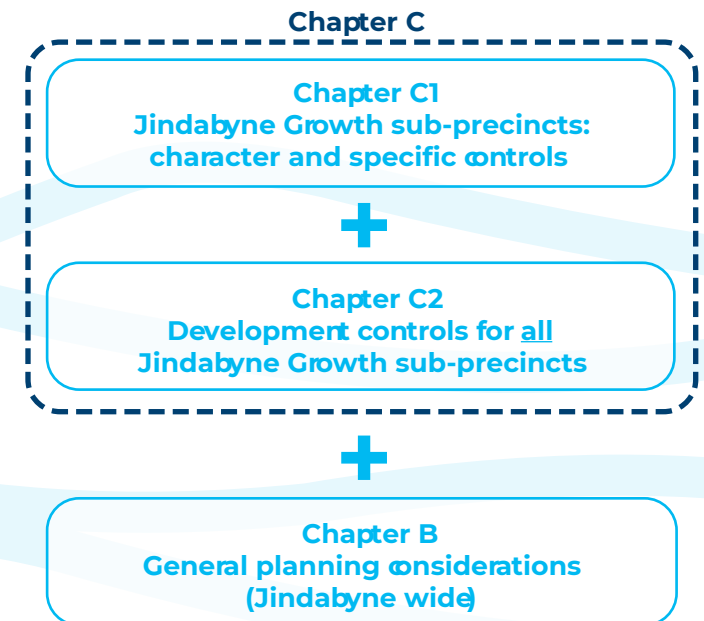
Infrastructure servicing

- Staging of delivery
- Gas infrastructure
- Potable water infrastructure
- Waste water infrastructure
- Electrical infrastructure

This Chapter of the Jindabyne DCP contains design requirements that apply to the Jindabyne Growth Precinct.

As outlined in Chapter C1, the Jindabyne Growth Precinct includes the sub-precincts of:

- Jindabyne Town Centre Growth,
- Jindabyne West,
- East Jindabyne,
- Jindabyne South,
- Leesville,
- Jindabyne Aerodrome, and
- Barry Way South.



Note: Where there is inconsistency, Chapter C will prevail to the extent of the inconsistency.



C2.1 Character and form

Objectives

- O1. Allow for increased intensity of residential development and improve livability through optimal internal and external amenity.
- O2. Ensure development responds appropriately to the characteristics of the site including topography, orientation and the surrounding natural and built environment.
- O3. Reinforce the individual character of the sub-precinct and complement surrounding buildings and streets and promote an alpine-style region.
- O4. Be considerate of items of heritage value within close vicinity.
- O5. Provide the opportunity for interspersed view capture through and between buildings.
- O6. Encourage local business and commercial uses in locations identified within sub-precinct Indicative Layout Plans to support the amenity of residents, visitors and workers in the precinct.
- O7. Create defined gateway entries to the Snowy Mountains (via the Southern Connector Road corridor), Lake Jindabyne and the town centre (via Barry Way).

Controls

- C1. Built form must respect and follow the natural topography of the site. On sloping sites, the building mass must implement a stepped approach and respond to the land gradient, avoiding concentrating the structural bulk on the either the uphill or downhill side of the site.
- C2. Ensure new development is complementary in its function, architectural style, built form and materiality to maintain the diverse character of the local area.

C3. Development must be energy efficient in all seasons with contemporary and traditional materials, consistent with an alpine building materials palette, defined by the alpine landscape (Figures C-28 and C-29).

C4. External presentation must be of the highest quality, noting that due to the terrain, new built form will typically be seen from neighbouring properties and the public domain.

C5. Locate higher yield housing at key locations in close proximity to open space and other desirable amenity.

C6. Built form must be stepped in line with the natural terrain in order to preserve view corridors and ensure active engagement with the street.

C7. In areas with deeper lots, streets, lanes, and paths should be utilised to increase permeability.

C8. The design of built form at identified landmark locations must respond to its visually prominent location through built form articulation and material selection.

C9. The design of built form must consider:

- a. relationship to the public domain,
- b. neighbouring properties
- c. existing vegetation and trees,
- d. boundary treatments, (inc. retaining walls)
- e. overshadowing impacts and privacy considerations,
- f. orientation, taking advantage of solar access,
- g. slope,
- h. contamination,
- i. service and utility requirements,
- j. easements and stormwater management,
- k. flood levels and bushfire protection zones,
- l. biodiversity setbacks, and
- m. other natural features such as water course, view corridors, vistas and open space.

C10. Building height must allow for appropriate roof forms in consideration of the seasonal climatic conditions of Jindabyne.

C11. Development must limit overlooking of adjacent private spaces and overshadowing of adjacent development and public open space.

C12. Development adjoining public parks, open space or bushland must address the interface with:

- a. clearly defined street access, pedestrian paths and building entries, and
- b. paths, low fences and planting which delineate communal and private open space from adjoining public open space.

C13. Hard building elements including roofs, garage doors and fences must not dominate highly visible areas.





Figure C-28 Alpine building materials and architectural style



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

C1
Town Centre Growth | Jindabyne West | East Jindabyne | Jindabyne South | Leesville | Aerodrome | Barry Way South

C2
All sub-precincts



Figure C-29 Typical features of the alpine landscape



C2.2 Residential development

Objectives

O1. Provide a mix of housing typologies to cater for increasing demand for affordable and diverse housing, seasonal patterns and demographic needs.

O2. Develop a defined character for each sub-precinct by implementing a consistent approach to lot size, building height, site setbacks and landscape areas.

Controls

C1. Development must create a suburban character that includes a pattern of front gardens, entry paths and driveways within setbacks to the front and arrange private open space to the rear of the property and/or via courtyards.

C2. Direct access from the street to ground floor dwellings must be provided in conjunction with windows overlooking the street to improve safety and social interaction.

C3. Minimum lot sizes may be reduced following a merit-based assessment, where site specific topography and landform demand a performance-based response, and where it can be evidenced the other site controls of height, setbacks, landscape areas and view sharing are achieved.

C4. Rear setbacks must support the retention of existing canopy trees to soften the visual impact of built form and to provide contiguous deep soil zones for improved drainage and habitat connectivity.

C5. Side setbacks must retain views through private lots to landscape and to canopy trees, key landmarks and natural features.

C6. To the greatest extent possible residential development must incorporate Livable Housing Design Guidelines silver level universal design features.

C7. For residential development involving five or more dwellings, a minimum of 20 percent of dwellings must incorporate Livable Housing Design Guidelines silver level universal design features.

C8. Domestic animal containment and appropriate dog proof fencing for cat and dog containment in new residential areas must be provided consistent with Council's guidelines.

C2.2.1 Residential typologies

Development within the Jindabyne Growth sub-precincts (with the exception of Leesville) must to include a low to medium density dwelling typologies.

The ILPs provided in Chapter C1 define areas of 'higher yield residential' and 'lower yield residential'. An overview of dwelling typologies that are suitable within these areas is provided in Table C-2.

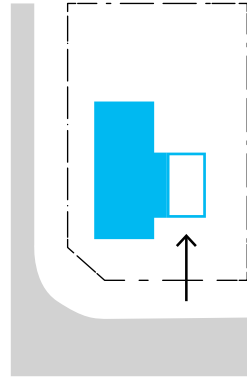


Table C-2 Residential typologies and application within Growth Precinct ILPs

Residential typology and design principles Application within ILPs

Detached dwelling > Lower yield residential
> Higher yield residential

- A single dwelling on an individual lot.
- The dwelling is arranged to face the primary street frontage.
- Parking is typically towards the front of the site.
- Typical minimum lot width*: 15 metres frontage to apply unless on corner or splayed site allotments.

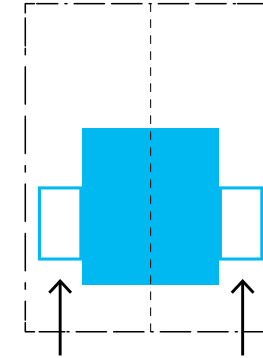


Example only

Residential typology and design principles Application within ILPs

Dual occupancy (attached) > Lower yield residential
> Higher yield residential

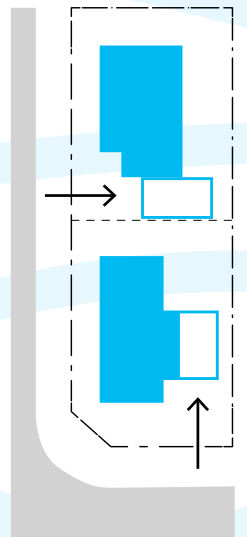
- Side by side attached dual occupancies consisting of two dwellings on one lot, sharing a common wall.
- Typically this form of house is ideal for infill development.
- Both dwellings are arranged to face the primary street frontage.
- Parking is typically towards the front of the site.
- Typical minimum lot width*: 20 metres
- May allow for Torrens title or strata title subdivision.



Example only

Detached dual occupancy dwelling > Lower yield residential
> Higher yield residential

- Detached dual occupancies consist of two dwellings on one lot.
- Usually characterised by two dwellings located on a corner lot arranged in a linear order, with one dwelling facing the primary road and the second dwelling facing the secondary road.
- Best suited to narrow and long lots.
- Typical minimum lot width*: 20 metres or corner lots, where one dwelling faces the secondary road, with a minimum frontage width of 15 metres.



Example only

*Refer to [Chapter 2.2.2](#) and [Chapter 2.2.3](#) for controls specific to lower and higher density yield areas in the Jindabyne Growth Precinct.



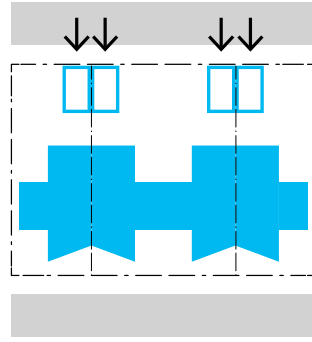
Residential typology and design principles Application within ILPs



Terrace houses

> Higher yield residential

- Terrace houses are typically formed in a row, where multiple dwellings front the primary road.
- Dwellings may be two or three storeys depending on height controls.
- Can be accommodated in urban infill areas and areas where block consolidation allows for increased housing densities.
- A pattern of driveways, gardens and entry paths form the streetscape with reduced setbacks to the front and private open space arranged to the rear of the property and or via courtyards.
- A variant to primary road car parking access, is the provision of a rear lane for vehicle and servicing access. In this configuration, a reduced primary road setback can occur, with car parking to the rear and improved streetscape presentation to the primary road.
- In order to achieve an effective internal layout including garaging, widths dwellings are typically 7.5 metres.



Example only



Residential typology and design principles Application within ILPs



Multi dwelling housing

> Higher yield residential

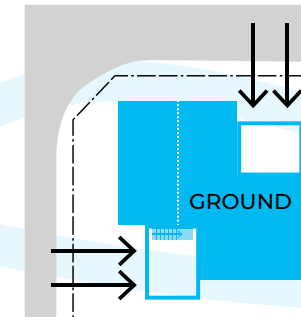
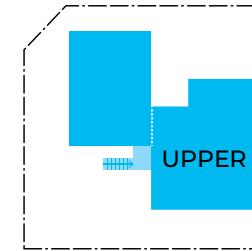
- A form of diverse low rise housing development that is strata titled. This form of development is differentiated from other low rise housing in that there is common area that consists of communal open space, and internal circulation pedestrian and vehicle networks.



Manor house

> Higher yield residential

- A form of multi dwelling housing and contains three or four dwellings, in a two storey building.
- Historically, this building type includes a common entry. However entry to the ground floor and upper level apartments may also be separate.
- This form of dwelling is useful in providing a more affordable housing type within a low and medium density context. The level floor plates also provide good accessibility for seniors or persons with a disability.
- Private open space can be obtained by the use of balconies and communal private open space in the rear of the development.



Example only



A Introduction

B General planning considerations

C Jindabyne Growth Precinct

C1 Town Centre Growth | Jindabyne West | East Jindabyne | Jindabyne South | Leesville | Aerodrome | Barry Way South

C2 All sub-precincts

C2.2.2 Lower yield residential development

Lower yield residential areas are intended to support a lower intensity dwelling typology that is typically a single dwelling house or semi-detached dwellings of one to two storeys on a moderately sized lot. Examples are provided in Figure C-30. The primary purpose of this dwelling type is to provide for lower intensity development that maximises opportunity for landscape and tree planting.



^ Precedent image for single dwelling typology



^ Precedent image for semi-detached dwelling typology

Figure C-30 Example building typology suitable within the lower yield residential areas

Objectives

- O1. Achieve a built form outcome that is proportionally suited to the site.
- O2. Create a diversity of form and quality material selection including stepping of built form to suit the natural terrain.
- O3. Maintain good amenity to neighbouring properties including but not limited to limiting solar (shadow) impacts, acoustic and visual privacy.
- O4. Create a well landscaped and visually engaging connection to the streetscape and public domain.
- O5. Design dwellings to be adaptable to facilitate people living in the dwelling to age in place.

Controls

C1. Development within the low density residential areas must comply with the controls in Tables C-3 and C-4.

Refer to Figures C-31 to C-33 for example building envelopes that employ these controls.

Table C-3 Built form controls in lower yield residential areas

Control	Measurement
Height	Predominantly two storeys in height.
Minimum lot size	500 square metres
	Within Jindabyne Town Centre Growth sub-precinct 400 square metres.
	Large lot 1200 square metres
Minimum lot width	10 metres for detached single dwellings.
	20 metres for detached dual occupancy and attached dual occupancy development.
	Note: Development applications for lot widths less than 10 metres will undergo a merit-based assessment in consideration of minimum lot sizes and contextual setting.
	Within Jindabyne Town Centre Growth sub-precinct 15 metres and further reduced to 12 metres to primary street where garaging is provided to the rear of the lot or access is from the secondary street only.



Table C-4 Built form setbacks in lower yield residential areas

Location on lot	Storeys	Measurement
Front	Up to 2	Six metres. Within Jindabyne Town Centre Growth sub-precinct 4.5 metres to primary facade with: <ul style="list-style-type: none"> garage at 5.5 metres, and three metres to secondary road setback on corner lots.
		Note: Where the site is affected by building envelope constraints to the rear of the site (such as flood levels or bush fire separation), the front setback may be reduced to three metres.
		Within large lot residential areas: Six metres.
Side	1	1200mm. Within Jindabyne Town Centre Growth sub-precinct 900mm.
		Within large lot residential areas: Three metres.
	2	Two metres. Within Jindabyne Town Centre Growth sub-precinct 1200mm. Within large lot residential areas: Three metres.
Rear	1	Six metres. Within Jindabyne Town Centre Growth sub-precinct three metres.
		Within large lot residential areas: Eight metres.
	2	Six metres. Within Jindabyne Town Centre Growth sub-precinct Six metres. Within large lot residential areas: Eight metres.

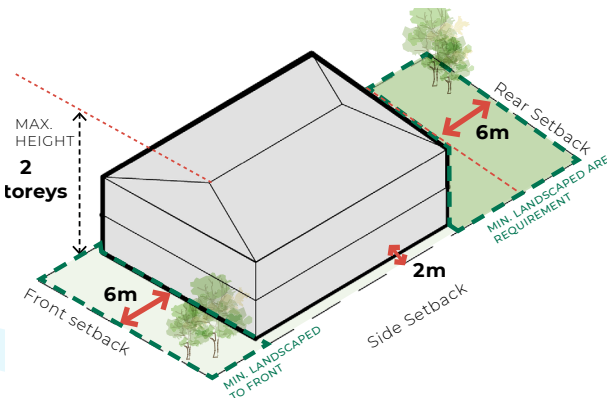
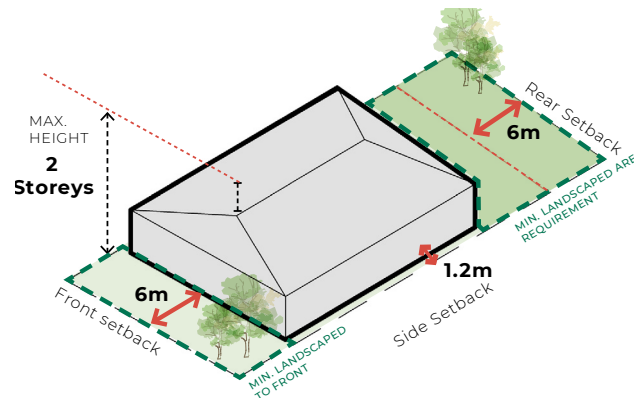


Figure C-31 One and two storey single dwelling typology

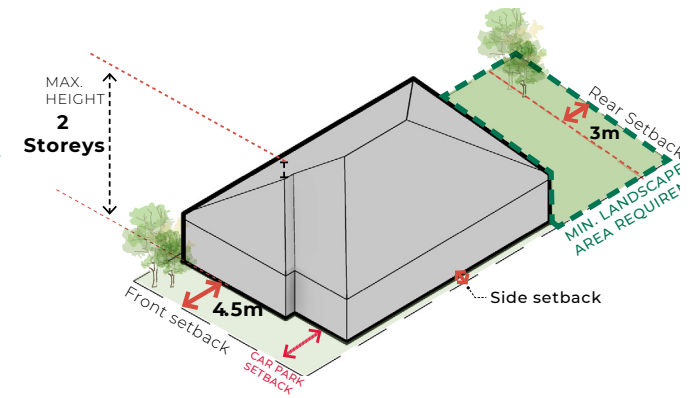


Figure C-32 Single dwelling typology in the Jindabyne Town Centre Growth sub-precinct

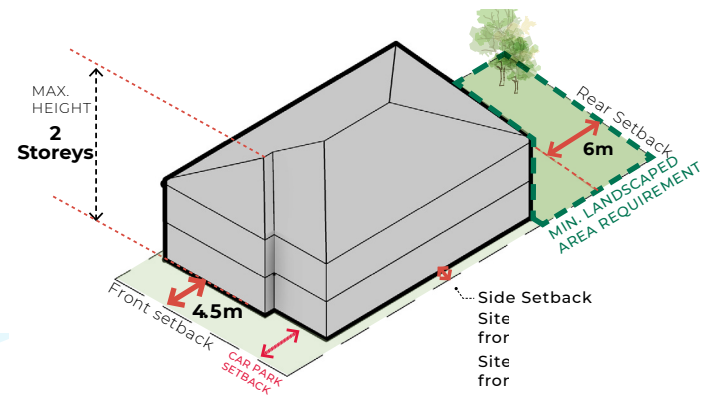


Figure C-33 Two storey single dwelling typology in the Jindabyne Town Centre Growth sub-precinct



C2.2.3 Higher yield residential development

Higher yield residential areas support a higher intensity housing typology within the R1 General Residential zone. Development is typically an attached or semi-attached dwelling of up to three storeys in a variety of formats and can include dual occupancy, multi-dwelling houses and townhouse forms similar to those examples shown in Figure C-34.

Typically this form of development is either urban infill development or where block consolidation



^ Precedent image for multi dwelling typology



^ Precedent image for multi dwelling/dual occupancy typology

Figure C-34 Example building typology suitable within the higher yield residential areas

allows for increased housing densities.

Objectives

- O1. Utilise higher yield residential typologies to reflect the desired future character where a greater level of density provides a range of housing typologies and choice.
- O2. Support housing affordability through more compact dwelling sizes, whilst maintaining amenity, privacy and access to quality outdoor private space.
- O3. Provide a range of housing formats that allow for intergenerational living over multiple levels, aging in place and options for secondary dwellings.
- O4. Achieve a built form outcome that is proportionally suited to individual sites.
- O5. Create visual interest and diversity by stepping built form to suit the natural terrain, utilising materials creatively and employing articulation in facades.
- O6. Locate higher density residential development where either town centre amenity supports a higher density, or where the higher yield forms are connected to major open space and or key nodal points within a sub-precinct.
- O7. Preserve amenity to adjoining lower yield residential areas, through increased setbacks and preservation of solar access to primary open space and primary living spaces of adjoining lower yield dwellings.
- O8. Provide street frontage activation and passive surveillance over key active transport routes and the public domain.

Controls

C1. Development within the high density residential areas must comply with the controls in Tables C-5.

Table C-5 Built form controls in higher yield residential areas

Control	Measurement
Height	Up to three storeys in height, where appropriate bulk and scale can be achieved.
Minimum lot size	800 square metres for single dwellings, attached and detached dual occupancy, terrace houses, multi dwelling and manor houses residences.
	Within Jindabyne Town Centre Growth sub-precinct 600 square metres.
Minimum lot width	Manor houses within Jindabyne South sub-precinct 750 square metres.
	Lot width for terrace houses, multi dwelling and manor house development will undergo a merit-based assessment based on the number of dwellings, dwelling widths, parking location and application of setbacks.

- C2. Multi-dwelling configurations must facilitate adaptation over time.
- C3. Where dwellings are utilised for permanent residential accommodation and short term accommodation purposes, clear delineation between permanent residents and visitors must be provided.
- C4. Development must provide communal open space or other amenities to improve desirability and provide opportunities for social interaction.
- C5. Internal permeability and separation for pedestrians and vehicles must be legible.



C6. Built form setbacks must comply with Table C-6.

Table C-6 Built form setbacks in higher yield residential areas

Location on lot	Storeys	Minimum setback
Front	1 to 3	<ul style="list-style-type: none"> 3.5 metres, two metres setback to secondary road frontage on corner lots for levels one and two, three metre setback to secondary road frontage on corner lots for level three. <p>Note: Garage to be set back at 5.5 metres.</p>
	Side	<p>Two metres.</p> <p>Within Jindabyne Town Centre Growth sub-precinct: 900mm.</p>
Side	1	Two metres.
	2	Two metres.
	3	Three metres.
Rear	1 to 3	Eight metres.

Refer to Figures C-35 to C-38 for example building envelopes that employ these controls.

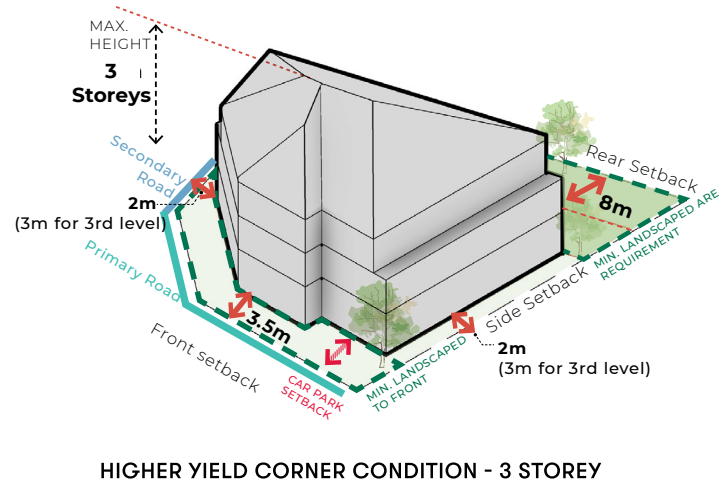


Figure C-35 Corner condition in the higher yield residential areas

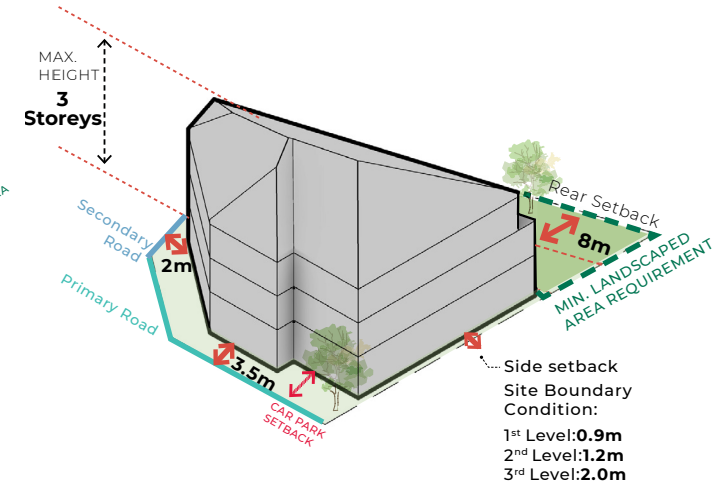
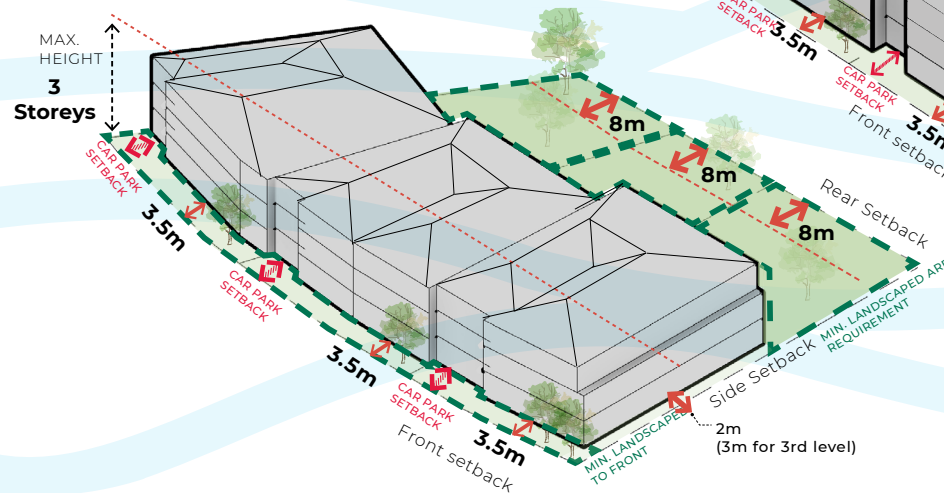


Figure C-37 Corner condition in the higher yield residential areas within the Jindabyne Town Centre Growth sub-precinct



HIGHER YIELD - 3 STOREY

Figure C-36 Terrace dwelling typology in the higher yield residential areas

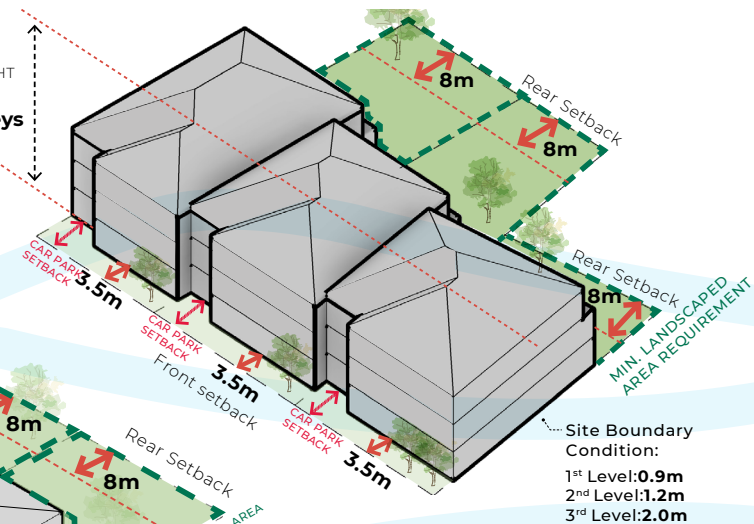


Figure C-38 Terrace dwelling typology in the higher yield residential areas within the Jindabyne Town Centre Growth sub-precinct



C2.3 Other types of development

C2.3.1 Tourist and visitor accommodation

Tourist and visitor accommodation within the Jindabyne Growth Precinct may include the following temporary or short-term accommodation on a commercial basis:

- bed and breakfast accommodation,
- hotel or motel accommodation, and
- serviced apartments.

Objectives



^ Banjo Paterson Inn

Figure C-39 Example of tourism accommodation in the Jindabyne Town Centre

Refer [Chapter B11](#) for objectives that guide design and development of tourism accommodation in Jindabyne and the Jindabyne Growth sub-precincts.

Controls

C1. Development must have a minimum lot size of 1500sqm.

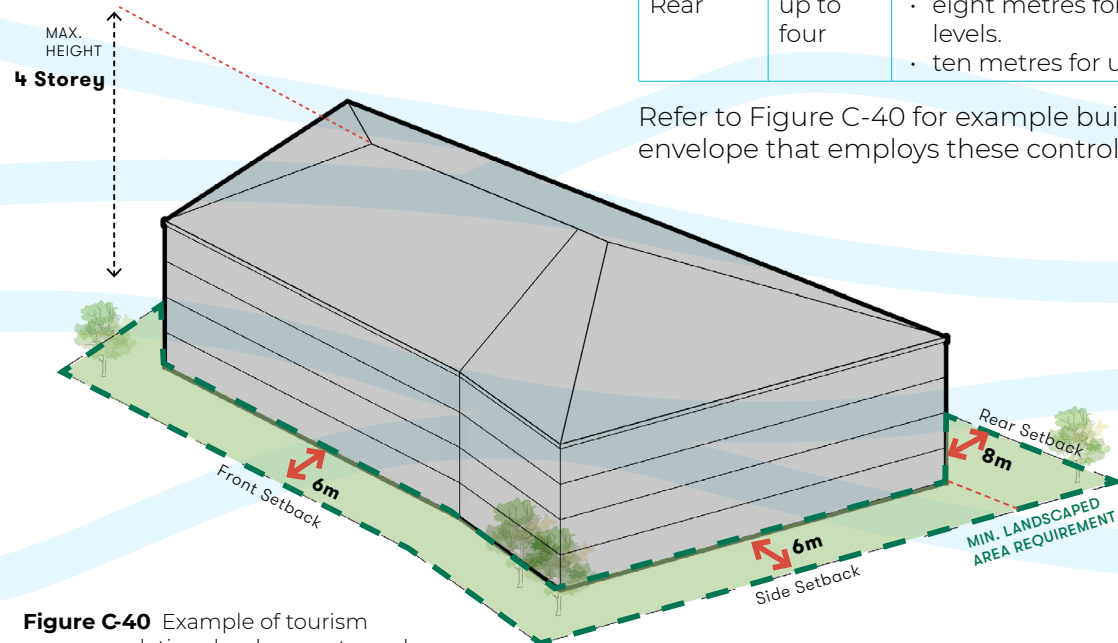
C2. Where tourist and visitor accommodation is permitted, lot sizes must support larger scale development, whilst retaining setbacks and separation to adjoining development.

C3. Built form interfaces must provide for transition to lower densities and uses

C4. Built form setbacks must to comply with Table C-7.

Table C-7 Built form setbacks for tourism accommodation development

Location on lot	Storeys	Minimum setback
Front	up to four	<ul style="list-style-type: none"> • Six metres or behind the average of the adjoining existing built form setbacks, • three metres to secondary roads. <p>Note: Where development is proposed between existing development, the minimum front setback may be the average of the two adjoining lots either side of the subject property.</p>
Side	up to four	<p>Six metres.</p> <p>Note: At the boundary between a change in zone from apartment buildings to a lower density area, the building setback from the side boundary must be increased by three metres.</p>
Rear	up to four	<ul style="list-style-type: none"> • eight metres for first four levels. • ten metres for upper levels.



Refer to Figure C-40 for example building envelope that employs these controls.

Figure C-40 Example of tourism accommodation development envelope



- C5. The front setback area must provide:
- an on-site driveway and porte-cochere or similar,
 - depth for driveway entry into basement, and
 - a deep landscape zone for ground floor privacy.
- C6. The rear setback must provide an area for driveways, servicing and loading, as well as a suitable building separation between developments.

Refer [Chapter B11](#) for additional controls that guide design and development of tourism accommodation in Jindabyne and the Jindabyne Growth sub-precincts.

C2.3.2 Commercial

Objectives

- O1. Encourage uses that provide services and amenity at an accessible and visually prominent location and provide supplementary uses in support of the neighbouring residential precinct.
- O2. Integrate the development within the landscape and surrounding residential development.
- O3. Soften views of the development from surrounding residential areas with appropriate landscaping solutions and tree planting.

Refer [Chapter B12](#) for additional objectives that guide design and development of commercial development in Jindabyne and the Jindabyne Growth sub-precincts.

Controls

- C1. Commercial development outside of the Jindabyne Town Centre must complement existing uses within Jindabyne town centre.
- C2. Where development adjoins neighbouring residential sites, building bulk and height must be kept to a scale that maintains visual privacy and solar access to private open space and living areas.
- C3. Development for the purpose of commercial development must have a minimum lot size of 1500sqm.
- C4. Built form setbacks must comply with Table C-8.

Table C-8 Commercial built form setbacks

Location on lot	Storeys	Minimum setback
Front	up to three	Equal to the average of adjoining development setbacks. Note: Where adjoining residential lots, the front setback should align with the adjoining residential setbacks.
Side	up to three	Merit based assessment, based on a detailed site analysis. Note: Where adjoining residential lots, the side setbacks are to be a minimum of three metres wide.
Rear	up to three	Merit based assessment, based on a detailed site analysis. Note: Where adjoining residential lots, the rear setback must be eight metres wide.

Refer [Chapter B12](#) for additional controls that guide design and development of commercial development in Jindabyne and the Jindabyne Growth sub-precincts.

C2.4 Movement network

This Chapter provides objectives and controls for streets within the Jindabyne Growth Precinct.

Refer to street hierarchy maps in [Chapter C1](#) that guide application of each typology.

Note: The movement network naming in the Jindabyne DCP differs from the terminology used in Council's Engineering Standards. For the purpose of comparing the street network in the Jindabyne DCP with Council's Engineering Standards, please use the guide below.

Jindabyne DCP	Council's Engineering Standards
Connector street	Collector way
Neighbourhood street	Local street Access street
Yield street	Local street
Enterprise street	Not included

Note: Delivery of the street network must align with Council's Engineering Standards.

- C1. Road corridors must be designed to be provide 40% tree canopy coverage.



C2.4.1 Connector street

Objectives

- O1. Design the connector street to:
 - a. encourage health and wellbeing through active modes of transport (such as walking and cycling) by providing formal pedestrian facilities, shared walking and cycling facilities or and streetscape environment that is safe for cycling on street,
 - b. encourage cycling on key corridors by ensuring there is road width to allow cyclists riding to pass a person walking in the opposite direction,
 - c. establish greater equitable access to the town centre for those who do not own a private vehicle,
 - d. enhance biodiversity and microclimatic conditions (such as urban cooling) through greening of the street with trees and integrating vegetated swale,
 - e. integrate stormwater treatment in the street,
 - f. deliver parking between WSUD on both sides of the street to accommodate winter peak demand, and
 - g. provide traffic lanes of sufficient width to allow vehicles to pass and provide sufficient space for waste collection vehicles.

Controls

- C1. Connector streets must be a minimum of 18 metres wide and designed in accordance with the indicative street section in Figure C-41.
- C2. Connector streets must be designed to a minimum width of 18 metres without a shared path, and a minimum width of 20 metres with a shared path.
- C3. A three metre wide travel lane must be provided on both sides of the connector street as illustrated in Figure C-41.

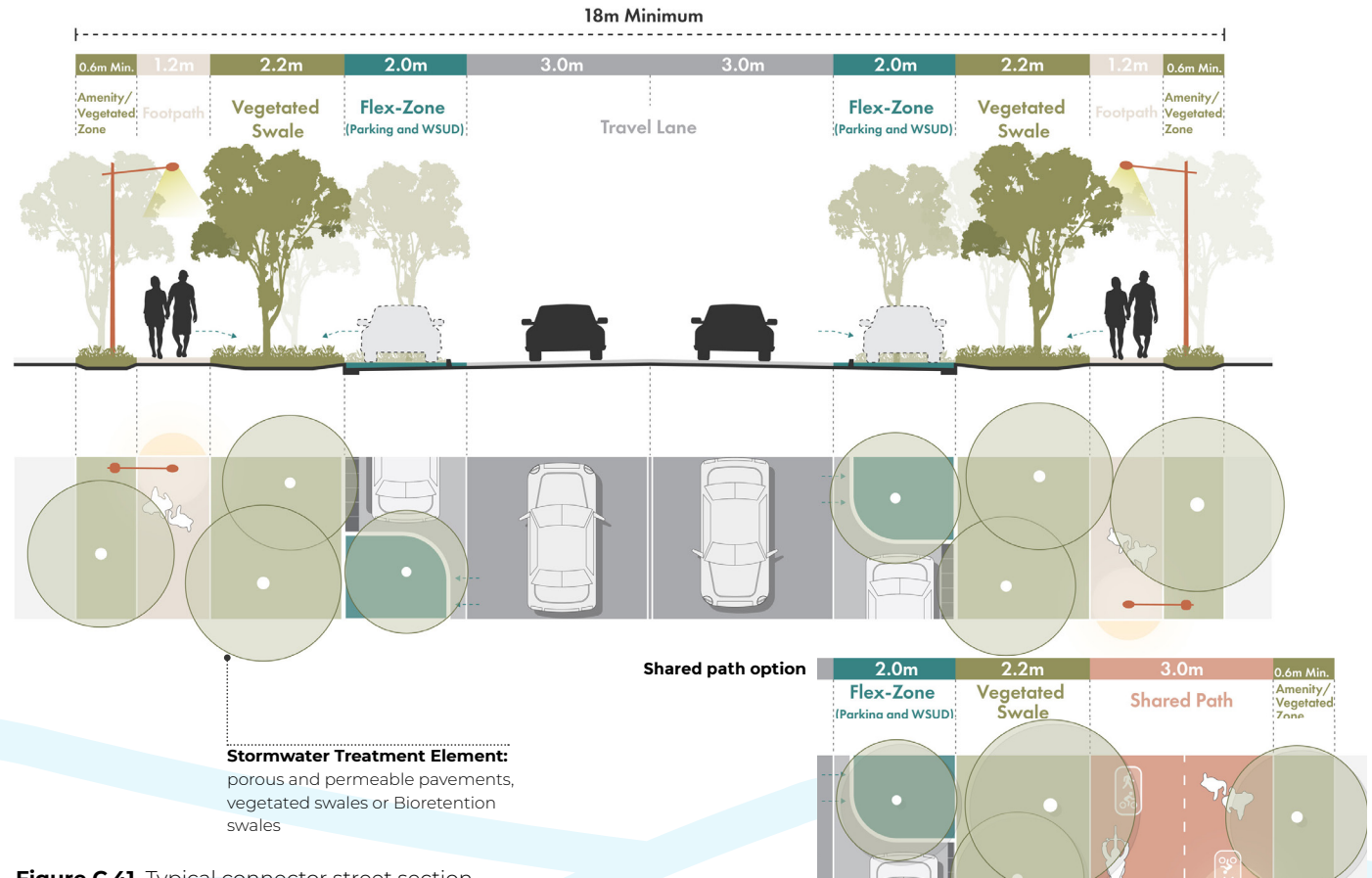


Figure C-41 Typical connector street section

- C4. A two metre flex-zone must be provided on both sides of a connector street to facilitate temporary parking collection of stormwater. WSUD management principles must be incorporated.
- C5. In the instance where a shared path is required, the street design must be consistent with Figure C-41.

C2.4.2 Neighbourhood streets

Objectives

- O1. Design the future street to:
- allow for suitable pedestrian facilities to encourage walking where appropriate,
 - deliver low speed, safe street environment to encourage on-street cycling,
 - accommodate peak demand by providing options for on-street parking, and
 - allow vehicles to pass by one another and provide sufficient space for waste collection vehicles.

Controls

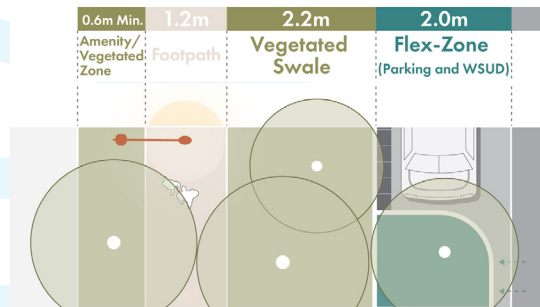
C1. Neighbourhood streets must be a minimum of 14.8m wide and designed in accordance with the indicative street section in Figure C-42.

C2. A vegetated zone with a minimum width of 2200mm must be provided to facilitate stormwater treatment through vegetation swales and/or bioretention.

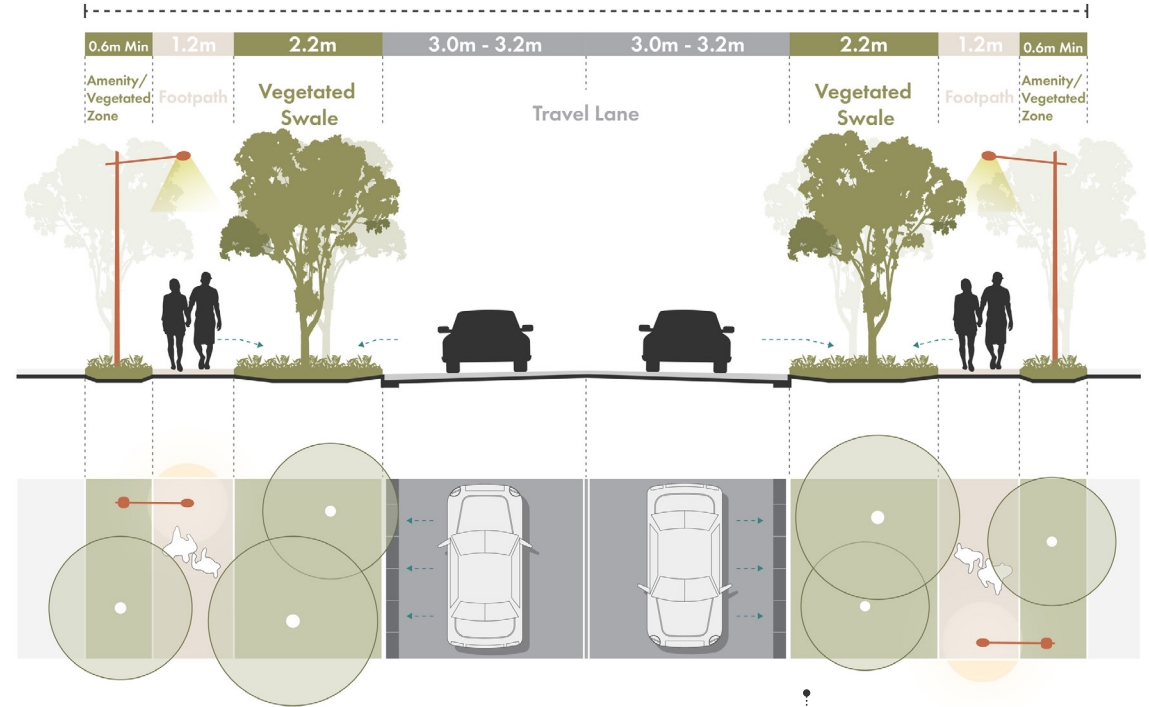
C3. Pedestrian paths must be provided on both sides of neighbourhood streets.

C4. Where parking is required, a minimum two metre wide zone must be provided. Parking spaces must be blistered with WSUD planting, including trees, every three car parking spots.

**Parking /
Flex Zone
Option**



14.8m Minimum



Stormwater Treatment Element:
vegetated swales or bioretention swales

Figure C-42 Indicative neighbourhood street section

C2.4.3 Residential way

Objectives

- O1. Design the future street to:
- provide wide pedestrian pathways to encourage walking and reinforce the slow speed environment, and
 - provide a safe street environment to encourage on-street cycling.

Controls

- C1. Residential ways must a minimum of 12 metres wide and designed in accordance with the indicative street section in Figure C-43.
- C2. In accordance with Figure C-43, two 2.5 metre to three metre wide travel lanes (with optional streetside parking) must be provided for residential ways.
- C3. Where practicable, two 1200mm footpaths must be provided on either side of the street for pedestrians.
- C4. Where practicable, an area for vegetation on both sides of the street must be provided.

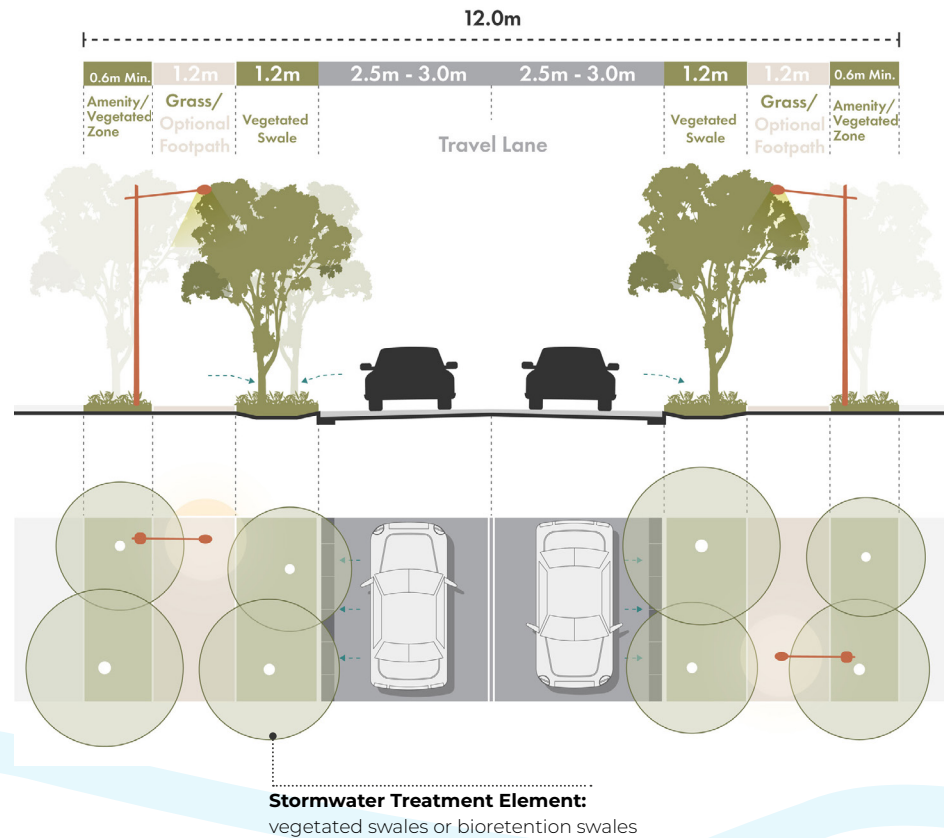


Figure C-43 Indicative residential way section

C2.4.4 Yield street

Objectives

- O1. Design the future street to:
- provide of pedestrian facilities to encourage walking,
 - provide a low speed, safe street environment to encourage on-street cycling, and
 - allow vehicles to pass by one another and provide sufficient space for waste collection vehicles.

Controls

- C1. Yield streets must be a minimum of 16 metres wide and designed in accordance with the indicative street section in Figure C-44.
- C2. Two 3.5 to four metre travel lanes (with optional streetside parking).
- C3. Two optional 1200mm footpaths either side of the street for pedestrians.
- C4. An area for vegetation either side of the road is recommended which will act as stormwater treatment (through vegetated swales and/or bioretention swales).
- C5. 40% of the road corridor must be covered by tree canopy along Yield streets.

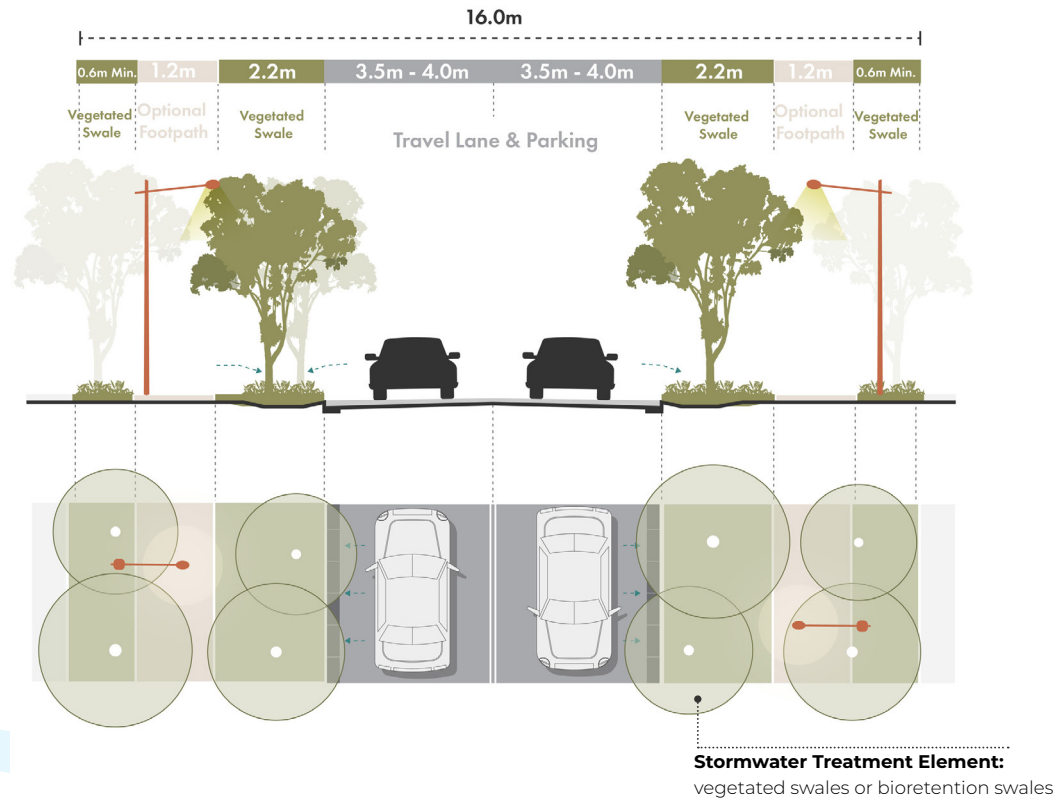


Figure C-44 Indicative yield street section

C2.4.5 Enterprise street

Objectives

- O1. Design the future street to:
- allow trucks to pass easily at lower speeds by providing wider traffic lanes,
 - deliver on-street parking on both sides for business vehicles, customers and employees with enough width for trucks, and
 - provide pedestrian facilities to encourage walking.

Controls

C1. Enterprise streets must be designed in accordance with the indicative street section in Figure C-45 and comprise:

- two 3.2 metre wide travel lanes, and
 - two flex zones of 2.5 metre wide for parking and/or WSUD planting.
- C2. One 1200mm footpath must be provided along the length of the road and an additional footpath opposite where possible.
- C3. An area for vegetation either side of the road must be incorporated into the street design to facilitate stormwater treatment, through a vegetated swale and/or bioretention swale.

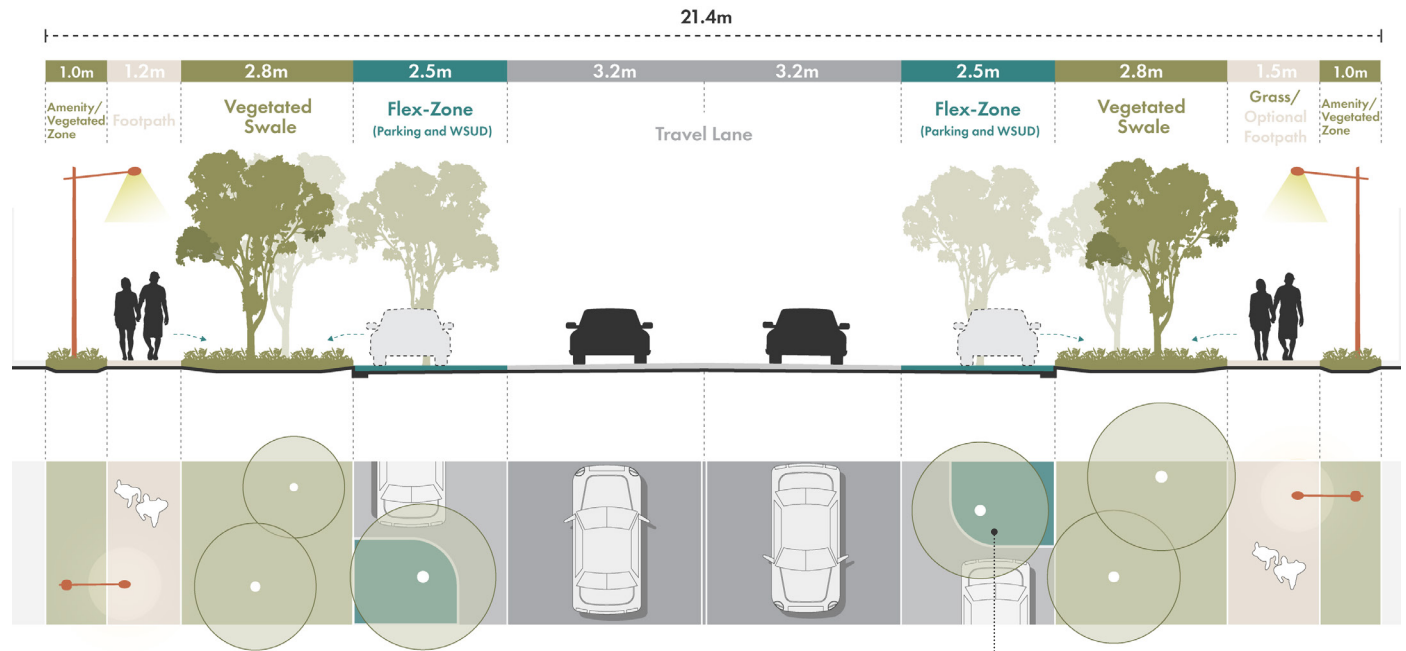


Figure C-45 Indicative enterprise street section

Stormwater Treatment Element:
vegetated swales or bioretention swales

Appendices

Appendix A

Indicative waste and recycling generation rates

Appendix B

Flood prone land maps

Appendix C

Planting Palette

Appendix D

Wayfinding and signage

Appendix E

Definitions



Appendix A

Indicative waste and recycling generation rates

Reuse and Recycling Potential of Materials

Material	Reuse & Recycling
Concrete	Crushed fill, leveling materials, road base and drainage blankets.
Bricks	Cleaned and /or rendered over for reuse on site or off site, crushed for aggregate and road base or fill behind retaining walls or in drainage layers.
Roof tiles	Crushed and reuse on site for landscaping or drainage layers, or recycled off site into aggregates or road base.
Hardwood	On site for floors, roof framing or fencing. Consider selling for furniture or other reuses.
Other timber	On site for formwork, bridging, propping, blocking. Chip for reuse in landscaping.
Door, windows & fittings	Reuse or sell as second hand building materials.
Electrical cable, other non ferrous/ ferrous metals and plumbing	Sell for recycling.
PVC &uPVC plastic plumbing fittings	Sell to plastic recyclers.
Plasterboard	Crush and use in compost or as soil conditioner.
Carpet	Natural fibres can be used as landscape mulch or can be composted.
Green waste	Mulch or compost for reuse as landscaping material or fertilizer.
Overburden	Power screen for topsoil for landscaping material.

Waste & Recycling Generation Rates – Construction

Construction Waste (rule of thumb for renovations and small home building)	
Product	% waste of material ordered
Timber	5-7%
Plasterboard	5-20%
Concrete	3-5%
Bricks	5-10%
Tiles	2-5%

Source: Waste Planning Guide for Development Application, Inner Sydney Waste Board, 1998 (referenced in EPA Guidelines)

Estimated Waste & Recyclable Material Generation – Operation

Premises Type	Waste Generation	Recyclable Generation
Backpackers' Hostel	40L/occupant space/week	20L/occupant space/week
Boarding House, Guest House	60L/occupant space/week	20L/occupant space/week
Food premises:		
Butcher, Deli, Fish Shop	80L/100m ² floor area/day	Variable
Greengrocer	240L/100m ² floor area/day	120L/100m ² floor area/day
Restaurant, Cafe	10L/1.5m ² floor area/day	2L/1.5m ² floor area/day
Supermarket	240L/100m ² floor area/day	240L/100m ² floor area/day
Takeaway Food Shop	80L/100m ² floor area/day	Variable
Hairdresser, Beauty Salon	60L/100m ² floor area/week	Variable
Hotel, Licensed Club, Motel	5L/bed space/day 50L/100m ² bar area/day 10L/1.5m ² dining area/day	1L/bed space/day 50L/100m ² bar area/day 50L/100m ² dining area/day
Offices	10L/100m ² floor area/day	10L/100m ² floor area/day
Shop less than 100m ² floor area	50L/100m ² floor area/day	25L/100m ² floor area/day
Shop greater than 100m ² floor area	50L/100m ² floor area/day	50L/100m ² floor area/day
Showroom	40L/100m ² floor area/day	10L/100m ² floor area/day
Multi-Unit Dwellings	80L/unit/week	40L/unit/week

Sources: Adapted from Waverley Council Code for the Storage and Handling of Waste. 1 Appendix A, Better Practice Guide For Waste Management In Multi-Unit Dwellings 2007 (EPA Guidelines)

Types and Number of Bins Required

It is noted that 240L and 360L bins are preferred for storage of waste and recyclable materials. Large waste skip bins are not preferred as they discourage source separation of recyclables, are unsightly and have the potential to create odour, fire and attract vermin and wildlife. The use of 3000L bins is not permitted due to Workplace, Health & Safety (WH&S) emptying issues.

Type of Development	General Waste Weekly Collection	Recycling Fortnightly Collection	Green Waste Fortnightly Collection
Single dwelling houses and semi-detached dwellings	1 x 240L/ dwelling	1 x 360L /dwelling	1 x 240L/dwelling (when available)
Dual occupancies and secondary dwellings	1 x 240L/dwelling	1 x 360L/dwelling	1 x 240L/dwelling (when available)
Multi dwelling housing, attached dwellings and residential flat buildings	If bins stored in each residence		
	1 x 240L/dwelling	1 x 360L/dwelling	1 x 240L/dwelling (when available)
	If bins stored in a communal storage area		
	1 x 1100L skip per 6 dwellings	1 x 360L/dwelling <u>or</u> 1 x 1100L skip per 6 dwellings	1 x 240L/dwelling <u>or</u> 1 x 1100L skip per 6 dwellings
Tourist and visitor accommodation, commercial premises, residential care facilities and other types of development.	To be discussed with Council	To be discussed with Council	To be discussed with Council

Indicative Bin Sizes

Bin Type	Height	Depth	Width
240L	1060mm	730mm	580mm
360L	1090mm	840mm	675mm
1100L	1370mm	980mm	1250mm

Note: these dimensions are a guide only.

Dimensions and Turning Circles for Waste Vehicles

Extracts from Better Practice Guide for Waste Management – Multi Unit Dwellings (EPA, date)



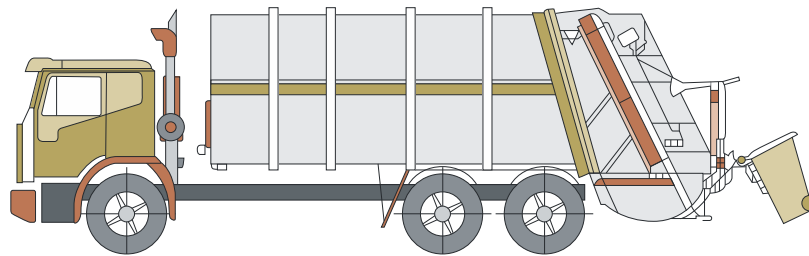
Appendix C

Collection vehicles

Waste collection vehicles may be side loading, rear-end loading, front-end loading or crane trucks. The size of vehicle varies according to the collection service. Thus it is impossible to specify what constitutes the definitive garbage vehicle. Developers should consult the local council and/or relevant contractors regarding the type of vehicle used in that area.

The following characteristics represent the typical collection vehicle, however, these are only for guidance.

It may be possible to engage a collection service provider to use smaller collection vehicles to service developments with narrow roadways and laneways, or for on-site collections. However, as the availability of smaller vehicles to make services varies between councils and private contractors, wherever possible the development should be designed to accommodate vehicles of a similar size to that reported below.



Rear loading collection vehicle

Rear loading collection vehicle	
Length overall	10.24m
Width overall	2.5m
Operational height	3.5m
Travel height	3.5m
Weight (vehicle only)	12.4 tonnes
Weight (payload)	9.5 tonnes
Turning circle	18.0m

This is commonly used for domestic garbage and recycling collections from MUDs. It can be used to collect waste stored in MGBs or bulk bins, particularly where bins are not presented on the kerbside.

Appendix B

Flood prone land maps



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

FLOOD PLANNING CONTROL MATRIX

FLOOD PLANNING CONTROL MATRIX

FLOOD EVENT	PROBABLE MAXIMUM FLOOD TO 1:100 AEP								1:100 AEP FLOOD TO 1:20 AEP FLOOD							1:20 AEP TO RIVER/CREEK								
	LAND USES SPECIFIED IN CLAUSE 5.22 OF LEP	ESSENTIAL COMMUNITY FACILITY	CRITICAL UTILITIES	SUBDIVISION AND FILLING	RESIDENTIAL	COMMERCIAL AND INDUSTRIAL	RECREATION AND AGRICULTURE	MINOR DEVELOPMENT	LAND USES SPECIFIED IN CLAUSE 5.22 OF LEP	ESSENTIAL COMMUNITY FACILITY	CRITICAL UTILITIES	SUBDIVISION AND FILLING	RESIDENTIAL	COMMERCIAL AND INDUSTRIAL	RECREATION AND AGRICULTURE	MINOR DEVELOPMENT	LAND USES SPECIFIED IN CLAUSE 5.22 OF LEP	ESSENTIAL COMMUNITY FACILITY	CRITICAL UTILITIES	SUBDIVISION AND FILLING	RESIDENTIAL	COMMERCIAL AND INDUSTRIAL	RECREATION AND AGRICULTURE	MINOR DEVELOPMENT
FLOOR LEVEL	3	3	3	3	2	3	3	3	3	3	3	3	2	1	1	3	3	3	3	3	3	1	1	3
BUILDING COMPONENTS	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	2	2	2	2	2	1	1	1
STRUCTURAL SOUNDNESS	3	3	3	3	3	3	3	3	3	3	3	4	1	1	2	2	3	3	3	3	1	1	1	1
FLOOD EFFECTS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EVACUATION/ACCESS	3	2	2	3	3	3	3	3	3	3	3	3	1, 3	1, 3	1	3	3	3	3	3	3	3	1	3
FLOOD AWARENESS	1, 2	1	1	1	1	1	1	1	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2	1, 2
MANAGEMENT AND DESIGN	3	3	3	3	3	3	3	3	2	2	2	2	1	1	2	2	3	3	3	3	1	1	2	2

Where the table indicates 1,2 this implies both requirements are applicable

Colour Key UNSUITABLE LANDUSE NOT RELEVANT

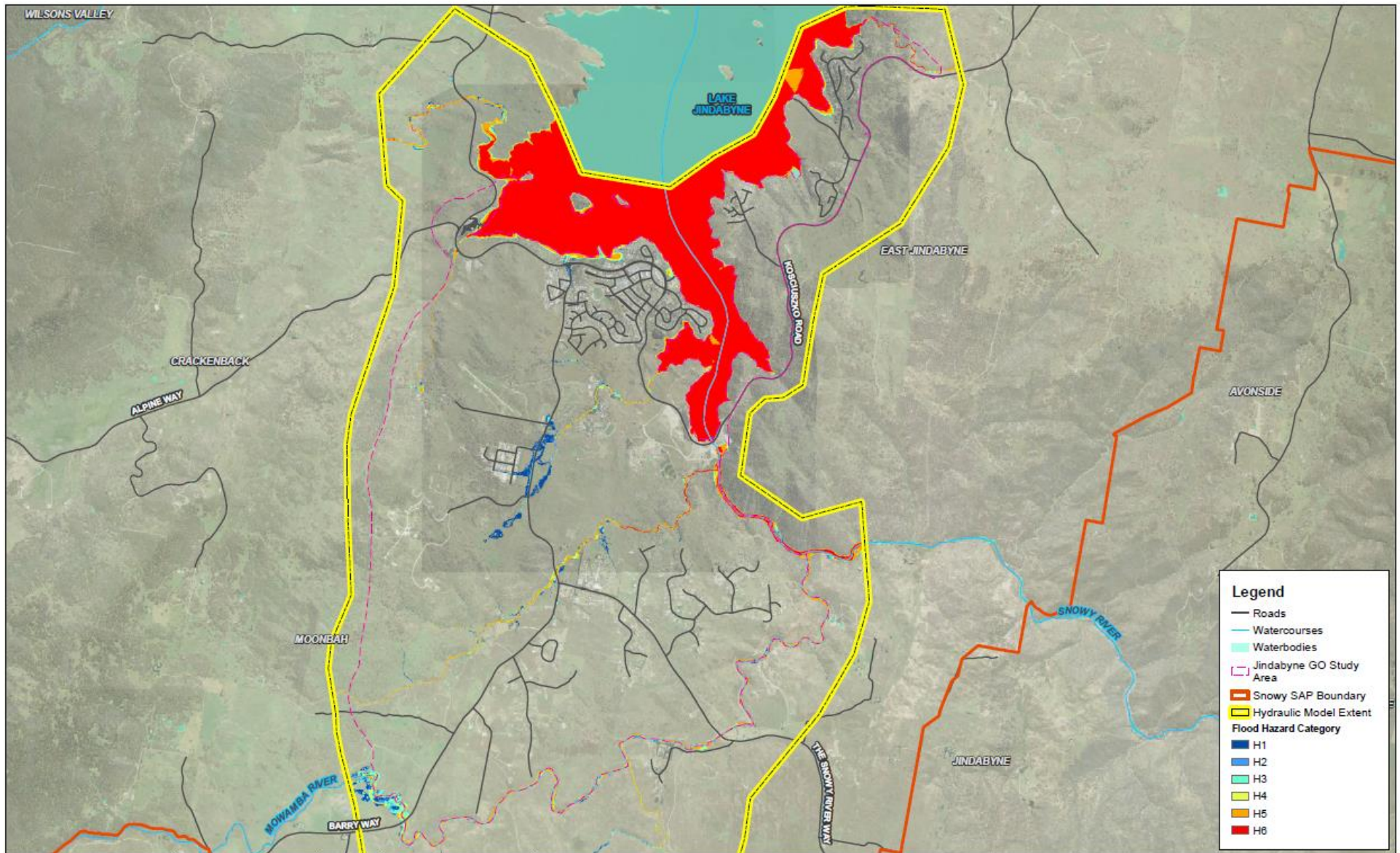
NOTE: A Numbers in the categories are outlined in the table below



B Essential Community Facility includes development such as hospital, aged care facility

C Critical Utilities include water and sewer control buildings, electrical substation, telephone exchange, emergency centre

Flood planning control matrix – Key

No.	FLOOR LEVEL	BUILDING COMPONENTS	STRUCTURAL SOUNDNESS	FLOOD EFFECTS	EVACUATION/ACCESS	FLOOD AWARENESS	MANAGEMENT AND DESIGN
1	All floor levels to be equal to or greater than the 1:20 Annual Exceedance Probability flood plus 0.3 metres (freeboard).	All structures to have flood compatible building components below or at the 1:100 Annual Exceedance Probability flood level that can withstand the force of floodwater, debris and buoyancy up to a 1:100 Annual Exceedance Probability flood.	Engineer’s report by a suitably experienced and qualified professional to prove any structure subject to a flood up to and including the 1:100 Annual Exceedance Probability flood level can withstand the force of floodwater, debris and buoyancy.	Engineer’s report by a suitably experienced and qualified professional required to prove that the development will not increase flood affection elsewhere.	Suitable access for pedestrians required during a 1:100 Annual Exceedance Probability flood.	Condition to be placed on consent advising of minimum floor levels required in relation to the flood level.	Applicant to demonstrate that there is an area where goods may be stored above the 1:100 Annual Exceedance Probability flood level equivalent to 25% of the display area or storage during floods.
2	Habitable floor levels to be equal to or greater than the 1:100 Annual Exceedance Probability flood plus 500mm metres (freeboard).	All structures to be constructed of flood compatible building materials below or at the possible maximum flood.	Any structure subject to a flood up to and including the 1:100 Annual Exceedance Probability flood shall withstand the force of floodwater, debris and buoyancy.		Suitable access for pedestrians and vehicles required at or above the possible maximum flood level.	S10.7(2) Certificates to notify affectation by the 1:100 Annual Exceedance Probability flood.	Applicant to demonstrate that the potential development as a consequence of subdivision proposal can be undertaken in accordance with this Plan
3	All floor levels to be equal to or greater than the possible maximum flood.		Any structure subject to a flood up to and including the possible maximum flood level shall withstand the force of floodwater, debris and buoyancy.		Consideration required regarding an appropriate flood evacuation strategy and pedestrian/vehicular access route for both before and during a flood.		Applicant to demonstrate ongoing functionality during and after a flood event.
4			Geotechnical Engineer’s report by a suitably experienced and qualified professional required to specify appropriate filling earthworks and the means of retention of batters against scoring/erosion.				



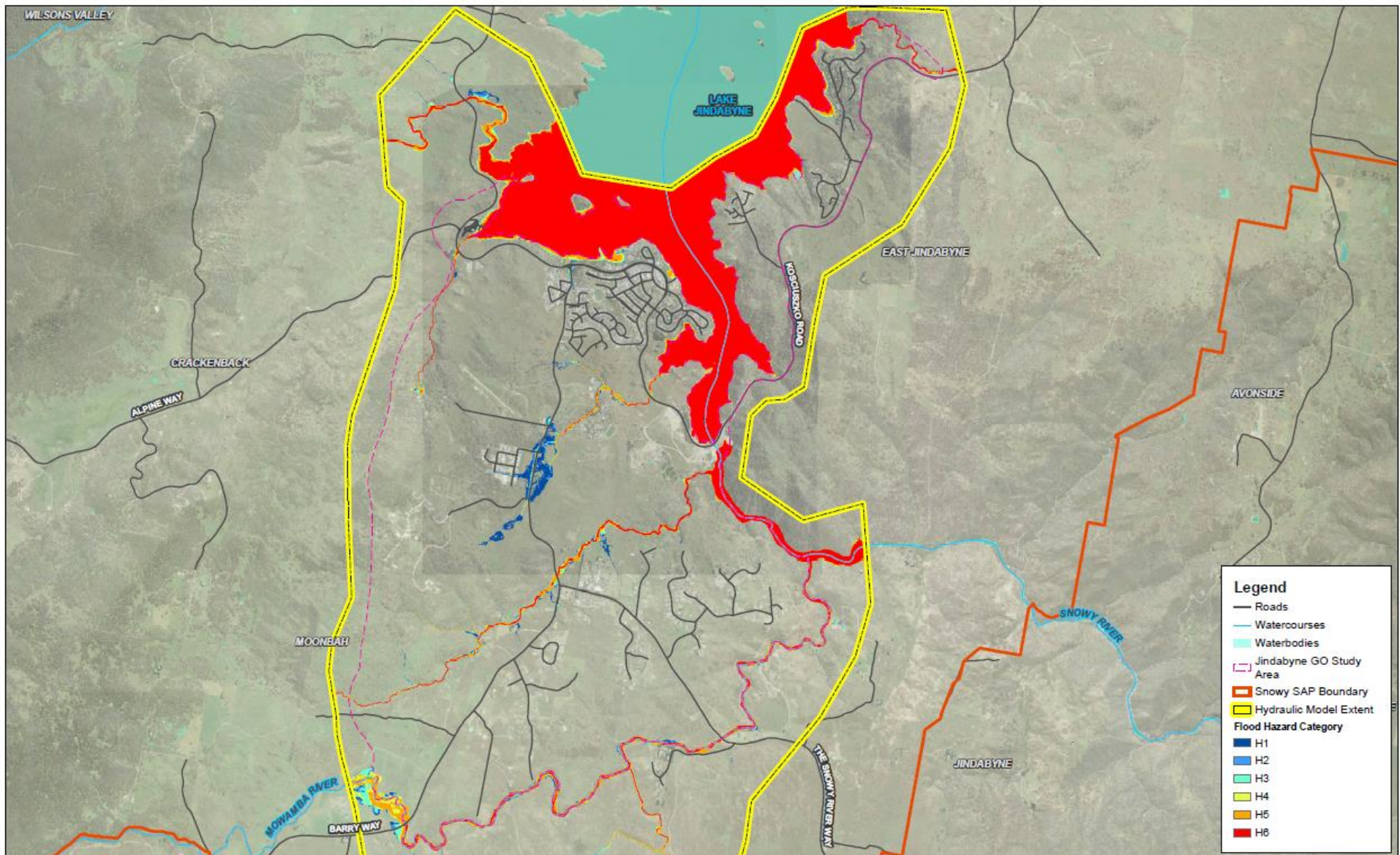
Map: PS120074_GIS_057_A2	Author: David.Nalven	  1:45,000
Date: 15.06.2021	Approved by: Joel.Sercombe	
<small> Imagery © Department of Customer Service 2020 Sources: Esri, HERE, DeLorme, Viewranger, IGN, GEBCO, USGS, FAO, NPS, NRCAN, GEBCO, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox Contributors, and the GIS User Community © Department of Planning, Services and © WSP Australia Pty Ltd (2021) Copyright in the design, information and data recorded (the information) is the property of WSP. This document and the information are solely for the use of the addressee recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was supplied to. WSP makes no representation, warranties, conditions, no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. 100% Certified Quality System to ISO 9001. © APPROVED FOR AASD ON BEHALF OF WSP Australia Pty Ltd. </small>		



Department of Planning, Industry and Environment



Snowy SAP - Flood Mapping

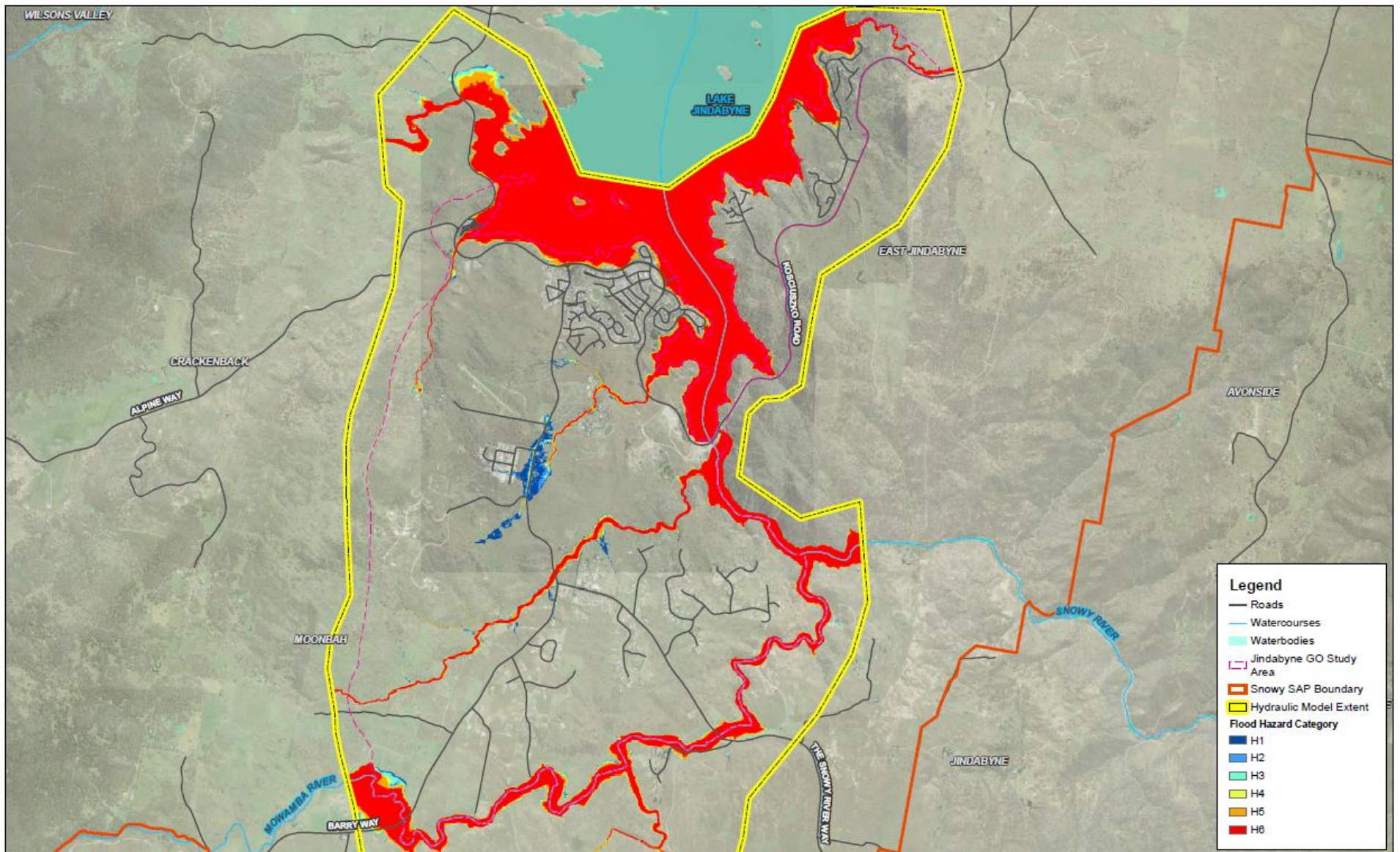
Figure 26: 10% AEP Flood - Peak Flood Hazard - Jindabyne



Legend

- Roads
- Watercourses
- Waterbodies
- - - Jindabyne GO Study Area
- Snowy SAP Boundary
- Hydraulic Model Extent
- Flood Hazard Category**
- H1
- H2
- H3
- H4
- H5
- H6

Map: PS120074_GIS_D65_A2	Author: David Naiken		 1:45,000
Date: 15.06.2021	Approved by: Joel Sercombe		
<small>Imagery © Department of Customer Service 2020 Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, ARI, NRCAN, GeBCO, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Beijing) Co., Swisstopo, Mapbox, and the GIS User Community © Department Finance, Services and</small>		<small>Coordinate System: GDA 1994 MGA Zone 55 Scale ratio correct when printed at A3</small>	
<small>© WSP Australia Pty Ltd (WSP) Copyright in the design, information and data included (the "Information") is the property of WSP. The Information and the Information are solely for the use of the authorized recipient and the Information may not be used, copied or reproduced in whole or in part for any purpose other than the which it was supplied to WSP. WSP makes no representation, warranty or liability in any form, party who may use or rely upon the Information. WSP Certified Quality System ISO 9001 © APPROVED FOR A300 ON BEHALF OF WSP Australia Pty Ltd \\corp-gbwin-net\ANZ\Projects\AU\PS120074\PS120074_Snowy_Environment\Shared\GIS\94_Productions\Map\PS120074_GIS_D65_A2.mxd</small>			



Legend

- Roads
- Watercourses
- Waterbodies
- Jindabyne GO Study Area
- Snowy SAP Boundary
- Hydraulic Model Extent
- Flood Hazard Category**
- H1
- H2
- H3
- H4
- H5
- H6

Map: PS120074_GIS_077_A2	Author: David Nalken		
Date: 15.06.2021	Approved by: Joel Sercombe		
Imagery © Department of Customer Service 2020 Sources: Esri, HERE, DeLorme, Swiremap, IGN, GEBCO, USGS, FAO, APTN, URSAN, GEBCO, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swiremap, and the GIS User Community © Department Planning, Services and © WSP Australia Pty Ltd ("WSP"). Copyright in the design, information and data used in this information is the property of WSP. This document and the information are only for the use of the authorized recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that which it was created by WSP. WSP makes no representation, warranty, or liability in any form or manner for any third party who may use or rely upon the information. NSW Certified Quality System to ISO 9001 © APPROVED FOR AND ON BEHALF OF WSP Australia Pty Ltd. kcorp.green.net/ANZ/Projects/Map/PS120074_Review_Environment/Shared/IGS/4_Productions/Map/PS120074_GIS_077_A2.mxd			



Department of Planning, Industry and Environment

Snowy SAP - Flood Mapping

Figure 46: PMF Flood - Peak Flood Hazard - Jindabyne

Appendix C

Planting Palette



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

Tree Preservation and Landscaping

APPENDIX C

Recommended Species for Landscaping

Common Name	Botanic Name	Heights (m) Approx	Evergreen	Deciduous
Native				
Silver Wattle	<i>Acacia dealbata</i>	6-15	✓	
Black Cypress Pine	<i>Callitrisenlicheri</i>	5-10	✓	
Wolgan Snow Gum	<i>Eucalyptus gregsoniana</i>	2-4	✓	
Paddys river gum	<i>Eucalyptus macarthurii</i>	15-25	✓	
Narrow leaved Sallee	<i>Eucalyptus moorei</i>	3-6	✓	
Omeo Gum	<i>Eucalyptus neglecta</i>	6-10	✓	
Willow Peppermint	<i>Eucalyptus nicholii</i>	12-16	✓	
Small leaf Gum	<i>Eucalyptus parvula</i>	6-10	✓	
White Sally	<i>Eucalyptus pauciflora</i>	8-10	✓	
Silver leaved Mountain Gum	<i>Eucalyptus pulverulenta</i>	6-10	✓	
Candlebark	<i>Eucalyptus rubida</i>	10-20	✓	
Black Sally	<i>Eucalyptus stellulata</i>	6-15	✓	
Ribbon Gum	<i>Eucalyptus viminalis</i>	6-30	✓	
Snowy River Wattle	<i>Acacia boormanii</i>	3-5	✓	
Silver Wattle	<i>Acacia dealbata</i>	10	✓	
Buffalo Wattle	<i>Acacia kettlewelliae</i>	4-7	✓	
Blackwood Wattle	<i>Acacia melanoxylon</i>	2-6	✓	
Red stemmed wattle	<i>Acacia rubida</i>	3-5	✓	
Dagger Wattle	<i>Acacia siculiformis</i>	1-3	✓	
Varnish Wattle	<i>Acacia verniciflua</i>	1-3	✓	
Heath Banksia	<i>Banksiaericifolia</i>	1.5-3	✓	
Silver Banksia	<i>Banksiamarginata</i>	1-7	✓	
Lemon Bottlebrush	<i>Callistemon pallidus</i>	1-2	✓	
Alpine Bottlebrush	<i>Callistemon pityoides</i>	1-2	✓	
Dwarf Bottlebrush	<i>Callistemon subulatus</i>	2.0	✓	
Mountain Correa	<i>Correa lawrenciana</i>	1-3	✓	
Mountain Grevillea	<i>Grevilleaaustralis</i>	1-1.5	✓	
Canberra Gem Grevillea	<i>Grevillea</i>	2.0	✓	
Pink Lady	<i>GrevilleaJunipera</i>	0.8	✓	

Tree Preservation and Landscaping

Common Name	Botanic Name	Heights (m) Approx	Evergreen	Deciduous
Canterbury Gold Grevillea	<i>Grevillea Canterbury Gold</i>	0.5-2	✓	
Woolly Grevillea	<i>Grevillea lanigera</i>	2.0	✓	
Constance Grevillea	<i>Grevillea Poorinda</i>	2-3	✓	
Rosemary Grevillea	<i>Grevillea rosmarinifolia</i>	1-2	✓	
Royal Grevillea	<i>Grevillea victoriae</i>	2-4	✓	
Small Fruit Hakea	<i>Hakea microcarpa</i>	1-2	✓	
Burgan Tea Tree	<i>Kunzea ericoides</i>	2-4	✓	
Woolly Tea Tree	<i>Leptospermum lanigerum</i>	2-6	✓	
Mountain Mirbelia	<i>Mirbelia oxyloboides</i>	1-3	✓	
Daisy Bush	<i>Olearia phlogopappa</i>	1.5-2	✓	
Alpine Mint	<i>Prostranthera cuneata</i>	1.0	✓	
Jindabyne Mint	<i>Prostranthera phyllifolia</i>	1.0	✓	
Victorian Xmas Bush	<i>Prostranthera lasianthos</i>	1-4	✓	
Hill Daisy	<i>Brachyscome aculeata</i>	0.3	✓	
Native Daisy	<i>Brachyscome multifida</i>	0.3	✓	
	<i>Bulbine bulbosa</i>	0.3	perennial	
Flax Lily	<i>Chrysocephalum apiculatum</i>	0.3	✓	
Carnation	<i>Dianella sp</i>	1.0	✓	
Bronze Rambler	<i>Grevillea</i>	0.4	✓	
Gaudi Chaudi Grevillea	<i>Grevillea Gaudi Chaudi</i>	0.3	✓	
	<i>Grevillea junipera</i>	1.0	✓	
Molonglo Hybrid	<i>Grevillea junipera</i>	0.8	✓	
Honey Reed	<i>Lomandra lonifolia</i>	1.0	✓	
Native buttercups	<i>Ranunculus sp</i>	0.3	perennial	
Exotic				
Atlas Cedar	<i>Cedrus atlantica</i>	10-20	✓	
Deodar Cedar	<i>Cedrus deodara</i>	6-10	✓	
Nettle tree	<i>Celtis australis</i>	12-15		✓
Judas Tree	<i>Cercis siliquastrum</i>	6-8		✓
Pencil Pine	<i>Cupressus sempervirens stricta</i>	5-10	✓	
Bhutan Cypress	<i>Cupressus torulosa</i>	6-20	✓	
Butterfly Bush	<i>Buddlea davidii</i>	2-3.5		✓

Tree Preservation and Landscaping

Common Name	Botanic Name	Heights (m) Approx	Evergreen	Deciduous
English Box	<i>Buxus sempervirens</i>	to 9m	✓	
Japonica Camellia	<i>Camellia japonica</i>	various	✓	
Sasanqua Camellia	<i>Camellia sasanqua</i>	0.6-6	✓	
California lilac	<i>Ceanothus Pacific Blue</i>	1-1.8	✓	
Japanese Quince	<i>Chaenomeles japonica</i>	1-2		✓
Mexican Orange Blossom	<i>Choysia ternata</i>	1-1.5	✓	
Dwarf Diosma	<i>Coleonema compacta</i>	0.5-1	✓	
Diosma	<i>Coleonema pulchrum</i>	1-1.5	✓	
Golden Diosma	<i>Coleonema pulchrum Aurea</i>	1-1.5	✓	
	<i>Escallonia Sp</i>	to 2m	✓	
Winged spindle	<i>Euonymus alatus</i>	1-2		✓
Japanese spindle tree	<i>Euonymus japonicus</i>	1-3	✓	
	<i>Forsythia suspense</i>	2-3		✓
Scarlet Oak	<i>Quercus coccinea</i>	18-25		✓
Pin Oak	<i>Quercus palustris</i>	18-22		✓
Red Oak	<i>Quercus rubra</i>	20-25		✓
Rowan Tree	<i>Sorbus aucuparia</i>	8-10		✓
Western Red Cedar	<i>Thuja plicata</i>	10-20	✓	
Veronica	<i>Hebe sp</i>	to 1.5	✓	
Blue hibiscus	<i>Hibiscus syriacus</i>	1.2-2		✓
Japanese Holly	<i>Ilex crenata</i>	1.2-4	✓	
English Lavender	<i>Lavandula angustifolia</i>	0.5-1.5	✓	
French Lavender	<i>Lavandula dentata</i>	0.5-1.2	✓	
Spanish Lavender	<i>Lavandula stoechas</i>	0.5-1	✓	
Sacred Bamboo	<i>Nandina domestica</i>	1.5-2	✓	
	<i>Nandina domestica Nana</i>	1	✓	
Mock Orange Bush	<i>Philadelphus mexicanus</i>	2-3		✓
	<i>Photinia glaberrubens</i>	to 3m	✓	
Common Rosemary	<i>Rosmarinus officinalis</i>	1.5-1.8	✓	
Spirea	<i>Spiraea thunbergii</i>	1-1.5		✓
Viburnum	<i>Viburnum burkwoodii</i>	2-2.5		✓
Snowball Tree	<i>Viburnum opulus Sterile</i>	To 4m		✓
Laurustinus	<i>Viburnum tinus</i>	2-4	✓	

Tree Preservation and Landscaping

Common Name	Botanic Name	Heights (m) Approx	Evergreen	Deciduous
	<i>Weigela japonica</i>	1-1.5		✓
Sedge	<i>Carexsp</i>	various	✓	
Snow in Summer	<i>Cerastiumtortuosum</i>	0.2	✓	
Carnation	<i>Dianthus sp</i>	0.6	✓	
Bleeding Heart	<i>Dicentrasp</i>	0.2	perennial	
Bluegrass	<i>Festucaglauca</i>	0.2	✓	
Winter Rose	<i>Helloborusorientalis</i>	0.5	perennial	
Dwarf Mondo Grass	<i>Ophiopogon japonica</i>	0.1	✓	
Alpine Phlox	<i>Phlox subulata</i>	0	✓	
Native buttercups	<i>Rannunculusp</i>	0.3	perennial	
Creeping Thyme	<i>Thymus sp</i>	0.1	✓	
Red Ash	<i>Fraxinuspennsylvanica</i>	12-15		✓

Appendix D

Wayfinding and signage



A
Introduction

B
General planning considerations

C
Jindabyne Growth Precinct

**JINDABYNE GROWTH
PRECINCT
DEVELOPMENT CONTROL
PLAN – SIGNAGE AND
WAYFINDING**

OCTOBER 2023

CONTENTS

SECTION 1 – INTRODUCTION, VISION, PRINCIPLES AND OBJECTIVES

Introduction	4
Vision and principles	5
Wayfinding objectives	6
Interpretive objectives	7
Connectivity	8
Design – what it should be	9
Design – what it may be	10
Design – what it should not be	11

SECTION 2 – CONTROL PLAN AREA

Nominal wayfinding and signage points	13
Nominal interpretive signage points	14
Nominal identification points	15

SECTION 3 – SIGNAGE CONTROLS

Signage suite overview	17
Major trail head	19
Minor trail head	20
Primary directional	21
Secondary directional	22
Tertiary directional and cautionary	23
Primary interpretive	24
Secondary and tertiary interpretive	25
Primary identification open space	26
Secondary identification open space	27
Primary and secondary identification built space	28

SECTION 1
INTRODUCTION,
VISION, PRINCIPLES
AND OBJECTIVES

INTRODUCTION

This Development Control Plan (DCP) is pertinent to pedestrian wayfinding and interpretive signage within the Jindabyne Growth Precinct.

The purpose of the DCP is to provide guidelines, principles, objectives and over-arching controls which will enable the development of a high quality and effective design solution.

High quality and effective wayfinding and interpretive signage can make a significant contribution to place by:

1. Enhancing the users experience (locals and visitors alike).
2. Adding value to the local amenity.
3. Improving the local landscape and character.
4. Providing a connection to and understanding of place.
5. Improving general safety and useability.
6. Encouraging walking and cycling and reducing the use of motor vehicles.
7. Providing reassurance and confidence.
8. Enhancing connections between and to significant places and desirable destinations.
9. Supporting economic development and commercial viability by connecting people to businesses.

This DCP supplements the Snowy Monaro Regional Council 'Snowy River Development Control Plan', Section C6 Signage and Advertising (SRCDP Sec C6) which should be considered the governing control for broader signage typologies such as:

1. Street signs
2. Advertising signs
3. Promotional signs
4. Retail, service or hospitality identity signs
5. Building identity signs
6. A-Frames or Sandwich boards
7. Signs within industrial estates

This signage DCP should be read in conjunction with the signage DCP for the Jindabyne Catalyst Precinct and the Alpine Precinct.

VISION AND PRINCIPLES

Wayfinding and interpretive signage should achieve the following:

1.
Enhance the visitor experience.

2.
Foster a world-class, four-season experience.

3.
Utilise universal design principles to provide equitable access and legibility for all users.

4.
Enhance scenic qualities.

5.
Minimise, or mitigate, impact upon views and vistas.

6.
Be attractive, functional, effective and fit for purpose.

7.
Enhance the local landscape and atmosphere.

8.
Create identity through a recognisable, consistent and cohesive look and feel.

9.
Be sympathetic to and reflective of the local landscape, heritage and history.

10.
Comply with and not contravene road safety principles.

11.
Achieve a high quality of design, fabrication, finish and installation.

12.
Be appropriately located and positioned.

13.
Reduce visual clutter by being discreet and fewer, rather than greater, in number.

WAYFINDING OBJECTIVES

Wayfinding signage should:

1.
Establish a well-connected, vibrant, walkable, desirable and understandable place.

2.
Create a legible street, walking and cycling network.

3.
Support and encourage active transport as a priority mode of travel.

4.
Clarify the location and spatial relationship of local landmarks, destinations, geographic features and places to create structure and meaning for users.

5.
Deliver an understanding of where a user is located, where they might go, how they will get there, how far it is and how long it may take to get there.

6.
Create well-structured and well understood journeys which connect key destinations.

7.
Maximise legibility through high quality, accessible design; utilising landmarks to provide orientation cues; clear heads up maps and simplifying choices.

8.
Be cohesive in look and feel with interpretive signage.

INTERPRETIVE OBJECTIVES

Interpretive signage should:

1.
Engender an understanding and appreciation of place, environment, history and heritage.

2.
Celebrate and convey the rich history and landscape values of the region including Aboriginal and European heritage, the Kosciuszko National Park, alpine and winter sports, and the stories of the town of Jindabyne, agricultural heritage and use, the formation of Lake Jindabyne and the Snowy Hydro Scheme.

3.
Prioritise interpretation opportunities which share the history of the Monero Ngarigo people and the Snowy Hydro Scheme.

4.
Promote the importance of the area's landscape; natural; flora and fauna; and biodiversity value.

5.
Be cohesive in look and feel with wayfinding signage.

CONNECTIVITY OBJECTIVES

Signage should:

1.
Contribute to a trail network which is legible, walkable, rideable and connects people to public space.

2.
Support a connected green network.

3.
Support the delivery of recognisable routes, intersections, and landmarks.

4.
Enhance safe connections.

5.
Enhance connections to Lake Jindabyne and Jindabyne town centre.

6.
Promote commercial viability by connecting residents and visitors to businesses, particularly retail and hospitality.

DESIGN – WHAT IT SHOULD BE

Signage should:

1.
Sit quietly and confidently in its environment.

2.
Be sympathetic to its local environment, and surrounding lake and mountain vistas in form, colour and materiality.

3.
Acknowledge the heritage and visual cues of the surrounding alpine heritage and landscape character.

4.
Contribute to a village atmosphere.

5.
Be visually interesting.

6.
Exhibit of high level of design quality.

7.
Incorporate universal design principles and provide equal access to all.

8.
Protect views and vistas and in particular minimise or mitigate impact on significant views.

9.
Be of high quality, robust and long lasting.

10.
Implement best practice sustainability measures.

11.
Utilise recycled, recyclable, or re-purposed materials when possible, practical and appropriate.

12.
Incorporate modular/removable/replaceable components and panels to enable ready replacement and updates.

13.
Adopt footing designs which minimise soil disturbance, the amount of concrete used and the risk of disturbance to tree roots.

DESIGN – WHAT IT MAY BE

Signage may:

1.
Contain internally illuminated letters, words or pictograms, particularly in areas which may provide access to places of night-time activation.

2.
Utilise ambient lighting to provide gentle night-time illumination.

3.
Be softly illuminated from above or below.

4.
Incorporate LCD screens, LED components or audio functions if appropriate. Use design discretion and minimise disturbance to residents, wildlife and local users.

DESIGN – WHAT IT SHOULD NOT BE

Signage should not:

1.
Be visually dominant, overwhelming, flashy or highly glossy.

2.
Utilise neon, animation, moving parts.

3.
Be an internally illuminated light box.

4.
Exceed recommended size limitations.

5.
Create excessive visual clutter.

6.
Impede upon views or vistas.

7.
Contain advertising or promotional material.

8.
Be detrimental to the existing or desired future character of the area.

9.
Create a safety or traffic hazard.

10.
Incorporate large plastic components.

11.
Incorporate visually clumsy or predominant lighting fixtures.

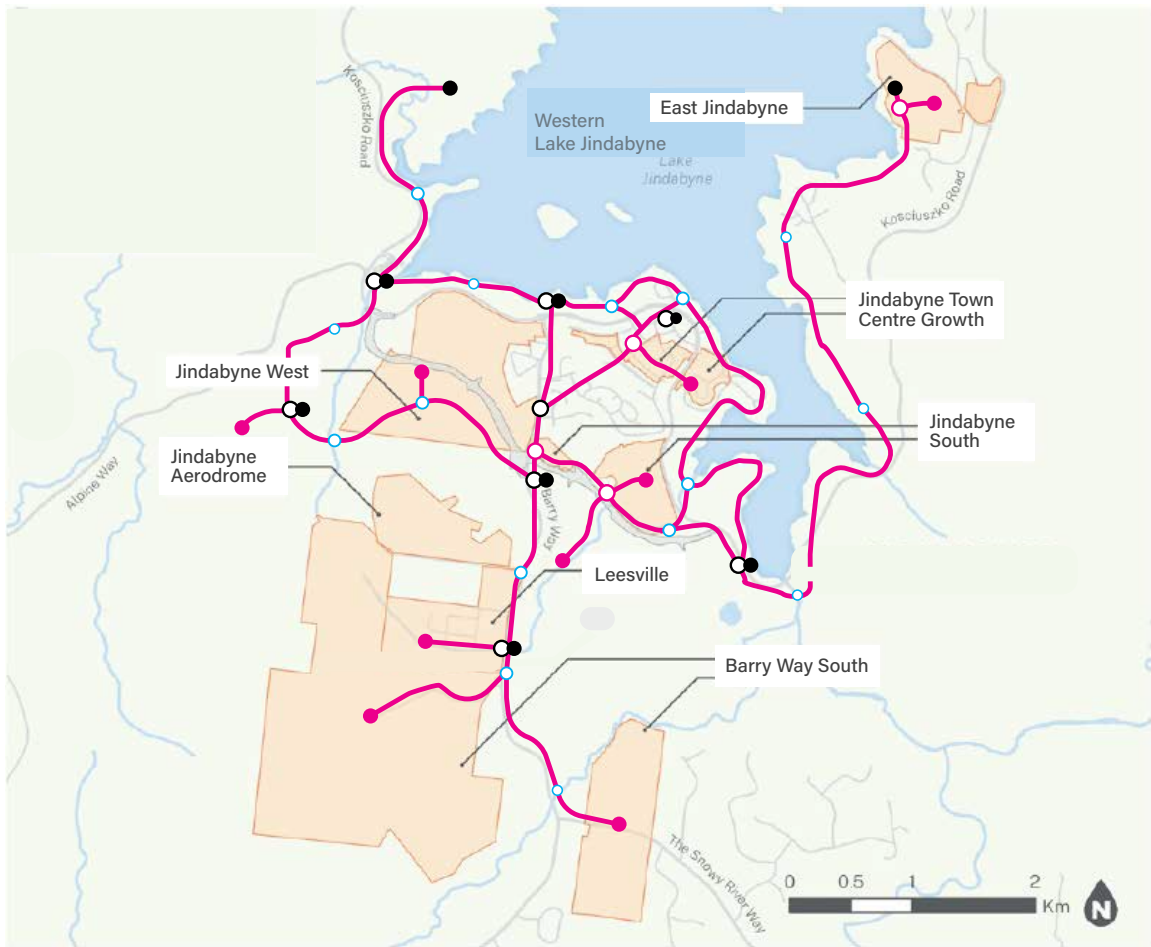
SECTION 2

CONTROL PLAN AREA

CONTROL PLAN AREA

NOMINAL WAYFINDING AND SIGNAGE POINTS

This map shows the nominal walking and cycling network in the Jindabyne Growth Precinct.

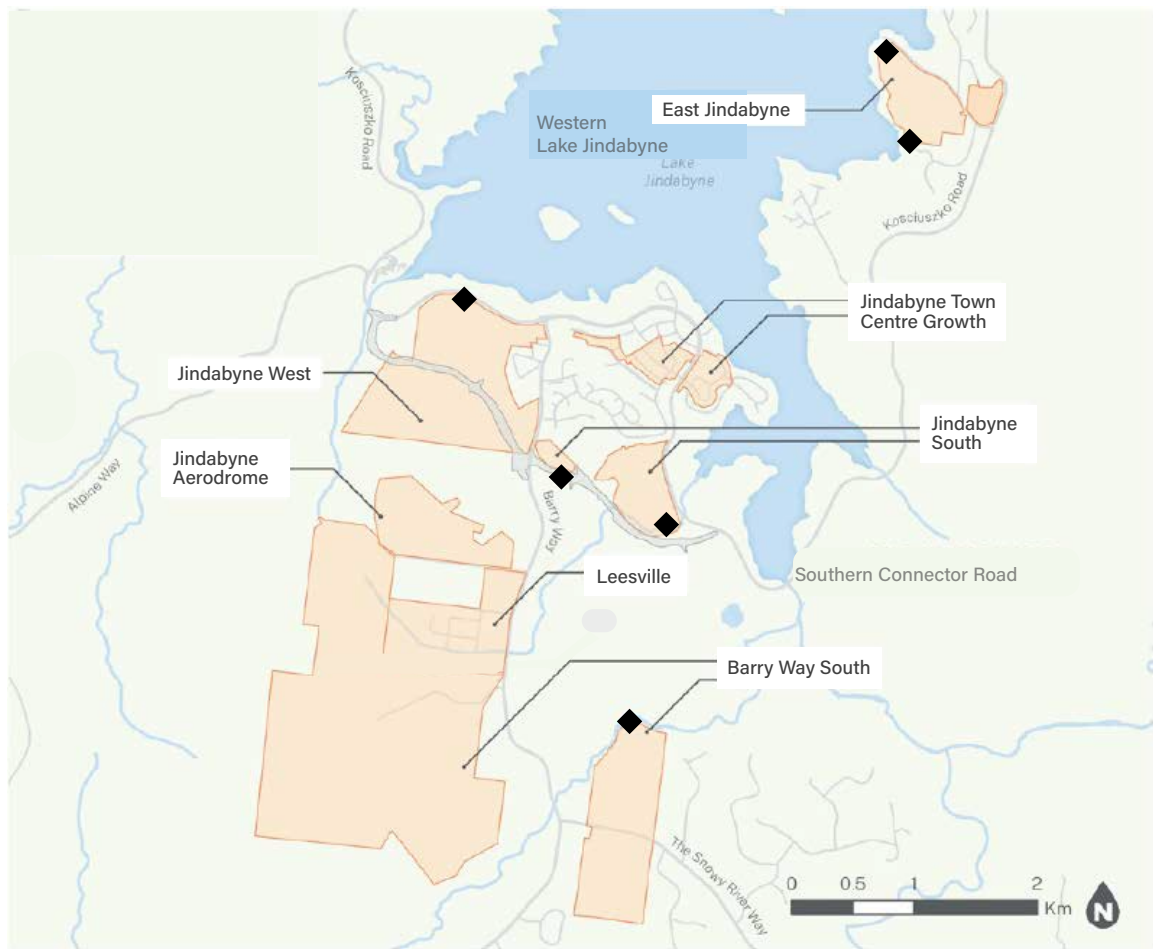


- Jindabyne Growth Precinct
- Shared Trail
- Major Trail Head
- Minor Trail Head
- Primary Directional Decision Point
- Secondary Directional Decision Point
- Tertiary Directional Decision Point / distance marker
- Shared trail sign / regulatory sign

CONTROL PLAN AREA

NOMINAL INTERPRETIVE SIGNAGE POINTS

This map shows the nominal heritage, cultural and natural feature points of interest and nominal locations of interpretive signage in the Jindabyne Growth Precinct.



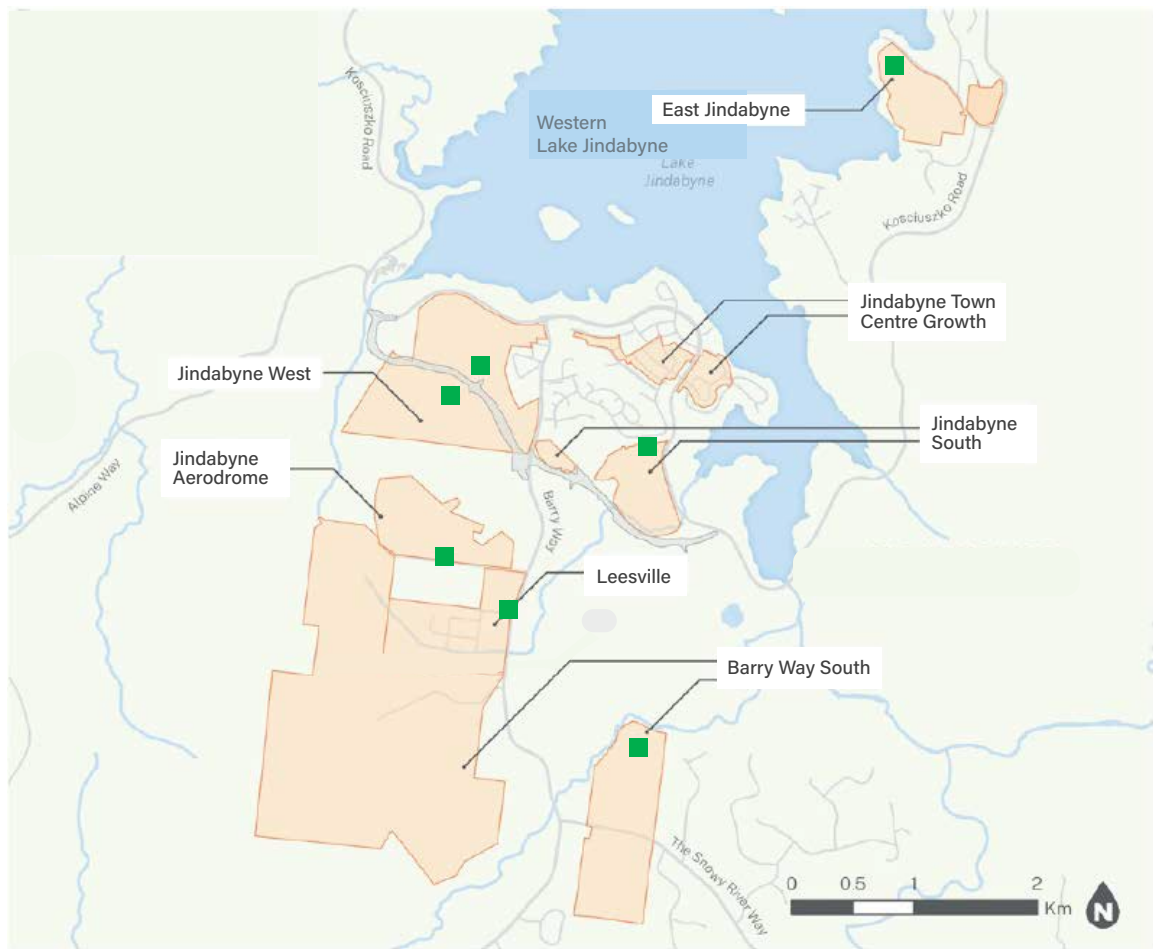
 Jindabyne Growth Precinct

 Interpretive Point (nominal location only)

CONTROL PLAN AREA

NOMINAL IDENTIFICATION SIGNAGE POINTS

This map shows the nominal open space, parkland or other which may require identification signage.



 Jindabyne Growth Precinct

 Identification Point (nominal location only)

SECTION 3

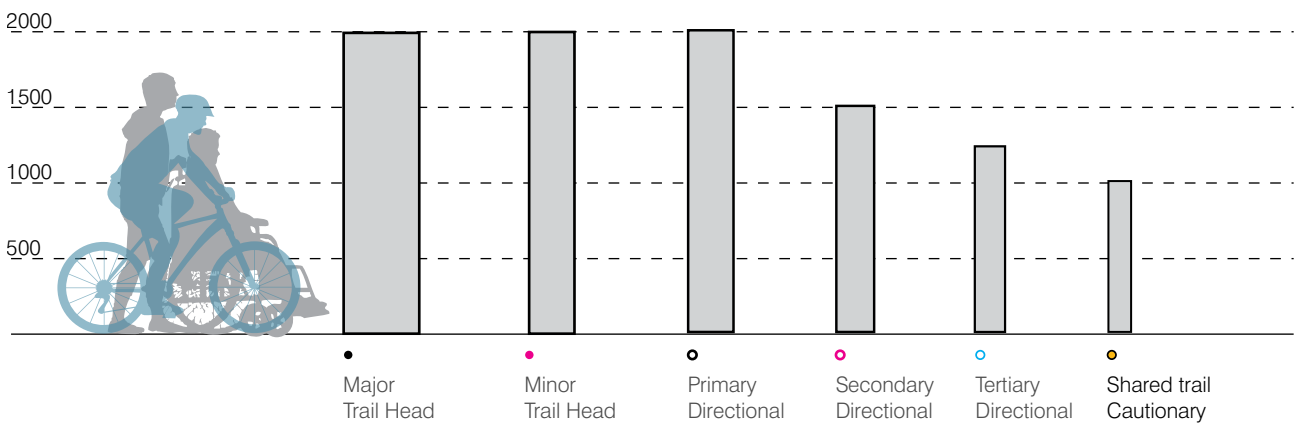
SIGNAGE CONTROLS

SIGNAGE CONTROLS

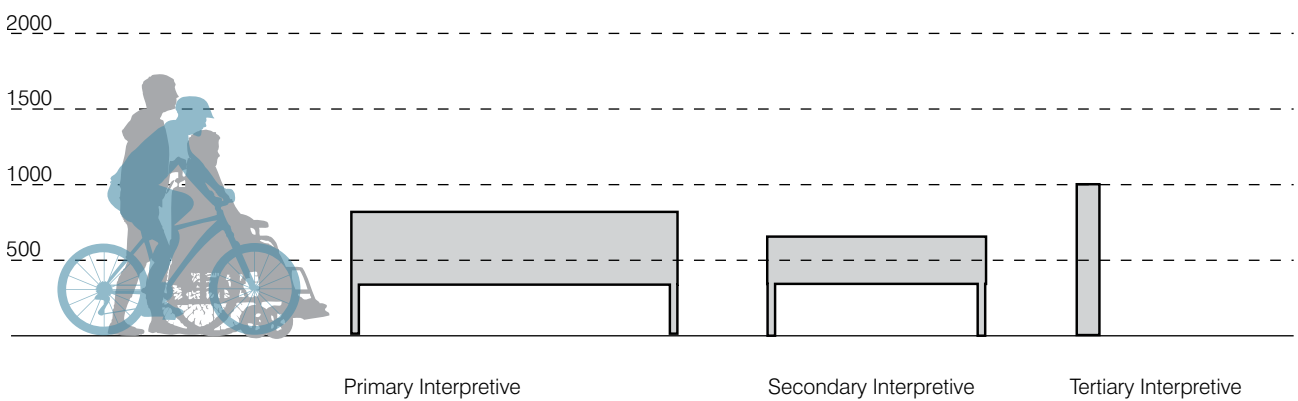
SIGNAGE SUITE OVERVIEW

The diagram below illustrates nominal form and scale for walking and cycling wayfinding and interpretive signage.

Walking and cycling network wayfinding sign types



Point of interest sign types

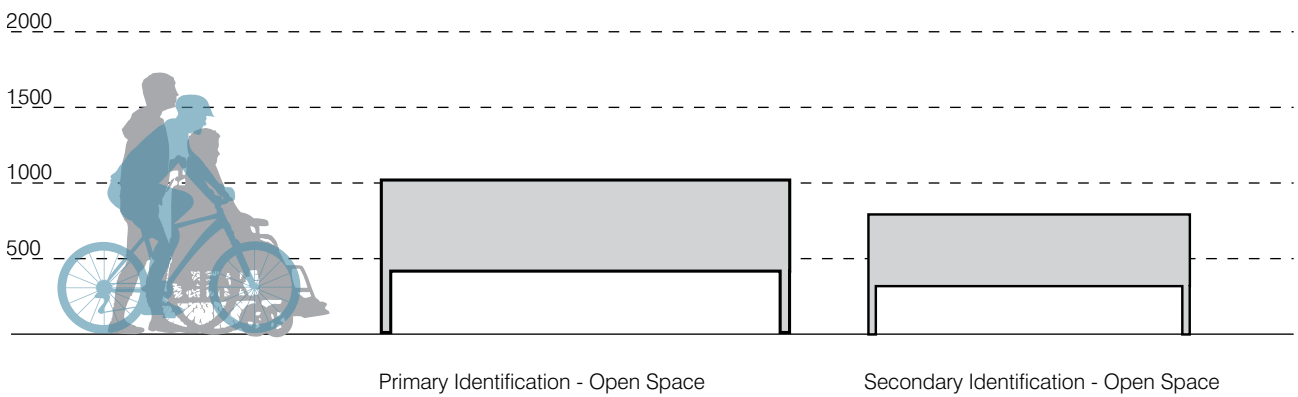


SIGNAGE CONTROLS

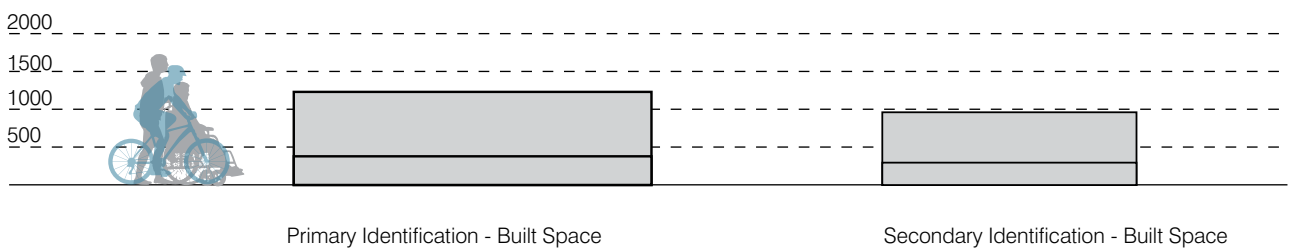
SIGNAGE SUITE OVERVIEW

The diagram below illustrates nominal form and scale for Identification signage in open and built spaces.

Identification – Open Space



Identification – Built Space



SIGNAGE CONTROLS

MAJOR TRAIL HEAD

Function

To identify, inform and direct at the commencement of trails.

Improve the quality and connectedness of open space and recreation.

Content

Trail name; Distances; Direction; Level of difficulty; Map – greater area; Gradient indicator; Places on Interest; Shared trail pictogram; Regulatory pictograms.

Controls

Major Trail Head signs should be no taller than 2000mm and no wider than 500mm.

Major Trail Head signs should be made from materials that are long lasting and should not be made from temporary materials.

The graphic content of the signs should demonstrate a clear hierarchy and order of information.

Major Trail Head signs should contain a map/s that illustrates the greater area and should include places of interests, distances, times and gradient levels.

Major Trail Head signs should provide transport and parking information.

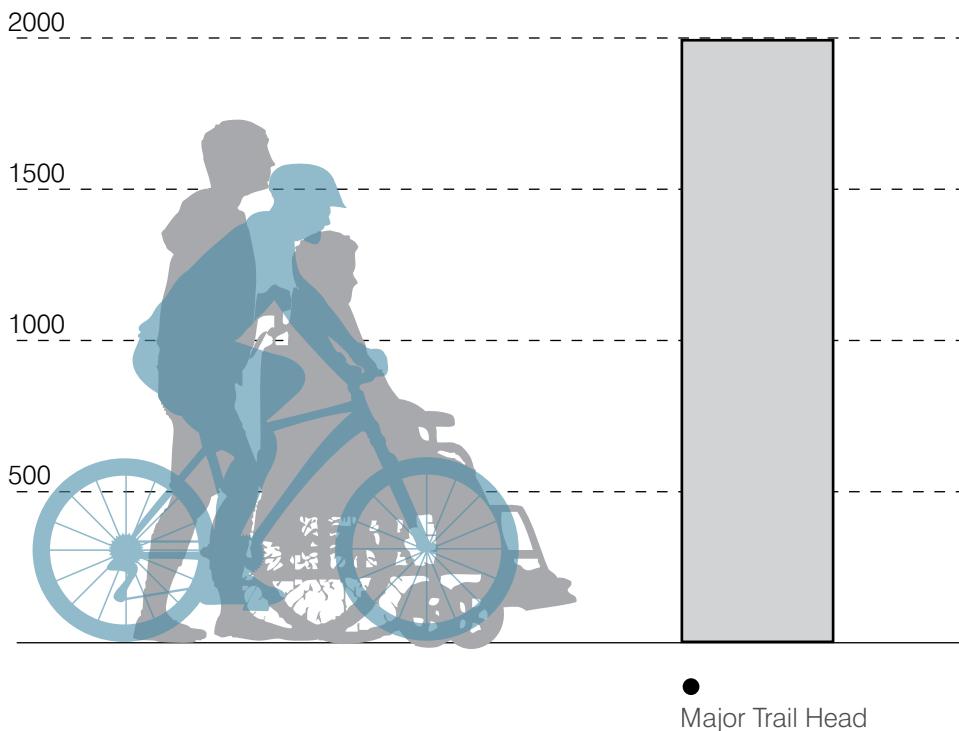
A 'you are here' indicator should be included on all maps.

Maps should be 'heads up' orientated to the vantage of the viewer.

Pictograms should be used to express shared trail information.

Pictograms should be used to express shared regulatory information.

Where more than one sign type may exist in the same location, a hybrid sign type should be conceived to accommodate all information and minimise signage clutter.



SIGNAGE CONTROLS

MINOR TRAIL HEAD

Function

To identify, inform and direct at trail junction points.
 Improve the quality and connectedness of open space and recreation.

Content

- Trail name
- Distances Level of difficulty
- Map – local area
- Shared trail pictogram

Controls

Minor Trail Head signs should be no taller than 2000mm and no wider than 300mm.

Minor Trail Head signs should be made from materials that are long lasting and should not be made from temporary materials.

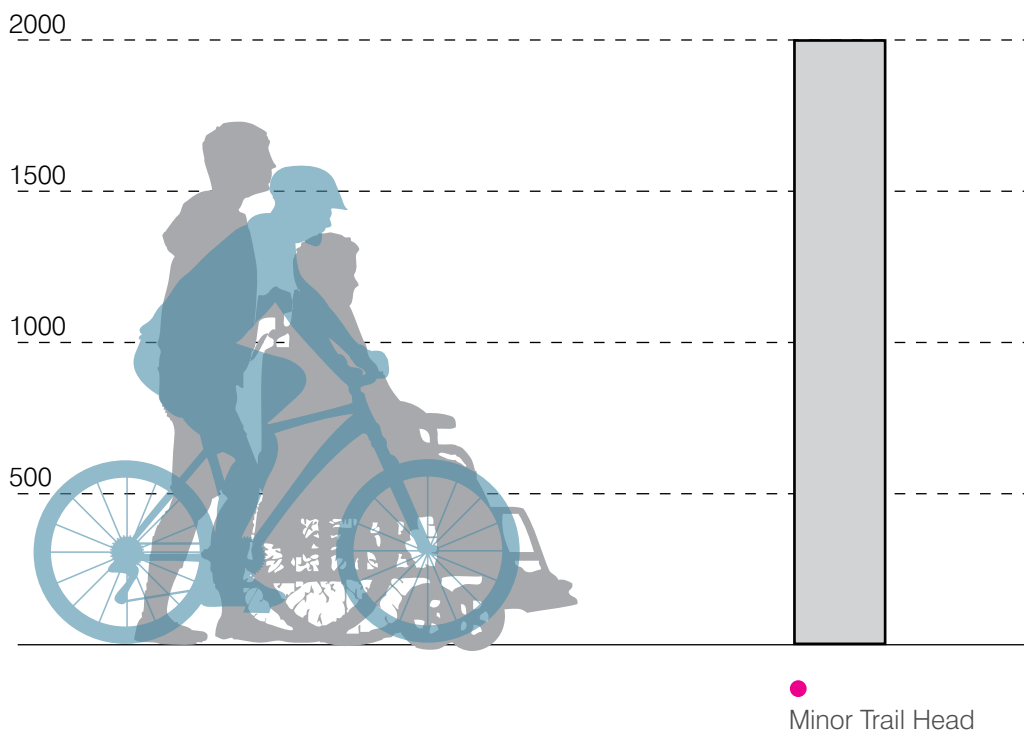
The graphic content of the signs should demonstrate a clear hierarchy and order of information.

Minor Trail Head signs should contain a map/s that illustrates the local area and should include places of interests, distances, times and gradient levels.

A 'you are here' indicator should be included on all maps.

Maps should be 'heads up' orientated to the vantage of the viewer.

Pictograms should be used to express shared trail information.



SIGNAGE CONTROLS

PRIMARY DIRECTIONAL

Function

To direct, orientate and inform.
 Improve the quality and connectedness of open space and recreation.
 Ensure equitable and safe directional information

Content

Trail name
 Distances
 Direction Map – greater area

Controls

Primary Directional signs should be no taller than 2000mm and no wider than 300mm.

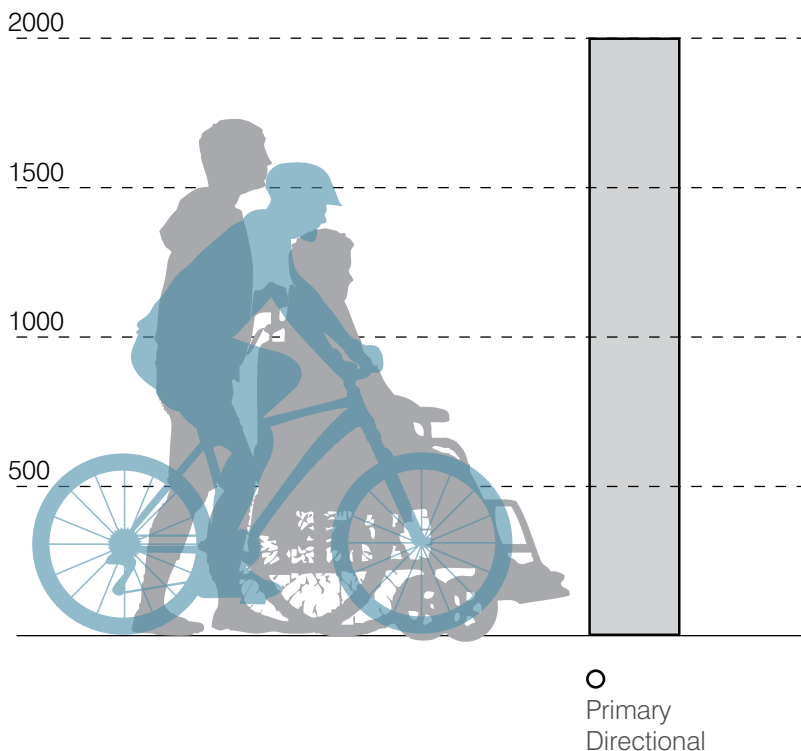
Primary Directional signs should be made from materials that are long lasting and should not be made from temporary materials.

The graphic content of the signs should demonstrate a clear hierarchy and order of information.

Primary Directional signs should contain a trail name, a map that illustrates the greater area and should include places of interests, distances, times and gradient levels.

A 'you are here' indicator should be included on all maps.

Maps should be 'heads up' orientated to the vantage of the viewer.



SIGNAGE CONTROLS

SECONDARY DIRECTIONAL

Function

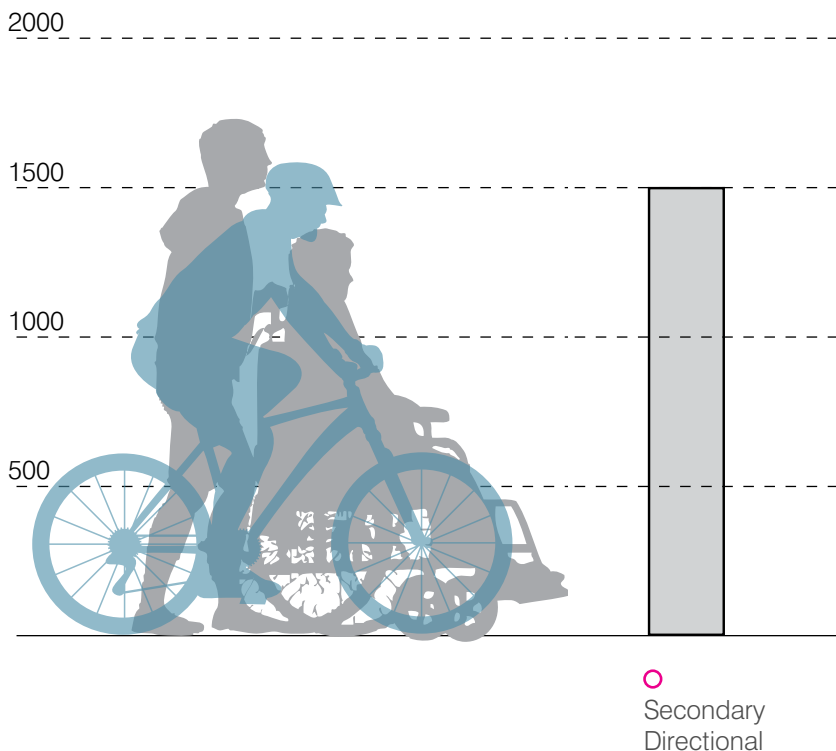
To direct, orientate and inform.
 Improve the quality and connectedness of open space and recreation.
 Ensure equitable and safe directional information

Content

Trail name
 Directions and
 Distances

Controls

Secondary Directional signs should be no taller than 1500mm and no wider than 250mm.
 Secondary Directional signs should be made from materials that are long lasting and should not be made from temporary materials.
 The graphic content of the signs should demonstrate a clear hierarchy and order of information.
 Secondary Directional signs should contain a trail name, directions, and distances.



SIGNAGE CONTROLS TERTIARY DIRECTIONAL

Function

To direct and provide distance information.
Improve the quality and connectedness of open space and recreation.

Content

Directions and Distances

Controls

Tertiary Directional signs should be no taller than 1500mm and no wider than 200mm.

Tertiary Directional signs should be made from materials that are long lasting and should not be made from temporary materials.

The graphic content of the signs should demonstrate a clear hierarchy and order of information.

Tertiary Directional signs should contain directions, and distances.

SIGNAGE CONTROLS CAUTIONARY

Function

To provide cautionary and regulatory information.
Improve the quality and connectedness of open space and recreation.

Content

Shared trail pictogram
Regulatory and cautionary pictograms

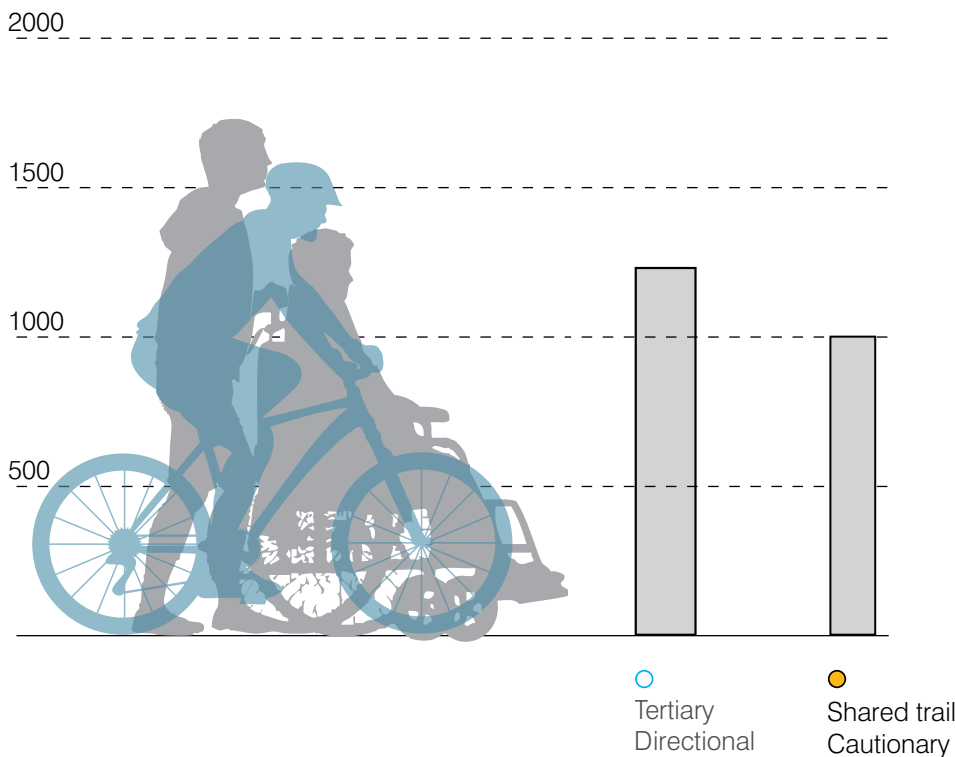
Controls

Shared Trail Cautionary signs should be no taller than 1500mm and no wider than 150mm.

Shared Trail Cautionary signs should be made from materials that are long lasting and should not be made from temporary materials.

The graphic content of the signs should demonstrate a clear hierarchy and order of information.

Pictograms should be used to express shared trail cautionary and regulatory information.



SIGNAGE CONTROLS

PRIMARY INTERPRETIVE

Function

Large interpretive story, or multiple medium interpretive story's

Content

Point of Interest name / interpretive topic

Descriptive text

Images

Diagrams

Drawings

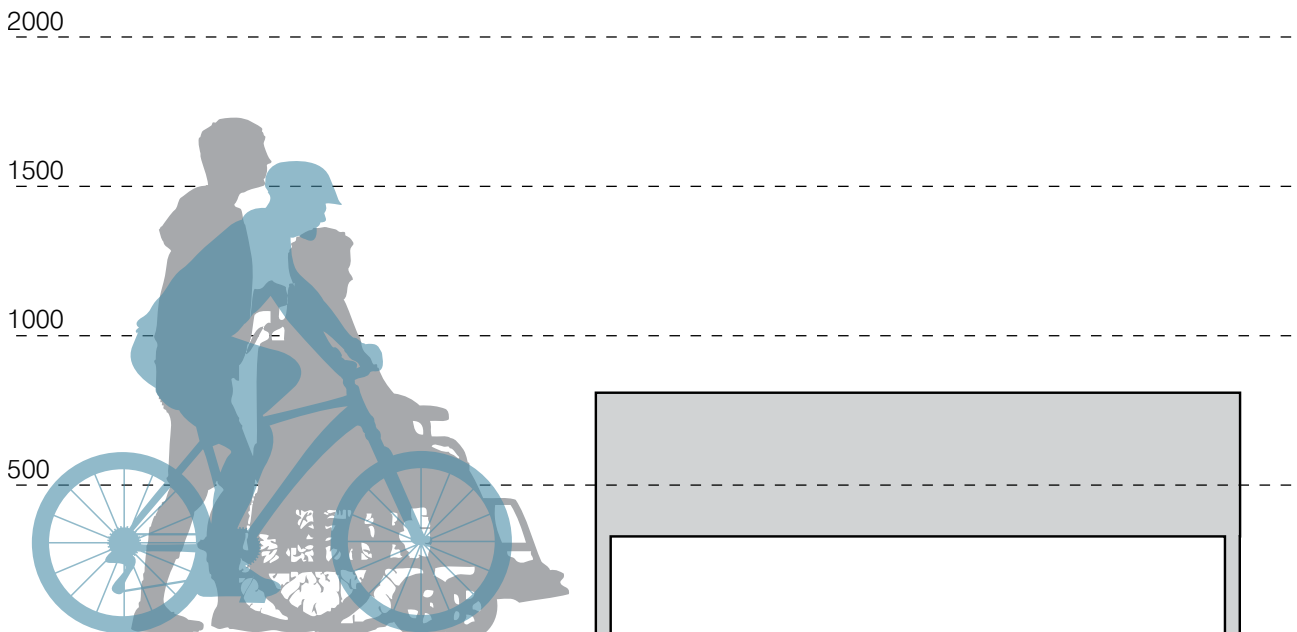
Controls

Primary Interpretive signs should be no taller than 800mm and no wider than 2000mm.

The form and materiality of individual design solutions should respond to the local landscape character and built form.

The graphic content of the signs should demonstrate a clear hierarchy and order of information.

Angled signs should be considered for greater viewing accessibility. Ensure the angled viewing plane and associated panel angles are considered.



Primary Interpretive

SIGNAGE CONTROLS SECONDARY INTERPRETIVE

Function

Medium interpretive story, or multiple minor interpretive story's

Content

Point of Interest name / interpretive topic

Descriptive text

Images

Diagrams

Drawings

Controls

Secondary Interpretive signs should be no taller than 600mm and no wider than 1200mm.

The form and materiality of individual design solutions should respond to the local landscape character and built form.

The graphic content of the signs should demonstrate a clear hierarchy and order of information.

Angled signs should be considered for greater viewing accessibility. Ensure the angled viewing plane and associated panel angles are considered.

SIGNAGE CONTROLS TERTIARY INTERPRETIVE

Function

Small interpretive story, or single minor interpretive story

Content

Point of Interest name / interpretive topic

Descriptive text

Images

Diagrams

Drawings

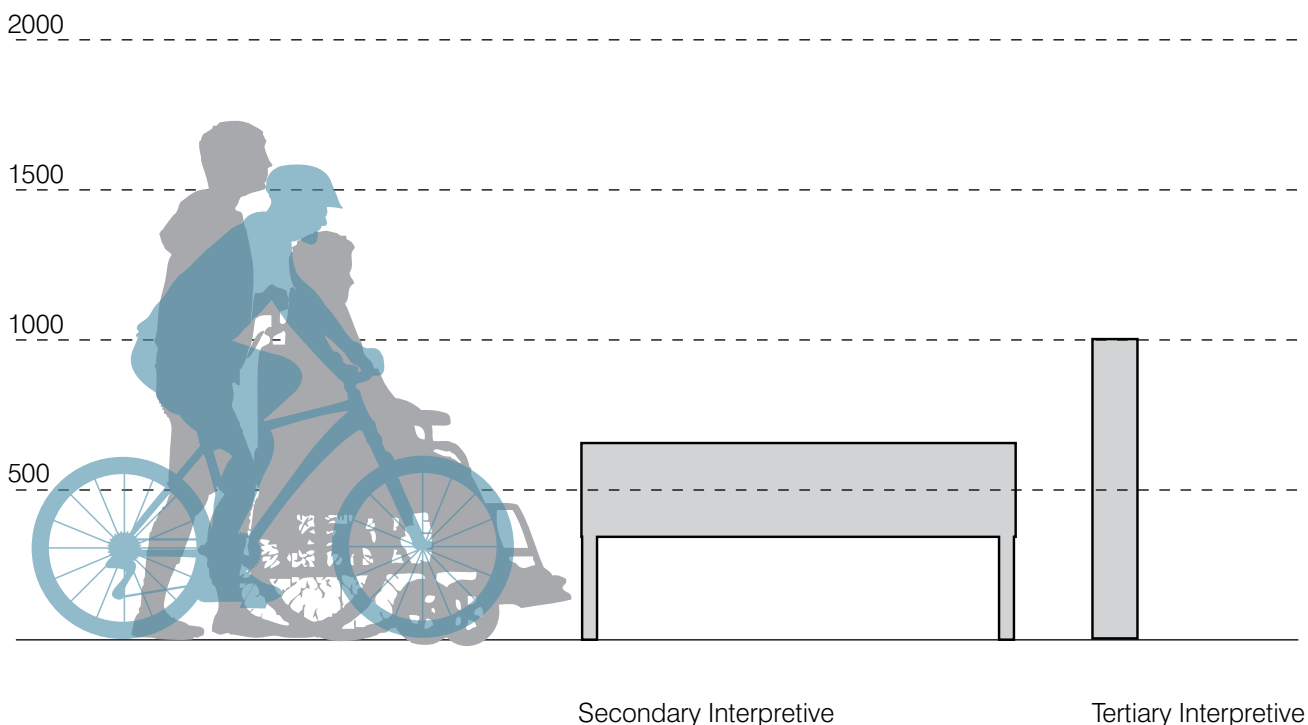
Controls

Tertiary Interpretive signs should be no taller than 1000mm and no wider than 200mm.

The form and materiality of individual design solutions should respond to the local landscape character and built form.

The graphic content of the signs should demonstrate a clear hierarchy and order of information.

Angled signs should be considered for greater viewing accessibility. Ensure the angled viewing plane and associated panel angles are considered.



SIGNAGE CONTROLS

PRIMARY IDENTIFICATION OPEN SPACE

Function

Identify a major natural open space

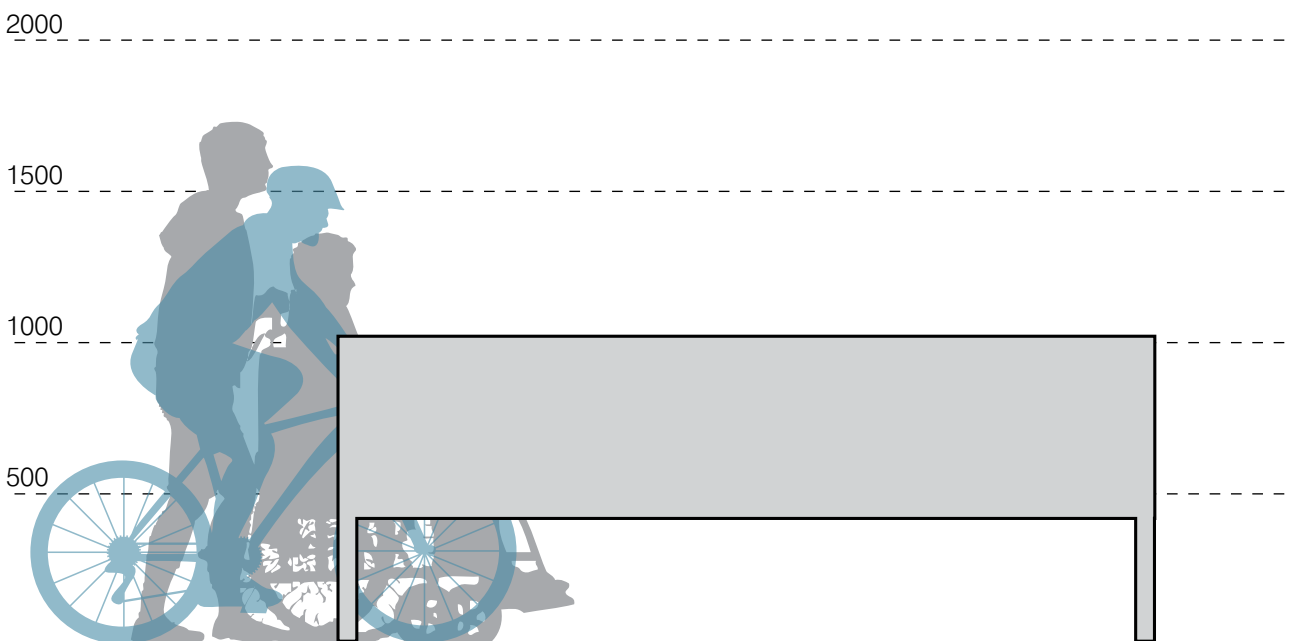
Content

Place name

Controls

Primary Identification signs should be no taller than 1000mm and no wider than 2200mm.

The form and materiality of individual design solutions should respond to the local landscape character and built form.



Primary Identification - Open Space

SIGNAGE CONTROLS

SECONDARY IDENTIFICATION OPEN SPACE

Function

Identify a minor open space

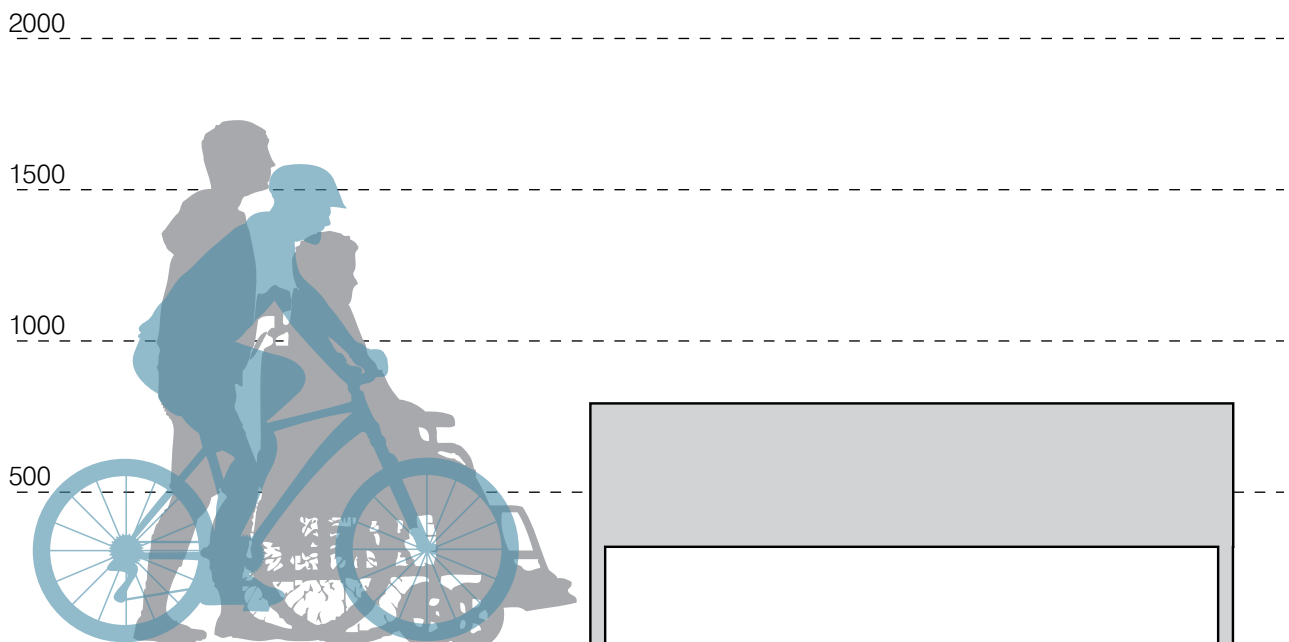
Content

Place name

Controls

Secondary Identification signs should be no taller than 800mm and no wider than 1700mm.

The form and materiality of individual design solutions should respond to the local landscape character and built form.



Secondary Identification - Open Space

SIGNAGE CONTROLS PRIMARY IDENTIFICATION BUILT SPACE

Function

Identity a major built space

Content

Place name

Controls

Primary Identification signs should be no taller than 1300mm and no wider than 4000mm.

The form and materiality of individual design solutions should respond to the local landscape character and built form.

SIGNAGE CONTROLS SECONDARY IDENTIFICATION BUILT SPACE

Function

Identity a secondary built space

Content

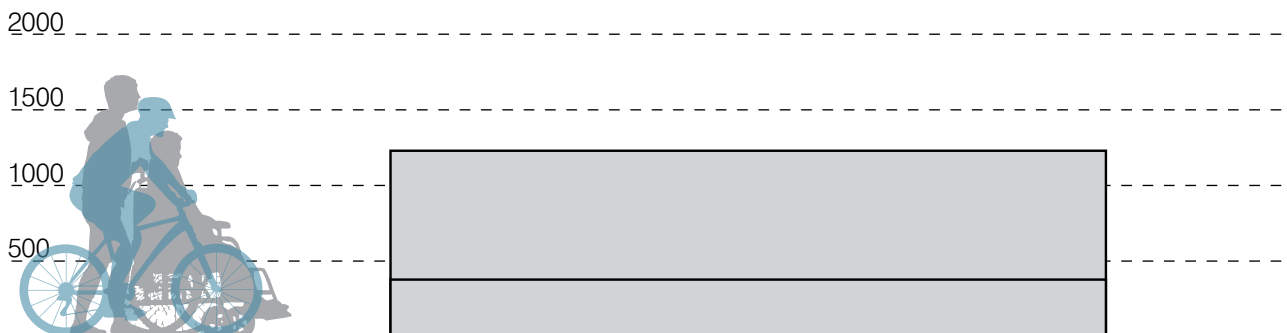
Place name

Controls

Secondary Identification signs should be no taller than 1000mm and no wider than 1700mm.

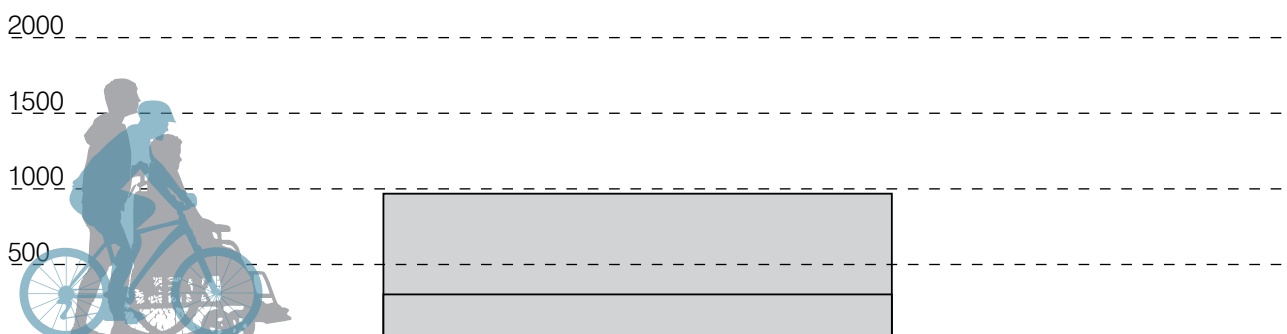
The form and materiality of individual design solutions should respond to the local landscape character and built form.

Urban / Sub Precinct Entry



Primary Identification - Built Space

Urban / Sub Precinct Entry



Secondary Identification - Built Space

This document has been
developed by HeineJones
in collaboration with
Ramboll Australia.

HeineJones

8 Kronk Place
Sunshine, VIC 3020
Australia

+61 3 9001 0837
www.heinejones.com.au
info@heinejones.com.au

Ramboll Australia Pty Ltd

Level 3, 100 Pacific Highway
North Sydney, NSW 2060
Australia

+61 2 9954 8100

Appendix E

Definitions

Definitions

Term	Definition
Acceptable solution	Acceptable solutions are 'deemed to comply' means by which a development may achieve the intent of a planning objective or performance criteria.
Battle axe handle	The area of land containing the carriageway entry for a battle-axe lot
Battle axe lot	A lot that has access to a road by an access laneway (Codes SEPP).
Building envelope	The three-dimensional space within which a building is confined.
Bulky goods and retail outlet	Has the same meaning as 'specialised retail premises' (SRLEP).
Habitable room	A room used for normal domestic activities, and includes a bedroom, living room, kitchen, dining room, study, family room etc., but excludes a bathroom, laundry, pantry, walk-in-wardrobe, corridor/hallway, lobby, and other spaces of a specialised nature occupied neither frequently nor for extended period (National Construction Code (NCC)).
Hardstand area	The area of a site through which water cannot infiltrate, and includes the area of the building footprint, garages, water tanks, outbuildings, and nonporous driveways (including gravel driveway), paths and courts, but excludes the water surface area of swimming pools.
Impervious surface	Land or material that is not readily penetrable by water. An impervious surface occurs where the soil surface is sealed, eliminating rainwater infiltration and natural groundwater recharge.
Landscape area	A part of a site used for growing plants, grasses and trees, but does not include any building or hardstand area.
Non habitable room	A space of a specialised nature not occupied frequently or for extended periods, including a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom or clothes-drying room.
On-site detention	A device used to control the rate of stormwater discharge from the site to flow rates similar to that occurring from the site prior to its development.
Outbuildings	Any of the following class 10a buildings under the NCC; <ol style="list-style-type: none"> a. balcony, deck, patio, pergola, terrace or verandah that is detached from a dwelling house, b. cabana, cubby house, fernery, garden shed, gazebo or greenhouse, c. carport that is detached from a dwelling house, d. farm building, e. garage that is detached from a dwelling house,

	<ul style="list-style-type: none"> f. rainwater tank (above ground) that is detached from a dwelling house, g. shade structure that is detached from a dwelling house, or h. shed.
Passive or casual surveillance	The casual surveillance of public spaces and streets by the users of the local area or adjoining land.
Permeable or pervious surface.	A surface finish which permits or facilitates the infiltration or penetration of water e.g., grass areas, landscaping, swimming pools, porous paving and the like.
Rural and/or environment zones	Land identified on the Land Zoning Map in LEP within rural and environmental Zones including R5 Large Lot Residential where the minimum lot size in this zone is more than 4,000m ² .
Secondary street frontage	For a corner lot, the street that is not the Primary Street Frontage.
Sensitive land use	Any land use where there are users that are likely to be significantly and regularly affected by emissions from other higher-impact land use(s); this definition extends beyond residential land uses to include tourist and visitor accommodation, hospitals, aged care and seniors living, child care facilities, playground and recreation areas, and public buildings where a reasonable level of amenity (suitable for each use) must be protected.
Site	The allotment(s) of land on which a development is located or is proposed to be carried out.
Stacked or tandem parking	A car parking space which is located behind (or in the access/ circulation) space of another parking space.
Urban zone or area	Land identified on the Land Zoning Map in LEP within a Employment Zone, Industrial Zone, or an Urban Residential Zone and that area not in a 'Rural and/or Environmental Zone' as defined earlier.

Appendix F

Exceptions to tree permits

Further information on making and determination of tree permit applications

1. Exceptions to Permit Approval Requirements

Some vegetation and tree clearing is exempt from Council permit requirements.

Note that clearing or tree works may require approval via another pathway and that the below exemptions do not prevail over these other pathways.

Even where no approval is required, it is recommended that prior written notification be made to Council before any tree work is carried out, providing information such as tree species, reasons for proposed works and digital photos. Where the tree work takes place to a heritage item or in a heritage conservation area, Council **must** also give support in writing before the tree works take place.

Approval is not required to perform tree works or remove a tree if it is clear to Council that the tree is a risk to human life or property.

Council permit approval is also not required to perform tree works, if the tree:

- Is dying or dead, is less than 6 metres in height and is not potential habitat of native fauna or a part of an ecological community.
- Has been approved to be removed under an existing Development Consent issued by Council.

Note: if approval is given for the pruning and removal of tree/s as part of Development Consent, tree works can only be carried out when construction work physically and substantially commences.

- Is located in a fuel free zone as determined by Council's Fire Control Officer and that tree represents a fire hazard.
- Is of an undesirable species as listed in Table A below.
- Is to receive minor or maintenance tree works, including:
 - Crown thinning by a maximum 10% of the existing canopy in any two year period
 - The pruning of deadwood more than 50mm in diameter
 - The removal of live branches to a height of 2.5 metres from ground level
 - Formative pruning of young trees and power line clearance, as defined in Australian Standard (AS 4373-2007 Pruning of Amenity Trees)
 - Pruning to promote growth or fruit production in a manner which does not harm the health of the tree
- Is growing within two (2) metres of any building (excluding an outbuilding) measured horizontally from the closest point of the trunk at one (1) metre from ground level to the closest point of the vertical alignment of the building structure which may be the eave, guttering or fixed awning of the building.
- Tree works on public land owned by or under the care, control and management of Council and carried out by persons authorised by Council.
- Anything authorised by or under the *State Emergency and Rescue Management Act 1989* or *State Emergency Act 1989* in relation to an emergency and that was reasonably necessary in order to avoid an actual or imminent threat to life or property.

- Any emergency firefighting or bush fire hazard reduction work within the meaning of the *Rural Fires Act 1997* that is authorised or required to be carried out under that Act (10/50 vegetation clearing).
- Biosecurity authorisation under the *Biosecurity Act 2015*.
- Plantation operations authorisation under the *Plantations and Reafforestation Act 1999*.
- Forestry operations authorisation under the *Forestry Act 2012*.
- Water management authorisation under the *Water Management Act 2000*.
- Mining/petroleum authorisation under the *Mining Act 1992* or the *Petroleum (Onshore) Act 1991*.
- Fisheries management authorisation under the *Fisheries Management Act 1994*.
- Survey work under the *Surveying and Spatial Information Act 2002* and carried out under the direction of a surveyor.
- Roads authorisation under the *Roads Act 1993*.
- Private land conservation agreement under the *Biodiversity Conservation Act 2016*.

Note: applicants must refer to other legislation and policies for requirements and controls where relevant, including the *National Parks and Wildlife Act 1974* and the *Biodiversity Conservation Act 2016*.

2. Complying Development

If complying development under the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 includes tree works which require a permit or development consent, a permit or development consent for the associated tree works must be received from Council prior to a complying development certificate being issued.

3. Information required with permit applications

An application for a Council permit to carry out tree or vegetation works must (as a minimum) contain the reasons for the proposed tree works or clearing, descriptions of the existing tree/s, proposed landscape treatments and supporting documentation (e.g. photographs).

4. Notification

In circumstances where an adjoining owner/s may be directly affected by a proposal relating to tree works, Council may determine to notify adjoining owner/s in accordance with the Public Notification requirements of the Community Participation Plan. This is at the discretion of Council.

5. Appeals

An appeal to Council against an approval or refusal to grant a permit under this Code may be made by the applicant.

If dissatisfied with the result of the appeal to Council, an applicant for a permit may appeal to the Land and Environment Court against the refusal by Council to grant the permit, as per Clause 2.12 of the State Environmental Planning Policy (Biodiversity and Conservation) 2021. Any such appeal is to be made within 3 months after the date on which the applicant is notified of the decision or within 3 months after the Council is taken to have refused the application (whichever is later).

An application for a permit that has not been determined is taken to have been refused after 28 days from the date the application was made.

6. Matters for consideration when granting permits

Council's considerations of a permit application for vegetation clearing and tree works may include:

- Whether the vegetation and/or tree have significant amenity or aesthetic value or are ecologically significant.
- The condition, maturity and life expectancy of the tree.
- A report from a qualified arborist (if required).
- Whether the tree is affected by the provisions of any other Act, Regulation or State Environmental Planning Policy applying to the land.
- The potential hazards to persons and/or property in the context of:
 - Structural soundness of the particular tree (including condition of the canopy, amount of deadwood, any prolonged decline, significant and sustained insect attack)
 - The characteristics and risk potential of the particular species
 - Siting issues such as ground conditions, building proximity, etc. which may give rise to a hazardous situation (particularly structural damage to public infrastructure and/or private property caused by the tree, its trunk or root system)
 - Existing (or potential) traffic obstruction in relation to proximity to a roadway, intersection or driveway, where pruning would be an insufficient remedy
- The demonstrated need for reasonable solar access to windows, opening of a building, solar appliances, clothes drying and outdoor living areas.
- Whether a tree should be replaced by a more suitable species given its location or proximity to services such as overhead powerlines, sewer or drainage pipes or the like.
- Whether appropriate additional (or replacement) planting has been or should be undertaken.
- The need for, and suitability of, soil erosion and siltation controls.
- Whether a tree or vegetation is, or provides for, habitat of a threatened species or ecological communities listed in the *Threatened Species Conservation Act 1995*.

7. Matters outside consideration when granting permits

Provided that no significant hazard or other safety issues are caused by the existing trees, the following should not generally be considered as valid reasons to remove trees or native vegetation:

- Leaf drop to gutters, downpipes, pools, lawns etc.
- To increase natural light, where it is the sole consideration
- To improve street lighting to private property
- To enhance views or reduce the height of trees
- To reduce the shade created by trees
- To reduce fruit, resin or bird dropping falling onto driveways and/or cars
- Minor lifting of driveways, front fences, paths and footpaths by tree roots
- To erect a fence

- Bushfire hazard control, which has not been verified by Council
- Potential damage to sewer mains or stormwater pipes, unless supported by written expert advice and only where reasonable alternatives are not feasible (e.g. relocation or encasement of mains and replacement of damaged pipes in PVC plastic)

8. Undesirable species

Table A: Undesirable Species List

Common Name	Botanic Name
Tree of Heaven	Ailanthus altissima
Cotoneaster	Cotoneaster species
Coral tree	Erythrina species
Rubber tree	Ficus elastic
Privet	Ligustrum species
Oleander	Nerium oleander
Ochna	Ochna serrulata
African Olive	Olea europa var. Africana
Cocos Palm	Syagrus romanzoffianum
Evergreen Alder	Alnus jorullensis
Bamboo species	Bambusa species
Hackberry	Celtis occidentalis
Norfolk Island Hibiscus	Lagunaria Patersonia
Mulberry	Morus species
Poplars	Populus species
Willows	
Black locust	Robinia psuedoacacia
Pyracantha or Firethorn	Pyracantha angustifolia
Box Elder	Acer negundo
Cootamundra Wattle	acacia baileyana
Oxeye daisy	leucanthemum vulgare
Yarrow (herb)	Archillea millefolium
Browntop Bent (grass)	Agrostis capillaris

Note: where trees or vegetation are included on the Undesirable Species list above and are also a heritage item under the Snowy River LEP 2013, Council permit approval will be required in accordance with the sections above.

9. Trees on neighbouring land

Council has no power to order the owner of a tree to remove or prune a tree on their property apart from under the provisions of the *Biosecurity Act 2015*.

Where a tree is growing on a boundary, ownership is determined by which side of the boundary the centre of the trunk originated, or which side of the boundary, the majority of the trunk's diameter exists (at ground level).

Permission for removal of a tree on a neighbour's property can only be granted to the owner of the tree and requires the consent of Council. Written agreement from the owner of the tree must occur prior to making an application.

Where neighbour disputes arise, Council refers affected persons to the *Trees (Disputes Between Neighbours) Act 2006*.