

Attachment B
Compliance Tables for South Lindfield Koala Plan of Management and Port
Macquarie-Hastings Development Control Plan 2013

South Lindfield Koala Plan of Management

Ameliorative Measures	
Provision	Comment
<p>7.1.1 Habitat retention and protection East of Philip Charley Drive the key vegetated area will be conserved with an E2 zone, and be enhanced with offset planting from KFT loss elsewhere on those lots, designed to separate koala habitat from residential development. In relation to the area to be zoned E2, once in Council ownership Council intends to declare this land "community land containing significant natural features" in accordance with the Local Government Act 1993. This declaration will ensure that the continued management of this conservation area will be in accordance with site-specific Plan of Management objectives and targets.</p>	<p>The E2 zoned portion of the site is proposed to be enhanced with compensatory Koala food tree plantings and dedicated as a public reserve.</p>
<p>7.1.2 Habitat replacement and linkage enhancement</p> <p><u>Offset and tree planting locations</u> If the key habitat areas are to be dedicated as public land, removal of Koala food trees outside these areas are to be offset via replacement plantings at a rate of 1:2 within the retained key habitat areas to consolidate the Koala habitat within secure areas. Additional plantings in these areas will enhance habitat linkages, especially to existing habitat within the crematorium lands to the south. To enhance the connectivity to the Crematorium three koala bridges will be installed on the boundary fence to the future public E2 reserve.</p> <p><u>Planting specification</u> The offset plantings are to comprise Tallowwoods, Forest Red Gum and Swamp Mahogany, with species selection targeting suitable edaphics at the planting location. All Koala offset</p>	<p>Compensatory plantings proposed within the C2 land to be dedicated as public reserve. Koala bridge proposed over the fauna fencing to complement existing Koala bridges to previously dedicated E2 zoned land immediately adjoining to the west.</p> <p>VMP nominates proposed Koala food tree species and plantings specifications.</p>

plantings are to be located in available canopy spacings within existing forest or planted out at 10m spacings with accompanied mid and ground storey plantings to create a fully structured forest.	
<p>7.2 Clearing Management</p> <p>In order to minimise the risk of Koala's being killed or injured during any clearing works on the site; the following measures must be implemented:</p> <ul style="list-style-type: none"> • The area of work is to be inspected for Koalas by an ecologist immediately prior to commencement of any vegetation removal. • The ecologist is to remain on-site during vegetation removal to maintain surveillance for Koalas and rescue other fauna as required. • No such vegetation removal is to be carried out while any Koala is present in the area of operation unless a 50m buffer is established; or if Koala does not voluntarily move on, is removed by Port Macquarie Koala Hospital staff. • A report by the ecologist is to be provided within 7 days of the clearing event detailing methods and results of the supervision. 	A condition is recommended requiring a suitably qualified ecologist to inspect all trees on the day that the clearing is proposed before clearing commences.
<p>7.3 Future Dwelling on Western Lot</p> <p>Any future dwelling on Lot 2 DP 1186806 must be located to minimise removal of mature trees and Koala food trees.</p>	N/A
<p>7.4 Road Design and Speed Controls</p> <p>To reduce the risk of Koala road strike, the following measures will need to be implemented:</p> <ul style="list-style-type: none"> • If a formal road is directed through the southwest boundary of Lot 3 DP 533058, Koala crossing points will be required. • Koala crossing and warning signage should be erected at crossing points. The Port Macquarie Koala Hospital number is to be displayed on the sign. 	<p>Consent condition recommended requiring Koala crossing details to be provided prior to construction.</p> <p>Consent condition recommended requiring Koala signage detail and locations be provided prior to construction.</p>

<ul style="list-style-type: none"> • Street lighting to be strategically positioned at the southwest corner of Lot 3 if required. • Street lighting along roads where required to help motorists see any Koalas that have wandered onto roads 	<p>Street lighting will be provided along Annabella Drive extension and detail to be provided prior to construction.</p>
<p>7.5 Barriers and Fencing Development of the site will introduce new barriers for Koalas in the form of fences, hence the following measures should be implemented:</p> <ul style="list-style-type: none"> • To separate Koalas from the hazards of residential areas, fencing is to be erected around the E2 public reserve. Three one way bridges will be installed on the northern boundary of the E2 public land to allow for koala access into the reserve. Three two-way bridges will be provided on the southern boundary with the Crematorium. • No fence design (either temporary or permanent) is to include a material or design feature that may potentially injure Koalas (or other fauna) e.g. barbs and loose wire. • Retro-fitting the crematorium boundary fencing with Koala ladders is recommended to increase access to this habitat, and general linkages across the wider landscape. 	<p>Koala proof / fauna exclusion fencing is proposed around the E2 zoned land and Koala bridge proposed over the fauna fencing to complement the existing Koala bridges on previously dedicated E2 zoned land immediately adjoining to the west.</p> <p>Fauna fencing is of appropriate design and material.</p>
<p>7.6 Bushfire The following measures are to be implemented in regards to bushfire:</p> <ul style="list-style-type: none"> • The designation/location and management of APZs is to minimise perceived risk of vulnerability to bushfire and hence demand for hazard reduction in adjacent habitat including retained habitat and offset areas. • Offsets are to be located to avoid conflicts with APZs and negate risk for their potential to be removed by legislation changes, etc. 	<p>No APZ is proposed or required over the E2 zoned land subject to enhancement and offset plantings.</p>
<p>7.7 Disease</p>	

<p>Disease is a current threat to the local Koala aggregate and habitat loss associated with development of the site has the potential to increase the current disease risk. To help reduce this, the following measures are to be implemented:</p> <ul style="list-style-type: none"> • Contact details for Koala Hospital at site office during construction. • Koala warning signage is to detail contact details for the Koala Hospital to facilitate prompt reporting of sick or injured Koalas. 	<p>A consent condition is recommended to ensure signage and Koala hospital contact details are provided onsite.</p>
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Port Macquarie-Hastings Development Control Plan 2013

<i>DCP 2013: Part B - General Provisions - B1: Advertising and Signage</i>			
DCP Objective	Development Provisions	Proposed	Complies
1	a) Signs primarily identifying products or services are not acceptable, even where relating to products or services available on that site.	Business and building identification signage only is proposed.	Yes
	b) Signage is not permitted outside property boundaries except where mounted upon buildings and clear of pedestrians and road traffic. No signage is permitted upon light or power poles or upon the nature strip (the area between the property boundary and constructed roadway). Limited directional signage and "A" frame signage may separately be approved by Council under the Roads Act 1993 or section 68 of the Local Government Act 1993.	The signage is confined to the property and does not extend beyond the property boundaries.	Yes
	c) An on-building 'chalkboard' sign, for the purpose of describing services or goods for sale which vary on a regular basis generally should not be any larger than 1.5m ² , and should contain a	No 'chalkboard' signage is proposed.	N/A

	<p>sign written heading indicating the premises to which it refers.</p> <p>d) On-premise signs should not project above or to the side of building facades</p>	Signage does not protrude above the building or facades.	Yes
2	Where there is potential for light spill from signage in a non-residential zone adjoining or adjacent to residential development, illuminated signage is to be fitted with a time switch to dim by 50% or turn off the light by 11pm each night, depending on the nature of the development.	The proposed signage is to be illuminated and fitted with a time switch to dim by 50% or turn off the light by 11pm each night. Consent condition has been recommended to reinforce.	Yes

DCP 2013: Part B - General Provisions - B2: Environmental Management

DCP Objective	Development Provisions	Proposed	Complies
3	a) Development must comply with Council's Developments, Public Place & Events - Waste Minimisation and Management Policy.	<p>The application includes details of the proposed waste storage area (including its sizing based on expected waste volumes) and collection arrangements.</p> <p>The development will require a private waste collection service, and the plans include swept paths confirming that the carpark layout can accommodate a collection vehicle. A condition is recommended requiring confirmation of arrangements for the private waste collection service.</p> <p>The details provided satisfactorily address Council's Waste Management Policy.</p>	Yes
Cut and Fill Regrading			
4	a) Development shall not exceed a maximum cut of	The proposal incorporates retaining	Yes

	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).	within the walls of the buildings. Retaining walls outside the building to 750mm in height are proposed in the carpark.	
5	a) A certified practicing structural engineer must certify any retaining wall greater than 1.0m.	Condition recommended requiring certification of any retaining walls >1m .	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"> – be a maximum combined height of 1.8m above existing property boundary level; – be constructed up to the front boundary for a maximum length of 6.0m or 30% of the street frontage, whichever is less; – the fence component has openings which make it not less than 25% transparent; and – provide a 3m x 3m splay for corner sites, and – provide a 900mm x 900mm splay for vehicle driveway entrances. 	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 ³ per ha shall: <ul style="list-style-type: none"> – identify the impact of the proposed land reforming on the environment, landscape, – visual character and amenity, natural 	N/A	N/A

	<p>watercourses, riparian vegetation, topographical features of the environment and public infrastructure;</p> <ul style="list-style-type: none"> - demonstrate compliance with the provisions of Council's AUS-SPEC design specification; - assess the impacts and benefits of the proposal to all impacted persons and the general public; - provide measures to compensate for and minimise any net adverse impacts. 		
	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
Environmental Management Areas and Buffers			
8	<p>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'.</p>	<p>A Biodiversity Development Assessment Report (BDAR) prepared by Biodiversity Australia and dated 7 February 2025, which addresses the relevant provisions of the Biodiversity Conservation Act 2016 accompanies the application.</p> <p>The report identifies 2 vegetation communities (PCTs) in the development footprint. The report recommends impacts be mitigated by offset through the</p>	Yes

		<p>retirement of 2 ecosystem credits and the following mitigation and management measures:</p> <ul style="list-style-type: none"> • Implementation of compensatory tree plantings, fauna fencing and bridge, weed control, monitoring and dedication of the environmental land as outlined the supporting Vegetation Management Plan (VMP). • Preclearing survey and clearing supervision by ecologist. • Induction and demarcation of protected area and trees. • Appropriate erosion and sediment controls. • Minimise and control of artificial lighting. • Incorporate native plantings within landscaping. 	
	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.	The E2 zoned land is to be embellished and dedicated as public reserve.	Yes
	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.	A Vegetation Management Plan (VMP) supports the application which details proposed offset plantings and weed management.	Yes

	d) VMPs are required to address Council's VMP "Heads of Consideration"	The VMP is consistent with Council's guidelines.	Yes
Tree Management – Private Land			
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.	14 Koala food trees are proposed to be removed for the development. The trees are proposed to be offset at a 2:1 ratio in accordance with the KPOM. The offsets are capable of being accommodated in the E2 zoned portion of the site with planting details and maintenance outlined in the supporting VMP.	Yes
Tree Management - Hollow Bearing Trees			
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 exist on the development site.	N/A

DCP 2013: Part B - General Provision - B3: Hazards Management			
DCP Objective	Development Provisions	Proposed	Complies
Airspace Protection			
15	a) Development shall not result in land use or activities that attract flying vertebrates such as birds and bats within proximity of flight paths associated with airport operations.	The proposal will not attract flying vertebrates to within the flight path of the airport.	Yes
16	a) Development shall not result in emission of airborne particulate or produce a gaseous plume with a velocity exceeding 4.3m per second that penetrates operational airspace.	The proposal will not result in any emissions or airborne particulate that would impact on the operational airspace of the airport.	Yes

	Refer Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.		
17	a) Lighting to comply with Section 9.21 of the Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.	No adverse lighting impacts would result upon the airport.	Yes
Bushfire Hazard Management			
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 and are contained within the private lands.	Yes
	b) Perimeter roads are to be provided to all urban areas adjoining environmental management areas and their buffers. Refer to Figure 2.	No conventional subdivision proposed.	N/A

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

DCP Objective	Development Provisions	Proposed	Complies
Road Hierarchy			
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	Two (2) driveway crossovers in suitable locations on the Annabella Drive	Yes

	nature of the development), and positioned: <ul style="list-style-type: none"> - to avoid driveways near intersections and road bends, and - to minimise streetscapes dominated by driveways and garage doors, and - to maximise on-street parking. 	extension are proposed.	
Parking Provision			
24	<p>a) Off-street Parking is provided in accordance with Table 3.</p> <p><u>Place of public worship</u> 1 per 6 seats or 1 per 10m² GFA, whichever is the greater. (Where church and hall are located on same land, provision need only be made for church or hall, whichever is greater)</p> <p><u>Office premises</u> 1 per 30m² GLFA or 1.5 spaces per office (min), whichever is the greater.</p> <p><u>Restaurants</u> In commercial zones: 1 per 30m² serviced floor area. Outside commercial zones: 1 per 6m² serviced floor area.</p>	<p>The development proposes a main church building with auditorium incorporating 500 seats and a church hall building to be located on the same land.</p> <p><u>Parking required per seating:</u></p> <p>500 seats / 6 = 83.3 or 84 spaces required.</p> <p><u>Parking required per GFA:</u></p> <p>GFA is not defined in the DCP and therefore the LEP definition is adopted. The GFA of the main church building is 1,752m². Which would generate a parking demand of 1752m² / 10 = 175.2 or 176 spaces.</p> <p>Having regard to open layout of the church hall building there is merit in applying</p>	No but considered acceptable on merit.

		<p>some flexibility by exclusion of some areas recognised as GFA under the LEP definition, which will not generate any parking demand. Specifically, the amenities, foyer / reception areas, storage and service areas.</p> <p>Exclusion of the areas suggest that a floor area of 581m² (i.e. the seating and stage areas) within the main church building is more reflective and appropriate for the purpose of calculating the parking demand. Therefore $581\text{m}^2 / 10 = 58.1$ or 59 spaces required.</p> <p>The building also contains multiple ancillary meeting rooms and an ancillary café which form part of the GFA. Having regard to the layout and intended use of these areas it is considered more appropriate that the typical office premises and café parking demand rates apply to these rooms/areas as opposed to the place of public worship parking demand rate.</p>	
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		<p>The parking demand rate for an office is 1 space per 30m². The combined floor area of the first-floor meeting rooms, ground floor green room and parent room is 360m². Therefore $333 / 30 = 12$ spaces required.</p> <p>In terms of the café and having regard to the intended use by administration staff and self-service by patrons attending a service, an appropriate parking demand rate of 1 space per 30m² is considered appropriate. While the site is not located in a commercial zone it will not be a destination in its own right, as patrons and staff will already be on site for church operations. The cafe is 17m² in area. Therefore $17 / 30 = 0.6$ or 1 space required.</p> <p>Total parking required = 59 +12 + 1 = 72 spaces.</p> <p>The parking required based on GFA per definition is 176</p>	
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		<p>spaces and greater than the 84 spaces required for the proposed seating. However, on merit it is considered that 72 parking spaces are required based on the layout and intended use of areas and rooms within the main church building. As such the parking required based on the seating arrangement of 84 spaces is greater and therefore the minimum required to serve the development.</p> <p>The GFA of the separate church hall building is 817m² which is less than the main church building so the parking requirements of the main church hall building are greater and apply.</p> <p>The proposal provides 97 parking spaces with a further 8 stacked overflow spaces.</p>	
	b) Where a proposed development does not fall within any of the listed definitions, the provision of on-site parking shall be	N/A	N/A

	supported by a parking demand study.		
	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 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.	N/A	N/A
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"> - there is adequate on street space to accommodate peak and acute parking demands of the area; - parking can be provided without compromising road safety or garbage collection accessibility; - parking can be provided without jeopardising road function; and - that streetscape improvement works, such as landscaped bays and street trees are provided to contribute to the streetscape. 	N/A	N/A
	b) On street parking is provided in accordance with AS2890.5.	N/A	N/A
27	a) On street parking will not be permitted unless it can be demonstrated that:	N/A	N/A

	<ul style="list-style-type: none"> - parking does not detract from the streetscape; and - that streetscape improvement works, such as landscaped bays and street trees are provided. 		
Parking Layout			
28	a) Visitor and customer parking shall be located so that it is easily accessible from the street.	Parking as at grade and easily identifiable and accessible from the 2 driveways off the Annabella Drive extension .	Yes
	b) Internal signage (including pavement markings) should assist customers and visitors to find parking and circulate efficiently and safely through a car park.	Capable of being provided. The carpark is layout provides for a simple loop system that should be easy to navigate for users.	Yes
	c) Parking spaces shall generally be behind the building line but may be located between the building line and the street when: <ul style="list-style-type: none"> - it is stacked parking in the driveway; or - it can be demonstrated that improvements to the open space provided will result; and - 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. 	The carpark and all spaces provided behind the building line. John Oxley Drive is the primary frontage.	Yes
	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	Capable of complying. Conditions recommended requiring certification at	Yes

	a disability and AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.	Construction Certificate stage.	
	e) Stack or tandem parking spaces will not be included in assessment of parking provision except where: <ul style="list-style-type: none"> - the spaces are surplus to that required; - in motor showrooms; - for home business; - for exhibition homes; - in car repair stations; - staff parking spaces are separately identified and delineated; - 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. 	8 surplus stacked parking spaces are proposed along the eastern boundary of the car park. A condition has been recommended to ensure the stacked spaces are clearly identified and delineated as staff parking on the ground prior to issue of any occupation certificate.	Yes
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.	Yes
30	a) Bicycle and motorcycle parking shall be considered for all developments.	Bicycle and motorcycle parking capable of being accommodated within carpark and around the buildings.	Yes
Surface Finishes			
35	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	The car park and access to are to be sealed.	Yes

	<p>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>		
	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
Drainage			
36	<p>a) All parking and manoeuvring spaces must be designed to avoid concentrations of water runoff on the surface.</p> <p>b) Council will not permit the discharge of stormwater directly into kerbing and guttering or table drains for any development other than that of a minor nature.</p>	Submitted Stormwater Management Plan addresses drainage of driveways and parking areas.	Yes
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
Social Impact Assessment			

42	a) A social impact assessment shall be submitted in accordance with the Council's Social Impact Assessment Policy.	Given the nature of the proposed development and its location the proposal is not considered to have any significant adverse social impacts. The use will provide for cultural interaction between members of the community.	Yes
Crime Prevention			
43	a) The development addresses the generic principles of crime prevention: <ul style="list-style-type: none"> - Casual surveillance and sightlines; - Land use mix and activity generators; - Definition of use and ownership; - Basic exterior building design; - Lighting; - Way-finding; and - Predictable routes and entrapment locations; - as described in the Crime Prevention Through Environmental Design (CPTED) principles. 	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 proposed fencing and landscaping limits access for security purposes and clearly defines the public domain and the private land interface. The two-storey form of the buildings will allow for passive surveillance of the street and carpark. Exterior lighting around the buildings and carpark can be provided at night.	Yes

DCP 2013: Part D - Locality Specific Provisions - D3 Port Macquarie West: D3.2 South Lindfield Precinct

DCP Objective	Development Provisions	Proposed	Complies
Vision for Precinct			

The vision is for a residential neighbourhood that:

- facilitates sustainable conservation of the natural values of the area, including koala habitat,
- is integrated with surrounding land uses, including addressing potential visual and acoustic issues from the Oxley Highway
- has good connectivity
- minimises adverse impacts on other land
- has no land use conflicts with the Zone IN2 Light Industrial land uses on the northern side of John Oxley Drive and residential development on the southern side
- has appropriate infrastructure services.

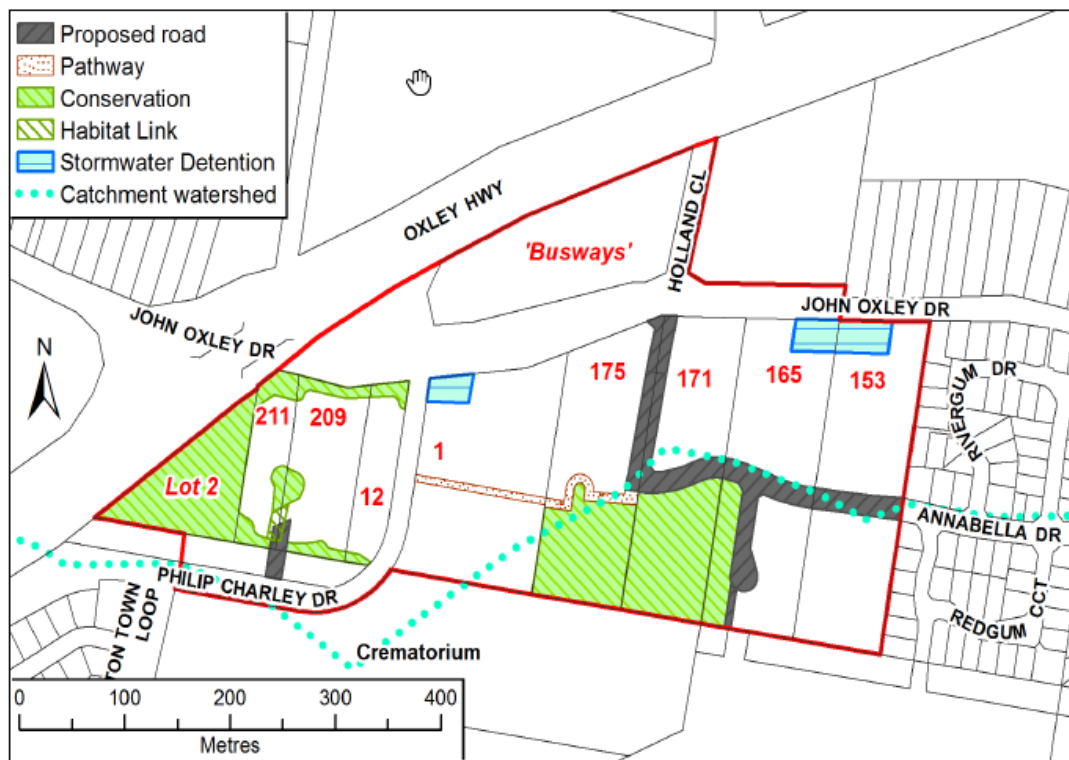


Figure 72: South Lindfield key development components

Road Hierarchy

234	<p>a) Subdivision layouts to provide a road network that conforms with the connectivity shown in Figure 72, in relation to intersection locations and inter-property connections, unless otherwise agreed to by Council (in consultation with affected landowners).</p> <p>b) New development within the western sub precinct has access via a single access from Philip Charley Drive from the south.</p>	<p>Proposed Annabella Drive extension provides for the connectivity envisaged in figure 72.</p> <p>N/A</p>	<p>Yes</p> <p>N/A</p>
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235	a) No direct vehicular access from John Oxley Drive by new development.	No direct access to John Oxley Drive proposed.	Yes
Stormwater Management			
236	a) All stormwater infrastructure is consistent with the outcomes of the stormwater management strategy summarised in Figure 72.	Proposed stormwater management is consistent with strategy in figure 72.	Yes
237	a) All stormwater infrastructure (including access) is to be dedicated to Council, unless: <ul style="list-style-type: none"> - it serves only one property, or - suitable alternative arrangements are agreed to by Council. 	Stormwater is directed to the downstream basin adjoining John Oxley Drive to the east which is already dedicated to Council with existing access arrangements in place.	Yes
Sewerage Services			
238	a) Development is to provide an integrated solution for sewerage services with adjoining properties. b) Development will require approval from relevant landowners for gravity sewerage mains connecting to the existing sewerage network. c) In the northern catchment: <ul style="list-style-type: none"> - the sewer mains are to connect to an existing gravity main connecting to Sewer Pump Station 54, until a sewer pumping station on Lindfield Park Road is operational - the alignment should cater for possible extension to serve the bulk of the 4 lots west of Philip Charley Drive - development yields of the land zoned Residential are not to exceed 16 et/ha prior to provision of upgraded local sewerage main capacity. d) In the southern catchment the sewer mains are to connect to	The site has access to sewer infrastructure and is capable of being serviced and connected to the existing network. Council's Water and Sewer Team have reviewed the proposal and issued a section 306 Notice of Requirements confirming connection arrangements.	Yes

	Sewer Pump Station 80 to the south.		
Environmental Management			
239	a) Compliance with requirements of the South Lindfield Koala Plan of Management.	The proposed development is consistent with the KPoM.	Yes
	b) Subject to c) and d) below, the areas shown on Figure 72 for Conservation are to be dedicated to Council for long term management, following embellishment planting of koala food trees: <ul style="list-style-type: none"> - in forested areas - within available canopy spaces where the space has a radius of at least 5 m, or - in cleared areas - at 10 m centres. 	The E2 zoned portion of the site is proposed to facilitate compensatory Koala food tree plantings at appropriate centres and dedicated to Council.	Yes
	c) Alternatively, with Council approval planting in cleared areas can be provided elsewhere in the vicinity at an offset ratio of 4 trees for each koala food tree removed, with trees at 10 m centres.	N/A	N/A
	d) Where land zoned E2 or land containing offset planning is held in private ownership, satisfactory arrangements will be required for ongoing maintenance in perpetuity. If the land is not covered by a Voluntary Planning Agreement, the developer will be responsible for the establishment cost for the first year, and <ul style="list-style-type: none"> - if it is to be dedicated - 20 year maintenance cost, or - otherwise - in perpetuity. 	N/A	N/A
	e) Development adjoining the land zoned E2 Environmental Conservation must ensure that the long-term habitat integrity of that E2 land is not compromised by the development activities.	No APZs are proposed or required over the E2 zoned land. Fauna fencing is proposed and the integrity of the E2 land will not be compromised.	Yes
	f) Refer to Section B2: Environmental Management – Hollow Bearing Trees, in relation to the hollow bearing trees on the southern side of John Oxley Drive. The approximate location of five	The BDAR indicates that no hollow bearing trees are located on the site subject to the	Yes

	identified hollow-bearing trees is shown on Figure 116.	proposed development footprint.	
Oxley Highway Relationship			
240	<p>a) Development visible from the Oxley Highway must contribute to attractive visual amenity when viewed from vehicles travelling along the Oxley Highway. The objectives are not to be met solely through landscaping, and are to include a range of design solutions including:</p> <ul style="list-style-type: none"> - Building facades and roofs, - Use of outdoor areas, - Signage, - Fencing and screens, and - Landscaping. <p>b) Provision of a viable corridor of trees on land adjoining the south eastern side of the Oxley Highway, including advanced landscaping at commencement.</p>	<p>The site is located approximately 160m from Oxley Highway and is not directly visible.</p> <p>The proposed building design and landscaping will contribute to an attractive visual amenity.</p> <p>N/A</p>	<p>Yes</p> <p>N/A</p>
Traffic Noise Management			
241	<p>a) Applications for subdivisions should provide site-specific updated traffic noise assessments, with adequate information to simplify subsequent assessment of building proposals.</p> <p>b) Acoustic mitigation measures should not use high visual barriers.</p>	<p>An acoustic report supports the application indicating that upgraded glazing is required to mitigate against road traffic noise.</p>	<p>Yes</p>