

Attachment A: Suggested Amendments to Chapter 9A

Provision	Decisions Version	Relief Sought
9A.2.1	Objective – High density development occurs in urban areas close to town centres, to provide greater housing diversity and respond to expected population growth.	Objective – High density development occurs in urban areas close to town centres, to provide greater housing <u>and visitor accommodation</u> diversity and respond to expected population growth.
9A.2.1.1	Provide sufficient high density zoned land that enables diverse housing supply and visitor accommodation close to town centres.	Provide sufficient high density zoned land that enables diverse housing supply and visitor accommodation close to town centres.
9A.2.1.2	Promote high density development close to town centres to reduce private vehicle movements, maximise walking, cycling and public transport patronage and reduce the need for capital expenditure on infrastructure.	Promote high density development close to town centres to reduce private vehicle movements, maximise walking, cycling and public transport patronage and reduce the need for capital expenditure on infrastructure.
9A.2.1.3	Require development to achieve the highest densities practicable at the time of development.	Require development to achieve the highest densities practicable at the time of development.
9A2.2	Objective - Development provides a positive contribution to the environment through quality urban design.	Objective - Development provides a positive contribution to the environment through quality urban design.
9A.2.2.1	Require that development within the zone responds to its context, with a particular emphasis on the following essential built form outcomes: a. achieving high levels of visual interest and avoiding blank or unarticulated walls or facades; b. achieving well-overlooked, activated streets and public open spaces, including by not visually or spatially dominating	Require that development within the zone responds to its context, with a particular emphasis on the following essential built form outcomes: a. achieving high levels of visual interest and avoiding blank or unarticulated walls or facades; b. achieving well-overlooked, activated streets and public open spaces, including by not visually or spatially dominating

	<p>street edges with garaging, parking or access ways;</p> <p>c. achieving a variation and modulation in building mass, including roof forms;</p> <p>d. use landscaped areas to provide permeable surface areas for stormwater disposal and to add to the visual amenity values of the development for on-site residents or visitors, neighbours, and the wider public.; and</p> <p>e. providing a high level of amenity that meets the day-to-day needs of occupants</p>	<p>street edges with garaging, parking or access ways;</p> <p>c. achieving a variation and modulation in building mass, including roof forms;</p> <p>d. use landscaped areas to provide permeable surface areas for stormwater disposal and to add to the visual amenity values of the development for on-site residents or visitors, neighbours, and the wider public.; and</p> <p>e. providing a high level of amenity that meets the day-to-day needs of occupants</p>
9A.2.2.2	Support greater building height than the zone rule where development is designed to achieve an exemplary standard of quality, including its environmental sustainability.	<u>Enable greater building height, particularly in locations with high accessibility, where development contributes to a well-functioning urban environment, including through high-quality urban design, and the management of adverse effects on public amenity consistent with the expected effects of urban intensification, and the outcomes of Policy 9A.2.2.1.</u>
9A.2.3	Objective – Development maintains an appropriate level of amenity for neighbouring sites as part of positively contributing to the urban amenity values sought within the zone.	Objective – Development maintains an appropriate level of amenity for neighbouring sites as part of positively contributing to the urban amenity values sought within the zone.
9A.2.3.1	Apply recession plane, building height, height setback at upper floors, yard setback and site coverage controls as the primary means of ensuring an appropriate level of neighbours’ outlook space, sunshine and light access, and privacy is provided for, while acknowledging that through an	<u>Achieve good levels of outlook, access to sunlight and daylight, and privacy for neighbouring properties, while enabling well-designed development and flexibility where alternative design solutions demonstrably deliver equal or better outcomes than standard controls.</u>

	application for land use consent an outcome superior to that likely to result from strict compliance with the controls may well be identified.	
9A.2.3.2	Ensure built form achieves privacy for occupants of the subject site and neighbouring residential sites and units, including through the use of building setbacks, offsetting habitable windows from one another, screening, or other means.	<u>Provide for privacy and amenity of occupants of the site and neighbouring residential sites and units as part of a well-functioning urban environment, through building layout and design standards, while recognising that achieving increased density may result in reduced levels of privacy compared to lower-density zoned areas.</u>
9A.2.4	Objective – Small-scale community activities are provided for where they are best located in a residential environment close to residents.	Objective – Small-scale community activities are provided for where they are best located in a residential environment close to residents.
9A.2.4.1	Enable the establishment of small-scale community activities where adverse effects on residential amenity values such as noise, traffic and visual impact can be avoided or mitigated.	Enable the establishment of small-scale community activities where adverse effects on residential amenity values such as noise, traffic and visual impact can be avoided or mitigated.
9A.2.5	Objective – Commercial development is small-scale and generates minimal amenity value impacts.	Objective – Commercial development is small-scale and generates minimal amenity value impacts.
9A.2.5.1	Ensure that any commercial development is of low scale and intensity, and does not undermine the local transport network or availability of on-street vehicle parking for non-commercial use.	Ensure that any commercial development is of low scale and intensity, and does not undermine the local transport network or availability of on-street vehicle parking for non-commercial use.
9A.2.5.2	Ensure that any commercial development is of a design, scale and appearance compatible with its surrounding context.	Ensure that any commercial development is of a design, scale and appearance compatible with its surrounding context.
9A.2.6	Objective - High-density residential development will efficiently utilise existing infrastructure and minimise	Objective - High-density residential development will efficiently utilise existing infrastructure and minimise

	impacts on infrastructure and roading networks.	impacts on infrastructure and roading networks.
9A.2.6.1	Require development to provide or enhance connections to public places, public transport and active transport networks (walkways, trails and cycleways) where appropriate.	Require development to provide or enhance Enhance connections to public places, public transport and active transport networks (walkways, trails and cycleways) where appropriate.
9A.2.6.2	Require development to provide facilities to encourage walking and cycling where appropriate.	Require development to provide facilities to encourage walking and cycling where appropriate.
9A.2.6.3	Ensure access and parking is located and designed to optimise the connectivity, efficiency and safety of the district's transport networks, including encouraging a reduction in car parking provision to help facilitate modal shift.	Ensure access and parking is located and designed to optimise the connectivity, efficiency and safety of the district's transport networks; including encouraging a reduction in car parking provision to help facilitate modal shift.
9A.2.6.4	Require the site layout and design of development provides low impact approaches to stormwater management through providing permeable surface areas on site and the use of a variety of stormwater management measures.	Require the site layout and design of development provides low impact approaches to stormwater management through providing permeable surface areas on site and the use of a variety of stormwater management measures.
9A.2.6.5	A reduction in parking provision is encouraged where a site is located within 800m of a bus stop or the edge of a Town Centre Zone including to help facilitate modal shift.	A reduction in parking provision is encouraged where a site is located within 800m of a bus stop or the edge of a Town Centre Zone including to help facilitate modal shift.
9A.2.6.6	Ensure development is designed consistent with the capacity of existing and/or planned infrastructure networks or upgrades for potable water, stormwater and wastewater services, and where practicable, incorporates low impact approaches to stormwater management and efficient use of potable water.	Ensure development is designed consistent with the capacity of existing and/or planned infrastructure networks or upgrades for potable water, stormwater and wastewater services, and where practicable, incorporates low impact approaches to stormwater management and efficient use of potable water.

9A.2.7	Objective – Manage the development of land within noise affected environments to ensure mitigation of noise and reverse sensitivity effects.	Objective – Manage the development of land within noise affected environments to ensure mitigation of noise and reverse sensitivity effects.
9A.2.7.1	Require as necessary all new and altered buildings for Activities Sensitive to Road Noise located close to any State Highway to be designed to provide protection from sleep disturbance and to otherwise maintain reasonable amenity values for occupants.	Require as necessary all new and altered buildings for Activities Sensitive to Road Noise located close to any State Highway to be designed to provide protection from sleep disturbance and to otherwise maintain reasonable amenity values for occupants.
9A.2.8	Objective – Visitor accommodation, residential visitor accommodation and homestays are enabled in urban areas close to town centres to respond to strong projected growth in visitor numbers, whilst ensuring that adverse effects on residential amenity values and traffic safety are avoided, remedied or mitigated.	Objective – Visitor accommodation, residential visitor accommodation and homestays are enabled in urban areas close to town centres to respond to strong projected growth in visitor numbers, whilst ensuring that adverse effects on residential amenity values and traffic safety are avoided, remedied or mitigated.
9A.2.8.1	Provide sufficient high density zoned land to enable a range of accommodation options for visitors to establish close to town centres.	Provide sufficient high density zoned land to enable a range of accommodation options for visitors to establish close to town centres.
9A.2.8.2	Enable a range of accommodation options which positively contribute to residential amenity values by ensuring that adverse effects on residential amenity values are avoided, remedied or mitigated.	<u>Manage the character, scale and location of any communal or service aspect of a visitor accommodation activity in relation to the residential amenity values of adjoining sites.</u>
9A.2.8.3	Ensure that visitor accommodation development utilises existing infrastructure and minimise impacts on infrastructure and roading networks.	Ensure that visitor accommodation development utilises existing infrastructure and minimise impacts on infrastructure and roading networks.
9A.2.8.4	Ensure that the design of buildings for visitor accommodation contributes positively to the visual quality of the environment through the use of connection to the street, interesting	Ensure that the design of buildings for visitor accommodation contributes positively to the visual quality of the environment through the use of connection to the street, interesting

built forms, landscaping, and response to site context.

built forms, landscaping, and response to site context.