<table>
<thead>
<tr>
<th>Principal Plan adopted by Council:</th>
<th>13 October 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Document:</td>
<td>C18110508</td>
</tr>
</tbody>
</table>

Googong DCP

Parts 4 and 5

Subdivision and Design
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PART 4 - SUBDIVISION CONTROLS

4.1 Introduction

This section sets out the objectives and controls for the subdivision design at Googong. This is supplemented by the Queanbeyan Council Engineering Design Specification – Googong and development standards contained in the QLEP 2012:

Subdivision design should be based upon:

- Community building
- Neighbourhood creation
- Safety
- Accessibility
- Solar orientation
- Maximising views and amenity

It is important to ensure that the road network creates legibility and contributes to a sense of place.

4.2 General Objectives

1) Create a legible subdivision pattern that maximises the ‘sense of neighbourhood’ and promotes walking and cycling over private car uses.

2) To set up a neighbourhood pattern that utilises the residential development areas efficiently, optimises the natural attributes of the site and clearly defines and reinforces the public domain.

3) Optimise views and the amenity of residential allotments in regards to views, solar access and proximity to community facilities, open space and public transport.

4) Ensure each neighbourhood within the township has a range of densities and housing choices to cater for the various needs of the community.

5) Provide good solar access opportunities for future dwellings and residents and ensure that the lot layout responds to and optimizes solar access.

4.3 General Controls

a) Subdivision design shall be generally in accordance with the Neighbourhood Structure Plan.

b) Subdivision lot sizes shall comply with the minimum lot sizes as specified in the QLEP 2012 (refer to QLEP 2012 Lot Size Map).

c) Neighbourhoods are to be centred on a focal point of a town or neighbourhood centre with retail, commercial or community facilities that are generally within a 5 – 10 minute walk from all dwellings. ‘Walkable communities’ are developments where urban design focuses on pedestrian comfort between key destinations (mixed use centre, school, open space), including shade, shelter, surveillance, attractive surroundings, activity, visual interest and land uses.

d) Neighbourhood pattern is to create a legible and permeable street hierarchy that responds to the natural site topography, the location of existing significant trees and solar design principles.
e) Pedestrian and bicycle connectivity within each residential neighbourhood is to be provided between the residential areas and public open space areas, public transport nodes, education and community / recreation facilities.

f) Street blocks are to be generally a maximum of 250m long by 70m wide. Block lengths and widths in excess of 250m may be considered by council where connectivity objectives are achieved.

g) Each new allotment has sufficient building area on it, being land with a slope of less than 20%.

Where the land in the opinion of the Council is unstable, a geophysical report on the stability of land is to be prepared by consultants acceptable to the Council and the report is to indicate which part of the land is suitable for development or appropriate measures that need to be taken to stabilize the area proposed for development.

4.4 Lot Orientation
Lot layout and orientation must be considered from a number of angles, including maximising energy efficiency, creating a sense of place and attractive streetscape, supporting community interaction and safety, and housing choice.

Although north-south orientation is considered optimal by a number of resources for passive design of buildings it is not considered the only option for Googong.

Located in a cool temperate region, Googong lots and housing should be oriented to focus upon warmth and solar access, with some cooling in summer. Wider E-W oriented lots have a long axis on this alignment with the long façade of each dwelling facing north to maximise solar aspect.

This also means that all dwellings would have private open spaces facing north, and the length of the building is such that the majority of living areas can have direct solar penetration, with a minimum length exposed to morning and hot afternoon sun.

Figure 1: Indicative Site layouts and building siting dependent upon lot orientation (living spaces in grey)
Lot Orientation Controls:

a) Consideration should be given to different lot dimensions depending on the lot orientation. In this regard, upfront detailed tailoring of a layout at the early stages of a project can deliver sustainable outcomes.

b) Lot orientation, size and dimensions should enable dwellings to be generally sited either on a N-S or E-W orientation. Where other amenities such as views over open space are available or the topography prevents efficient design then alternative lot orientations can be considered. Refer above.

c) Allowances are to be made for different lot depths and widths, depending on orientation, which may also result in increased variety to the streetscape frontage pattern.

d) Where E-W oriented lots are proposed lots should be wider to support solar access.

e) Design for deeper N-S lots on the southern side of roads, particularly if two storey dwellings are envisaged, to allow for solar access to private open space at the rear.

f) N-S oriented lots on the northern side of an E-W road can be less deep than N-S lots on the southern side of the same road. Narrower lots can be accommodated, particularly for the northern lots as they as particularly suitable for two storey dwellings with a lesser footprint. A wider southern lot allows for a central courtyard, which may gain greater solar penetration.

Lot Size and Layout Objectives:

1) Encourage a variety of lot sizes across the site to promote housing choice and create varied streetscapes.

2) Smaller lot sizes are to be located within easy walking distance of a neighbourhood centre or the town centre, with larger lot sizes generally at the edges of Googong.

3) Promote generally rectangular street blocks and lots to maximise efficiency.

Lot Size and Layout Controls:

a) Minimum lot size is to be in accordance with the QLEP 2012 Lot Size Map and the lot dimensions are to be in accordance with the Table 1 below.

<table>
<thead>
<tr>
<th>Lot Size</th>
<th>Minimum Frontage Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>170 &lt; 250m²</td>
<td>6.0m</td>
</tr>
<tr>
<td>250 &lt; 300m²</td>
<td>6.0m</td>
</tr>
<tr>
<td>300 &lt; 450m²</td>
<td>10m</td>
</tr>
<tr>
<td>450 &lt; 600m²</td>
<td>12m</td>
</tr>
<tr>
<td>600 &lt; 900m²</td>
<td>12m</td>
</tr>
<tr>
<td>900 &lt; 1500m²</td>
<td>15m</td>
</tr>
<tr>
<td>&gt; 1500m²</td>
<td>18m</td>
</tr>
</tbody>
</table>
b) Residential lot size must be capable of accommodating a dwelling, private open space and at least one under cover car parking space.

c) Lot size and layout are to take into account the slope of the land, any environmental constraints and any significant natural features to create a legible and permeable neighbourhood pattern.

d) Lots should be generally rectangular in shape and orientated to allow future dwellings to gain access off streets and where possible, public open spaces.

No more than two battle axe shaped allotments should adjoin each other. The access corridor is that part of a battle axe shaped allotment which provides private access between the main part of the allotment and the public road.

Council’s requirements for access corridors are as follows:

1) Maximum length: 60m
2) Minimum width: 4.0m
3) Minimum width of Shared Access Corridor: 6.0m
4) No more than two allotments should be served by a shared access corridor.

The access corridor of a battle axe allotment is not included in the calculation of the minimum allotment area.

Clause 4.1D of the QLEP 2012 permits variation to the minimum lot size to provide opportunities for affordable medium density housing in appropriate locations. Despite the minimum lot shown on the Lot Size Map, QLEP 2012 land may be subdivided into lots of 170m² minimum if the land is located within 200m of Zone B2 Local Centre, or identified as “Additional Development Area” on the Local Clause Map. The proposed development applications must comprise a minimum four lots and include dwelling designs for each lot.
4.5 Land North Googong Dam Road and East of Old Cooma Road

This area is zoned for General Residential R1, Large Lot Residential R5 and Environmental Protection E2. The E2 area comprises environmental sensitive land with a steep gorge draining into the Queanbeyan River. Subdivision of this land may only occur in conjunction with subdivision of adjacent residential zones R1 and R5. Subdivided lots in E2 zone are to be adjoined with a residential dwelling site, no structures will be permitted within the E2 zone other than environmental facilities.

Subdivision Controls:

a) The minimum lot size and dimensions are to be in accordance with the QLEP 2012 Lot Size Map and Table 2 below:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Lot Size</th>
<th>Minimum Frontage Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1</td>
<td>1,000m²</td>
<td>18m</td>
</tr>
<tr>
<td>R5</td>
<td>15,000m² (1.5ha)</td>
<td>50m to internal road. Reduced frontage dimension permitted at the end of a cul-de-sac or right of carriageway.</td>
</tr>
<tr>
<td>E2</td>
<td>100,000m² (10ha)*</td>
<td>satisfactory ratio of width to depth of allotment having regard to the physical and environmental constraints and its functionality with the adjoining dwelling house site in zone R1 or R5.</td>
</tr>
</tbody>
</table>

b) The subdivision of the land requires preparation of a Neighbourhood Structure Plan and its approval by Council prior to submission of a development application for subdivision of this locality.

c) Subdivision of R5 land is permitted to have only one public road access off Old Cooma Road.

d) No direct access to allotments will be permitted to Old Cooma Road or Googong Dam Road.

e) The R5 land may be subdivided as a cluster housing subdivision under a Community Title Scheme. Each lot created is to have an area of not less than 1000m² and not more than one dwelling house is to be erected for each 1.5ha of the land on which the development is to be carried out. Only one private road access will be permitted to Old Cooma Road servicing the cluster housing subdivision.

f) An application for development involving E2 zoned land is to demonstrate to Council that an appropriate management regime will be put in place relating to bushfire control, vegetation clearing, access provision, fencing controls, recreational uses, feral animal and weed control, management of grazing, keeping of animals and landscaping with indigenous species.
g) Building envelopes in zone R5 must be setback a minimum 10m from an internal road, 20m from Old Cooma Road and 10m from an adjoining lot side boundary.

4.6 Residential Interface with Googong Dam Foreshores

Land adjoining the Googong Dam foreshores and within the Googong Dam catchment is zoned for Environmental Protection E2 and adjoined by R5 Large Lot Residential. Subdivision of E2 land may only occur in conjunction with subdivision of adjacent residential zone R5. No structures will be permitted within the E2 zone other than environmental facilities.

Subdivision Controls:

a) The minimum lot size to be in accordance with the QLEP 2012 Lot Size Map i.e. 1.5ha.

b) The configuration of the E2 zone in this locality may preclude subdivisions into satisfactory lot sizes to adjoin with adjacent R5 subdivided land. Strategies for the management and control of this land will need to be submitted as part of Plan of Management.

c) An application for development involving E2 zoned land is to demonstrate to Council that an appropriate management regime will be put in place relating to bushfire control, vegetation clearing, access provision, fencing controls, recreational uses, feral animal and weed control, management of grazing, keeping of animals and landscaping with indigenous species.

d) Building envelopes in zone R5 must be setback a minimum 10m from an internal road and 10m from adjoining side and rear boundaries.
Part 5 - Design Guidelines and Controls for Public Domain

5.1. Introduction

It is intended that the public domain at Googong will respect the area’s rural heritage, celebrate its natural landscape, environment and water and create a place that is for people.

The vision is to create a town that leads the region in terms of its interpretation of sustainability. The public domain includes public infrastructure for example water, the road access network, public open spaces landscaping, public art and signage.

5.2. Street Network

It is important that the street network creates legibility and contributes to a sense of place, social sustainability, casual surveillance and active vibrant places. A legible well connected street network ensures that people move easily between key activity nodes such as town centres, schools etc. It will also ensure privacy for neighbourhoods by supporting local destination traffic rather than through traffic.

Streets in Googong will be designed to facilitate efficient pedestrian, bicycle, public transport and private car movement. A network of pedestrian and cycle paths in Googong will provide good access to key destinations such as the town centre, neighbourhood centres, parks and community facilities.

Arterial Road will connect the neighbourhoods and provide an identifiable public transport route. Vehicular access to Googong will be from Googong Dam Road and Old Cooma Road.

Objectives:

1) Establish a street network that complements the characteristics of each neighbourhood area and promotes a liveable and permeable local environment
2) Provide safe and convenient access to all subdivisions and all allotments within a subdivision.
3) Facilitate safe movement of road users through the provision of usable and accessible facilities for pedestrian and cyclists.
4) Promote use of public transport through the provision of appropriate facilities for users of public transport.
5) Make provision for legible, safe and efficient pedestrian, bicycle and vehicular movement throughout the township and connections to the established network.
6) Create a street hierarchy that reflects the function and character of each street and forms part of a legible network.
7) Make provision for a public transport route through Googong.
8) Provide as appropriate Water Sensitive Urban Design (WSUD) elements into the street network, as illustrated in images above.
Controls:

a) Streets are to be designed in accordance with the Master Plan, Council’s adopted Engineering Design Specification – Googong, Control Diagrams and numeric controls in the Table 3 as identified herein.

b) A development application must demonstrate that the proposed streets are appropriate for their role in the street network.

c) All new streets are to comply with the design and engineering requirements applicable to roads and streets, crossings, footpaths, cycle ways, bus shelters and the like in QCC Engineering Design Specification – Googong.

d) Streets are to include a stormwater drainage facilities as required. WSUD controls should be provided where possible in central medians.

e) Subdivisions are to be designed to provide adequate safety for pedestrians using the street verge.

f) Applications for subdivision shall be accompanied by a traffic engineering assessment that includes traffic volumes and movements, cross-sections through typical street types demonstrating that road reserve widths can adequately accommodate electricity, gas, telecommunications, water and waste water infrastructure, street trees, footpaths, shared paths, on-street parking, road pavement widths and where appropriate on-street cycling.
Table 3: Summary Design Control Hierarchy
Source: adapted from the Googong Master Plan prepared by CIC and Council’s Engineering Design Specifications.

**Notes:** *indicates no vehicular access from allotments to road reserve.

<table>
<thead>
<tr>
<th>Category</th>
<th>Maximum Traffic Volume (vpd)</th>
<th>Carriageway (minimum)</th>
<th>Verge (minimum)</th>
<th>Parking</th>
<th>Footpath</th>
<th>Cycle Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial Road</td>
<td>20,000</td>
<td>2 x 8.5m + 6.0m Slip Road</td>
<td>5.0m</td>
<td>Included on slip road</td>
<td>2 x 1.5</td>
<td>2 x 1.5</td>
</tr>
<tr>
<td>Local Arterial Road*</td>
<td>9,000</td>
<td>2 x 7.1m includes road, cycle path &amp; parking provisions</td>
<td>5.0m</td>
<td>2.1m (indented in verge)</td>
<td>2 x 1.5</td>
<td>2 x 1.5</td>
</tr>
<tr>
<td>Local Sub-Arterial Road</td>
<td>6,000</td>
<td>As above</td>
<td>5.0m</td>
<td>2.1m (indented in verge)</td>
<td>2 x 1.5</td>
<td>2 x 1.5</td>
</tr>
<tr>
<td>Collector Street 1</td>
<td>3,000</td>
<td>11.2m includes road &amp; parking</td>
<td>5.0m</td>
<td>2.1m</td>
<td>See footnote</td>
<td></td>
</tr>
<tr>
<td>Local Street 2</td>
<td>2,000</td>
<td>9.2m includes road &amp; parking</td>
<td>5.0m</td>
<td>2.1m</td>
<td>See footnote</td>
<td></td>
</tr>
<tr>
<td>Local Street 3</td>
<td>2,000</td>
<td>8.0m includes road &amp; parking</td>
<td>1 x 5.0m 1 x 4.5m</td>
<td>2.1m</td>
<td>1 x 1.5m</td>
<td>See footnote</td>
</tr>
<tr>
<td>Local Street-Boulevard</td>
<td>3,000</td>
<td>2 x 5.5m</td>
<td>5.0m</td>
<td>Included in carriageway width</td>
<td>2 x 1.5m</td>
<td>See footnote</td>
</tr>
<tr>
<td>Local Street-Open Space Drive</td>
<td>1,000</td>
<td>8.0m</td>
<td>5.0m</td>
<td>Included in carriageway width</td>
<td>1 x 1.5m</td>
<td>See footnote</td>
</tr>
<tr>
<td>Access Street</td>
<td>500</td>
<td>6.0m</td>
<td>1 x 4.0m 1 x 2.5m</td>
<td>Included in carriageway width</td>
<td>1 x 1.5m</td>
<td>See footnote</td>
</tr>
<tr>
<td>Local Street-Laneway</td>
<td>100</td>
<td>3.0m – one way (geometry needs to accommodate garbage service vehicles)</td>
<td>2.0m</td>
<td>n/a</td>
<td>Nil</td>
<td>Local Street-Laneway</td>
</tr>
</tbody>
</table>

**Footnote:** If part of the bicycle network is to be included as part of the road pavement, the area for bicycle use is to be clearly demarcated as a cycle lane. If a shared path 2.0m wide for pedestrians and bicycles is required the footpath is to be clearly signposted and line marked as a shared path, 2.0m wide.
5.3. **Main Road**

Design Objectives:

1) These roads are intended as the main ‘town road’, linking the commercial centres within Googong as well as to the external network.

2) Their main function is to provide the convenient and safe distribution of traffic generated by the township development.

3) These streets are to be designed to accommodate public transport, cars, cyclists and pedestrians.

4) An entry statement in the form of public art is encouraged.

Controls:

a) Arterial Roads will provide for two travel lanes in each direction with access from allotments prohibited. Where access to lots is required a service road will be provided.

b) Daily traffic is intended to be approximately 9,000 vehicles per day.

c) It is to be designed for a vehicle speed of up to 60 km/h and be able to accommodate public buses. Refer to Control diagram following.
Googong Township: Typical Minimum Cross Section and Plan AV1 – 30.0-14.2
5.4. Collector Road

Design Objectives:
1) Collector Streets are intended to also accommodate buses and link the Local Streets within neighbourhoods to the main road and beyond.
2) They are the neighbourhood ‘arrival’ streets so their character has an important impact on sense of place.
3) These streets will tie Googong together providing the preliminary movement system for pedestrians, motorists, cyclists and the public transport system.
4) Entry statements in the form of public art are encouraged.
5) Daily traffic will be fewer than 3,000 vehicles per day.
5.5. Local Streets

Design Objectives:
1) Local streets will be the most common street type in Googong.
2) They are designed to meet the typical conditions of residential areas.
3) The network of local streets will link neighbourhood areas to the collector.
4) Total number of vehicles is estimated to be 2,000 per day.

Controls:
   a) Daily traffic is intended to be approximately 2,000 vehicles per day. Refer to Control diagram below and following.

Googong Township: Typical Minimum Cross Section and Plan ST2 – 19.7-9.7

Note: Footpath to be provided on one side of the road only
Googong Township: Typical Minimum Cross Section and Plan ST3 – 17.5 -8.0

Note: Footpath to be provided on one side of the road only

5.6. Local Street– Boulevard

Design Objectives:
1) This road is a variation of the Local Street and provides a much wider boulevard to promote a country feel in particular areas.
2) Opportunity exists for the promotion of WSUD to be accommodated with the central median strip, as well as a deep planting zone.

Controls:
  a) The road will have a total carriageway width of 2 x 5.5m (including parking). Refer to Control diagram below.
Googong Township: Typical Minimum Cross Section and Plan ST4 – 30.0 -11.0
5.7. Local Street – Adjacent to Major Open Space Areas

Design Objectives:

1) These roads are intended to complement the open space areas abutting the street to enhance the amenity of the area.

Controls:

a) The road DR1 will have a total carriageway width 8.0m (including parking).

b) Daily traffic volume is intended to be approximately 1,000 vehicles per day. Refer to control diagram below.

c) DR2 will be utilised in low traffic environments and have a carriageway width of 6.0m (including parking) Refer to control diagram below.

Googong Township: Typical Minimum Cross Section and Plan DR1 – 15.0 -8.0
Googong Township: Typical Minimum Cross Section And Plan DR2 – 13.0 -6.0
5.8. Local Street – Laneway

Design Objectives:

1) Laneways within Googong may be either part of the public road network or private laneways forming part of a community title development.

2) The design intent for either type of laneway is to promote a shared zone with pedestrians, allowing vehicular traffic only for access to garages/parking spaces and is to incorporate a change in materials and or kerb cuts to provide differentiation to other vehicular streets.

3) Typical laneway treatments are shown in Figure 7. They are also to have a maximum length of 80m (this length is reduced to 60m for “gun barrel” laneways), to be signposted for low speeds and no parking is permitted.

4) The laneway must be designed to cater for the design traffic that is likely to use the laneway, particularly with regard to delivery vehicles in commercial areas.

Controls:

a) Public laneways are to have a carriageway of 3.0m, must allow for garbage service vehicles and medium rigid trucks and are to be signposted as one-way. A minimum road reserve width of 6.0m is required where a 0.5m rear setback is provided.

b) Where no rear setback is provided a minimum road reserve of 7.0m is required. Any above ground structures, trees or landscaping in the laneway shoulder must be located to allow vehicles to enter garage doors in accordance with Figure 5.4 of AS/NZS 2890.1 – 2004. Public Laneways must connect to a public street at each of its ends and not to another laneway.

c) Private laneways are to have a minimum carriageway of 3.0m and a verge of 1.5m, with no provision for on street parking. Their connections to a public road are to be provided by a driveway with width in accordance with Table 3.2 of AS/NZS 2890.1 – 2004. The public laneway should be offset from one another at a street junction and any staggering must allow for use by small rigid trucks.
Googong Township: Typical Minimum Cross Section and Plan Private Laneway
Figure 2: Typical Laneway Treatment
5.9. Public Open Spaces and Landscaping

Design Objectives:
1) Provide a mix of passive, active, formal and informal public open spaces and play opportunities that will cater for and support the future community of Googong.
2) Provide open space areas which are distinctive in character and provide safe and secure access for all users.
3) Establish attractive walking and cycling links throughout.
4) Create attractive landscapes that are durable and generally low maintenance.
5) Landscaping of public open space shall be generally in accordance with the Landscape and Open Space Strategy and Schedule 1 in the local Voluntary Planning Agreement.

Relevant Controls:

a) Googong Common - Googong Common shall:
   i. Combine recreation, ancillary commercial, functional, environmental and cultural roles.
   ii. Provide an extensive open space resource for Googong.
   iii. Embody the character and environmental attributes of the Monaro landscape.
   iv. Include a feature entry which suitably announces the entry and incorporates signage, shelters and a major water feature.
   v. Provide cycle and pedestrian paths, amenities, playgrounds, passive recreation, active sports facilities and shelters, art and heritage interpretation, a pedestrian bridge over Montgomery Creek and water bodies.

b) Hill 800 - Hill 800 shall:
   i. Include a lookout or series of lookouts with provision of sun and rain shelter.
   ii. A series of pathways and direct stairway.
   iii. Provide interpretive signage to reflect upon cultural and ecological landscape and include minor art work(s).
   iv. Include establishment of plant species responsive to the character and exposed nature of the area.
   v. Result in minimal removal of existing rock formations to hill top to preserve the geological heritage of the site.
   vi. Provide adequate level of parking to base of Hill 800 for visitors to the lookout.

c) Neighbourhood Parks - Neighbourhood Parks shall:
   i. Be identified in each Neighbourhood Structure Plan.
   ii. Be located so that a park is generally within 800m from dwellings.
   iii. Have a minimum area of 3000m$^2$.
   iv. Be located with drainage lines or ridgelines to accommodate stormwater management and views respectively.
   v. Provide areas and facilities for both active and passive recreation.
   vi. Provide detail grading and retaining systems to allow for levels associated with existing trees to be retained and to achieve a satisfactory and practical park grade.
   vii. Provide one large play area with adequate shade facility and fencing/planting to define the play zone.
viii. Provide elements (can be play orientated) that contribute to the ‘celebration of water’ across the Township.
ix. Provide a large shelter facility with BBQ facility with seating and tables
x. Provide entry and signage (park name) elements.
xi. Ensure heritage overlay where appropriate through interpretive signage, artwork installations or retention of existing shelter belt and cultural plantings.
xii. Include water sensitive urban design elements such as vegetated swales, minor creeklines, passive irrigation and detention ponds or treatment basins.

d) Local Parks - Local Parks shall:
i. Have a minimum area of 1000m2 and be linked to a larger open space network.
ii. Be generally within 200m of most residents (unless that resident is within 400m of a neighbourhood park).
iii. Allow for passive and / or active recreation.
iv. Provide seating and pathways for circulation.
v. Incorporate small children’s play facilities as set out in Schedule 1 of the voluntary planning agreement.
vi. Provide entry and signage elements.
vii. Integrate open space with stormwater management and environmental strategies
viii. Optimise ecological functionality through planting of endemic species.

e) Civic spaces in the neighbourhood centres and town centre - Civic spaces in the neighbourhood centres and town centre shall:
i. Provide one space central to each centre.
ii. Provide vegetation or other buffering elements from NW to SE winds to provide protected enjoyable spaces.
iii. Provide areas and facilities for both active and passive recreation and café/spill out zone from adjoining retail or community facility.
iv. Provide entry and signage (park name) elements.
v. Provide interpretive signage to reflect upon cultural and ecological landscape.
vi. Provide and integrate artwork.
vii. Provide and integrate cycle parking.
viii. Provide for and integrate water sensitive urban design elements.
ix. Be predominantly planted with a single identifier species.
x. Be generally oriented to optimise solar access.
f) Linear Parks and drainage reserves - Linear Parks and drainage reserves shall:
   i. Maximise ecological function through the planting of endemic species.
   ii. Link neighbourhood and local parks and other key community focal points into
       the continuous open space network.
   iii. Facilitate overland flow requirements.
   iv. Integrate non-vehicular circulation within footpaths and cycleways to increase
       safety and connectivity.
   v. Include water sensitive urban design elements such as weir structures to
       control water flow around drainage lines and create pooling where required,
       urban creek lines along streets and existing creeks.
   vi. Include bushland regeneration where appropriate.

5.10. Landscaping in the Public Domain

Main access roads and boulevards are to incorporate WSUD bio retention elements where
appropriate. Gateways to the site along Old Cooma Road and Googong Dam Road are to
include feature planning to establish a visual identity and include exotic species.

Any subdivision application shall be accompanied by a planting schedule detailing proposed
planting for local streets. Such proposed planting shall include a mix of exotic and local native
species. Other plants may be used where it can be demonstrated that they meet the objectives
and controls in this DCP.

Construction:

Construction of Landscaping is to be in accordance with the site analysis plan and landscape
plan and is not to commence until it has been approved by Council and a construction
certificate has been issued for the subdivision or for that part of the subdivision where
landscaping in accordance with the approved plan is to occur. A landscape plan must be
submitted with a DA application for subdivision.

The Landscape Plan is to demonstrate the full understanding of:
- The existing site and its landscape features including landform, soil, climate, ecology
  and vegetation.
- The existing surrounding land use and neighbourhood character.
- The influence the existing and any proposed development may have on the amenity
  of the area.
- The potential bushfire threat to the property/land and whether a bush fire hazard exists
  on or is adjacent to the land.
- The implications of vegetation and wildlife corridors.

The Landscape Plan is to provide details on:
- Earthworks
- Plant species and sizes
- Hard and soft landscape treatments
- Utilities and services
- Entry statements, street furniture, signage, public lighting, play equipment
- Waste management
- Rehabilitation/remediation work to any degraded land
- Treatment and protection measures of gullies, creeks and river corridors and
  significant tree and other vegetation.
5.11. **Community Facilities**

**Design Objectives:**

1) Provide a range of quality, safe and well located community and educational facilities suitable for the needs of residents throughout Googong.

2) Encourage the co-location of appropriate services and facilities adjacent to school sites including, but not limited to, child care facilities, health centres, recreation and sports facilities.

3) Encourage the design of education and community buildings that will provide a high level of amenity, health and well-being for users of the building.

4) Community facilities shall be generally in accordance with Schedule 1 of the local Voluntary Planning Agreement.

**Controls:**

Community facilities provided at Googong shall:

a) Generally confirm to the scope as outlined in the Googong Voluntary Planning Agreement.

b) Adopt the objectives and controls in the Part 2.9 of the *Queanbeyan Development Control Plan 2012 Safe Guidelines for the City of Queanbeyan* and be located above the 1 in 100 year flood level.

5.12. **Educational Facilities**

Sites for public schools must equate to at least one 3 hectare site for a primary school and one 9 hectare site for an integrated pre-school/child care, primary and high school, unless otherwise agreed by the NSW Department of Education and Training.

The potential sites for public schools are shown on the master plan and key community facilities plan (Appendix 2). Alternate sites may be permitted subject to agreement with the NSW Department of Education and Training.

Shall the NSW Department of Education and Training advise that the potential public schools sites are no longer required, these sites may be developed for permissible residential uses or if there is a justifiable need, other community uses.

The potential sites for private schools are shown on the master plans in Appendix 2 and may be proposed where they meet the Objectives and Controls in this Section.

Where it can be demonstrated that potential private schools sites are no longer required or are not required on sites as large as shown on in the master plans within Appendix 2, these sites may be developed for permissible residential uses or if there is a justifiable need, other community uses.

**School sites shall:**

1) Be designed and built in accordance with current standards and guidelines from NSW Department of Education and Training or equivalent private education body.

2) Be located near other community facilities including child care facilities, health centres, public open space and community sporting and other recreation facilities.

3) Be located on walking and cycling networks.

4) Be located on a distributor or collector road and be well serviced by public transport, pedestrian and bicycle links.
5) Be relatively flat and free of possible restrictions such as power easements, contamination, and environmental constraints.
6) Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets.

Educational establishments, community facilities and places of worship are to:
1) Be located above the 1 in 100 year flood level.
2) Co-locate with appropriate facilities.
3) Locate in or near activity centres to enhance community identity and create focal points in the development.
4) Achieve high quality design that complements the existing and desired character of the surrounding area.
5) Be designed so that the layout and built form minimises impacts on the surrounding residential area, in relation to parking, views, overshadowing and noise.
6) Parking provisions for community uses are to meet the standard set out in DCP 1.

Notwithstanding above, the overall parking rate may be considered by Council to be satisfied with a combination of On Site Parking, Communal Car Parks and On Street Parking where it can be demonstrated by a suitably qualified traffic Consultant that there is sufficient public parking in the locality (as demonstrated by an empirical assessment).

5.13. Public Art

Public art may be manifest in countless forms including, sculpture, water features, paving, fencing, paintings, mosaics, incorporated into seating, paving, bus shelters etc.
Public art shall be provided in a timely, efficient and cost effective manner.

Objectives:
1) To create opportunities for the provision of public art to embrace the natural environment of the site and foster a sense of place.
2) To provide spaces which act as focal points, utilising the existing views and vistas of the site.
3) To create an element of surprise, wonder and announcement.

Controls:
\[ a \] As part of the precinct planning/organisation level subdivision layout, identify spaces suitable for public art.
\[ b \] Where appropriate work with stakeholder’s community, and Council to create a piece of work that enhances the public domain.
\[ c \] Integrate the provision of public art into the staging program for the neighbourhood.
5.14. Signage in the Public Domain

Design Objectives:
1) The use of signage is an effective means of communicating information. All signage shall be designed to enhance and support the desired character of the new township.

2) Objectives for signage in Googong include:
   i. To establish a consistent approach to the use of signs without being detrimental to the picturesque rural landscape or urban streetscape of Googong.
   ii. To ensure that signs are in keeping with the scale and character of buildings and localities.
   iii. To minimise the extent of visual clutter caused by the proliferation of signs and to encourage the rationalisation of proposed signs.
   iv. Ensure that signage is of a high quality design and finish.
   v. Allowing for temporary banner signage associated with the urban release area in particular circumstances.

Controls:
   a) That all signage be subject to a development application to Council, with the exception of those listed in Exempt and Complying State Environmental Planning provisions.
   b) Any application for signage must state that the proposal complies with State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) under the Environmental Planning and Assessment Act 1979.
   c) Public domain signage is to be shown in applications for Construction Certificates and is to be consistent with the guidelines for public domain signage outlined in the Googong Landscape and Open Space Strategy (LOSS).
   d) Public signage is to clearly identify the local neighbourhoods.
   e) In respect of temporary banner signage, Council will consider applications for this type of signage in the following circumstances:
      i. All banners on poles are to be erected ‘on Council’s behalf’ and subsequently gifted to the Council upon installation.
      ii. All banner signage advertising any land release or development is to be wholly located on land to which that land release or development relates.
      iii. No banner signage will be allowed along Old Cooma Road or Googong Dam Road.
      iv. The maximum size of any banners is to be 1500mm (h) x 300mm (w).
      v. All signage will be limited to 2 years from date of installation, or any other timeframe the Council considers appropriate in the circumstances. Banners are to be removed on Council’s behalf by the respective developer when requested and at the developer’s cost.