

**Attachment B**  
**Compliance Tables for Area 13 (Thrumster) Koala Plan of Management and**  
**Port Macquarie-Hastings Development Control Plan 2013**

**Area 13 (Thrumster) Koala Plan of Management**

| <b>Provision</b>  | <b>Comment</b>  |
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| <b>3(C) Clearing of native vegetation</b><br><b>(i)</b> The clearing of native vegetation for development purposes and/or to satisfy APZ requirements must not proceed until the area has been inspected and approval given in writing by a suitably qualified and/or accredited koala specialist.<br><b>(ii)</b> Approval to proceed with the clearing of native vegetation in accord with Part 3(c)(i) is only valid for the day on which the inspection has been undertaken.                                       | A condition is recommended requiring a suitably qualified koala specialist to inspect all trees on the day that the clearing is proposed and provide written clearance before clearing commences. |
| <b>3(D) Protection of Koalas from undue disturbance</b><br><b>(i)</b> The clearing of native vegetation and/or earthworks in accord with Part 3(c)(i) or for any other purpose must be temporarily suspended within a range of 25m from <u>any</u> tree that is occupied by a koala and must not resume until the koala has moved from the tree of its own volition.  | A condition is recommended requiring clearing and/or earthworks to be suspended within 25m of any tree occupied by a koala until the koala has moved on of its own volition.                      |
| <b>3(E) Swimming pools</b><br><b>(i)</b> all new swimming pools installed on land to which the plan applies must display a stout rope (minimum 50mm diameter), one end of which must be secured to a stable poolside fixture, the other end of which must trail in the pool at all times.   | The proposal includes a communal swimming pool and a stout rope will be required. A condition is recommended confirming this requirement.   |
| <b>3(F) Habitat Linkages and Buffers</b><br><b>(i)</b> unless otherwise indicated in Figure 6 of the plan, habitat <u>linkages</u> must have an average width of 60m, inclusive of up to a maximum of 15m of any OPA that may be required for the purposes of Bushfire Protection.<br><b>(ii)</b> unless otherwise indicated in Figure 6 of the plan, habitat <u>buffers</u> must be a minimum of 30m wide, inclusive of up to a maximum of 15m any OPA that may be required for the purposes of Bushfire Protection. | No habitat linkages or buffers traverse the site.   |

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| <p>(iii) All habitat buffers in the study area (including areas requiring habitat restoration) must be identified by an appropriate land use zoning that emphasises their ecological importance.</p> <p>(iv) Where a reduction in canopy cover is required for the purposes of creating a APZ adjacent to a habitat linkage or buffer, retention of preferred koala food trees must be maximised.</p> <p>(v) Where a residential allotment abuts a habitat linkage, Part 6(b – d) of the plan applies.</p>  |   |
| <p><b>3(G) Habitat restoration</b></p> <p>(i) Habitat restoration works must be implemented in the Habitat Linkages and buffers as illustrated in Figure 6 of the plan.</p> <p>(ii) Habitat restoration works must be detailed in an environmental management plan, the format of which is to be drafted by the Consent Authority and agreed to by DoP.</p> <p>(iii) Preferred koala food trees must comprise a minimum of 50% of native tree species that are planted for the purposes of habitat restoration.</p> <p>(iv) Where habitat restoration works as illustrated in Figure 6 of the plan are required on land to which a Development Application applies, restoration works must be completed prior to the issue of a subdivision certificate.</p> <p>(v) Preferred koala food trees planted for the purpose of habitat restoration must be selected so as to maximise their viability through the establishment phase. The plants should have a minimum height of 600mm at the time of planting and be nurtured for a minimum period of 24 months with any dead plants being replaced.</p> | <p>No habitat linkages or buffers traverse the site. Habitat restoration is not applicable.</p> |
| <p><b>3(H) Koala Release Area</b></p> <p>(i) For purposes of the plan, the area of secondary koala habitat in the north of the identified boundary within Lot 235 DP 754434 shall be designated a Koala Release Area and excluded from development.</p> <p>(ii) Subject to availability, a maximum of two female and two male koalas per year shall be released into the Koala Release Area until such time that Part 4(A)(i) of the plan has been enacted.</p>   | <p>Not applicable. The koala release area is not associated with the subject site.</p>          |

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| <p><b>(iii)</b> the release of koalas into the Koala Release Area must be undertaken and overseen by the NSWKPS in accord with the following protocol:</p> <ul style="list-style-type: none"> <li>- koalas must be released into a preferred food tree (the release tree) that is not within an identified area of <i>Core Koala Habitat</i>,</li> <li>- the release tree must be selected such that canopy overlap with other trees in the immediate vicinity is minimal,</li> <li>- the release tree must be surrounded by a temporary fence constructed of a series of joined 1000mm x 1200mm x 3mm corflute panels such that a minimum distance of 1.5m is maintained radially from any one point around the base of the tree,</li> <li>- the fence must be removed after a period of 7 – 10 days or if the koala has left the tree of its own accord,</li> <li>- supplementary feed comprised of preferred food trees that are growing within the Koala Release Area may be supplied as considered necessary.</li> </ul>   |  |
| <p>3(l) Roading</p> <p><b>(i)</b> Where major roads are proposed that are required to traverse vegetated areas of <i>Core Koala Habitat</i> or a habitat linkage/buffer, or a designated Koala Release Area and are predicted to accommodate in excess of 500 vehicle movements/day the following provisions will apply:</p> <ul style="list-style-type: none"> <li>- 1200mm high floppy-top or other approved wildlife exclusion fencing must be installed along both sides of the road, the lower half of which must be clad with galvanised tin sheeting on the outside face.</li> <li>- cattle grids or other approved devices must be installed at fence-ends and/or any driveways or other access points to prevent koala access to major roads.</li> <li>- where possible, koala underpasses comprising a minimum of 1.2m X 1.0m Reinforced Concrete Box Culverts must be installed at regular intervals that approximate 1 underpass/150m of exclusion fencing.</li> </ul> <p><b>(ii)</b> In areas where the installation of exclusion fencing and underpasses is not possible due to topographical or engineering constraints, signage, street</p> | <p>No new public roads are proposed for the development.</p> |

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| lighting and appropriate vehicle calming devices must be deployed.<br>(iii) Detailed design for areas affected by provision (i) and (ii) above must be prepared in consultation with a suitably qualified and/or accredited koala specialist. |   |
| <b>3(J) Community Education</b><br>Appropriate promotional and educational measures will be undertaken throughout Area 13 in relation to dog ownership and koala habitat management.  | It is recommended that appropriate educational signage consistent with this provision be provided at the accesses to the perimeter fire trail. A condition has been recommended in this regard. |

### **Port Macquarie-Hastings Development Control Plan 2013**

| <b>DCP 2013: Part B - General Provisions - B2: Environmental Management</b> |  |  |                    |
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| <b>DCP Objective</b>  | <b>Development Provisions</b>  | <b>Proposed</b>  | <b>Complies</b>    |
| 3   | a) Development must comply with Council's Developments, Public Place & Events - Waste Minimisation and Management Policy.  | <p>The application includes a Preliminary Waste Management Plan, which satisfactorily addresses Council's Policy.</p> <p>The development will require a private waste collection service, and the plans include swept paths confirming that the internal roads can accommodate a collection vehicle. A condition is recommended requiring confirmation of arrangements for the private waste collection service.</p> | Yes                |
| <b>Cut and Fill Regrading</b>   |  |  |                    |
| 4   | a) Development shall not exceed a maximum cut of 1.0m and fill of 1.0m measured vertically above the ground level (existing) at a distance of 1.0m outside the perimeter of the external walls of the building (This does not apply to buildings where such cut and fill is fully retained within or by the external walls of the building). | The proposal includes more than 1m of fill outside the footprint of the buildings. The fill is proposed to elevate the site above the PMF level and to achieve practical stormwater drainage. As the site is isolated from other adjoining development, the impacts of the filling   | No, but acceptable |

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|   |  | would be limited to the adjoining roads and environmental land. Appropriate stability and stormwater management are capable of being achieved, and the filling would not result in any adverse privacy impacts. On this basis the proposal is considered to be consistent with the objectives of the provision. |     |
| 5 | a) A certified practicing structural engineer must certify any retaining wall greater than 1.0m.   | Condition recommended requiring certification of retaining walls.   | Yes |
|   | b) Where a combination of a fence and a wall is proposed to be greater than 1.2m high: <ul style="list-style-type: none"> <li>– be a maximum combined height of 1.8m above existing property boundary level;</li> <li>– be constructed up to the front boundary for a maximum length of 6.0m or 30% of the street frontage, whichever is less;</li> <li>– the fence component has openings which make it not less than 25% transparent; and</li> <li>– provide a 3m x 3m splay for corner sites, and</li> <li>– provide a 900mm x 900mm splay for vehicle driveway entrances.</li> </ul> | No front fence and retaining wall combination proposed.   | N/A |
| 6 | a) Significant land reforming proposals where >10% gross site area or >1.0ha is to have surface levels changed by more than 5m or where earthworks exceed an average of 10,000m <sup>3</sup> per ha shall: <ul style="list-style-type: none"> <li>– identify the impact of the proposed land reforming on the</li> </ul>   | N/A   | N/A |

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|   | <p>environment, landscape,</p> <ul style="list-style-type: none"> <li>– visual character and amenity, natural watercourses, riparian vegetation, topographical features of the environment and public infrastructure;</li> <li>– demonstrate compliance with the provisions of Council's AUS-SPEC design specification;</li> <li>– assess the impacts and benefits of the proposal to all impacted persons and the general public;</li> <li>– provide measures to compensate for and minimise any net adverse impacts.</li> </ul> |  |     |
|   | b) The use of high earthworks batters should be avoided.  | N/A  | N/A |
|   | c) Preliminary plans indicating the final landform are required to be submitted with any master plan or subdivision application.  | N/A  | N/A |
|   | d) The subdivision should be designed to fit the topography rather than altering the topography to fit the subdivision.   | N/A  | N/A |
| <b>Environmental Management Areas and Buffers</b> |   |  |     |
| 8   | a) Any habitat/vegetation which will be lost as a consequence of development is to be offset through the dedication of suitable land utilising expert ecological knowledge to determine the impact and offset based on the principle of 'improve and maintain'.   | A total of 0.086ha of planted native vegetation comprising <i>Acacia floribunda</i> (White sally wattle), <i>Casuarina glauca</i> (Swamp Oak) and 1 individual <i>Eucalyptus robusta</i> (Swamp Mahogany) (DBH 12cm) will be impacted. An additional 0.058 ha of regrowth PCT 4006 Northern Paperbark-Swamp Mahogany Saw-sedge | N/A |

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|   |  | Forest (low condition) will also be impacted. The vegetation removal has been assessed in accordance with the Biodiversity Conservation Act 2016, as discussed later in this report. No development offset is required.   |     |
|   | b) Improvement and maintenance of existing habitat and corridors and the consolidation of fragmented bushland are to be considered as the first preference for any development offset.   | N/A   | N/A |
|   | c) A Vegetation Management Plan (VMP) is to be prepared for any environmental land that is to be retained or used to offset development impacts.   | N/A   | N/A |
|   | d) VMPs are required to address Council's VMP "Heads of Consideration"   | N/A   | N/A |
| 9 | a) A minimum, fully vegetated buffer from the top of bank to both sides of a watercourse is to be provided in accordance with the following: <ul style="list-style-type: none"> <li>- 10m for 1st order streams that flow intermittently.</li> <li>- 30m for 1st order streams that flow permanently.</li> <li>- 40m for 2nd order streams.</li> <li>- 50m for 3rd order streams.</li> <li>- 65m for 4th order streams.</li> </ul> | Partridge Creek to the north-west of the site is a forth order stream and the unnamed tributary to the east of the site is a second order stream. Appropriate riparian buffers have been provided in the land use zoning for the urban release area. The proposed development is located outside the environmental zones. | Yes |
|   | b) Stormwater management facilities may be considered within buffer areas only where the applicant can demonstrate the proposal is justified on the basis of practical engineering related site constraints and where it is adequately demonstrated  | A stormwater outlet is proposed in the riparian buffer. It is located in an existing cleared area and would not impact the function of the buffer. The location of the outlet is necessary to protect   | Yes |

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|   | that the applicable objectives are achieved.   | nearby Transgrid infrastructure.  |     |
|   | c) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.   | No roads or asset protection zones proposed in the riparian buffer.   | Yes |
| <b>Tree Management – Private Land</b>         |  |   |     |
| 11  | c) Where a tree listed in Table 1 is approved for removal it must be compensated with 2 x koala habitat trees. Significant large-scale development will require an advanced size koala food tree or habitat tree (primary Koala browse species) that meets AS2303:2015 Tree Stock for Landscape Use. The compensation tree is to be planted in a suitable location as determined by the Director of Development and Environment or their delegate. | One Swamp Mahogany is proposed to be removed for the development. This tree is proposed to be offset at a 4:1 ratio in accordance with the KPoM.<br><br>The offsets are capable of being accommodated in the site landscaping, and a condition is recommended requiring the details to be confirmed in an amended landscape plan. | Yes |
| <b>Tree Management - Hollow Bearing Trees</b> |  |   |     |
| 13  | a) All hollow bearing trees within the development area are to be accurately located by survey and assessed by an appropriately qualified ecologist in accordance with Council's Hollow-bearing tree assessment (HBT) protocol.  | No hollow bearing trees proposed to be removed for the development.   | N/A |

**DCP 2013: Part B - General Provision - B3: Hazards Management**

| DCP Objective                     | Development Provisions   | Proposed  | Complies |
|-----------------------------------|--|---|----------|
| <b>Bushfire Hazard Management</b> |  |   |          |
| 18                                | a) APZs are to be located outside of environmental protection zones and wholly provided within private land. Note perimeter roads provided as part of a residential subdivision are classified as being part of the subdivision and not a separate permissible land use within environment protection zones. | No asset protection zones or roads proposed in environmental zones. | Yes      |



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|                 | b) Perimeter roads are to be provided to all urban areas adjoining environmental management areas and their buffers. Refer to Figure 2. | Proposal includes a perimeter fire trail.  | Yes |
| <b>Flooding</b> |   |  |     |
| 19              | a) Development must comply with Council's Floodplain Management Plan and Flood Policies.  | The proposal is consistent with Council's Flood Policy. The site is proposed to be filled so that all dwellings are located above the PMF level. The land has a flood free evacuation route via John Oxley Drive to the Oxley Highway. Flood impacts of the proposed earthworks have been accounted for in the original planning for the area. | Yes |

**DCP 2013: Part B- General Provisions- B4: Transport, Traffic Management, Access and Car Parking**

| DCP Objective         | Development Provisions  | Proposed   | Complies |
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| <b>Road Hierarchy</b> |   |  |          |
| 23                    | a) New direct accesses from a development to arterial and distributor roads is not permitted. Routes should differ in alignment and design standard according to the volume and type of traffic they are intended to carry, the desirable traffic speed, and other factors. | No direct access to arterial or distributor roads proposed.                                | Yes      |
|                       | b) Existing direct accesses from a development to arterial and distributor roads are rationalised or removed where practical.   | N/A  | N/A      |
|                       | c) Vehicle driveway crossings are minimal in number and width (while being adequate for the nature of the development), and positioned: <ul style="list-style-type: none"> <li>– to avoid driveways near intersections and road bends, and</li> </ul>                       | Driveway crossover 7m wide to College Drive. Substantial street parking would be retained. | Yes      |

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|                          | <ul style="list-style-type: none"> <li>- to minimise streetscapes dominated by driveways and garage doors, and</li> <li>- to maximise on-street parking.</li> </ul>                                |  |     |
| <b>Parking Provision</b> |  |  |     |
| 24                       | <p>a) Off-street Parking is provided in accordance with Table 3.</p> <p>1 parking space per each 1 or 2 bedroom unit, 1.5 spaces per each 3 or 4 bedroom unit + 1 visitor's space per 4 units.</p> | <p>The development proposes 9 x 2 bedroom dwellings and 56 x 3 bedroom dwellings.</p> <p><math>(9 \times 1) + (56 \times 1.5) = 93</math> resident spaces required.</p> <p>The proposal provides 56 double garages and 9 single garages (total 121 spaces) for residents.</p> <p>27 of the proposed dwellings provide stacked visitor parking in driveways with a minimum depth of 5.5m. The remaining 38 dwellings require designated visitor parking at 1 space per 4 dwellings. Therefore, a minimum of 9.5 (rounded to 10) visitor spaces are required. The proposal provided 10 visitor parking spaces, which satisfies this requirement.</p> | Yes |
|                          | b) Where a proposed development does not fall within any of the listed definitions, the provision of on-site parking shall be supported by a parking demand study.                                 | N/A  | N/A |
|                          | c) Where a proposed development falls within more than one category Council will require the total parking provision for each category.  | N/A  | N/A |
| 25                       | a) A development proposal to alter, enlarge, convert or redevelop an existing building, whether or not demolition is   | N/A  | N/A |

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|                       | involved, shall provide the total number of parking spaces calculated from the schedule for the proposed use, subject to a credit for any existing deficiency, including any contributions previously accepted in lieu of parking provision.   |   |     |
| 26                    | <p>a) On street parking, for the purposes of car parking calculations will not be included unless it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>- there is adequate on street space to accommodate peak and acute parking demands of the area;</li> <li>- parking can be provided without compromising road safety or garbage collection accessibility;</li> <li>- parking can be provided without jeopardising road function; and</li> <li>- that streetscape improvement works, such as landscaped bays and street trees are provided to contribute to the streetscape.</li> </ul> | N/A   | N/A |
|                       | b) On street parking is provided in accordance with AS2890.5.  | N/A   | N/A |
| 27                    | <p>a) On street parking will not be permitted unless it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>- parking does not detract from the streetscape; and</li> <li>- that streetscape improvement works, such as landscaped bays and street trees are provided.</li> </ul>   | N/A   | N/A |
| <b>Parking Layout</b> |  |   |     |
| 28                    | a) Visitor and customer parking shall be located so that it is easily accessible from the street.  | Visitor parking at two locations within the development that are accessible from off the main loop road. Visitor parking will be able to be identified with appropriate signage on the internal road. | Yes |

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|  | <p>b) Internal signage (including pavement markings) should assist customers and visitors to find parking and circulate efficiently and safely through a car park.</p>  | Capable of being provided. The internal road layout is a simple loop system that should be easy to navigate for residents and visitors. | Yes |
|  | <p>c) Parking spaces shall generally be behind the building line but may be located between the building line and the street when:</p> <ul style="list-style-type: none"> <li>- it is stacked parking in the driveway; or</li> <li>- it can be demonstrated that improvements to the open space provided will result; and</li> <li>- the spaces are screened (densely landscaped or similar) from the street by a landscaping with a minimum width of 3.0m for the entire length of the parking area.</li> </ul>  | All parking spaces provided behind the building line.   | Yes |
|  | <p>d) Parking design and layout is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking and AS 2890.6 - Off-street parking for individuals with a disability and AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.</p>  | Capable of complying. Conditions recommended requiring certification at Construction Certificate and Occupation Certificate stages.     | Yes |
|  | <p>e) Stack or tandem parking spaces will not be included in assessment of parking provision except where:</p> <ul style="list-style-type: none"> <li>- the spaces are surplus to that required;</li> <li>- in motor showrooms;</li> <li>- for home business;</li> <li>- for exhibition homes;</li> <li>- in car repair stations;</li> <li>- staff parking spaces are separately identified and delineated;</li> <li>- it is visitor parking associated with a dual occupancy multi dwelling and/or terrace housing, directly in front of the garage with a minimum depth of 5.5m.</li> </ul> | Stacked parking proposed for 27 of the units directly in front of the garage with a minimum depth of 5.5m.                              | Yes |

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| 29                      | a) Parking is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking, AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities, AS 1428 - Design for access and mobility and AS 2890.6 - Off-street parking for individuals with a disability.  | Capable of complying. Conditions recommended requiring certification at Construction Certificate and Occupation Certificate stages. | Yes |
| 30                      | a) Bicycle and motorcycle parking shall be considered for all developments.   | Bicycle and motorcycle parking capable of being accommodated within the individual dwellings.                                       | Yes |
| <b>Surface Finishes</b> |   |   |     |
| 35                      | <p>a) All parking and manoeuvring areas shall be constructed with a coarse base of sufficient depth to suit the amount of traffic generated by the development, as determined by Council. It shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers.</p> <p>Preliminary details of construction materials for access and car parking areas shall be submitted with the development application. Detailed plans shall be prepared for the construction certificate by a practising qualified Civil Engineer.</p> | Plans indicate sealed surfaces. Condition recommended confirming this requirement.  | Yes |
|                         | b) In special cases (e.g. where traffic volumes are very low) Council may consider the use of consolidated unsealed gravel pavement for car parks. However, this should not be assumed and will need to be justified by the applicant at the Development Application stage.   | N/A   | N/A |
| <b>Drainage</b>         |   |   |     |
| 36                      | a) All parking and manoeuvring spaces must be designed to avoid concentrations of water runoff on the surface.  | Submitted Stormwater Management Plan addresses drainage of access roads and parking areas.  | Yes |
|                         | b) Council will not permit the discharge of stormwater  |   |     |

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|    | directly into kerbing and guttering or table drains for any development other than that of a minor nature. |  |  |
| 37 | a) Car parking areas should be drained to swales, bio retention, rain gardens and infiltration areas.      |  |  |

**DCP 2013: Part B - General Provisions - B5: Social Impact Assessment and Crime Prevention**

| DCP Objective                   | Development Provisions   | Proposed  | Complies |
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| <b>Social Impact Assessment</b> |  |   |          |
| 42                              | a) A social impact assessment shall be submitted in accordance with the Council's Social Impact Assessment Policy.   | Social impact assessment was carried out as part of the Planning Proposal for the urban release area. Further assessment is not considered necessary for development carried out in accordance with the established zoning.   | N/A      |
| <b>Crime Prevention</b>         |  |   |          |
| 43                              | a) The development addresses the generic principles of crime prevention: <ul style="list-style-type: none"> <li>- Casual surveillance and sightlines;</li> <li>- Land use mix and activity generators;</li> <li>- Definition of use and ownership;</li> <li>- Basic exterior building design;</li> <li>- Lighting;</li> <li>- Way-finding; and</li> <li>- Predictable routes and entrapment locations;</li> <li>- as described in the Crime Prevention Through Environmental Design (CPTED) principles.</li> </ul> | The proposed development will be unlikely to create any concealment/entrapment areas or crime spots that would result in any identifiable loss of safety or reduction of security in the immediate area. The dwellings would provide passive surveillance of the street and perimeter fire trail. | Yes      |

**DCP 2013: Part C - Development Specific Provisions - C1: Low Density Residential Development**

| DCP Objective         | Development Provisions | Proposed | Complies |
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| <b>Front Setbacks</b> |                        |          |          |

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| 44 | <p>a) Dwellings may incorporate an articulation zone to a street frontage at no less than 3m from property boundary. The following building elements are permitted within the articulation zone:</p> <ul style="list-style-type: none"> <li>- an entry feature or portico;</li> <li>- a balcony, deck, patio, pergola, terrace or verandah;</li> <li>- a window box treatment;</li> <li>- a bay window or similar feature;</li> <li>- an awning or other feature over a window;</li> <li>- a sun shading feature.</li> </ul> <p>b) These building elements should not extend above the eave gutter line, other than a pitched roof to an entry feature or portico that has the same pitch as the roof on the dwelling house.</p> | Site specific setback controls apply to the land under Chapter D4 of the DCP and this general provision is not applicable. | N/A |
|    | <p>c) The primary road front setback shall be:<br/> Classified road = any frontage 6.0m<br/> Primary frontage = 4.5m<br/> Secondary frontage = 3.0m<br/> Ancillary Lane = 2.0m<br/> Large lot residential and rural zones = 10.0m</p>  | Site specific setback controls apply to the land under Chapter D4 of the DCP and this general provision is not applicable. | N/A |
| 45 | <p>a) A garage, carport or car parking space should:</p> <ul style="list-style-type: none"> <li>- be at least 1m behind the building line, where the dwelling(s) has a setback from a front boundary of 4.5m or more, or</li> <li>- be at least 5.5m from a front boundary, where the dwelling(s) has a setback of less than 4.5m.</li> </ul>  | All garages are located behind the building line, with access from the internal road.                                      | Yes |
|    | <p>b) The total width of the garage/carport openings should not be more than 6m and not more than 50 per</p>   | The proposal does not include any garage openings facing the public domain.  | Yes |

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|                               | cent of the width of the building.   |   |                    |
|                               | c) Driveway crossovers are no greater than 5.0m in width.  | 7m wide crossover proposed. This is considered acceptable as the shared driveway will service all 65 dwellings and the majority of existing street parking would be retained. | No, but acceptable |
|                               | d) Where a dual occupancy or attached dwelling is proposed on a corner lot a garage and driveway is provided on each road frontage.  | N/A   | N/A                |
| <b>Side and Rear Setbacks</b> |  |   |                    |
| 46                            | a) A minimum rear boundary setback of 4m is to be provided to dwellings (including verandahs, patios and decks).   | The site is a corner allotment and does not have a rear boundary.   | N/A                |
|                               | b) A minimum rear boundary setback of 900mm applies to sheds and swimming pools subject to achieving minimum required private open space area.   | N/A   | N/A                |
|                               | c) Council may consider varying rear setback requirements where it is demonstrated that the private open space could achieve better solar access between the building and the side setback. In that instance, one side setback should be a minimum 4m in width (for an equivalent length of rear boundary, behind building line) and the rear setback may be reduced to 900mm. | N/A   | N/A                |
| 47                            | a) Ground floors (being <1m above existing ground level) should be setback a minimum of 900mm from side boundaries.  | All ground floor side setbacks exceed 900mm.  | Yes                |
|                               | b) First floors and above (including single storey with floor level >1m) should be setback a minimum of 3m from the side boundary, or  | All first floor side setbacks exceed 3m.  | Yes                |



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|                           | reduced down to 900mm where it can be demonstrated that the adjoining property's primary living rooms and principal private open space areas are not adversely overshadowed for more than 3hrs between 9am - 3pm on 21 June.   |  |                    |
|                           | c) First floors and above should have building walls that step in and out at least every 12m by a minimum of 500mm articulation. Where first floors and above are setback >3m, wall articulation is not required.  | All first floor walls (other than party walls) provide articulation or wall lengths of less than 12m.  | Yes                |
| Private Open Space        |  |  |                    |
| 48.                       | a) All dwellings should have a minimum area of private open space of 35m <sup>2</sup> , which includes a principal private open space area with: <ul style="list-style-type: none"><li>- a minimum dimension of 4m x 4m, and</li><li>- a maximum grade of 5% for minimum 4m x 4m of the total open space requirement, and</li><li>- direct accessibility from a ground floor living area and orientated to maximise use.</li></ul> | All dwellings have private open space areas in excess of 35m <sup>2</sup> including a 4m x 4m area at appropriate grade and accessible off a main living area.                                 | Yes                |
|                           | b) Private open space may include clothes drying areas and garbage storage.  |  |                    |
| Public Domain and Fencing |  |  |                    |
| 49                        | a) Front fences built forward of the building line for the primary road frontage should be detailed on the development application plans.  | Front fences detailed on the plans.  | Yes                |
|                           | b) Solid Front fences up to 1.2m high should be: <ul style="list-style-type: none"><li>- Setback 1.0m from the front boundary, and</li><li>- Suitably landscaped to reduce visual impact, and</li></ul>  | Short section of solid brick fence around the substation in the College Drive frontage. The fence is required for fire protection of the dwellings in proximity to the substation. Landscaping | No, but acceptable |

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|                       | <ul style="list-style-type: none"> <li>- Provide a 3m x 3m splay for corner sites.</li> </ul>  | is not possible near the substation. The fence is setback from the site frontage and would not be visually prominent.   |     |
|                       | <p>b) Front fences proposed to be more than 1.2m high should be a maximum of 1.8m in height, above existing front property boundary level, and either:</p> <ul style="list-style-type: none"> <li>- Include landscaped recesses having minimum dimensions of 1.8m long x 900mm deep which occupy no less than 50% of the total length of the fence, or</li> <li>- be erected up to the front boundary for a maximum length of 6.0m or 50% of the street frontage,</li> </ul> | Fencing to street frontage is noted to be 1.2m - 1.5m high, with landscaped recesses adjacent to Lot 001, Lot 050, and the site access. Landscaping constitutes 53% of the site frontage.   | Yes |
|                       | c) have openings which make it not less than 25% transparent (no individual opening more than 30mm wide);  | Front fencing is of open style with minimum 25% transparency.   | Yes |
|                       | d) provide a 3m x 3m splay for corner sites, and   | Fencing will follow the existing 3m x 3m splay.   | Yes |
|                       | e) provide a 900mm x 900mm splay for vehicle driveway entrances.   | No fencing proposed to be located adjacent to driveway entrance.  | N/A |
| 50                    | a) For tennis courts or other similar areas, chain wire fences should be black or dark green plastic coated mesh.  | N/A   | N/A |
|                       | b) Solid fences enclosing these facilities should not be permitted over 1.8m.  | N/A   | N/A |
| <b>Bulk and Scale</b> |  |   |     |
| 51                    | a) Direct views between indoor living rooms and principal private open space of adjacent dwellings, including proposed dwellings approved on adjoining lots, including possible dwellings on future lots, should be obscured or screened where:  | The design provides principle living areas at ground floor level and direct views within a 12m radius are appropriately screened with 1.8m high boundary fencing. First floor rumpus rooms have generally been designed to be located against party | Yes |

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|  | <ul style="list-style-type: none"> <li>- Ground and first floor (and above) indoor living room windows are within a 9m radius.</li> <li>- Direct views between principal private open space areas where within a 12m radius.</li> <li>- Direct views between indoor living rooms of dwellings into the principal area of private open space of other dwellings within a 12m radius.</li> </ul>   | walls where there are no windows.  |     |
|  | <p>b) A balcony, deck, patio, pergola, terrace or verandah should have a privacy screen where there are direct views of:</p> <ul style="list-style-type: none"> <li>- Indoor living room windows of adjacent dwellings, including proposed dwellings approved on adjoining lots within 9m radius; or</li> <li>- Principal areas of private open space of adjacent dwellings, including proposed dwellings approved on adjoining lots within a 12m radius.</li> </ul> | First floor balconies have been provided with privacy screens between units.                 | Yes |
|  | <p>c) Privacy protection is not required for:</p> <ul style="list-style-type: none"> <li>- Any Indoor living room windows with a sill height of greater than 1.5m above the finished floor level of that room or where fixed non-openable translucent glass is installed to the same height.</li> </ul>  | N/A  | N/A |
|  | <p>d) Direct views described above may be reduced or obscured by one of the following measures (details to be submitted with the development application):</p> <ul style="list-style-type: none"> <li>- 1.8m high fence or wall between ground-floor level windows or between a dwelling and</li> </ul>  | Privacy achieved through a combination of fencing, privacy screens, and separation distance. | Yes |

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|                              | <p>principal private open space</p> <ul style="list-style-type: none"> <li>- Screening of minimum 1.7m height, that has 25% openings (max), with no individual opening more than 30mm wide, is permanently fixed and is made of durable materials.</li> <li>- A window, the whole of which has translucent glass and is not able to be opened.</li> </ul>  |  |     |
| <b>Ancillary Development</b> |  |  |     |
| 56                           | <p>a) For ancillary development in R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential, R4 High Density Residential, R5 Large Lot Residential and RU5 Village zones:</p> <ul style="list-style-type: none"> <li>- The height of an outbuilding or the alterations and additions to an existing outbuilding on a lot should not be more than 4.8m above ground level (existing).</li> <li>- The building should be single storey construction with a maximum roof pitch of 24 degrees.</li> <li>- The maximum area of the building should be 60m<sup>2</sup> for lots less than 900m<sup>2</sup> and maximum of 100m<sup>2</sup> for larger lots.</li> <li>- Ancillary development that is a garage, or an outbuilding, or a rainwater tank should not be located in front of the main building line with the exception of swimming pools.</li> </ul> | <p>Detached garages, swimming pool, amenities building, and garden shed all located behind the building line.</p> <p>Detached garages have a maximum height of 3.5m and floor areas less than 60m<sup>2</sup>. Roof pitches are lower than 24 degrees.</p> <p>The pool house has a maximum height of 3.315m above finished ground level, low roof pitch, and a floor area of 19.7m<sup>2</sup>.</p> <p>No elevations or floor plans have been provided to the proposed garden shed shown on Lot 50 and this will be subject to a separate consent (unless it meets the requirements for exempt development).</p> | Yes |

| DCP Objective                   | Development Provisions  | Proposed   | Complies |
|---------------------------------|---|--|----------|
| <b>Environmental Management</b> |   |  |          |
| 243                             | <b>a) General</b> <ul style="list-style-type: none"> <li>– Sites 1, 2 and 3 shown in 100 are to be preserved and managed to reflect their significance.</li> <li>– All development-related surface disturbance works within a 300 metre radius of Sites 1, 2 or 3 are to be monitored by Birpai Sites Officers. The affected areas are shown in 100 as Buffer Area. If any Aboriginal artefacts or a scarred tree are discovered during earthworks, subdivision and or building works, all work in the vicinity of the site is to immediately stop, the area cordoned off and the discovery reported to the relevant Aboriginal stakeholders, a suitably qualified archaeologist and the Department of Industry and Environment, Biodiversity and Conservation Division, in accordance with the provisions of the National Parks and Wildlife Act 1974.</li> <li>– Development is not to proceed in other areas containing Aboriginal archaeological sites without appropriate consideration and consultation with the relevant local Aboriginal community.</li> <li>– In areas where development cannot avoid impacting on identified Aboriginal sites, "Consent to Destroy" Permits are to be sought under Section 90 of the <i>NSW National Parks and Wildlife Act 1974</i>, and any such application will be Integrated Development.</li> </ul> | None of these sites are located on the subject land. | N/A      |
|                                 | <b>b) Site 1 (Karikeree 1)</b> <ul style="list-style-type: none"> <li>– Prior to any earthworks, clearing works, or excavation works, an inspection of the proposed development site is to be undertaken by an Aboriginal Cultural Sites Officer from the Local Aboriginal Land Council and a report on the site inspection is to be obtained.</li> </ul>   | N/A  | N/A      |

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|  | <ul style="list-style-type: none"> <li>- If discovered, artefacts should be moved under an approved Aboriginal Heritage Impact Permit to a location outside the impact area but within South Oxley Neighbourhood in consultation with the relevant Aboriginal stakeholders and Biodiversity and Conservation Division.</li> </ul>  |     |     |
|  | <p><b>c) Site 2</b></p> <ul style="list-style-type: none"> <li>- Watoo 7' (Site 2 on 100) has been assessed to be of high Aboriginal social and moderate to high local scientific significance. The following protection and management measures are required for this site:</li> <li>- Protection: <ul style="list-style-type: none"> <li>o A buffer area consisting of a 300 metre radius of Watoo 7 is to be delineated within which development related surface disturbance works are to be monitored by Birpai Sites Officers.</li> <li>o A sign is to be erected identifying the area as Bush Regeneration Area.</li> <li>o Fencing is not required.</li> </ul> </li> <li>- Custodianship: <ul style="list-style-type: none"> <li>o While Council will continue to own the site, the Birpai Local Aboriginal Land Council is entrusted with the care and control of the site.</li> <li>o The shaded area on 100 is to be allowed to regenerate naturally to bushland.</li> <li>o Vegetation management including control of noxious weeds (such as lantana) is the responsibility of the Birpai Local Aboriginal Land Council.</li> <li>o Port Macquarie Hastings Council has responsibility for weed management along any roads bounding the site.</li> </ul> </li> </ul> | N/A | N/A |
|  | <p><b>d) Site 3 (The Island)</b></p> <ul style="list-style-type: none"> <li>- The buffer area associated with 'The Island' (Site 3 on 100) is partially located within the Partridge Creek Industrial Neighbourhood. The following</li> </ul>  | N/A | N/A |

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|   | <p>protection measures are required for this site:</p> <ul style="list-style-type: none"> <li>– Protection: <ul style="list-style-type: none"> <li>○ A buffer area consisting of a 300 metre radius of The Island is to be delineated within which development-related surface disturbance works are to be monitored by Birpai Sites Officers.</li> </ul> </li> </ul>   |   |     |
| <b>Environmental Management Areas and Buffers</b> |   |   |     |
| 244   | <p><b>a) General</b></p> <ul style="list-style-type: none"> <li>– The first development application within a Development Area is to be accompanied by a Vegetation Management Plan for the Development Area prepared by a suitably qualified person and consistent with Council's Vegetation Management Plan Guidelines. The plan should include, but is not limited to, guidance on the following matters: <ul style="list-style-type: none"> <li>○ Environmental Management Areas</li> <li>○ Hollow-bearing trees</li> <li>○ Koala habitat</li> <li>○ Stormwater management</li> <li>○ Asset Protection Zones</li> <li>○ Airspace protection (in particular tree heights where affected by the Obstacle Limitation Surface)</li> </ul> </li> <li>– Any additional matters identified in an 'Assessment of Significance' report related to the land</li> <li>– Relevant planning agreements</li> <li>– Staging of environmental works, including the co-ordination of clearing or regeneration works within individual development stages, and link these stages to development within the associated stormwater catchment</li> <li>– The timing of any dedication of land to Council, including the maintenance regime before and after dedication, and the process for certifying completion of works at critical stages</li> <li>– Relevant neighbourhood-specific matters and plans identified in this section.</li> </ul> | <p>The proposal is not the first development application for the precinct, and a Vegetation Management Plan is already in place for the environmental land.</p> | N/A |

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|                             | <ul style="list-style-type: none"> <li>– Development retains mature vegetation in buffer areas and revegetates existing cleared areas of the E3 Environmental Management Zone as shown in Figure 101.</li> <li>– Environmental areas are to be publicly managed in accordance with any voluntary planning agreements between landowners and Council, or managed by private land owners in perpetuity in accordance with management plans and enforced through development accompanied consent conditions.</li> <li>– Development is in accordance with the approved Vegetation Management Plan.</li> </ul> |   |     |
|                             | <b>f) Town Centre</b> <ul style="list-style-type: none"> <li>– Environmental management works are consistent with the Environmental Management Principles Plan at Figure 112 and staged to occur in conjunction with development of the adjacent land as shown by the black arrows.</li> <li>– The Vegetation Management Plan for each stage of restoration work identified in Figure 113 is to be submitted to Council and approved prior to the issue of consent for development relating to that stage.</li> </ul>  | A Vegetation Management Plan is already in place for the environmental land, which is consistent with these principles. | N/A |
| <b>Hollow Bearing Trees</b> |  |   |     |
| 245                         | <b>a) General</b> <ul style="list-style-type: none"> <li>– Vegetation Management Plans confirm the hollow-bearing tree locations shown in the relevant neighbourhood maps and provide detailed guidance on their retention or possible removal.</li> </ul>   | A Vegetation Management Plan is already in place for the environmental land.  | N/A |
| <b>Koala Habitat</b>        |  |   |     |
| 246                         | <b>a) General</b> <ul style="list-style-type: none"> <li>– Vegetation Management Plans are to provide necessary guidance to achieve the aims and objectives set out in Part 2 of the <i>Area 13 Urban Investigation Area Koala Plan of Management</i> as amended from time to time. This will primarily be achieved through the actions and measures set out in</li> </ul>   | A Vegetation Management Plan is already in place for the environmental land.  | N/A |



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|                              | <p>Parts 3 to 8 of the Koala Plan of Management. Key aspects of the Koala Plan of Management are shown on Figure 116.</p> <ul style="list-style-type: none"> <li>– No lot is to be created within an area shown as “Dog Restriction Area” in Figure 116. unless there is to be a restriction prohibiting the keeping of domestic dogs attached to the title of the land.</li> <li>– Development applications for subdivision of land in the Dog Restriction Area are to provide details of signage and information boards to advise prospective purchasers or tenants of the restriction on the keeping of dogs.</li> <li>– All restoration works required by the Koala Plan of Management are to be undertaken prior to release of the subdivision certificate.</li> <li>– Where E3 Environmental Management Zones cannot accommodate Koala feed tree offset plantings, a suitable area is to be identified and be subject to the same conditions as environmental lands as defined in the relevant voluntary planning agreements. Applicant must demonstrate that this additional environmental land is secured and managed in perpetuity to Council’s satisfaction.</li> <li>– A habitat link is to be provided in accordance with Figure 116, which comprises a minimum of 20% of preferred Koala feed trees.</li> </ul> |  |     |
| <b>Stormwater Management</b> |  |  |     |
| 247                          | <p>a) Where development is required to prepare a Stormwater Management Strategy, the strategy is to have regard to the relevant neighbourhood Stormwater Management Strategy and the Thrumster Integrated Water Management Plan Stage 3 Final Report (Maunsell 2007) and incorporates the following design solutions:</p> <ul style="list-style-type: none"> <li>– Bioretention areas (“rain gardens”), which can be integrated into the residential streetscape along local streets. Rain gardens are to be</li> </ul>  | <p>The development application is supported by a detailed stormwater management plan which demonstrates conceptually how the development can achieve Councils nominated water quality targets. No detention facilities are proposed on the</p> | Yes |

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|  | <p>provided at a density of 50 square metres per hectare and will desirably be between 5 metres x 3 metres and 7 metres x 3 metres in size.</p> <ul style="list-style-type: none"> <li>– Grassed swales along all perimeter roads and divided collector roads to collect and treat road runoff.</li> <li>– Conventional stormwater piped trunk drainage system extending from the residential bioretention areas to the 'end-of-line' treatment system.</li> <li>– End-of-line bioretention treatment systems (off-line) before discharge of stormwater into natural waterways. End-of-line stormwater treatment systems that incorporate standing water (eg wetlands/ponds) are not preferred. It will be the developer's responsibility to ensure the securing of any off-site facilities to achieve the preferred location of end-of-line stormwater treatment infrastructure.</li> <li>– Structural water quality management devices, including gross pollutant and sediment traps, oil/water separators (where required) and litter management devices for the Town Centre, neighbourhood centres and light industrial areas.</li> <li>– Residential Bioretention Areas for typical low - medium density residential areas (with approximately 60% impervious area), are to be located within the street reserve (as shown in Figure 117) and designed as follows: <ul style="list-style-type: none"> <li>○ Desirably be 5 metres x 3 metres to a maximum of 7 metres x 3 metres in size.</li> <li>○ Maximum ponding depth 300 mm.</li> <li>○ Maximum ponding time of 24 hours.</li> <li>○ Filter medium comprising sandy loam with a saturated permeability coefficient between 40 and 180 mm/hr.</li> </ul> </li> </ul> | <p>basis that prior investigations by Hopkins consultants have demonstrated that there is no net downstream benefit to the provision of such facilities at this location within the catchment.</p> <p>The internal stormwater drainage infrastructure and water quality controls proposed to be constructed will all be private (non-Council) assets, and as such a condition is recommended burdening the future owners with the obligation to undertake routine maintenance of these facilities, and providing Council with a right to enforce/undertake maintenance at landowner's costs if not completed satisfactorily.</p> <p>No objections are raised towards the proposed development from a stormwater perspective.</p> |  |
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|  | <ul style="list-style-type: none"> <li>○ Minimum filter medium depth of 600 mm.</li> <li>○ By-pass for flows greater than the design event.</li> </ul>  |  |  |
|  | <p>b) Grassed Swales (vegetated depressions that are used for the conveyance and treatment of stormwater runoff from impervious areas, as shown in Figure 117, are to be designed as follows:</p> <ul style="list-style-type: none"> <li>– Longitudinal grades between 1% and 6%.</li> <li>– Bed width minimum of 0.8 metres.</li> </ul>  |  |  |
|  | <p>c) End-of-line bio-retention systems are to be designed in accordance with the following:</p> <ul style="list-style-type: none"> <li>– A total bio-retention surface area equivalent to 2% of the contributing catchment area.</li> <li>– A sub-soil filtration surface area (with underlying sub-soil pipes) equivalent to 0.5% of the total contributing catchment area.</li> <li>– A maximum ponding time of 24 hours.</li> <li>– Filter medium comprising sandy loam with a saturated permeability coefficient between 40 and 180 mm/h.</li> <li>– Minimum filter medium depth of 0.6 metres.</li> <li>– A Maximum ponding depth of 0.3 metres.</li> </ul> |  |  |
|  | <p>d) Flood attenuation to reduce the post-development flows to no greater than the 1:100 year average recurrence interval for pre-development flows.</p>   |  |  |
|  | <p>e) Where an alternative water sensitive urban design (WSUD) solution is proposed, it is to:</p> <ul style="list-style-type: none"> <li>– demonstrate compliance with the water quality targets, and</li> <li>– include justification for the alternative method, and</li> <li>– demonstrate that the overall number of treatment system is not increased, and</li> <li>– include suitably detailed documents, plans and computations of the preferred WSUD strategy.</li> </ul>  |  |  |
|  | <p>f) Where inconsistent, development applications are to demonstrate</p>   |  |  |

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|   | attainment of the objectives for this Section and Objective 151.  |  |     |
| <b>Water Supply - Reclaimed Water and Rainwater Tank Supply</b> |   |  |     |
| 248   | <p><b>a) General</b></p> <ul style="list-style-type: none"> <li>– Development is to incorporate the provision of a dual reticulated supply of water.</li> <li>– Development is designed to ensure: <ul style="list-style-type: none"> <li>○ Only reclaimed water to supply all toilet cisterns,</li> <li>○ Only reclaimed cold water or rainwater to supply washing machines</li> <li>○ Only reclaimed water to be available for outdoor uses except pool filling.</li> <li>○ Gardens, opens spaces and recreational areas to be planted with drought tolerant plants and irrigated with reclaimed water.</li> </ul> </li> <li>– Commercial developments, public buildings and schools to use reclaimed water or rainwater for toilet flushing and approved outdoor uses.</li> <li>– All public toilets to be supplied with reclaimed water for toilet flushing. Waterless urinals are to be used where practical.</li> <li>– Consent may be granted to development that does not incorporate the provision of dual reticulated supply of water if Council is satisfied: <ul style="list-style-type: none"> <li>○ It is for additions or alterations to existing development and it would be unreasonable to require dual reticulation, or</li> <li>○ It is an area that is not proposed to be serviced by dual reticulation</li> </ul> </li> <li>– Rainwater tanks may supply household hot water systems, all laundry cold water and water for pool filling provided that the tank top-up system is not connected to the reclaimed water system.</li> <li>– Rainwater tanks may supply household hot water systems, all laundry cold water and water for pool filling provided that the tank</li> </ul> | Recycled water is available to the site and the BASIX Certificate confirms that the development will be connected. | Yes |

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|                                   | <p>top-up system is not connected to the reclaimed water system.</p> <ul style="list-style-type: none"> <li>– Potable water top-up to rainwater tanks is permitted. The top-up flow rate should not exceed 9 litres per hour (maximum 210 litres per day) and be set to operate only between 25% and 33% of tank capacity. Automated rainwater tank bypass systems are prohibited.</li> </ul>  |  |     |
| <b>Airspace Protection</b>        |  |  |     |
| 249                               | <p><b>a) General</b></p> <ul style="list-style-type: none"> <li>– Development does not result in any structure exceeding the obstacle clearance limitations shown on the Obstacle Limitation Surfaces identified in the Port Macquarie Airport Master Plan current at time of assessment.</li> </ul>   | The highest part of any building in the development is 15.13m AHD, which is substantially below the OLS level of 47.5m AHD for the site. |     |
| <b>Bushfire Hazard Management</b> |  |  |     |
| 250                               | <p><b>a) General</b></p> <ul style="list-style-type: none"> <li>– Development is to satisfy the requirements of the Planning for Bushfire Protection Guidelines.</li> <li>– Council may allow up to 15 metres of the 30 metre buffer width within the Environmental Management Zone to be managed as an Outer Protection Area where the following requirements are met. <ul style="list-style-type: none"> <li>○ The 15 metres is provided on the hazard side of a perimeter road.</li> <li>○ The canopy cover is to be an average of at least 20% to a maximum of 30%.</li> <li>○ Where existing trees are to be removed to reduce the canopy to 30%, Koala feed trees are to be retained as far as possible where not affected by Airspace Protection provisions.</li> </ul> </li> </ul> | Asset protection zones provided entirely within the R3 zoned land.   |     |
|                                   | <p><b>f) Town Centre</b></p> <ul style="list-style-type: none"> <li>– Figure 132 illustrates the indicative bushfire management plan. Development applications are to have regard to the planned works to environmental areas in the assessment of bush fire risk and proposed Asset Protection Zones.</li> </ul>  | Asset protection zones are consistent with Figure 132.   | Yes |
| <b>Flooding</b>                   |  |  |     |

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| 251                                     | <b>a) General</b> <ul style="list-style-type: none"> <li>– Submission of survey accurate data is required with the development application showing site layout in relation to flood boundaries and allowed encroachments shown on Figure 134 to demonstrate maintenance of minimum floodway dimensions.</li> <li>– Design of development and filling is to have regard to the need for overland flow paths and address issues of flood water velocities and potential for scouring. Details of fill and batter slopes and gradients to be provided with the application for Construction Certificate. The extent of batter slopes may be required at Development Application stage if there is the potential to impact on any significant vegetation communities or hollow bearing trees.</li> </ul> | Filling of the site is consistent with the allowable encroachments.     | Yes |
| <b>Transport Networks Intersections</b> |  |   |     |
| 255                                     | <b>a) General</b> <ul style="list-style-type: none"> <li>– Vehicular access to and from John Oxley Drive is limited to those shown on Figure 142. Existing vehicular access ways may be retained until redevelopment of the affected property occurs or alternative access is available. Note that the Thrumster Pottery Site is landlocked and relies on an existing access. Development of the site may be permitted subject to an upgraded access to the satisfaction of RTA and Council.</li> </ul>  | The development does not include any direct access to John Oxley Drive. | N/A |
|   | <b>f) Town Centre</b> <ul style="list-style-type: none"> <li>– All development within the Town Centre Business Zones, fronting John Oxley Drive, is to gain vehicular access from a rear access lane or street.</li> </ul>   | N/A   | N/A |
| <b>Parking and Servicing</b>            |  |   |     |
| 256                                     | <b>a) Town Centre</b> <ul style="list-style-type: none"> <li>– Short stay parking can be provided in publicly accessed car parks within reasonable proximity of the development.</li> </ul>  | Not applicable to residential development.                              | N/A |

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|                                  | <ul style="list-style-type: none"> <li>– To reinforce a high quality public domain, servicing functions are to be generally achieved from the rear or centre of development blocks.</li> <li>– Some limited servicing is allowed to occur directly off the street network.</li> </ul>  |  |     |
| <b>Pedestrians and Cycleways</b> |  |  |     |
| 257                              | <p><b>a) General</b></p> <ul style="list-style-type: none"> <li>– Development is to provide for pedestrian and cycle ways generally in accordance with the relevant neighbourhood maps following this section.</li> <li>– Development for the subdivision of land or major residential development is to provide footpaths on both sides of all Collector and Arterial Roads.</li> <li>– Off-road shareways and on road cycleways are to be provided in accordance with the indicative cross sections in Figure 155 to Figure 158.</li> <li>– Development is to otherwise provide footpaths in accordance with Council's AUS-SPEC design specification.</li> <li>– Underpasses are to be provided in the locations shown on Figure 143, designed for the passage of pedestrians, cyclists and Koalas.</li> </ul> | See comments below for Town Centre.  |     |
|                                  | <p><b>c) Town Centre</b></p> <ul style="list-style-type: none"> <li>– Provide cycleways generally in accordance with Figure 145, which are in areas of high amenity, alongside creek lines and through environmental areas.</li> </ul>   | There is an existing off road shared path along the Chancellors Drive frontage of the site. The civil plans show extension of the shared path along the full frontage to College Drive and connecting to the existing footpath at the culvert to the east of the site. | Yes |
| <b>Public Transport</b>          |  |  |     |
| 258                              | <p><b>a) General</b></p> <ul style="list-style-type: none"> <li>– The design of roads identified for bus routes must comply with the AUSTRROADS standards, including design of bus bays and stops.</li> </ul>  | College Drive and Chancellors Drive already constructed to the relevant standards to   | N/A |

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|                       | <ul style="list-style-type: none"> <li>– Development is to provide the bus stops, including bus bays, and shelters, generally in the locations shown on Figure 146 and the relevant neighbourhood maps and not more than 600 metres apart.</li> </ul>   | accommodate a bus route.  |     |
| <b>Road Hierarchy</b> |   |   |     |
| 260                   | <b>a) General</b> <ul style="list-style-type: none"> <li>– Development is to establish a street network, and hierarchy consistent with the relevant neighbourhood map.</li> </ul>   | College Drive and Chancellors Drive already constructed in accordance with the hierarchy. | N/A |
|                       | <b>d) Town Centre</b> <ul style="list-style-type: none"> <li>– Establish a street network and hierarchy consistent with the objectives and Figure 153.</li> <li>– The street network should be based upon a traditional orthogonal grid system of streets and blocks, adjusted to suit the circumstances of the site and the nature of the development proposed.</li> <li>– Define John Oxley Drive and the Main Street as the two primary roads that establish the primary structure of the Town Centre.</li> <li>– Establish Main Street as the hub of the neighbourhood connector system.</li> <li>– To the north, Main Street is to connect with Collector Roads leading to the first residential release of Sovereign Views and to the Partridge Creek Neighbourhood, via the road serving the new Catholic Regional Campus.</li> <li>– Collector Roads identified as Type 1 on Figure 153 is to be designed to: <ul style="list-style-type: none"> <li>○ have 3.5 metre wide traffic lanes to accommodate bus services (3.25 metre acceptable),</li> <li>○ provide a 2.5 metre wide parking lane each side of the carriageway to allow for future upgrades,</li> <li>○ provide off-road cycle facilities, and</li> <li>○ provide 4 metre wide footpaths to both sides of the road.</li> </ul> </li> </ul> | College Drive and Chancellors Drive already constructed in accordance with the hierarchy. | N/A |



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|  | <ul style="list-style-type: none"> <li>– The Collector Road -Type 2 identified on Figure 153 as an extension to Main Street (north) is to be designed to provide: <ul style="list-style-type: none"> <li>○ 3.5m wide traffic lanes to accommodate bus services,</li> <li>○ a 2.1m wide tree planting/parking lane on either side of the carriageway,</li> <li>○ a 2.5m shared path to one side of the carriageway and a minimum 1.5m wide footpath on the other side.</li> </ul> </li> <li>– All other Collector Roads are not required to have dedicated cycle facilities and be designed to provide: <ul style="list-style-type: none"> <li>○ 3.5m wide traffic lanes to accommodate bus services,</li> <li>○ a 2.1m wide parking lane on either side of the carriageway, and</li> <li>○ a minimum 1.5m footpath on both sides of the carriageway.</li> </ul> </li> <li>– Local Streets are to be single carriageway and designed to provide: <ul style="list-style-type: none"> <li>○ 2.7m or 3.0m wide traffic lanes,</li> <li>○ a 2.1m wide tree planting/parking lane to one or both sides of the carriageway,</li> <li>○ a 2.75m wide footpath and 2.75m verge on the other side, if tree planting/parking lanes are provided to both sides of the carriageway, or</li> <li>○ a 3.0m wide and 3.0m wide verge (of which 1.5m is footpath) on the other side if tree planting/parking lane is provided to one side of the carriageway,</li> </ul> </li> <li>– Located along riparian corridors, bushland and parks, this road type allows for one lane of parking. Traffic calming measures may be introduced to increase amenity and safety.</li> <li>– Figure 158 provides indicative street profile for Bushland/Riparian Edge Street.</li> <li>– The width of the shared path will depend on the expected pedestrian and cyclist activity on</li> </ul> |  |  |
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|                                       | each street. The minimum width will be 2.15m, widening to up to 3.0m for high use areas.   |  |                    |
| <b>Street Types</b>                   |  |  |                    |
| 261                                   | <b>a) General</b> <ul style="list-style-type: none"> <li>– The road design for each road type is to be generally in accordance with the following: <ul style="list-style-type: none"> <li>○ Collector Roads (Neighbourhood Avenues) – Figure 155, Figure 156, or Figure 157.</li> <li>○ Perimeter Roads (Bushland or Riparian Edge) – Figure 158.</li> <li>○ Collector Roads that are Perimeter Roads – Figure 158 modified to accommodate increased widths for Neighbourhood Avenues.</li> </ul> </li> <li>– Landscaping of road reserves is to have regard to the need for the collection of domestic waste from residential properties. In this regard developments will need to take into the consideration requirement and number of waste receptacles to be collected and the type of development proposed in relation to landscaped areas and the need to efficiently and effectively collect waste.</li> </ul> | The development does not propose a new public road along the riparian edge and the design is not required to be consistent with Figure 158. The development proposes a perimeter fire trail that would be maintained by the owner's corporation for the strata plan. | N/A                |
| <b>Sewerage</b>                       |  |  |                    |
| 263                                   | <b>a) General</b> <ul style="list-style-type: none"> <li>– Any Pumping Stations required prior to Council's staging is to be funded by the developer and appropriate arrangements for credit against contributions to be determined in accordance with the Developer Servicing Plan.</li> <li>– Core infrastructure, services and facilities are to be established at the early stages of development consistent with the Section 94 Contribution Plans and Development Servicing Plans for Thrumster.</li> </ul>  | Sewer servicing is already available to the site and no new pump stations are required to service the proposed development.  | N/A                |
| <b>Urban Structure and Lot Layout</b> |  |  |                    |
| 264                                   | <b>a) Town Centre</b> <ul style="list-style-type: none"> <li>– Development is required to be generally consistent with the aims</li> </ul>   | The development layout is generally consistent with the  | No, but acceptable |

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|                            | <p>and objectives of this Part and the Indicative Neighbourhood Design Framework, guidelines and development criteria set out in this Part.</p> <ul style="list-style-type: none"> <li>– Proposed variations from the plans and illustrations contained in this Part are permissible through the preparation of detailed Precinct Master Plans for inclusion in the Development Control Plan, but are required to meet the overall objectives contained in this Part and be prepared to the satisfaction of Council.</li> <li>– Buildings and structures are to be designed to: <ul style="list-style-type: none"> <li>○ Generally, be built to the street alignment and achieve an appropriate sense of street enclosure where strong edges to public spaces and important streets are required.</li> <li>○ Locate and design buildings to provide informal surveillance of streets and public spaces.</li> <li>○ Ensure that active uses are provided at ground floor where active street frontages are defined.</li> <li>○ Provide shelter from the elements along important pedestrian routes particularly those defined as requiring active street frontages.</li> <li>○ Allow for change over time by designing buildings to be robust and adaptable.</li> <li>○ Design for ease of access.</li> <li>○ Locate parking areas, service areas and loading docks in areas not visible from important streets and spaces.</li> <li>○ Provide high quality public domain lighting and public art in both streets and public spaces in the Town Centre.</li> </ul> </li> </ul> | <p>neighbourhood guidelines.</p> <p>Buildings are not proposed to be constructed to the street boundary. Front setbacks are proposed to be between 3.3m and 3.4m and the Applicant has indicated that this is intended to improve the residential amenity. All dwellings fronting College Drive and Chancellors Drive are proposed to provide a front fence and landscaping to create a defined edge to the public domain.</p> <p>The site is in a medium density residential zone and active ground floor uses are not envisaged. All dwellings with direct street frontage provide a pedestrian entry from the street.</p> <p>College Drive and Chancellors Drive have existing street lighting.</p> |     |
| <b>Residential Density</b> |   |  |     |
| 265                        | <p><b>a) General</b></p> <ul style="list-style-type: none"> <li>– The arrangement of dwelling types is to create a desirable urban structure with a transition of density generally decreasing out</li> </ul>   | <p>The development will create a transition in density from the Town Centre to the surrounding</p>   | Yes |

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|  | <p>from the town and neighbourhood centres.</p> <ul style="list-style-type: none"> <li>– Height limits will be generally 2-storey in detached dwelling house areas, grading to higher limits in neighbourhood centres, with highest limits within the Town Centre.</li> <li>– A maximum height limit of 5 storeys will generally apply to the Town Centre. A landscape and scenic impact assessment may be submitted with the Neighbourhood or a Precinct Development Control Plan to justify a greater height limit.</li> <li>– Mixed use and high density housing is to be located generally within the Town Centre and within the neighbourhood centres.</li> <li>– Development layout is to demonstrate achievement of the net residential densities shown in the following table.</li> </ul>  | <p>residential areas. The proposed development is less than 5 storeys and provides higher density housing in the Town Centre.</p> <p>The development will achieve a net residential density of 25 dwellings per hectare, which is consistent with the desired density for the R3 zoned land on the fringe of the Town Centre.</p> |     |
|  | <p><b>b) Town Centre</b></p> <ul style="list-style-type: none"> <li>– A minimum yield of 180 dwellings is to be provided within the Town Centre.</li> <li>– Precinct Development Control Provisions should provide details of the proportion of this yield to be accommodated within each precinct.</li> <li>– The Town Centre Core will provide the majority of retail development and some medium density housing, together with leisure, recreation, service and community/civic uses.</li> <li>– The Northern Edge, West End and Mid Town Precinct Development Control Provisions is to facilitate the intent of either Scenario 1 or 2 to be pursued at the development application stage.</li> <li>– The West End precinct is to generally provide residential accommodation.</li> <li>– Mid Town Precinct is to provide a mix of live/work and mixed uses to balance and complement the residential/employment objectives.</li> </ul> | <p>The proposal will contribute 65 dwellings towards the desired yield for the Town Centre.</p>   | Yes |

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|   | <ul style="list-style-type: none"> <li>– The John Oxley Drive Precinct is to provide predominantly commercial/retail uses.</li> </ul>  |   |     |
| <b>Public open space (passive and active)</b> |  |   |     |
| 266   | <p><b>a) General</b></p> <ul style="list-style-type: none"> <li>– Neighbourhood parks across Thrumster will provide a range of facilities, which are to be provided through the Thrumster Contributions Plan.</li> <li>– Neighbourhood parks are to be dedicated as development occurs, and are to include the following: <ul style="list-style-type: none"> <li>○ Minimum size of 5,000 square metres.</li> <li>○ Street frontage to the same standard as adjoining residential areas (i.e. kerb and gutter, or drainage swales where appropriate).</li> <li>○ Any landform grooming to ensure the park is to a standard to suit Council's maintenance regime.</li> <li>○ Any drainage works to ensure the functionality of the park.</li> </ul> </li> <li>– Neighbourhood park embellishment is to incorporate: <ul style="list-style-type: none"> <li>○ Park furniture including seats with shelters, barriers and any appropriate path and cycleway linkages along desire lines or linking to the cycleway network.</li> <li>○ Any boardwalks necessary to achieve the required functionality of the park.</li> <li>○ Works will generally be required to be undertaken prior to dedication to Council.</li> </ul> </li> </ul> | Neighbourhood park for the precinct already constructed.  | N/A |
| <b>Service Infrastructure</b>                 |  |   |     |
| 267   | <p><b>e) Town Centre</b></p> <ul style="list-style-type: none"> <li>– Development is required to incorporate AAA rated water saving devices and other water conservation appliances into building design.</li> <li>– Pavements and other hardstand areas are to link with landscaped areas to maximize passive irrigation and further minimize artificial irrigation requirements.</li> </ul>  | BASIX Certificate submitted confirming that the development will achieve appropriate water savings. | Yes |

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|  | <ul style="list-style-type: none"> <li>– Subsurface or surface drip irrigation is to be utilized where practicable and native and other drought tolerant plant species utilized extensively.</li> <li>– Water features are to be designed to minimise excessive evaporation rates.</li> <li>– Development is required to minimise water use in the design and operation of landscaping and outdoor water features.</li> </ul>   |  |     |
| <b>Design Guidelines - Thrumster Town Centre and Precincts</b> |   |  |     |
| <b>Urban Design</b>  |   |  |     |
| 270  | <p><b>a) Thrumster Town Centre</b></p> <ul style="list-style-type: none"> <li>– Development is required to be generally consistent with the aims and objectives of this Part and the Indicative Neighbourhood Design Framework illustrated at Figure 168 guidelines and development criteria set out in this Part.</li> <li>– Proposed variations from the plans and illustrations contained in this Part are permissible through the preparation of Precinct Development Control Provisions, but are required to meet the overall objectives contained in this Part.</li> <li>– Buildings and structures are to be designed to generally be built to the street alignment and achieve an appropriate sense of street enclosure where strong edges to public spaces and important streets are required.</li> <li>– Buildings are located and designed to provide informal surveillance of streets and public spaces.</li> <li>– Active uses are provided at ground floor where active street frontages are defined.</li> <li>– Shelter from the elements is provided along important pedestrian routes particularly those defined as requiring active street frontages.</li> <li>– Building design allows for change over time by designing buildings to be robust and adaptable.</li> <li>– Buildings and structures are designed for ease of access.</li> </ul> | <p>Site identified as gateway with corner treatment at eastern end of College Drive and northern end of Chancellors Drive. The end buildings have been designed to address both elevations at these corners. The design of Lot 50 at the corner of College Drive and Chancellors Drive has been amended to address both frontages, with improved fencing detail and landscaping, including a feature tree.</p> <p>The buildings will provide a strong edge to the street frontages and parking areas are located out of view from the street.</p> <p>The streets have existing lighting and the development will improve the pedestrian network.</p> | Yes |

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|  | <ul style="list-style-type: none"> <li>– Parking areas, service areas and loading docks are located in areas not visible from important streets and spaces.</li> <li>– Provide high quality public domain lighting and public art in both streets and public spaces in the Town Centre.</li> <li>– Create streets and blocks which follow an orthogonal grid structure.</li> <li>– Establish a clearly defined street and block structure that promotes connectivity and legibility of the public and private domains.</li> <li>– Ensure street blocks are of a size, shape and location to be able to be developed in an economically viable manner and contribute to the character of the Town Centre.</li> <li>– Ensure new development is designed to respect the street and block structure.</li> </ul>  |     |     |
|  | <p><b>b) Town Centre - Main street</b></p> <ul style="list-style-type: none"> <li>– Establish the 'Main Street' as the main activity spine and commercial destination of the Town Centre.</li> <li>– Locate retail uses on 'Main Street' and ensure active uses are optimised at ground level.</li> <li>– Provide mature landscaping in the form of Norfolk Island Pines and Jacarandas along Main Street, as a means of defining place.</li> <li>– Provide a landscaped central median,</li> <li>– Provide parallel on-street parking.</li> <li>– Provide a traffic light controlled intersection at Main Street and John Oxley Drive.</li> <li>– Ensure that the 'Main Street' connects directly with Collector Roads leading north and south into the Thrumster residential neighbourhoods.</li> <li>– Provide high quality architecture built to the street alignment.</li> <li>– Clearly define pedestrian and vehicular circulation.</li> <li>– Design buildings, pavements and roads in a manner that encourages the use of the public domain for outdoor seating in association with ground floor retailing. Provide a consistent central median for its</li> </ul> | N/A | N/A |

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|  | <p>entire length defined by an avenue of Norfolk Island Pines and Jacaranda trees.</p> <ul style="list-style-type: none"> <li>– Provide retail uses at ground floor within a mixed use street.</li> <li>– Ensure variable street widths to manage traffic access and circulation. Main Street should have a minimum width of 30m in the southern section and 23m in the northern section as shown in Figure 169 and Figure 170 below.</li> <li>– Buildings at the intersections of Main Street and Market Square and John Oxley Drive should be designed to provide a focal emphasis, with additional height to define the corners and architectural treatment to enable identification of place and way-finding within the centre.</li> <li>– Provide a central median swale which addresses water sensitive design.</li> <li>– Provide pedestrian permeability by the provision of bridged paved decks across the Central median swale at regular and strategic locations.</li> <li>– Provide generous 4m paths on either side of Main Street to cater for the high pedestrian flows and the provision of outdoor seating to cafes.</li> <li>– Provide parallel parking on both sides of the road, demarcated with contrasting pavement to define the travel lanes and reduce the perceived width of the street.</li> <li>– Provide Jacarandas to line the side of the street, between parking bays and provide a striking flowering shade tree to the Main Street and provide a landscaped point of reference and visual continuity with the adjoining residential neighbourhoods.</li> </ul> |  |  |
|  | <p><b>c) Town Centre - Gateways</b></p> <ul style="list-style-type: none"> <li>– Define 'gateways' to the town which identify the Town as a destination, provide a focal point and enable ease of orientation and way-finding to and throughout the</li> </ul>   | <p>Site identified as gateway with corner treatment at eastern end of College Drive and northern end of Chancellors Drive. The end buildings</p> |  |



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|  | <p>Town Centre thus promoting a 'sense of place'.</p> <ul style="list-style-type: none"> <li>– Ensure the design of buildings located at identified 'gateways' combine urban form and architectural features which provide a focal emphasis consistent with the 'gateway' role. Building must provide high quality detailing and materials.</li> </ul>  | <p>have been designed to address both elevations at these corners. The design of Lot 50 at the corner of College Drive and Chancellors Drive has been amended to address both frontages, with improved fencing detail and landscaping, including a feature tree.</p> |            |
|  | <p><b>d) Town Centre - Market Square</b></p> <ul style="list-style-type: none"> <li>– Provide an important urban space located on the western side of Main Street and defined by retail, dining and business uses.</li> <li>– Provide the focal point for Stage 1 supermarket and speciality convenience retail uses.</li> <li>– Provide greater definition of Corner buildings that define Market Square through the use of additional height and/ or architectural elements to define the space. Market Place to Sovereign Green</li> <li>– Provide a flush threshold paved treatment across the road at the intersection of Market Square / Main Street to slow traffic and connect 'Market Square' with 'Market Place'.</li> <li>– Ensure the location and design of bus stops are accommodated on either side of Main Street at Market Square.</li> <li>– Market Square should be landscaped with a grid of deciduous exotic trees that will provide a shade canopy, thereby allowing cafes and bars to use these spaces for outdoor dining.</li> <li>– To the east of Market Square, a public space should provide access to the civic and business uses and Sovereign Green beyond. This street can thus be closed to traffic for community and cultural activities or as a regular</li> </ul> | <p>N/A</p>   | <p>N/A</p> |

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|  | market, effectively linking Market Square with Sovereign Green.   |  |     |
|  | <b>e) Town Centre - Market Square to Sovereign Green</b> <ul style="list-style-type: none"> <li>– Provide a pedestrian oriented, landscaped, high amenity space for use as a Market Square central to the Town Centre and west of the Main Street.</li> <li>– Provide high amenity, landscaped civic spaces between the Lakes and Main Street.</li> <li>– Ensure Sovereign Green links visually and physically in a seamless fashion with Sovereign Lakes providing ease of access from the parklands into the Town Centre.</li> <li>– Ensure that buildings located between Market Square and Sovereign Green contain active retail or other active uses on the ground floor.</li> </ul>   | N/A  | N/A |
|  | <b>f) Town Centre - Strong Edge - Sovereign Lakes</b> <ul style="list-style-type: none"> <li>– Provide a system of ornamental lakes to the eastern edge of the Town Centre.</li> <li>– Design should incorporate a centrally dominant lake which provides visual integration with the public open space, Sovereign Green to the west, enabling water views and a waterside focus in the main public space of the town.</li> <li>– Provide for buildings located on the lakeside edge to be designed with a strong urban edge character.</li> <li>– Provide for a minimum 2 storey built form, orientated towards the lakes, with publicly accessible and active uses at ground level.</li> <li>– Provide publicly accessible foreshore pathways.</li> </ul> | N/A  | N/A |
|  | <b>g) Town Centre - Environmental Setting</b> <ul style="list-style-type: none"> <li>– Provide for buildings located adjacent to the environmental lands to be designed with a strong urban edge character.</li> <li>– Provide for a minimum 2 storey built form orientated towards the natural lands.</li> </ul>   | Buildings will provide 2 storey form along the edge of the environmental lands. The perimeter fire trail will be dual purpose and provide public pedestrian access | Yes |

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|  | <ul style="list-style-type: none"> <li>– For all uses, ensure public access in the form of an edge road or public footpath that defines the interface between the Town Centre and the environmental lands.</li> <li>– Provide for safe, accessible and direct pedestrian access to environmental lands.</li> </ul>   | along the edge of the environmental lands. |     |
|  | <p><b>h) Town Centre - Market Place to Sovereign Green</b></p> <ul style="list-style-type: none"> <li>– Sovereign Green should be a well landscaped multipurpose public open space providing for community functions, day to day recreation and primary pedestrian circulation. See Figure 172 and Figure 173 for indicative view and plan.</li> <li>– Design of buildings and spaces should be adaptable and seek to encourage multiplicity of use in both the private and public realm.</li> <li>– A mix of community, civic and business uses shall define the northern edge of the Sovereign Green.</li> <li>– A mix of soft and hard landscaping, water features, sculpture and shade structures and civic tree planting shall be incorporated into the design.</li> <li>– Sovereign Green should interface seamlessly with Sovereign Lakes to the east.</li> <li>– The surrounding uses and alfresco dining on the southern edge of Sovereign Green should make this an active and lively space day and night.</li> <li>– Market Place should be a hard surfaced public space, linking Sovereign Green with the Main Street and Market Square, designed as a pedestrian environment that permits limited vehicle access.</li> <li>– The southern edge of Market Place should have active uses such as cafes and restaurants utilising the pavement space. Market Place can thus be easily closed to vehicles for public events such as markets.</li> </ul> | N/A  | N/A |

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|  | <b>i) Town Centre - John Oxley Drive</b> <ul style="list-style-type: none"> <li>– Development is generally consistent with the indicative design framework at Figure 174.</li> <li>– Provide a carriageway separated by a central median.</li> <li>– Intersperse the kerbside land with mature Norfolk Island Pine trees to provide place identity and assist in slowing traffic.</li> <li>– A shared footpath/cycleway shall be provided to each side of John Oxley Drive to a minimum of 4.5m in width.</li> <li>– Provide pedestrian connectivity between south John Oxley Drive and north John Oxley Drive through the provision of pedestrian crossings.</li> </ul>   | N/A  | N/A |
|  | <b>j) Town Centre - Northern Edge</b> <ul style="list-style-type: none"> <li>– Development is generally consistent with the indicative design framework at Figure 175.</li> </ul>  | Proposal generally consistent with Figure 175. | Yes |
|  | <b>k) Town Centre - Sovereign Lakes</b> <ul style="list-style-type: none"> <li>– The future landscape character should be consistent with the indicative design framework shown at Figure 176.</li> </ul>  | N/A  | N/A |
|  | <b>l) Central Lake</b> <ul style="list-style-type: none"> <li>– The Central Lake should be designed as the centre piece of the Town Centre. It should project on an axis into Sovereign Green and engage people via a series of gently graded seating steps.</li> <li>– The provision of a floating central water jet or similar feature element, on Sovereign Green axis, designed and programmed to provide a variety of visual effects and be well lit at night, will enable a sculptural focal point to the Town while respecting WSUD by aerating the water.</li> <li>– The provision of outdoor seating to any proposed use of buildings positioned at the edge of the lake will enable full advantage to be taken of the Lakes, with views over both the Central and Upper lakes and provide a community hub which enjoys the northern aspect.</li> <li>– The provision of a generous timber deck projecting over the water will</li> </ul> | N/A  | N/A |

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|  | afford public access and views to Sovereign Green, water play area and cascades between the Upper and Central Lake.  |     |     |
|  | <b>m) Cascades and Upper Lake</b> <ul style="list-style-type: none"> <li>Between the upper and central lake, at a convenient location, the lakes design should provide a bridge crossing a cascade at the terminus of one of the town's cross streets.</li> <li>Apartment Living fronting the Lakes, should provide east facing balconies and courtyards overlooking the lakes and a public walkway along the water's edge, completing the lake walkway circuit.</li> </ul>  | N/A | N/A |
|  | <b>n) Regional Playground</b> <ul style="list-style-type: none"> <li>An intensive urban style playground and picnic facility shall be considered between the 'School Road', Town Centre and Sovereign Lakes. It should be designed to accommodate three discreet areas to cater for different age groups.</li> <li>The provision of timber decks overhanging the stream will enable further public interaction with the recreational opportunities provided by this scenic setting. The whole area should be subtly fenced to provide parents with peace-of-mind and prevent children from wandering into the road or creek area.</li> <li>The provision of a small amenities block should be provided at the southern end of the regional play area to service the playground, Sovereign Green, water play area and eastern picnic area.</li> </ul> | N/A | N/A |
|  | <b>o) Water Play</b> <ul style="list-style-type: none"> <li>The provision of a well shaded urban style water play area should be considered adjacent to the main playground and Sovereign Green to enhance the water theme and provide a fun family focus to the area Sovereign Green area.</li> <li>The design of the water play area shall be safe and secure and promote a fun experience with</li> </ul>   | N/A | N/A |

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|                 | colourful sculptures, interactive pavement jets and toddler wading pools.   |  |     |
|                 | <p><b>p) Eastern Picnic Area</b></p> <ul style="list-style-type: none"> <li>– The provision of a small picnic area and BBQ facility should be considered projecting into the central lake, offering a quiet spot on the eastern side to enjoy the lake area.</li> <li>– The siting of the picnic area shall be easily and readily accessible from the playground and amenities and its design shall consider the provision of a tall sculptural tower, which can be lit at night to provide a vibrant focus and promote the Town Centre while providing a vertical visual terminus to the main Sovereign Green and a useful way-finding device.</li> <li>– The eastern shores of the lakes shall be provided with attractive pathway systems, with regular key crossing points, which weave along the shores linking the playground and tavern and providing excellent access to the Town Centre and a variety of experiences and views around the lake edges.</li> </ul> | N/A  | N/A |
| <b>Land Use</b> |   |  |     |
| 271             | <p><b>a) Town Centre Core</b></p> <ul style="list-style-type: none"> <li>– A minimum street wall height of 7m should be provided to buildings fronting Main Street, to articulate desired streetscape and neighbourhood character.</li> <li>– Building design shall incorporate the following features to assist in the achievement of high quality architectural outcomes; <ul style="list-style-type: none"> <li>○ Incorporation of appropriate facade treatments that helps the development to properly address the relevant street frontages, key vistas and to add visual interest to the skyline;</li> <li>○ Incorporation of articulation in walls, variety of roof pitch, architectural features (balconies, columns, porches,</li> </ul> </li> </ul>   | The subject site is located outside the Town Centre Core area. | N/A |

|  |   |   |            |
|--|---|---|------------|
|  | <p>colours, materials etc) into the facade of the building;</p> <ul style="list-style-type: none"> <li>○ Variation in the planes of exterior walls in depth or direction;</li> <li>○ Variation in the height of the buildings so that it appears to be divided into distinct massing elements;</li> <li>○ Articulation of the different parts of a building's facade by appropriate use of facade by appropriate use of colour, arrangement of facade elements, and variation.</li> </ul> <ul style="list-style-type: none"> <li>– Buildings of up to 6 storeys in height may be appropriate where key corner elements are identified in Figure 178, provided the additional height integrates with the adjoining building form.</li> <li>– Buildings are to address the public open spaces and streets with active uses at ground level.</li> <li>– Minor front setbacks or articulated facades maybe incorporated for interest and where they do not impact detrimentally on safety/security and contribute to the visual diversity and appearance of the streetscape.</li> <li>– Buildings sited to the North of public open space are to minimise overshadowing through appropriate setbacks at upper levels.</li> <li>– Buildings fronting public streets should be generally a minimum of two storeys.</li> <li>– Except for Town Centre Core to the west of Main Street, single storey buildings are discouraged.</li> </ul> |   |            |
|  | <p><b>d) Northern Edge</b></p> <ul style="list-style-type: none"> <li>– The Northern Edge Precinct should ideally provide for a Business and Technology Park which will generate essential employment opportunities and create a sense of identity for the Town. Opportunities exist for the provision of medium density residential accommodation located on the 'Peninsula' to the north of Sovereign Lakes, where visual</li> </ul>  | <p>The site is on the 'Peninsula' and the proposal provides medium density housing.</p> | <p>Yes</p> |

|   |  |   |     |
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|   | amenity is high and there is ready access to services and employment lands.  |   |     |
| <b>Building Height and Alignment</b>        |  |   |     |
| 272   | <b>c) Northern Edge</b> <ul style="list-style-type: none"> <li>Buildings are generally required to address the street and be built to the street edge. Buildings fronting Partridge Creek should establish a strong 'urban edge' to the creek.</li> <li>Buildings either side of the Main Street, close to Partridge Creek should act as the northern 'gateway' to the Town Centre and be designed appropriately, strongly defining the corners of the blocks. Buildings either side of College Drive will act as the north eastern 'gateway' to the Town Centre.</li> <li>Commercial buildings are generally required to be a minimum of 2 storeys 'campus style' designed as an integral part of the Town Centre and maximising the amenity offered by the riparian environmental lands.</li> <li>Variations up to a building height of 5 storeys may be appropriate.</li> <li>Any residential development should maximise the amenity offered by the riparian border and may be up to 5 storeys depending upon topography and its visual impact.</li> </ul> | The development will provide a strong edge to Partridge Creek and provides an appropriate gateway to the Town Centre. | Yes |
| <b>Vehicular Access Location and Design</b> |  |   |     |
| 276   | <b>d) Northern Edge</b> <ul style="list-style-type: none"> <li>Access to the precinct is achieved via Collector Roads accessing the Town Centre from both north and south.</li> </ul>  | Access to the development is from a collector road.   | Yes |
| <b>Population and Employment</b>            |  |   |     |
| 278   | a) A minimum yield of 180 dwellings is to be provided within the Town Centre.  | The development will contribute an additional 65 dwellings towards the desired yield for the Town Centre.             | Yes |
|   | b) Precinct Development Control Provisions are to provide details of the   | No precinct development control provisions have been  | N/A |



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|  | proportion of this yield to be accommodated within each precinct.  | adopted specifying the dwelling yield within each precinct. The proposed yield is considered to be appropriate having regard to the general dwelling densities specified elsewhere in this Chapter of the DCP. |     |
|  | c) The Town Centre Core will provide the majority of retail development and some medium density housing, together with leisure, recreation, service and community/civic uses.                | N/A  | N/A |
|  | d) The Northern Edge, West End and Mid Town Precinct Development Control Provisions will facilitate the intent of either Scenario 1 or 2 to be pursued at the development application stage. | The proposal would not compromise Scenario 1 or 2 as the potential business and technology park is located on the western side of Chancellors Drive.   | Yes |
|  | e) The West End precinct shall generally provide residential accommodation.  | N/A  | N/A |
|  | f) Mid Town Precinct shall provide a mix of live/work and mixed uses to balance and complement the residential/employment objectives.  | N/A  | N/A |
|  | g) The John Oxley Drive Precinct shall provide predominantly commercial/retail uses.   | N/A  | N/A |