Table 1 Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Movable Dwellings) Regulation 2021 Compliance Table

Requirement	Proposal	Compliance
Division 2 Approvals and Exemptions		
Subdivision 1 Operation of manufactured home estates		
6 Factors for consideration before approval is granted (1) The council must not grant an approval unless satisfied the manufactured home estate will be designed, constructed, maintained and operated in accordance with Division 3. (2) Before approving the operation of a manufactured home estate on flood liable land, the council must consider the principles in the Floodplain Development Manual.	An assessment against Division 3 is provided below. The development meets all relevant requirements. The site is not prone to flooding.	Y
7 Matters to be specified in approval An approval must specify, by reference to a plan, the number, size and location of the dwelling sites allowed by the approval.	A total of 282 dwelling sites are proposed across 18 stages as shown on the site plan. Appropriate conditions can be applied by Council.	Y
8 Conditions of approval An approval is subject to the condition that the manufactured home estate is designed, constructed, maintained and operated in accordance with Division 3.	The MHE will be designed and constructed in accordance with the provisions of Division 3. Appropriate conditions can be applied by Council.	Y
Subdivision 2 Installation of manufactured homes and associated structures in manufactured home estates		
N/A – no manufactured homes are proposed under this application. Future installation will utilise this clause.		
Division 3 Manufactured home estates		
Subdivision 1 Land and dwelling site requirements		
12 Minimum size of estate A manufactured home estate must not have an area of less than— (a) 1 hectare, or (b) if a lesser area is permitted on the land by an nvironmental planning instrument, the lesser area**.**	The overall site area for the manufactured home estate is approximately 14.2 hectares.	Y

13 Community amenities (1) A minimum of 10% of the total land area of a manufactured home estate must be reserved for recreation or other communal activities. (2) The council may allow a lower percentage, not less than 6% of the total land area of the manufactured home estate, to be reserved for recreation or other communal activities. (3) Before allowing a lower percentage, the council must consider— (a) the type and range of amenities to be provided, and (b) other matters the council considers relevant.	The proposal sets aside approximately 19% (2.7ha) of the site for community amenities. This includes: - Community clubhouse - Recreation areas consisting of general leisure area, lawn bowls, pickleball courts and swimming pool - Perimeter walking track	Y
14 Size of dwelling sites A dwelling site must have an area of at least 130 square metres.	Dwelling sites will have a minimum area of 234sqm.	Y
15 Site identification (1) A dwelling site must be numbered or identified with its site boundaries clearly outlined. (2) The site identification must be easily recognised.	All sites will be clearly numbered following completion of each stage.	Y
Subdivision 2 Setbacks		
16 Dwelling sites to have road frontage A dwelling site must have vehicular access to an access road.	All dwelling sites have direct access to the internal road network.	Y
17 Setbacks of community buildings (1) A community building must not be located closer than 10 metres to the boundary of a manufactured home estate or dwelling site. (2) The council may allow a lesser distance of at least 2 metres if satisfied the community building has been or will be properly screened, fenced, enclosed or otherwise treated.	The proposed community clubhouse building is setback approximately 22m from the property boundary and approximately 20m to the nearest dwelling lot.	Y
18 Setbacks of dwelling sites from road frontages (1) A dwelling site must not be located closer than— (a) 10 metres to a public road, or (b) 3 metres to another boundary of the manufactured home estate.	Dwelling sites are not closer than 10m to a public road or 3m to the boundary of the MHE.	Y

(2) The council may allow a lesser distance if satisfied the dwelling site has been or will be properly screened, fenced, enclosed or otherwise treated.		
19 Use of buffer zones Nothing in this Part prevents land within a required setback from being used for— (a) community amenities, access roads, car parking spaces, footpaths or landscaping, or (b) a similar purpose allowed by the council.	Landscape setbacks will be utilised to provide a community walking path, leisure areas and the like.	Y
Subdivision 3 Roads		
20 Entrance and exit roads (1) A road forming an entrance to or exit from a manufactured home estate must be at least 8 metres wide. (2) For a divided road, the width of the sealed portion of the road on either side of the median strip must be at least 5 metres. (3) The council may specify, in an approval, the way in which an entrance or exit road must meet the sealed portion of other access roads.	The entrance road comprises a divided carriageway with each land (entry and exit) being 5m in width.	Y
21 Width of roads (1) The width of the road reserve must be at least— (a) 8.5 metres for a major access road, and (b) 6 metres for a minor access road. (2) The width of the sealed portion of an access road must be at least— (a) 6 metres for a major access road, and (b) 4 metres for a minor access road. (3) If a minor access road exceeds 80 metres in length, a passing bay must be provided within the road reserve. (4) Passing bays must be provided at intervals of no more than 100 metres. (5) The width of the sealed portion of an access road at a passing or parking bay must be at least— (a) 8.5 metres for a major access road, and (b) 6 metres for a minor access road.	Typically road sections are provided in the Civil Plan set at Appendix D. Road reserves are 8.5m wide for identified major road with at least 6m of this reserve sealed. Minor roads are identified within the development and maintain a 6m road reserve with at least 4m sealed. This is exceeded where larger vehicles are accommodated for around corners of the development and in allowing for passing bays.	Y

22 Speed restrictions as part of road design Access roads must be designed to limit the speed at which vehicles may travel on the roads to— (a) 30 kilometres per hour for major access roads, and (b) 15 kilometres per hour for minor access roads.	The design of the development has integrated organic design treatments within the road layout and subdivision layout that naturally controls the speed of drivers. Nevertheless, all internal access roads will be speed limited to comply with these requirements. Speed limit signs will be erected throughout the internal road network. Details to be provided at Construction Certificate stage.	Y
23 Visitor parking (1) A manufactured home estate must contain at least the following number of visitor parking spaces— (a) for a manufactured home estate containing no more than 35 sites—8 spaces, (b) for a manufactured home estate containing more than 35 sites, but no more than 70 sites—12 spaces, (c) for a manufactured home estate containing more than 70 sites, but no more than 105 sites—16 spaces, (d) for a manufactured home estate containing more than 105 sites—20 spaces plus 1 additional space for every 7 sites above 140 sites. (2) Each parking space must have minimum dimensions of— (a) for angle parking—5.4 metres by 2.5 metres, or (b) otherwise—6.1 metres by 2.5 metres. (3) Visitor parking spaces must be clearly identified**.**	To service the 282 proposed dwelling site a total of 41 visitor parking spaces are required throughout the estate. A total of 67 are provided. These have been designed to meet or exceed the minimum required dimensions. They are scattered around the site to ensure that the visitor parking adequately services the site.	Y
24 Visitor parking for people with disabilities (1) A manufactured home estate must contain— (a) at least 1 visitor parking space for people with a disability (a *disabled parking space*), or (b) if the manufactured home estate contains 100 sites or more—at least 1 additional disabled parking space for— (i) the first 100 sites, and (ii) every further 100 sites, and (iii) a remaining part, if any, of 100 sites. Example— A manufactured home estate containing 235 sites must contain at least 3 disabled parking spaces. (2) A disabled parking space must be—	A total of 3 disabled parking spaces are required. Four disabled spaces are provided adjacent to the club house building. These spaces shall be designed in accordance with AS2890.1.	Y

(a) provided in accordance with AS/NZS 2890.1:2004, *Parking facilities, Part 1: Off street car parking*, and (b) clearly identified as a disabled parking space. (3) A disabled parking space may be counted as a visitor parking space.		
25 Road surfaces All access roads, including all passing and parking bays, must— (a) have an all-weather sealed or other surface finish specified in the approval, and (b) be adapted to the land to enable adequate drainage and remove excessive grades.	All road surfaces will be constructed with an all-weather sealed finish with integrated drainage. Details are provided with the Civil Plans at Appendix D.	Y
26 Lighting All access roads must be adequately lit between sunset and sunrise.	Street lighting will be provided throughout the development.	Y
Subdivision 4 Utility services		
27 Water supply (1) A manufactured home estate must be— (a) connected to a mains water supply, or (b) provided with an alternative water supply service as specified in the approval. (2) A dwelling site must be— (a) connected to the water supply service for the manufactured home estate, and (b) provided with— (i) a separate water meter, and (ii) a separate water service isolating valve. (3) The water supply service must comply with— (a) the *Plumbing and Drainage Act 2011* and the regulations made under that Act, and (b) the requirements of a relevant statutory body. (4) The water supplied for human consumption or domestic purposes must comply with the *Australian Drinking Water Guidelines 6* published in October 2011 by the National Health and Medical Research Council.	The MHE will be connected to the reticulated water supply. Private water infrastructure will service each dwelling lot. All dwelling sites will be individually metered. Indicative servicing arrangements are illustrated in the Civil Plans at **Appendix D**.	Y

28 Sewerage (1) A manufactured home estate must be— (a) connected to a main sewer, or (b) provided with an alternative sewage disposal system as specified in the approval. (2) A dwelling site must be connected to the sewage disposal system for the manufactured home estate. (3) The sewage disposal system must comply with— (a) the *Plumbing and Drainage Act 2011* and the regulations made under that Act, and (b) the requirements of a relevant statutory body.	Preliminary advice from Hunter Water indicates the gravity network along the southern boundary will be the connection location for wastewater from the development. All proposed lots are designed to be provided with a gravity sewer connection. Due to the existing topography, the northern catchment in Lot 9 will require a private sewer pump station and rising main to convey wastewater back to the point of connection to the south. Indicative servicing arrangements are illustrated in the Civil Plans at **Appendix D**.	Y
29 Drainage (1) A manufactured home estate must be provided with a stormwater drainage system as specified in the approval. (2) A dwelling site must be— (a) connected with the stormwater drainage system for the manufactured home estate, or (b) provided with an on-site stormwater drainage system. (3) A stormwater drainage system must comply with— (a) the Plumbing Code of Australia, and (b) the requirements of a relevant statutory body.	The stormwater drainage system developed for the site is shown in the Civil Plans included at Appendix D. The development will drain to stormwater basins prior to being discharged from the site.	Y
30 Electricity supply (1) A dwelling site must be supplied with electricity from a reticulated electricity service by an electrical circuit connected to a separate electricity meter. (2) The electrical circuit must be installed in accordance with the Australian/New Zealand Wiring Rules. (3) The maximum capacity of the electrical circuit supplying a dwelling site is not required to be more than 32 amperes if the site is provided with gas, whether by a reticulated gas service or on-site gas containers. (4) If a dwelling site is provided with electricity otherwise than by a direct connection to the local electricity supply authority's electricity main, the occupant of the dwelling site may only be charged reasonable charges for the supply of the electricity.	It is expected electrical servicing will be provided via the River Road frontage. Should a pad mounted substation be required, then a suitable location will be allocated in accordance with Authority requirements. Any network requirements will be confirmed with the electrical Authority during detailed design. Each lot is to be provided with an electrical service connection. Indicative servicing arrangements are illustrated in the Civil Plans at **Appendix D**.	Y

31 Telephone lines Telephone services, if available, must be provided by a telephone connection that is available to each dwelling site within the manufactured home estate.	Telephone services will be provided to each dwelling site via a connection in River Road. Indicative servicing arrangements are illustrated in the Civil Plans at **Appendix D**.	Y
32 Common trenches A common trench may be used for the installation of services in accordance with guidelines provided in AMCORD.	The development has been designed to allow for a common trench for all services along the frontage of each of the dwelling sites.	Y
Subdivision 5 General		
33 Garbage removal Arrangements specified in an approval must be implemented and maintained— (a) for the removal of garbage, and (b) to keep garbage receptacles in a clean and sanitary condition.	Waste will be collected weekly by private contractor as per the Waste Management Plan included at Appendix Q. Conditions of consent may be imposed to ensure that waste management practices are maintained through operation.	Y
34 Fire hydrants (1) No part of a dwelling site or community building within a manufactured home estate may be located more than 90 metres from a fire hydrant. (2) A fire hydrant located within a manufactured home estate must be— (a) a double-headed pillar-type fire hydrant, and (b) maintained to the standard specified in the approval.	Fire hydrants will be installed throughout the site as required.	Y
35 Buildings (1) A building must not be erected on a manufactured home estate unless the approval allows the erection of the building. (2) An approval may allow only the following kinds of buildings to be erected on the manufactured home estate— (a) community buildings, (b) brick or masonry walls to erect— (i) separating walls between adjoining manufactured homes, or (ii) external facades to manufactured homes. (3) The approval may allow the erection of a brick or masonry wall to erect an external facade to a manufactured home only if—	This application seeks approval for the construction of community buildings. Installation of dwellings will be undertaken separately utilising the provisions of Subdivision 2.	Y

(a) the dwelling site on which the manufactured home is located is a neighbourhood lot, and (b) the owner of the manufactured home is the owner of the neighbourhood lot. Note— The erection of a building, including a community building or brick or masonry wall, may require development consent under the *Environmental Planning and Assessment Act 1979*. (4) In this section— *neighbourhood lot* has the same meaning as in the *Community Land Development Act 1989*.		
36 Use of manufactured home estates (1) A manufactured home estate must not be used— (a) for a commercial purpose other than a manufactured home estate or an associated purpose, or (b) for the manufacture, construction or reconstruction of moveable dwellings. (2) A manufactured home may be used for exhibition purposes. (3) A manufactured home installed in a manufactured home estate may be renovated, maintained and repaired. Example— Renovation, maintenance and repairs may include painting and the replacement of wall cladding or roof sheeting.	Noted, no prohibited uses are proposed.	Y
37 Community map The holder of an approval must provide the council with a copy of the community map for the manufactured home estate— (a) as soon as practicable after an amendment is made to the map, and (b) at other times reasonably required by the council.	Noted, a community map will be provided to Council.	Y
38 Access to approval and community map The holder of an approval must ensure that copies of the following documents are available for inspection, free of charge, by an occupant of the manufactured home estate— (a) the approval for the manufactured home estate, (b) the current community map,	Noted, applicable documents will be held for inspection by occupants of the estate.	Y

(c) this Regulation.		
Division 4 Manufactured homes and associated structures		
N/A – no manufactured homes or associated structures are sought under this application. Future installation of manufactured homes on dwelling sites will be undertaken in accordance with the provisions of this Division.		

Table 2 State Environmental Planning Policy (Industry and Employment) 2021 – Schedule 5 Compliance Table

Requirement	Proposal	Compliance
1 Character of the Area		
• Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? • Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposal includes a natural stone entry statement with blade signage to identify the estate "Windella Retirement Community". The signage will be well designed and will blend with the overall site entry detailing. The proposed signage will in no way detract from the local character.	Y
2 Special Areas		
• Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The prosed estate identification signage will not detract from surrounding rural landscapes. Signage is limited to site identification and will be tastefully integrated into the entry statement.	Y
3 Views and vistas		
• Does the proposal obscure or compromise important views? • Does the proposal dominate the skyline and reduce the quality of vistas? • Does the proposal respect the viewing rights of other advertisers?	The prosed signage will be mounted on the entry walls and will not be of a height that dominates the skyline. No views will be obscured as a result of the proposed entry signage. There is no surrounding signage that could be obscured by the proposal.	Y
4 Streetscape, setting or landscape		
• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? • Does the proposal contribute to the visual interest of the streetscape, setting or landscape? • Does the proposal reduce clutter by rationalising and simplifying existing advertising? • Does the proposal screen unsightliness? • Does the proposal protrude above buildings, structures or tree canopies in the area or locality? • Does the proposal require ongoing vegetation management?	The entry signage is designed to integrate with the entry statement to the estate, is appropriate for the setting, and will not detract from the streetscape. Signage is limited to that required to identify the estate and will not lead to a proliferation of signage within the streetscape. Signage will not protrude above buildings or the tree canopy. Ongoing maintenance of landscaping to be planted in association with the entry statement will be managed on a continual basis by the management of the estate.	Y
5 Site and building		

• Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? • Does the proposal respect important features of the site or building, or both? • Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage is designed to integrate with the estate entry features and will be compatible with the scale and proportion of development within the site.	Y
6 Associated devices and logos with advertisements and advertising structures		
• Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	No safety devices, platforms, lighting devices pr the like are proposed.	Y
7 Illumination		
• Would illumination result in unacceptable glare? • Would illumination affect safety for pedestrians, vehicles or aircraft? • Would illumination detract from the amenity of any residence or other form of accommodation? • Can the intensity of the illumination be adjusted, if necessary? • Is the illumination subject to a curfew?	The signage will not be illuminated.	N/A
8 Safety		
• Would the proposal reduce the safety for any public road? • Would the proposal reduce the safety for pedestrians or bicyclists? • Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will not have any adverse impact on the safety of River Road, nor reduce safety for cyclists or pedestrians.	Y

Table 3 Maitland Development Control Plan 2011 Compliance Table

Requirement	Proposal	Compliance
C1 Accessible Living		
1. Access Reports Access reports shall be prepared by an accredited assess consultant for the following uses: - ... - Manufactured home estates - ...	The development has been designed to comply with the access requirements of the DSA and AS1428. This shall be further documented under the Construction Certificate documentation.	Y, to be provided at CC stage
2. Enhanced Requirements Where development of the following landuse types are proposed, the enhanced standards shall apply: • Entertainment facilities, clubs • Halls let for public hire • Large retail centres (ie. > 2500sqm) • Medical facilities • Commercial activities or facilities catering for public needs, ie. post office, government office, railway station, bus interchange, etc.	Manufactured home estates are not listed.	N/A
3. Enhanced Requirements - Carparking The Building Code of Australia requires one designated disabled carparking space to be provided in commercial developments where ten or more vehicle spaces are required to be provided by Council's carparking code. A second space is required above 100 spaces. While this provision is adequate for most land uses, it is inadequate for medical facilities, entertainment complexes, large retail complexes, clubs, and public halls. These land uses are likely to generate a higher demand for disabled facilities and thus the ratio of designated disabled parking to nondesignated disabled parking should be increased. In some circumstances the provision of a number of wider non designated carparks may suffice.	Enhanced requirements do not apply to manufactured home estates.	N/A
4. Car Parking Design	Accessible parking spaces are provided adjacent to the community clubhouse entrance.	Y

a. If car parking is provided in a garage or parking station, there should be sufficient ceiling height to allow use of a hoist i.e. 2500 mm. (See AS 1428.2 clause 14.2). b. The placement of the designated parking bay/s needs to be as close as possible to the accessible entrance. c. Where parking bays are within buildings the designated bay/s should be located close to the elevators.		
5. Pathways a. Pathways refer to any external pathway or footpath which provides access to the entrance of a home or building. b. Pathways should provide a comfortable grade no steeper than 1 in 14. Ramps and pathways should have a slip-resistant surface with a texture that is traversable by a wheelchair. c. Pathways should be provided with landings except when the pathway grade is flatter than 1 in 33. d. Landings should be located at appropriate intervals and the grade of the pathway between landings should always remain constant. e. Where at least one side of a pathway is bounded by a kerb with the handrail, or a wall with a handrail, the landing intervals can be set further apart. f. Where no kerb and handrail, or wall and handrail is provided, the ground which adjoins the side of the pathway should follow the grade of the pathway and extend horizontally for 600 mm.	Pathways circulating around the community clubhouse and associated facilities will have a grade no greater than 1:14 and will be provided with a non-slip finish. Details of compliance with disability access standards will be provided as part of the Construction Certificate documentation.	Y
6. Ramps This refers to any inclined pathway with a grade steeper than 1 in 20 but not steeper than 1 in 14. a. Where a ramp is longer than 1,200 mm, eighty per cent (80%) of people using wheelchairs can negotiate the 1 in 14 grade independently. However, for longer ramps they need a landing every 9 metres. b. Ramps should also be provided with landings at the top and at the bottom and at appropriate intervals. The grade of ramps between all landings should remain constant. c. Ramps should be provided with both kerbs and handrails on both sides. Care should also be taken to ensure that rails do	All ramps associated with the community clubhouse shall be designed to adhere to the disability access requirements> Details demonstrating compliance shall be provided with the CC documentation.	Y

not intrude into any space where they could cause obstructions. d. If you need to construct a curved access way you should ensure that it has an appropriately designed inside curve, one which matches the chosen grade and allows for safe travel on curved ramps and pathways. e. Landings should also be included at the appropriate distance for the grades. Where crossfall or a sideways slope is provided, it should fall towards the centre of curvature of the ramp or pathway. f. The camber and crossfall of ramps and pathways should not exceed the ratio of 1:40. g. Wherever pathways or ramps join surfaces of a different type or grade, there should be no bumps or crevices at that point where the surfaces meet which could impede smooth forward progress. Sliding door tracks should therefore always be recessed, and special care should be taken where a carpeted surface meets a tiles surface to ensure that accidents cannot occur. h. A kerb ramp is an inclined pathway not longer than 1,200 mm with a grade no steeper than 1 in 8. Kerb ramps are usually located at the end of footpaths where a road crossing is required. Step ramps have the same dimensions as kerb ramps but can be located in, or instead of a step, other than a kerb. i. The grade of 1 in 8 has been found to be safe so that people in wheelchairs do not tip over when travelling on the ramp. The width of 1,330 mm for the landing at the top of the ramp will allow a person travelling along the footpath to turn and be in the direction of travel of the ramp before staring the descent. j. The abutment of surfaces at the top and bottom of the kerb ramp or step ramp should reflect the suggestions contained in the section "Joining of Surfaces". The sides of the ramp or step ramp should be graded at 45 degrees in the direction of travel. k. Street ramps which continue the line of movement of the footpath are preferred. A comer ramp is potentially very dangerous for the visually impaired or blind and for people who use a wheelchair. l. Landings refer to a flat surface, with a grade not steeper than 1 in 40. The length of landings at pathways and ramps should not be less than 1,200 mm.		

7. Intersection Details & Kerb Ramps a. a smooth even surface along the path of access across the roadway is required, b. the kerb ramp shall be no greater than 1:8 with no lip at kerb edge, and c. the kerb ramps shall be aligned opposite each other. While in some low traffic volume streets one ramp may suffice, two ramps should normally be provided. Details of Council's standards are available in the Manual of Engineering Standards(MOES).	All proposed kerb ramps will be designed to comply. Details of kerb ramp design to be provided as part of the CC documentation.	Y
8. Kerb Ramp Design Criteria a. Width of splay may be decreased if necessary to clear public utilities. b. Street name signs, parking signs etc. to be relocated if necessary. c. The position of ramps may be changed from the preferred location where there are major obstructions (eg. power poles, telecom pits, drainage pits, hydrants, gas syphons etc.). d. Where it is impractical to position a ramp square to the kerb and gutter it may be positioned on a skew with the shorter side having a maximum grade of 1:8. e. Two ramps are to be provided at each comer. f. At acute angle comers where it is impractical to provide two separate ramps, construct one centrally located ramp. g. Where possible, ramps are to be located downstream from adjacent sumps. h. Ramps are to be located within the limits of existing pedestrian crossings. i. Concrete is to be a minimum of 2OMPa. j. Ramp shall have a wood flat or coving- trowel finish carried to the edge of all sloped surfaces. k. In some high and low level footway situations the desirable gradient of 1:8 may be exceeded. l. Low level footway ramps will present problems to some users: i. low set wheelchair footrests could scrape on the layback section;	Where kerb ramps are proposed, they will be design in accordance with accessibility standards. Details shall be provided as part of detailed design at CC stage.	Y

ii. The 1:5.6 gradient of the layback may be too steep for some users to negotiate. m. Ramps are to be provided in conjunction with new concrete footway paving or new kerb and gutter at all intersections, including new subdivisions. n. Concrete in gutters in front of ramp is to have a rough brooming finish, or similar, applied to act as a tactile indicator for people with a visual impairment. o. The surfaces of the ramps and sloping sides should be slip resistant and of a colour that contrasts with the adjoining surfaces.		
9. Handrails a. Wherever there are one or more steps, handrails should be installed on both sides. b. Full round handrails are the preferred option. They should be between 30 mm and 50 mm in diameter and any exposed edges should always be rounded off. c. The top of the handrails should be between 865 mm and 900 mm above the stair tread of floor. The clearance between the wall and the inside edge of the handrail should be a minimum of 50 mm from any wall. There should also be at least 600 mm of clearance above the top of the handrail. d. Handrails should be securely fixed and rigid so they can easily support a person's weight, with their ends turned downwards for at least 100 mm and then returned in towards the side wall. There should not be any obstruction to the passage of a person's hand along the rail. It is also useful for handrails to be colour contrasted with the surroundings (with or light colour contrasts are preferable).	Handrails designed in accordance with accessibility standards will be provided along stairs and ramps where required by the relevant legislation.	Y
10. Stairways a. There should always be closed risers between the stair treads to prevent a persons' foot from catching under the upper tread when they are climbing the stairs. b. There should be a strip of contrasting colour or texture at least 25 mm wide on the tread at the nosing. It is preferable for each step to have a strip – preferably white or yellow. c. Handrails should be continuous throughout the stair flights and around landings. Wherever the handrail cannot continue	Stairs are restricted to the covered outdoor areas surrounding the community clubhouse. All stairs will be designed in accordance with the applicable accessibility requirements as necessary.	Y

without obstruction, a raised warning that the rail is coming to an end should be provided. This warning should be in the shape of a domed button for visually impaired or blind people at the top of the handrail 300 mm before that obstruction. d. Handrails which end at the top or bottom of a flight of stairs should extend at least 300 mm from the riser at the top of the stairs and at least 300 mm plus one tread width from the riser at the bottom of the stairs. At no time should the top or bottom step, handrail or balustrade encroach into circulation spaces.		
11. Entrances a. In all buildings the main entrance should be made accessible and form part of a continuous accessible path of travel. If making the main entrance accessible is not possible, the accessible entrance should be one which is customarily intended for use by the general public. The location of the entrance should be clearly and directionally signposted at all other entrances/ exits - tactile signs are preferred. b. Where revolving doors or turnstiles are installed in a building such as in some retail outlets or libraries, an alternative hinged or sliding door should be provided. c. Doorways to all homes and buildings should have level access especially where the door has to be opened manually. If a threshold is required at the entrance, its height should not be more than 50 mm and a step ramp (inclined pathway) with a grade not greater than 1 in 8 should be provided.	The main entrance as well as secondary entrance to the community clubhouse building will be accessible and connected to the accessible parling spaces by a continuous path of travel.	Y
12. Doorways a. The minimum width for a clear opening doorway is 760mm for a private dwelling. It is important to note that creating access in old houses with narrow hallways can often be facilitated by making door openings wider. b. Care should be taken when planning renovations to ensure that no doors open directly across the top of a flight of stairs or swing in a way which obstructs the top or bottom step. Where a door has to open into a stair landing, it should be recessed so that it does not interfere with people's movement on the stairs. c. The distance between doorways should not be less than 1,340 mm unless the doors open into this space ie. in air locks,	Adequate doorway widths and circulations spaces within the community clubhouse have been provided. An access audit will be provided as part of the CC to verify that the design is compliant with the applicable accessibility standards.	Y

vestibules etc. in which case the distance you calculate should include the width of door leaf. d. Generally, door handles should be of the type that can be easily opened and closed by one hand. Wherever possible lever action handles are preferred. They should be of the type which will not permit the hand to slip from the handle while using it. e. The clearance between the handle and the door measured at the centre of the handle should be between 35 mm and 45 mm from the door surface. Opening and locking controls for door should be placed between 900 mm and 1,100 mm above the finished floor (see AS 1428.1 Clause11). f. Switches and powerpoints should all be consistently horizontally aligned with the door handles and other controls and not less than 500 mm from the internal comers. Rocker action, toggle or push pad switches with a recommended width of 35 mm are the preferred types.		
<u>Signs & Symbols</u> a. The International Symbol of Access, illustrated below, should be displayed where buildings are accessible. b. The international symbol can have other pictograms, words or arrows placed beside it, but should not have any other information superimposed on it. It is preferable to use graphics rather than words. Large and contrasting letters should be utilised where words are included. Preference should be given to tactile signs. c. Wherever there are changes of direction necessary to reach an accessible facility a series of signs may need to be installed. Signs need to be consistently placed wherever a decision needs to be made. This symbol can face either right or left to indicate the desire direction of travel. It should only be used to indicate a facility which meets the requirements of the Standard AS 1428.1. d. Tactile identifiers can be either raised or recessed. A directory inside the entrance of a building is a good location for these signs and symbols and should be consistently placed at such locations.	Appropriate signage shall be provided in accordance with AS1428. Details to be provided as part of the CC documentation.	Y

e. Inside a building where there are a number of rooms, it is helpful if rooms have tactile numbers located within reach at the side of the door but not on the door itself. f. Signs and symbols should be situated on a wall which provides a colour contrast. Signs should also be evenly lit and non-reflecting or otherwise dazzling to the eye. It is also important that signs are not placed where they can become lost against a confusing background. g. The International Symbol for Deafness, as illustrated, should be used to indicate the presence of assistive hearing devices in places where large groups of people are assembled for entertainment, educational, religious purposes, libraries or public halls.		
<u>14. Planning a Bathroom</u> a. A bathroom which needs to accommodate a bath, shower recess, hand basin and toilet should be 2100 mm x 2800 mm. Most average sized bathrooms can be adapted by ensuring that the shower recess has only two fixed walls and no hob (or kerb). b. The door, if hinged, should open outwards so as not to interfere with floor space requirements. c. In smaller spaces an en-suite bathroom can be provided which contains only a shower, wall basin and toilet. This can be made toilet/ shower chair accessible in an area of 1,900 x 2400 mm. The floor of this en-suite should be provided with a consistently gentle fall towards the drain. The door could either open outwards or be of the sliding variety. Another helpful hint may be to locate the light switch outside the door away from the wet area. Design Suggestions: • Use hobless shower • Use a sliding door • Use floor surfaces which are impervious to water and non-slip • Use large rocker type lightswitches • Make sure power points are conveniently located	DDA compliant amenities are provided within the community clubhouse.	Y

• Skylight ventilation, extractor fans and heaters should beconsidered • Grabrails to give steadying or stabilising assistance • Position towel rails within reach • Use lever type taps where possible.		
15. Planning a Kitchen a. Try to ensure an unbroken sequence of surfaces between the food storage and food preparation areas and cooking appliances. b. Use L or U shaped layout with adequate circulation space c. Carefully consider the height and depth of bench tops, shelving and cupboards and the provision of knee spaces. d. Use single or dual lever action hot and cold taps with a mixer	Fit out of the kitchen / servery area within the community clubhouse will consider accessible design requirements. Details shall be provided with CC documentation.	Y
C.11 vehicular Access & Car Parking		
1. General Requirements		
1.2 Calculation of Parking Requirements a. Development Generally The minimum number of parking spaces to be provided for a particular development is to be calculated in accordance with Appendix A of this policy. b. ...	A MHE is not a listed land use under Appendix A. Car parking shall be provided in accordance with the provisions of 4.5 Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Movable Dwellings) Regulation 2021.	N/A
2. Guidelines for the Design, Layout and Construction of Access and Parking Areas.		
2.1 Access To The Site A development should be designed to provide adequate on-site manoeuvring and circulating areas to ensure that all vehicles can enter and leave the site in a forward direction. Access to or from a site shall be located where it causes the least interference to vehicular and pedestrian traffic on the road frontage. Access will generally not be permitted in the following locations: a. close to traffic signals, intersections or roundabouts where sight distance is considered inadequate by Council; b. opposite other developments generating a large amount of traffic (unless separated by a median island);	Access to the site is provided from River Road. The Traffic Impact Assessment included at **Appendix K** demonstrates that the access will function effectively whilst not causing any safety concerns within the surrounding public road network	Y

c. where there is heavy and constant pedestrian movement along the footpath; d. where right turning traffic entering the facility may obstruct through traffic; and e. where traffic using the driveways interferes with, or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings. f. Direct access onto a major road is to be avoided wherever possible. Auxiliary lanes, (deceleration and acceleration lanes), may need to be provided to minimise conflicts between entering/leaving traffic with through traffic. In many cases, right turn movements into a site are unlikely to be supported, unless an exclusive right turn bay is provided. Council may designate areas over the street frontage of the development where no stopping or no parking sign posting is to be installed to facilitate the entry/exit of vehicles and the safe movement of cyclists and pedestrians. Any on-street signage would be required in accordance with Aust		
2.2 Sight Distances Consideration must be given to maintaining adequate sight distances for all access driveways. Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians. AS 2890.1 Off Street Car Parking gives minimal and desirable sight distances for a range of road frontage speeds.	Adequate sight distances are provided from the site entrance in accordance with AS2890. Refer to the TIA at **Appendix K** for further details.	Y
2.3 Entrance / Exit to the Site The entry and exit requirements for parking areas may vary in relation to: • the size of vehicles likely to enter the proposed development; • the volume of traffic on the streets serving the proposed development; and • the volume of traffic generated by the development. The driveway standards recommended by the Roads and Traffic Authority of NSW Guide To Traffic Generating Developments (the guide) are adopted for the purpose of this Plan.	A 12.5m wide access driveway comprising divided 5m wide entry and exit lanes is proposed and is considered suitable for the traffic loads and anticipated service vehicles associated with the development. Refer to the TIA at **Appendix K** for further details.	Y

Requirements specified within 'the guide' are summarised in Tables 1 and 2 in Appendix B, and in general the following shall apply: • separate entrance and exit driveways should be provided for developments requiring more than 50 car parking spaces or where the development generates a high turnover of traffic such as a service station or other drivein retail facilities; • entry and exit driveways shall be clearly signposted; • the number of access points from a development site to any one street frontage should be limited to one ingress and one egress; and • the potential for on-street queuing should be minimised by ensuring that adequate standing areas are available for vehicles entering the car park and loading areas.		
<u>2.4 Location of Parking Areas</u> Parking facilities for visitors and customers shall be provided where clearly visible from the street so their use is encouraged. Parking spaces for employees and for longer duration parking may be located more remotely from the street. Within the development site, the location of the parking area should be determined having regard to: a. site conditions such as slope and drainage; b. visual amenity of the proposed and adjacent development; c. the relationship of the building to the parking area; and d. the proximity of the parking area to any neighbouring residential areas.	Visitor parking associated with the MHE is distributed throughout the estate for convenient access to dwelling sites. 25 spaces (including 4 accessible spaces) are provided adjacent to the community clubhouse building and associated facilities. Parking spaces throughout the development will generally be screened from view of public roads and neighbouring properties by high quality landscaping.	Y
<u>2.5 Parking Space and Aisle Dimensions</u> The following figures illustrate typical parking layouts and aisle dimensions. It should be noted that these parking space dimensions represent minimum unobstructed requirements and that greater dimensions should be provided in the following instances: • a parking space which has a wall or obstruction on one side – an additional 300mm width to that shown is required; and, • for the end space in a blind aisle, the width is to be increased to 3.6 metres.	Visitor parking spaces will be designed to comply with the dimensions specified in AS2890.	Y

2.6 Construction Requirements In general, all car parking areas, manoeuvring areas and unloading areas shall be constructed with a base course of adequate depth to suit design traffic, and shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers. In choosing the most suitable pavement type, consideration should be given to: • anticipated vehicle loads; • run-off gradients and drainage requirements; and, • construction constraints. The works are to be maintained to a satisfactory standard throughout the term of development and/or use of the land for which the facilities are provided. Particular consideration needs to be given to the appearance of car parking areas within Heritage Conservation Areas, or associated with or adjacent to, listed Heritage Items, where large areas of bitumen surfaced car parking are not recommended. In these circumstances alternative treatments should be discussed with Council's Planning staff. A combination of landscaping and choice of sympathetic materials (eg pavers, faux brick or in certain circumstances stabilised gravel finish) is generally recommended as the most practical solution.	All car parking spaces and internal circulation roads will be paved with an all weather surface. Details to be provided as par of detailed design at CC stage.	Y
2.7 Landscaping Parking areas shall be appropriately landscaped to achieve a satisfactory appearance, particularly for those car parks with large areas of bitumen, to provide shade and to provide a buffer between neighbouring landuses. Landscaping should be used throughout the car park and on the perimeters. In general, there should be no more than 10 parking bays before a break with planting. Species should be selected and located to avoid maintenance problems, so that they do not hinder visibility at entry or exit points and so that they do not cause damage to paved areas by root systems or create excessive leaf or branch litter. Trees with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds should be avoided in parking areas. In most cases	High quality landscaping will be provided throughout the site to soften hardstand spaces and provide shade and amenity. Refer to the Landscape Plan at **Appendix E** for further details.	Y

landscaping can be integrated into parking layouts without the need for additional area or loss of car parking spaces. Wheel stops are to be provided along the front of parking bays to prevent vehicles from damaging landscaped areas, buildings and/or fencing and other vehicles.		
2.8 Directional Signs and Marking Parking areas are to be clearly signposted and line-marked. Entry and exit points are to be clearly delineated and parking spaces for specific uses(disabled, visitors, employees etc) clearly signposted. "One way" markings must be clearly set out on the pavement in such a manner as to be easily readable and understandable to users of the car park. Council may designate areas within the car park where no stopping or no parking signposting is to be installed to facilitate the free movement of vehicles and pedestrians.	All visitor car parking (including disabled spaces) will be line marked. Directional signage will be provided throughout the development to assist in wayfinding.	Y
2.9 Principles for Crime Prevention Effective design can be used to assist in the reduction of crime opportunities. The following design principles will be considered by Council in the assessment of applications. How they apply to each development application will depend on the nature of the development proposal and prevailing crime risk in the area. The aim of these principles is to ensure that Council does not approve developments that create or exacerbate crime risk. Design of car parking areas should consider the principles of effective lighting. Lighting is to be provided in off-street car parks in accordance with the requirements of AS 2890.1, 2004 – Parking Facilities Off Street Parking. Lighting may also be required over the street frontage of the development, particularly at entry or exit points in accordance with AS/NZS 1158, Lighting for Roads and Public Places. a. Provision of clear sightlines between public and private places; b. Landscaping that makes the car park attractive but does not provide offenders with a place to hide or entrap victims; c. In some cases restricted access to the car park, particularly after business hours through the use of physical barriers should be considered;	CPTED principles have been considered in the design of the development. Refer to the CPTED Report included at **Appendix N** for further details.	Y

d. Design with clear transitions and boundaries between public and private space through the provision of clear access points; e. Clear design cues on who is to use the space and what it is to be used for – care should be taken to ensure that gates and enclosures do not make public areas into private areas and consideration should be given to suitable signage (eg need to lock vehicles); f. Strategies to prevent vandalism through appropriate design, eg durable lighting materials and minimisation of exposed walls; g. Management strategies for site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out lighting, the removal or refurbishment of decayed physical elements and the continued maintenance of landscaped areas.		
3. Loading/ Unloading Requirements		
<u>3.1 General</u> On-site loading and unloading facilities must be provided for all businesses, commercial, industrial, retail and storage uses and any other where regular deliveries of goods are made to or from the site.	The development does not include any commercial component that would generate the requirement for a loading zone. Nonetheless, a loading bay has been provided in association with the Community Clubhouse building which will accommodate a small rigid vehicle. This may be beneficial to service any community events held within the clubhouse function rooms.	Y
<u>3.2 Number and Size of Loading Bays</u> The number and dimensions of the on-site loading bays must be designed having regard to the nature and scale of the proposed development, the estimated frequency of deliveries, the type of delivery vehicle likely to be involved and the types of goods being loaded/unloaded. Accordingly, these details are required to be submitted with the Development Application for Council's consideration. As a guide, for small and medium-sized shops or commercial premises, restaurants or small-scale industrial development likely to involve the use of vans, utilities or small trucks only, one loading bay will usually be sufficient.	As discussed above, a single loading bay is proposed that will accommodate a SRV.	Y
<u>3.3 Design and Layout of Loading Bays</u> The loading areas must be designed to ensure that standard design vehicles can manoeuvre into and out of all loading areas	Use of the lading bay will not conflict with the public road system. A SRV will be able t manoeuvre into and out of the lading bay in a single tuning movement.	Y

without causing conflict to the movement of traffic on-site or in the adjacent streets. It is not possible to specify dimensions for service areas which would be appropriate for all situations. The dimensions of the service bay will depend, in part, on the type of vehicle to be accommodated. The loading bay(s) should be a physically defined area (by signposting and/or pavement marking) which is not used for other purposes such as customer parking or the storage of goods and equipment. The loading areas must be designed to ensure that vehicles stand entirely within the site during all loading and unloading operations. Where existing buildings are being redeveloped, all of the above design criteria may not be achievable. However, every effort must be made to ensure that public safety is not compromised. In addition to the above requirements, the Roads and Traffic Authority's "Guide to Traffic Generating Developments" details recommended dimensions for loading areas based on the various types of service vehicles and other requirements for ramps, internal roadway etc (refer to Table 1 in Appendix B).	The lading bay will be signified by signage and line marking to differentiate it from car parking spaces.	
4. Car Parking for Persons with a Disability		
Special parking spaces for persons with a disability are to be made available in the provision of car parking facilities, in accordance with Australian Standard AS2890.1 – 2004. In general, where 10 or more vehicle spaces are required, one designated parking space for people with disabilities is required per 100 (or part thereof) car spaces provided. Council has adopted the 'enhanced' requirements for landuses where there is a higher demand for disabled facilities. For example, for retail shopping complexes, community facilities and medical centres, parking provisions for people with disabilities should be increased to 2 to 3 % of the overall parking requirements. Council's enhanced car parking standards are as follows: • medical services, including community health centres – 1 space per two to five surgeries (or equivalent), 2 spaces for six or more surgeries (or equivalent)	A total of 4 accessible paring spaces are provided within the site adjacent to the community clubhouse building. Spaces will comply with the requirements of AS2890.	Y

• entertainment facilities clubs and public halls, large retail complexes (ie>100 spaces) and railway stations – 3 spaces per 100 car parking spaces The location of spaces designated for persons with a disability should be close to an entrance to a building or facility with access from the car space by ramps and/or lifts. These spaces should be clearly signposted for the convenience of their users and to discourage other drivers from using such spaces. The spaces should be a minimum of 2.4 metres wide with an adjoining shared space 2.4 metres wide to assist movement into and out of parked vehicles.		
5. Bicycle Parking		
Provision is to be made for cyclists via the installation of bicycle parking facilities in accordance with Australian Standard AS 2890.3-2015 – Bicycle Parking Facilities and Austroads Guide to Traffic Engineering, Part 14, Bicycles: Second Edition.	Designated bicycle parking is not considered necessary for the proposed development. Residents will store bicycles within garages.	N/A