Attachment 2- DCP 2013: Part 5.5 – WTC compliance tables

Requirement	Proposed	Compliance
3.2 Street Hierarchy and Design		
The street network is to be provided generally in accordance with the street hierarchy map and street types map. First and second tier streets are required as shown in the maps.	The proposed street network is not in accordance with the desired street network.	No
Street design is to be generally consistent with the cross sections shown in the Chapter and widening of roads may be required at intersections, curves and for utilities.	The street design is not consistent with the cross sections shown in the Chapter.	No
Design all residential streets for a maximum of 50 km. Applicants should consider traffic management through the use of road layout or appropriate speed reducing devices.	The streets are not consistent with the DCP requirements but are conducive to a lower speed environment.	Yes
Street planting in the road reserve is to be in accordance with the Chapter.	A Landscape Plan and Design Report were submitted. The applicant is open to amendments as to specific plantings which could be included as a condition of consent. Concerns are raised as to the ability to provide access to corner lots and maintain proposed street trees.	Capable of compliance
Footpaths are to be provided with a minimum width of 1.5m and are to be setback 1m from the carriageway and 450mm from property boundaries.	Proposed footpaths will be constructed with a width of 1.5m and suitably setback from the road carriageway.	No, Road Types not provided in accordance with the DCP
Street lighting is to comply with the relevant standards.	A condition of consent could be included requiring all street lighting to comply with the relevant standards and details will be required prior to the release of the Construction Certificate.	Yes

Requirement	Proposed	Compliance
3.3 Landscaping in the Road Reserve		
Requirement	Proposed	Compliance
Provide street plantings in locations identified in Figure 3.16	Landscaping is consistent with the locations. The landscape plan is suitable in concept.	Yes
Provide landscaping: • to distinguish between public and private domain and between different street hierarchy • Minimise risk to utilities and services • Provide landscaping that is durable and suited to the environment • Maintain sight distances • Do not obscure street lighting or traffic signals • Provides appropriate shade	The proposed landscaping will provide distinction between the different street hierarchy. .	Capable of compliance
Landscaping details are to be submitted with proposals and include the general location of plantings, species and size, safety and relationship to utilities and services.	Landscaping plans and a design report has been submitted with the application.	Yes
3.7 Pedestrian and Cycle network		
Key pedestrian and cycle routes are to be provided generally in accordance with Figure 3.19	Cycle ways have not been identified in accordance with the Chapter.	No
The design of cycle ways in accordance with Figures 3.3 – 3.15	Cycle ways have not been identified in accordance with the Chapter.	No
Pedestrian and cycle ways to be constructed with each stage	Cycle ways have not been identified in accordance with the Chapter.	No
3.11 Public Transport Network		
Provision of bus routes, bus stops and bus shelters in accordance with the requirements of local bus operator.	Bus stops will be located in accordance with the local bus service upon completion of the subdivision.	Capable of compliance but not addressed

Requirement	Proposed	Compliance
Indicative bus routes and stops to be provided	The location of the subject subdivision is a small part of the development of the WTC. The bus routes and bus stops will be implemented upon completion of the residential components of the approved subdivision.	Capable of compliance but not addressed
6.0 Environmental Management		
6.2 Integrated Water Cycle Management and Water Sensitive Urban Design		
All stormwater discharging into a stormwater storage system is to be treated with in accordance with best practice.	Stormwater can adequately be managed. The lot and road drainage will be discharged to the downstream drainage network which has been constructed as part of Stages 1-4. The drainage system has been designed to cater for the existing/natural upstream external catchment. The downstream network has been designed to cater for flows from the upstream catchments. The site will ultimately discharge to the regional bio-retention/ on-site detention system adjacent to Sparks Road. A temporary basin is proposed on-site detention (OSD) or water quality will be required for the portions of the site that do not drain to the Stage 1 – 4 basin which as the regional basin has been designed to cater for external flows.	Due to outstanding road layout matters, final stormwater assessment has not been completed.
All other stormwater if discharging directly into a receiving environment is to be treated in accordance with Council's Stormwater Management Plan	All stormwater will be discharged to the regional bio-retention/OSD system adjacent to Sparks Road.	Capable of compliance subject to details being assessed by Council's Engineers. Referral not progressed as a result of other non-compliances.
6.6 Contamination Management		
DAs for development on land identified on Figure 6.3 needs to consider contaminated land planning guidelines.	The land contamination was considered with the earlier applications and contamination reports for Stages 6 – 10 have been prepared concurrently and submitted with this application.	Yes

Requirement	Proposed	Compliance
6.7 Retaining Walls and Retaining Walls		
Construct retaining walls in a consistent manner that is visually unobtrusive.	There are no retaining walls proposed with the construction of the subdivision. Batters are proposed from the road reserve into the sites.	Yes – note retaining walls may be subject of dwelling applications
6.8 Soils		
Erosion and sediment controls are to be submitted with DAs.	Erosion and sediment controls have been submitted and are satisfactory.	Yes
6.9 Acoustics		
Requirement	Proposed	
Provide noise mitigation measures to minimise noise from the railway corridor and Sparks Road.	Stages 1-4 have been constructed to provide an acoustic buffer along Sparks Road in accordance with the Chapter.	An acoustic barrier will be required to Sparks Road within residue Lot 601, subject to future DA
Provide all practicable mitigation measures for noise and vibrations for development within 60m of the rail corridor.	The site is greater than 60m from the rail corridor. The proposal is for subdivision only and any future development of the sites will consider potential mitigation measures if warranted.	Yes
Reduce road noise impacts.	The proposal is for subdivision only and any future development of the sites will consider potential noise mitigation measures if warranted.	Yes
Submit a noise study prepared by an appropriately qualified acoustic consultant for DAs fronting Sparks Road and in the vicinity of access roads.	The site results in lots in the vicinity of access roads. An Acoustic and Vibration Impact assessment was undertaken for the subdivision. Acoustic barriers similar to that implemented with Stage 1-4 will be required to be provided on Lot 601 to assist with reducing the impacts of noise from Sparks Road within the greater subdivision. Architectural treatments can be included in future buildings to mitigate noise impacts.	Yes
Mitigate noise impacts on residential areas from non-residential uses by imposing	All residential use is proposed	NA

Requirement	Proposed	Compliance
operating hours and other operational measures as appropriate.		