

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

Part 3 - General Provisions	
Provision	Comment
(A) Relationship to other Koala Plans of Management (i) The plan supersedes any other Koala Plan of Management that is currently in force for land to which the plan applies.	This is the only KPOM in place for the site.
(B) Duration of Plan (i) The plan will come into force once approved by relevant authorities and shall remain in force for a period of 20 years unless otherwise amended or superseded.	The KPOM came into force in January 2008 and remains in force until January 2028.
3(C) Clearing of native vegetation (i) 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. (ii) 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.
3(D) Protection of Koalas from undue disturbance (i) 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 tree</u> that is occupied by	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.

<p>a koala and must not resume until the koala has moved from the tree of its own volition.</p>	
<p>3(E) Swimming pools (i) 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.</p>	<p>A condition is recommended requiring a title restriction be applied to all lots advising prospective purchasers of this requirement for any future swimming pools.</p>
<p>3(F) Habitat Linkages and Buffers (i) unless otherwise indicated in Figure 6 of the plan, <u>habitat 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. (ii) unless otherwise indicated in Figure 6 of the plan, <u>habitat 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. (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. (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. (v) Where a residential allotment abuts a habitat linkage, Part 6(b – d) of the plan applies.</p>	<p>The habitat linkage is identified in figure 6 of the plan down the western portion of the site. This is already established and within the C3 environmental zone. Its width varies but is a minimum width of approximately 75m and average width of 80m. No habitat buffers are identified in figure 6 of the plan for the site.</p> <p>No habitat buffers are identified in figure 6 of the plan for the site.</p> <p>No reduction in canopy cover or APZ within the habitat linkage.</p> <p>No lots abut the habitat linkage.</p>

<p>3(G) Habitat restoration</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>Habitat restoration works are proposed in the form of compensatory Koala food tree plantings, and some will occur on the edges of the identified habitat linkage. These plantings and management of are detailed in the Vegetation Management Plan (VMP).</p> <p>Preferred Koala food trees are proposed to be planted for habitat restoration i.e. greater than 50%.</p> <p>Consent conditions have been recommended requiring habitat restoration/plantings be completed prior to issue if the relevant subdivision certificate. i.e. demonstrated compliance with the VMP.</p> <p>Tree plantings specifications are detailed in the VMP and nominated at minimum planting height of 600mm.</p> <p>Consent condition has been recommended to amend the preliminary VMP to incorporate among other things a minimum of 5 years maintenance and monitoring for all planted trees.</p>
<p>3(H) Koala Release Area</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</p>	<p>Not applicable. The koala release area is not associated with the subject site.</p>

<p>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>(iii) 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"> - 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>, - the release tree must be selected such that canopy overlap with other trees in the immediate vicinity is minimal, - 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, - the fence must be removed after a period of 7 – 10 days or if the koala has left the tree of its own accord, - supplementary feed comprised of preferred food trees that are growing within the Koala Release Area may be supplied as considered necessary. 	
<p>3(l) Roading</p> <p>(i) 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>	<p>Both lead in roads traverse the identified north-south Koala habitat linkage in the western portion of the site. Koala underpass/culverts are proposed on both lead in roads and wildlife exclusion fencing is proposed as per figure 15 of the preliminary VMP. Consent conditions have been recommend requiring the detailed design of the fauna fencing and Koala culverts to accompany the subdivision works certificate application and that the designs must be prepared in consultation with a suitably qualified or accredited Koala specialist and address the</p>

<ul style="list-style-type: none"> - 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. - 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. - 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. <p>(ii) In areas where the installation of exclusion fencing and underpasses is not possible due to topographical or engineering constraints, signage, street lighting and appropriate vehicle calming devices must be deployed.</p> <p>(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.</p>	<p>provisions of clause 272 of Port Macquarie-Hastings Development Control Plan 2013.</p>
<p>3(J) Community Education Appropriate promotional and educational measures will be undertaken throughout Area 13 in relation to dog ownership and koala habitat management.</p>	<p>A condition has been recommended to require appropriate promotional and educational measures be undertaken for the development in relation to dog ownership and koala habitat management. Educational signage is proposed in the locations per figure 39 of the BDAR identifying conservation areas limiting access and firewood collection etc. Additional Koala warning signage in the form of “Koala habitat slow down” is proposed for motorists on roads 1 and 2 alongside the adjoining vegetated areas.</p>
<p>Part 4 - Oxley Highway</p>	
<p>Not applicable</p>	
<p>Part 5 - Design Principles</p>	

<p>(i) For the purposes of Parts 6 and 7 (below), Development Applications that relate to a proposed residential subdivision must demonstrate innovative design concepts that maximise retention of preferred food trees and other greenspace areas.</p>	
<p>Part 6 - Development in Core Koala Habitat areas 6. The following provisions will apply within all areas of Core Koala Habitat as delineated in the supplementary documentation:</p>	
<p>(A) Road design standards (i) Road design standards and/or approved vehicle calming devices must be incorporated into all subdivision designs such that motor vehicles are restricted to a maximum speed of 40km/hour along minor residential streets and 50km/hr on collector roads.</p>	<p>The proposal is to implement a 40km/hr speed limit on minor streets and 50km/hr for collector roads. Sign posting and traffic calming measures are proposed. Consent conditions have been recommended requiring detailed design of the vehicle calming devices be illustrated on the plans accompany the subdivision works certificate.</p>
<p>(B) Keeping of domestic dogs (i) As a minimum, the keeping of domestic dogs in areas of Core Koala Habitat must be prohibited by an effective restriction as to user on the title of the land or other suitable planning measure. Council will also undertake enforcement measures.</p>	<p>A restriction on title is proposed prohibiting the keeping of dogs on lots located within identified core koala habitat. A consent condition is recommended to enforce this requirement.</p>
<p>(C) Protection of preferred koala food trees (i) Preferred koala food trees that occur within residential allotments must be protected by an effective restriction as to user on the title of the land.</p>	<p>A restriction on title is proposed on lots with retained Koala food trees within identified core koala habitat. A consent condition is recommended to enforce this requirement to advise that these trees are protected and shall not be removed.</p>
<p>(D) Fencing (i) Notwithstanding provisions of the Swimming Pools Act 1992, fencing of residential allotments must not inhibit the movement of koalas by virtue of providing an average minimum</p>	<p>A consent condition has been recommended requiring a restriction on title of lots within core Koala habitat advising that future fencing must not inhibit the movement of Koalas by virtue of providing an average minimum ground clearance of 250mm.</p>

ground clearance of 250mm.	
<p>(E) Development in “High Use” areas</p> <p>(i) For the purposes of the plan, Development Precinct 4 must be regarded as a “High Use” area.</p> <p>(ii) The development of land within vegetated High Use areas of Core Koala Habitat for the purposes of providing a high-density residential subdivision is not supported unless compliant with section (iii) below.</p> <p>(iii) The Consent Authority may consider alternative development options on merit, subject to the following:</p> <ul style="list-style-type: none"> - the proposal must demonstrate by way of stadia survey that retention of all preferred koala food trees >150mm dbhob has been achieved and that such trees will not be negatively impacted by any subsequent development activities including roadworks, the construction of buildings, associated infrastructure and/or the provision of public utilities, and - that the retention of native vegetation has been maximised. 	<p>As per figure 6 of the plan the site does not contain any mapped “High Use” areas. N/A</p>
<p>(F) Development in “Medium (normal) Use” areas</p> <p>(i) Where subdivision and/or development of land for residential purposes is proposed within areas of Medium (normal) Use, subdivision design must demonstrate by way of stadia survey that retention of all preferred koala food trees >250mm dbhob has been achieved and that such trees will not be negatively impacted by</p>	<p>As per figure 6 of the plan the site does contain mapped “Medium (normal) Use” areas. Part of the proposed development footprint is within the central mapped medium use area. The other medium use mapped area within the south -western portion of the site is not impacted by the proposed development.</p> <p>The proposal has identified koala food trees >250mm dbhob within the development footprint and within proximity of works. A group of Koala food trees are proposed to be retained within proposed lots 150 and 151. These lots are larger in area to accommodate future dwellings clear of the retained trees. A Koala culvert is proposed under road no 1 to provide for Koala access to these trees. 5 koala</p>

<p>subsequent development works including the construction of houses, associated infrastructure and/or provision of public utilities.</p>	<p>food trees with the medium use area are proposed to be removed for construction of the road no 1 under the variation clause of this plan. Refer to comments below under variation provision for essential infrastructure.</p>
<p>(G) Landscaping (i) The use of preferred koala food trees must be demonstrated in the landscaping of all residential subdivisions within areas affected by Part 6 of the plan.</p>	<p>Despite this provision, best practice today is to exclude Koala food trees from subdivision landscaping (i.e. street trees) as it may attract Koalas to high-risk areas. Extensive koala food tree plantings are proposed away from the subdivision in the south and southwest of the subject land. This current best practice approach is supported by Council's ecologist.</p>
<p>(H) Variations Where a Development Application relates to land that contains Core Koala Habitat, the Consent Authority may approve an Application that is inconsistent with Part 6I(iii) or Part 6(F)(i) subject to the following:</p> <p>a) General (including Essential Infrastructure)</p> <p>(i) For a Development Application that relates to the provision of Essential Infrastructure, the application must demonstrate that reasonable attempts have been made to minimize the loss of preferred koala food trees,</p> <p>(ii) Compensation be provided by way of a minimum of four replacement trees (that are also preferred koala food trees) for every preferred koala food tree that is to be removed, such trees to be planted within a 100m radius of those to be removed, and shall comply with Part 3(G)(iv) of the plan.</p>	<p>The proposal incorporates the removal of 5 koala food trees for construction of road no 1. Road no 1 is identified as a collector road in figure 148 of DCP 2013 (per below) and is recognised as essential infrastructure under this plan.</p> <div data-bbox="651 869 1337 1258" data-label="Figure"> <p>Figure 148: Road hierarchy and intersections</p> </div> <p>The definition of essential infrastructure under this plan is:</p> <p><i>“Essential Infrastructure” – means collector roads and neighbourhood avenues identified by Port Macquarie Hastings Council’s adopted Development Control Plan for Area 13, in addition to trunk services including high voltage electricity lines (33kVA or more) trunk water mains, trunk sewer mains, sewer rising mains, telecommunications and fibre optic carrier mains and gas supply mains, stormwater trunk lines and end of line detention structures and sand filtration beds.</i></p> <p>The proposed subdivision layout and road location has been chosen to avoid and minimise the impact upon Koala food trees. Specifically, it is noted that the collector road is indicatively shown some 400m further south on figure 148 of the DCP which would result in significant impact and removal of koala food trees. The southern portion of the site which is</p>

<p>b) Subdivision and major residential development only</p> <p>In addition to the above:</p> <ul style="list-style-type: none"> (i) Any approval to remove preferred koala food trees shall be restricted to no more than 2 trees in total from within a circle prescribed by a 25m radius from any one tree identified by the stadia survey, (ii) To avoid the removal of isolated trees, there must be at least 1 tree within the 25m radius that is retained, (iii) Any trees that are removed under (i) must be taken into account and included in any subsequent and overlapping radial based assessment, to ensure cumulative and progressive removal does not occur 	<p>zoned residential and contains significant vegetation including koala food trees has been avoided. It has therefore been demonstrated based on the chosen location of the road and subdivision layout that the loss of preferred koala food trees has been minimised.</p> <p>Four replacement koala food trees are proposed to be planted for each of the 5 koala food tree to be removed within 100m of those being removed.</p> <p>Notwithstanding the 5 trees to be removed under the essential infrastructure provision above, the subdivision design retains all other koala food trees within the 'medium use' areas of the site and therefore this provision does not apply.</p>
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contrary to these provisions.	
Part 7 - Development in Potential Koala Habitat	
<p>7. Where subdivision and/or development of land is proposed within areas of Potential Koala Habitat, either of the following two provisions must be demonstrated:</p> <p>(i) retention of individual preferred koala food trees $\geq 250\text{mm}$ dbh at a density averaging no less than 10 trees/ha within the land to which the development application relates, OR</p> <p>(ii) that a minimum of 20% of native vegetation that contains preferred koala food trees and is within the land to which the development application relates has been retained in the form of one or more habitat linkages, or otherwise added to existing habitat areas that are also within the land to which the development application relates.</p> <p>(iii) Road design standards and/or approved vehicle calming devices must be incorporated into any subdivision design such that motor vehicles are restricted to a maximum speed of 60km/hour.</p> <p>(iv) Part 6(b - d) of the plan shall apply to any residential allotments that adjoin a Medium (normal) Use area.</p>	<p>As per figure 6 of the plan potential secondary habitat is mapped over the remaining vegetated areas and within the development footprint and this provision applies.</p> <p>The development footprint has been reduced to retain key vegetated and mapped potential koala habitat in the southern portion of the site. It is suggested that this area contains over 700 koala food trees. The proposal is consistent with point (ii) in that retained vegetated areas over the entire site constitute $>20\%$ of native vegetation containing preferred koala food trees and that identified habitat linkages are provided with extensive offset plantings in appropriate areas for habitat enhancement.</p> <p>The proposal is to implement a 40km/hr speed limit on minor streets and 50km/hr for collector roads. Sign posting and traffic calming measures are proposed. Consent conditions have been recommended requiring detailed design of the vehicle calming devices be illustrated on the plans accompany the subdivision works certificate.</p> <p>The lots adjoining the medium use area will have no retained Koala habitat within and it is considered that the dog restrictions and fencing clearance requirements would serve no purpose.</p>

Port Macquarie-Hastings Development Control Plan 2013

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.	A review of the subdivision layout indicates sufficient street frontage for all lots to facilitate kerbside waste collection for future residential development.	Yes
Cut and Fill Regrading			
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).	No buildings are proposed. Inter-allotment retaining walls are proposed. The proposal is for a subdivision with separate development provisions considered below. Retaining walls generally up to 1.5m in height but a maximum of 2.8m in height are proposed. Retaining wall design to be provided with the subdivision works certificate.	N/A
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:	Retaining walls at subdivision will likely result in wall and fence combinations of greater than 1.8m - however, these would be on rear and side fences only, not front fences.	N/A

	<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. 		
6	<p>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 10,000m³ per ha shall:</p> <ul style="list-style-type: none"> – identify the impact of the 	<p>The levels on site are not proposed to be changed by more than 5m. The subdivision has been designed to fit the topography where possible, earthworks are restricted to the minimum level necessary to bring the development footprint above the flood planning level and provide for roads and batters that meet engineer standards.</p>	Yes


	<p>proposed land reforming on the environment, landscape,</p> <ul style="list-style-type: none"> – visual character and amenity, natural watercourses, riparian vegetation, topographical features of the environment and public infrastructure; – 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. 	The environmental impacts of the earthworks have been adequately assessed.	
	b) The use of high earthworks batters should be avoided.	There are no high earthworks batters proposed.	Yes
	c) Preliminary plans indicating the final landform are required to be submitted with any master plan	An earthworks plan is provided (sheet 9 of the plan set).	Yes

	or subdivision application.		
	d) The subdivision should be designed to fit the topography rather than altering the topography to fit the subdivision.	The design of the subdivision levels has given satisfactory regard to the existing topography, landscape and surrounds.	Yes
Environmental Management Areas and Buffers Where there is a conflict between the 'Environmental Management Areas and Buffers' provisions and 'Area Based Provisions' for a defined precinct, the 'Area Based Provisions' prevail.			
7	a) For coastal floodplain endangered ecological communities a minimum, fully vegetated buffer of 35m must be provided.	<p>The figure below extracted from the BDAR illustrates the location of two Endangered Ecological Communities (EECs) in the northern and central southern portions of the site. A variation to the required 35m buffer is sought with stormwater detention basins, APZs and part of roads located within the buffer area.</p>  <p>The objectives of the control are:</p>	No but considered acceptable on merit.


		<ul style="list-style-type: none"> • To conserve biological diversity and promote ecologically sustainable development. • To prevent the extinction and promote the recovery of threatened species, populations and ecological communities. • To protect the habitat of threatened species, populations and ecological communities • To eliminate or manage processes that threatens the survival or evolutionary development of threatened species, populations and ecological communities. • To ensure that the impact of any action affecting threatened species, populations and ecological communities is properly assessed. • To encourage the conservation of threatened species, populations and ecological communities by the adoption of measures involving co-operative management. • To mitigate against Key Threatening Process to Threatened Species and their Habitat. <p>The variation to the buffer provision is considered acceptable on merit because of the following:</p> <ul style="list-style-type: none"> - The area based provisions identify infrastructure including lead in roads, stormwater basins and APZs within the buffer area and these provisions prevail to the extent of this inconsistency. - The proposal development has demonstrated consistency with the objectives of this provision notwithstanding the buffer variations sought 	
	b) For Freshwater Wetland on Coastal Floodplain endangered ecological community a fully vegetated buffer of 100m is to be provided.	No freshwater wetland on coastal flood plan EEC identified.	NA.
	c) For all other endangered ecological communities, a fully vegetated	No other EECs identified.	NA

	buffer of 50m must be provided.		
	d) 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 that the applicable objectives are achieved.	Stormwater basins and infrastructure is proposed within the buffer areas and it has been demonstrated that the objectives of this provision have been achieved.	Yes
	e) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.	The area-based provisions identify infrastructure including lead in roads, stormwater basins and APZs within the buffer area and these provisions prevail to the extent of this inconsistency.	No but considered acceptable on merit.
	f) Where different buffers (including riparian buffers) apply to an area, the greater of the buffer widths applies.	Noted	Yes
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	In addition to the retirement of ecosystem and species credits under the biodiversity Conservation Act the proposal incorporates compensatory offset Koala food tree plantings and embellished of the environmental zoned land which will be dedicated to Council under the Voluntary Planning Agreement (VPA).	Yes

	impact and offset based on the principle of 'improve and maintain'.		
	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.	Improvement and maintenance measures for the existing habitat corridors are detailed in the Vegetation Management Plan (VMP) and ultimate consolidation and dedication required under the VPA.	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 preliminary VMP supports the application for the offset plantings and environmental land. Consent conditions have been recommend requiring some minor changes before it is approved.	Yes
	d) VMPs are required to address Council's VMP "Heads of Consideration"	A preliminary VMP supports the application and consent conditions have been recommend requiring some minor changes to address these standards.	Yes
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"> - 10m for 1st order streams that flow intermittently. - 30m for 1st order 	<p>There are 3 watercourses mapped on the site as follows and indicated in the screenshot below from the BDAR:</p> <ul style="list-style-type: none"> • 3rd order stream in the west of the site. This watercourse has been provided with a 50m buffer as shown on plans. It is already fully vegetated and no vegetation is proposed for removal. • 1st order stream in the north of the site which is vegetated. No vegetation is proposed for removal within 30m of this stream. • 1st order stream in the central north of the site which is a farm dam and drainage depression that are likely man made. This stream is not evident on site 	No for the farm dam drainage depression only and considered acceptable on merit.

	<p>streams that flow permanently.</p> <ul style="list-style-type: none"> - 40m for 2nd order streams. - 50m for 3rd order streams. - 65m for 4th order streams. 	<p>at present due to dry conditions and is intermittent.</p>  <p>There are no stormwater facilities proposed within watercourse vegetated buffers.</p> <p>The mapped 1st order stream location is not evident on site but will contain lots, road infrastructure and APZ.</p> <p>The objectives of this provision are as follows:</p> <ul style="list-style-type: none"> • To protect and maintain: <ul style="list-style-type: none"> - water quality within waterways; - stability of the bed and banks of waterways; - aquatic and riparian habitats, and - ecological process within the waterways and riparian areas. <p>Noting the proposed onsite detention and water quality controls the proposal removal of the farm dam and associated drainage remains consistent with the objectives of this provision.</p>
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	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 that the applicable objectives are achieved.	Noting the proposed onsite detention and water quality controls the proposal removal of the farm dam and associated drainage remains consistent with the objectives of this provision.	Yes
	c) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.	The area-based provisions identify infrastructure including lead in roads, stormwater basins and APZs within the buffer area and these provisions prevail to the extent of this inconsistency.	No but considered acceptable on merit
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	Koala food trees within Table 1 are proposed to be removed. The approved Area 13 KPOM applies to the site and the compensatory offsetting provisions of that plan prevail in this instance. Refer to comments in table above. Compensatory offset planting is proposed consistent with the ratio identified in that plan.	Yes

	planted in a suitable location as determined by the Director of Development and Environment or their delegate.		
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.	<p>57 Hollow Bearing Trees were accurately located on the site by the ecologist and assessed in the BDAR. 8 of these HBTs are proposed to be removed. See screenshot below from the BDAR:</p> 	Yes
	b) Any tree that scores less than 8 using the HBT assessment protocol may be considered for removal subject to compensatory measures specified below.	Only 3 of the HBTs were assessed as having low value and scoring less than 8.	Yes
	c) Any tree that scores 8-12 using the HBT assessment protocol may be considered for	5 of the HBTs to be removed scored between 8-12. These are proposed to be removed. Noting the location it is considered that retention is impractical.	Yes

	removal if management measures are 'impractical to allow retention'		
	d) Any tree that scores more than 12 using the HBT assessment protocol the assessment must be retained and afforded a development exclusion buffer or located within environmental lands.	<p>3 of the HBTs to be removed scored greater than 12. These are proposed to be removed, and a variation sought.</p> <p>The objectives of this provision are as follows:</p> <ul style="list-style-type: none"> • To conserve biological diversity and promote ecologically sustainable development. • To prevent the extinction and promote the recovery of threatened species and populations. • To protect the habitat of those threatened species and populations that are dependent on hollow-bearing trees for their survival. • To assist in the elimination and/or management of processes that threaten the survival or evolutionary development of threatened species and populations. • To ensure that the impact of any action affecting threatened species, populations and ecological communities is properly considered and assessed. • To encourage the conservation of threatened species and populations by the adoption of measures involving cooperative management. • To ensure that risk to people and urban property is considered. <p>The retention of all the medium and high value HBTs within the development footprint would amount to isolated trees within a residential context and may attract wildlife into high threat areas. As such, the removal of these trees subject to compensation measures in the form of nest boxes, salvage of hollows and compensatory recruitment trees is supported.</p>	No but considered acceptable on merit.
	e) Where a development exclusion buffer is proposed it shall have a radius of 1.25 times the height	No exclusion buffers proposed.	N/A

	of the tree measured from its base.		
14	<p>a) A strategy for tree removal (timing and methodology) that minimises impacts on native wildlife shall accompany any development that proposes the removal of HBTs.</p>	A HBT tree removal strategy is proposed which is to be supervised by an ecologist. Details are outlined in the VMP.	Yes
	<p>b) The removal of HBTs is to be offset by the retention of recruitment trees. Compensatory recruitment trees shall be provided at the rate of two for one for trees that scored 8-12, Development Control Plan 2013 page 25 and at the rate of one for one for trees that scored less than 8. A tree can be considered to be a compensatory recruitment tree under the following criteria:</p> <ul style="list-style-type: none"> – Does not have any major structural defects or is suffering from disease that would – lead to premature death; and – Is from the same 	Offset recruitment trees are proposed at a ratio of 2:1 consistent with the standards. Details are outlined in the VMP.	Yes

	<p>vegetation community and same genus; and</p> <ul style="list-style-type: none"> – Are to be located within environmental lands and managed in accordance with a VMP; and <p>Have a DBH of 50cm or greater and do not possess hollows. For Blackbutt Eucalyptus pilularis a DBH of 100cm or greater applies.</p>		
	<p>c) The removal of HBTs are to be offset by the installation of nesting boxes of similar number and size as those to be removed.</p>	<p>Nest boxes are proposed to offset the removal HBTs within the retained vegetation onsite as follows:</p> <ul style="list-style-type: none"> • 16 microbat boxes nest boxes; • 9 lorikeet/parrot nest boxes; • 2 Galah nest boxes; • 2 wood duck nest boxes; • 2 Kookaburra nest boxes; • 9 glider nest boxes; • 9 possum nest boxes; • 1 small owl nest box; and • 1 large owl nest box. 	Yes
	<p>d) Nesting boxes are to be installed like for like (both type and number, and host tree to genus level) and must be located within proposed open space or environmental lands.</p>	<p>Nest boxes are proposed in the retained vegetation and environmental zoned portions of the site.</p>	Yes
	<p>e) Nesting Boxes are to be installed and maintained within environmental lands in</p>	<p>Nest box details are outlined in the VMP.</p>	Yes

	accordance with a VMP.		
	f) Nesting Boxes to be inspected and maintained by a qualified ecologist.	Nest box inspection and maintenance regime outlined in VMP.	Yes
	g) Any HBT that will not afford protection via an exclusion buffer or within environmental lands will attract the same offsetting requirements as if it was to be removed.	Noted	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 vertebrae 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. Refer Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.	The proposal will not result in any pollution that would penetrate the airport.	Yes
17	a) Lighting to comply with Section 9.21 of the Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.	Standard street lighting will apply and not impact the airport operations.	Yes
Bushfire Hazard Management			
18	a) APZs are to be located outside of environmental protection zones and wholly provided within private land.	Part of the APZs are proposed within the C3 Environmental Management zone	No but considered acceptable on merit.

	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.	<p>where part of the road extends into that zone. Roads are permissible within this zone.</p> <p>The objectives of this provision are:</p> <ul style="list-style-type: none"> • To ensure bushfire management measures do not result in the loss of important habitat areas. • To ensure that Council is not burdened with the ongoing costs associated with the maintenance of Asset Protection Zones (APZs). • To provide a public interface to environmental assets. <p>The part incorporation of APZs within the road reserve in the C3 zone provides an appropriate interface and will not result in any additional loss of vegetation. The variation is consistent with the objectives of this provision.</p>	
	b) Perimeter roads are to be provided to all urban areas adjoining environmental management areas and their buffers. Refer to Figure 2.	Perimeter road is proposed around the subdivision, except for proposed lot 152.	Yes
Flooding			
19	a) Development must comply with Council's Floodplain Management Plan and Flood Policies.	Application has demonstrated complicate with Council's flood policy.	Yes

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

DCP Objective	Development Provisions	Proposed	Complies
Road Hierarchy			

22	a) In new areas (as distinct from established areas with a pre-existing road pattern) each class of route should reflect its role in the road hierarchy by its visual appearance and related physical design standards, including varying levels of vehicle and pedestrian access.	Appropriate road widths are proposed to serve the subdivision layout.	Yes
	b) 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.	Appropriate road alignment and routes are proposed.	Yes
	c) All new roads are designed in accordance with Council's AUS-SPEC design specification documents.	Roads have been designed to meet AUSPEC standards. Consent conditions recommended to ensure subdivision works plan detail compliance.	Yes
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 access to arterial and distributor roads proposed. Appropriate road alignment and routes are proposed.	Yes
	b) Existing direct accesses from a development to arterial and distributor roads are rationalised or removed where practical.	No existing access exists to arterial or distributor roads.	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"> - to avoid driveways near intersections and road bends, and - to minimise streetscapes dominated by driveways and garage doors, and - to maximise on-street parking. 	No driveway proposed at this stage. Would be assessed as part of future dwelling applications.	N/A
Traffic Generating Development			
41	a) Traffic Generating Development as defined under	The proposal is not recognised as traffic	N/A

	SEPP (Infrastructure) 2007 is referred to Roads and Maritime Services. (Refer to Clause 104 and Schedule 3 of the SEPP).	generating development.	
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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.	A social impact assessment is not required.	N/A
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. 	No issues have been identified with the proposed subdivision layout and design. Street lighting will be provided through the road network.	Yes

DCP 2013: PART C - Development Specific Provisions - C5: Subdivision			
DCP Objective	Development Provisions	Proposed	Complies
Site Analysis			
139	a) A site analysis is required for all development and should illustrate: <ul style="list-style-type: none"> - microclimate including the movement of the sun and prevailing winds; - lot dimensions; 	A site analysis plan supports the application.	Yes

	<ul style="list-style-type: none"> – north point; – existing contours and levels to AHD; – flood affected areas; – overland flow patterns, drainage and services; – any contaminated soils or filled areas, or areas of unstable land; – easements and/or connections for drainage and utility services; – identification of any existing trees and other significant vegetation; – any existing buildings and other structures, including their setback distances; – heritage and archaeological features; – fences, boundaries and easements; – existing and proposed road network, including connectivity and access for all adjoining land parcels; – pedestrian and vehicle access; – views to and from the site; – overshadowing by neighbouring structures; and – any other notable features or characteristics of the site. 		
Urban Structure and Lot Layout			
140	<p>a) Any residential allotments created by Torrens title subdivision should satisfy the following standards:</p> <ul style="list-style-type: none"> – A minimum width of 15 metres when measured at a distance of 5.5 metres from the front property boundary; – A minimum width of 7 metres measured when side boundaries are extended to the kerb line; A minimum depth of 25 metres; – For lots where the average slope of the development site is equal to, or exceeds 16%, indicative road and driveway grades are required 	<p>15m minimum lot width proposed.</p> <p>All lots have a minimum width of 7m at the kerb.</p> <p>No lots have a slope exceeding 16%.</p>	Yes

	demonstrating satisfactory access.		
141	a) Battleaxe allotments are discouraged in greenfield development.	<p>The proposal incorporates 8 battleaxe lots. The objectives of this provision are as follows:</p> <ul style="list-style-type: none"> • To ensure subdivision design and road layout responds to the topography of the land and the site constraints. • To prevent servicing costs (associated with access, utilities and services) from being transferred to the land owner because of poor subdivision design. • To reduce the impacts of battleaxe allotments in infill areas on adjoining landowners, the streetscape and the final landowner. • To ensure that development of rear lots of battleaxe allotments does not result in the impacts greater than would be expected from a single dwelling in terms of: <ul style="list-style-type: none"> – Traffic generation – Noise – Privacy – Utilities – Waste management – Amenity. <p>Having regard to the ecological site constraints the</p>	No but considered acceptable on merit.

		incorporation of the 2 cul-de-sacs and resultant 8 battle axe lots is considered an appropriate response to maximum yield. The battleaxe lots are of sufficient size to accommodate dwellings design as to minimise any noise, privacy and waste management issues.	
	b) Council may consider permitting Torrens Title battleaxe allotments for "infill" development where it is demonstrated that: <ul style="list-style-type: none"> – A Torrens Title lot, that is not a battleaxe lot, cannot be achieved; and – the number of crossovers do not reduce the amenity of the street or on street parking; and – the impact of noise, dust and headlights on the land owners adjoining the driveway is addressed by the construction of an acoustic fence for the full length of the driveway; and – addresses privacy between the rear lot and the rear open space of the front lot by the provision of adequate screening, larger lot size and setbacks; and – extends utilities to the end of the axe handle; and – There is sufficient space for garbage collection on the frontage. 	Not infill development.	N/A
142	a) The subdivision of land with slopes exceeding 25% is generally discouraged.	The site does not possess a slope exceeding 25%.	Yes
143	a) Wherever possible orientate streets to maximise the number of east, west and south facing	The street orientation and resultant lot layout	Yes

	lots and to minimise the number of narrow north facing lots.	and orientation is acceptable and an appropriate response to the site constraints.	
	b) Residential street blocks should preferably be orientated north-south with dimensions generally limited to 60 - 80 metres by 120 - 150 metres as illustrated in Figure 14.	The proposed street block arrangement is acceptable and an appropriate response to the site constraints.	Yes
	c) Lot size and shape are to reflect orientation to ensure future dwelling construction has optimal opportunity for passive solar design.	The lots are appropriately orientated and sized to facilitate passive solar access to future dwelling designs.	Yes
144	a) The site analysis, including the lot orientation, layout, and natural topography should inform and aid the design of the street pattern.	Site analysis provided.	Yes
	b) The street plan should provide: <ul style="list-style-type: none"> – Street network, including those existing (adjacent or opposite); – Cycleways and pathway network – Indicative gradients and cross-sections of roads, cycle ways and pathways, particularly those with steep slopes that may present access and mobility constraints. Provide notional road batters for steep areas – General intersection traffic dampening, related landscape features and constriction points; – Notional drainage pattern and works where affected by road works – Car parking – Consideration of existing and proposed street trees – Existing and proposed fire trails – Street and Service Plans should need to show how the 	The plans provided illustrate the existing and proposed road network, cycleways and footpath, road cross sections, stormwater management and water/sewer services	Yes

	proposal should integrate with the existing system.		
145	a) Subdivision applications close to urban centres should achieve a high-medium population yield (>35 dwellings per hectare).	The nearest urban centre is approximately 1km from the site. The proposal achieves a yield of 4.2 lots per hectare. This is a direct result of the ecological constraints of the site.	No but considered acceptable on merit.
	b) Subdivisions along arterial roads and serviced by public transport should achieve a high-medium population yield (>35 dwellings per hectare).	The proposal will be serviced by public transport (bus).	Per above.
Infrastructure - Road Design and Construction			
146	a) All new roads are to be dedicated to Council designed in accordance the Council's adopted AUS-SPEC design specification documents. All applications to subdivide land should include a road layout plan that meets the Council's design requirements including providing connectivity and access for all land parcels consistent with Council's road hierarchy.	All new roads will be design in accordance with AUSPEC. A road layout plan supports the application.	Yes
	b) The design of roads identified for bus routes should comply with the AUSTROADS standards, including the design of bus bays and stops.	The road design will comply with AUSPEC standards.	Yes
	c) Development should provide the bus stops, including bus bays and shelters not more than 600m apart.	A bus stop is identified in the area-based provisions and will need to be provide with the development.	Yes
	d) The design of roads shall be in accordance with Council's AUS-SPEC specifications.	All new roads will be design in accordance with AUSPEC.	Yes
	e) At a minimum all new roads should include: – street trees at a rate of 1 per 20m along the street frontage and in accordance with	Street tree detail will be provided in the detailed subdivision works certificate plans	Yes

	<p>Council's <i>Indigenous Street and Open Space Planting List</i>;</p> <ul style="list-style-type: none"> – underground utilities; – formed kerb and guttering in accordance with AUS-SPEC requirements; – pedestrian path 	consistent with AUSPEC requirements.	
	f) Perimeter roads adjoining bushland should be designed in accordance with current Planning for Bushfire Standards and may be considered part of the APZ requirements for the adjoining land.	Road sections illustrate perimeter road construction incorporating APZs consistent with that envisaged in the area-based provisions.	Yes
Infrastructure - Pedestrians and Cycleways			
147	a) Development for the subdivision for land or major residential development should provide footpaths on both sides of all collector and arterial roads. A shareway/cycleway may be permitted on one side of collector roads in lieu of footpath on both sides, provided it has a width of 2.5m or greater, has paved footpath connections to bus stops on both sides, and is located along natural edges (e.g. perimeter roads, vegetative corridors, or drainage reserves).	<p>No arterial roads proposed.</p> <p>Footpath connection to the bust top will be required.</p>	Yes
	b) Footpaths should be provided on one side of the street for access places and local streets in accordance with Council's adopted AUS-SPEC design specification documents.	Footpaths are proposed only on one side of the street.	Yes
	c) Off street share-ways and on road cycle ways should be provided.	A 1.5m share way is proposed around the perimeter road.	Yes
	d) Footpaths and cycleway are to have regard for Crime Prevention Through Environmental Design (CPTED) principles.	Casual surveillance of the footpaths and share ways.	Yes
	e) The choice of direction and possible routes should be maximised, with streets and footpaths substantially capable of surveillance by residents.	The footpaths and share way will be clearly identifiable and under casual surveillance by future residents	

148	a) Local roads are to be designed for a maximum vehicle speed of 50kph.	The local roads are to have a 40km/hr speed limit.	Yes
	b) Traffic management schemes may be appropriate to discourage speeding in long stretches of local roads or to discourage 'rat-running'.	Traffic calming measures are required for ecological reasons and not rat running opportunities identified.	Yes
	c) On street parking should be discouraged along local roads.	No on-street parking proposed for local roads only the perimeter roads.	Yes
	d) Signage should be provided illustrating links from local roads to the regional networks.	The points of road access are clearly identifiable and not specific signage required.	Yes
149	a) Cycling infrastructure should be provided in accordance with the Council's Cycling Plan.	Off-street share way on perimeter road proposed.	Yes
	b) Where physical infrastructure or land dedication cannot be provided or is not identified, a contribution in accordance with the Councils' contribution plan/s.	Not proposed.	N/A
Infrastructure - Integrated Water Cycle Management			
150	a) An application for subdivision should include a WSUD prepared by a certified practicing engineer and in accordance with Council's adopted design specification documents.	A stormwater management plan and modelling prepared by an engineer supports the application.	Yes
Infrastructure - Stormwater Management			
151	a) An application for subdivision should be accompanied by a Stormwater Management Strategy prepared by a certified practicing engineer and in accordance with Council's adopted AUS-SPEC design specification documents.	A stormwater management plan and modelling prepared by an engineer supports the application. All stormwater infrastructure has been design and will be constructed to AUSPEC standards.	Yes
	b) The Designer should adopt the 'major/minor' approach to urban drainage systems as	A stormwater management plan and modelling	Yes

	outlined in the current version of Australian Rainfall and Runoff utilising local parameters and factors where necessary and as defined in AUS-SPEC.	prepared by an engineer supports the application.	
	c) The 'Minor' system generally refers to a pipeline network with sufficient capacity to contain nuisance and low flows from nominated storm events. These pipelines prevent stormwater damage to properties and also limit the frequency and quantity of surface water to a level that is acceptable to the community.	A stormwater management plan and modelling prepared by an engineer supports the application.	Yes
	d) A 'Major' drainage system caters for the runoff from rarer storms of higher intensity than for which the minor drainage system has been designed. refers to overland flow paths that are to be designed to convey the major storm flows when the capacity of the minor system is exceeded. The 'Major' drainage system generally refers to a system of safe is designed to handle flows resulting from rare storm events up to and including a 100-year ARI. These flows should follow a designated overland flow paths that are to be designed to convey the major storm flows when the capacity of the minor system is exceeded. The major drainage system is designed to handle flows resulting from rare storm events up to and including a 1% AEP event.	A stormwater management plan and modelling prepared by an engineer supports the application.	Yes
	e) The design AEP storm events are defined in AUS-SPEC D5	A stormwater management plan and modelling prepared by an engineer supports the application.	Yes
	f) Freeboard to buildings, structures, property boundaries above major stormwater flows shall be provided in accordance with the council's current flood policy.	A stormwater management plan and modelling prepared by an engineer supports the application.	Yes
152	a) All Council owned stormwater infrastructure is designed in	All stormwater infrastructure has	Yes

	accordance with the Council's AUS-SPEC Design Specification Documents.	been design and will be constructed to AUSPEC standards.	
Infrastructure - Water Supply			
153	a) A reticulated water supply should be required for all subdivisions except rural zoned areas greater than 40 hectares or where deemed financial unviable by the Water and Sewer Planning Manager or equivalent.	Extension of the reticulated water supply proposed.	Yes
	b) For all applicable subdivisions, provision is to be made to provide a separate metered water connection to Council's main for each lot. All work will need to comply with the requirements of Council's adopted AUS-SPEC Design and Construction Guidelines and Policies. Details to be provided on a hydraulic plan submitted to Council.	Each lot is proposed to be serviced via an individual meter connection in accordance with AUSPEC standards.	Yes
	c) A water supply strategy should be required where there are more than 20 lots and may be required for sub-divisions of less than 20 lots as directed by the Water and Sewer Planning Manager or equivalent. The water supply strategy is to detail any subdivision staging and the corresponding water supply work (including augmentation) necessary to support each stage. The strategy is to incorporate the latest changes in water supply design requirements as well as being modelled on software compatible with that used by Council.	A water supply strategy supports the application.	Yes
	d) All water supply systems should be designed to meet Council's design specification documents for infrastructure external to the property.	Water supply designed to meet industry standards.	Yes
	e) Public areas such as parks created by the subdivision, are to be connected to a potable water reticulation system.	No park proposed.	N/A

	f) Proponents are required to extend and meet full cost of water reticulation.	Noted.	Yes
	g) Any water supply assets required prior to the timing in Council's Corporate Plan are to be funded by the developer.	Noted	Yes
Infrastructure - Reclaimed Water			
154	a) A reclaimed water supply should be constructed in accordance with Council's strategy for the provision of reclaimed water supply.	Reclaimed water supply proposed.	Yes
	b) Where a reclaimed water reticulation system is available to the site, connection to that system should be provided and a reclaimed reticulation system within the site should be provided.	Reclaimed water available and extension and supply proposed.	Yes
	c) Where a reclaimed water reticulation system is planned to be available to the site a reclaimed reticulation system should be provided within the site.	Concept reclaimed water servicing plan provided.	Yes
	d) Public areas such as parks created by the subdivision, are to be connected to a reclaimed water reticulation system.	No parks proposed.	N/A
	e) Where a reclaimed water reticulation system is available or planned to be available to the site, reclaimed water should be used for: – Garden watering/irrigation – Toilet flushing – Washing machine cold water tap – Outdoor use – Other non potable uses as permitted.	Reclaimed connections will be provided to each lot to facilitate reuse via these methods.	Yes
	f) Ensure infrastructure is designed to minimise the risk of cross-connection of potable and non-potable systems, for both public and private infrastructure.	Reclaimed infrastructure to be installed as per industry guidelines.	Yes
	g) Proponents should be required to extend and meet full cost of water reticulation.	Provision of reclaimed water supply at proponent's cost.	Yes

	h) Any water supply assets required prior to the timing in Council's Corporate Plan are to be funded by the developer.	Provision of reclaimed water supply at proponent's cost.	Yes
Infrastructure - Sewerage			
155	a) A sewer system is required for all subdivisions with proposed lots smaller than 5000m ² , where Onsite Sewage Management requirements cannot be demonstrated to Council or where deemed financially viable by the Water and Sewer Planning Manager or equivalent.	Reticulated sewer proposed.	Yes
	b) For all applicable subdivisions, provision is to be made to provide a separate sewer junction and connection to Council's main for each lot. All work will need to comply with the requirements of Council's adopted AUS-SPEC Design and Construction Guidelines and Policies. Details to be provided on an Engineering plan submitted to Council.	Each lot to be provided individual point of sewer connection in accordance with AUSPEC standards.	Yes
	c) A sewerage strategy should be provided for an application for subdivision of 20 or more lots and may be required for subdivisions of less than 20 lots as directed by the Water and Sewer Planning Manager or equivalent. The sewer strategy is to detail any subdivision staging and include the proposed method of servicing necessary to support each stage. The strategy is to incorporate the latest changes in sewer design requirements as well as being modelled on software compatible with that used by Council.	A sewer servicing strategy supports the application.	Yes
	d) All sewer systems to be designed to meet the NSW Code of Practice Plumbing & Drainage and Australian Standard AS3500 and related standards for infrastructure within property boundaries.	Sewer infrastructure to industry standards.	Yes
	e) All sewer systems to be designed to meet Council's AUS-SPEC specification documents	Sewer infrastructure to be provided in	Yes

	for infrastructure external to the property.	accordance with AUSPEC standards.	
	f) Sewerage systems should be planned to provide for anticipated future requirements over a period of at least twenty (20) years.	Sewer infrastructure to be provided in accordance with AUSPEC standards.	Yes
	g) Proponents should be required to extend and meet full cost of sewerage systems.	Provision of sewer supply at proponent's cost.	Yes
	h) Any sewerage system required prior to the timing in Council's Corporate Plan is to be funded by the developer.	Provision of sewer supply at proponent's cost.	Yes
Soil Management			
156	a) An erosion and sediment control plan should be provided for a development application to subdivide land in accordance with Council's adopted AUS-SPEC design specification documents	A detailed soil and water management that incorporates erosion and sediment controls measures is required prior to any works commencing. Suitable consent conditions recommended.	Yes
	b) An erosion and sediment control plan should be provided for a development application to subdivide land in accordance with Council's adopted AUS-SPEC design specification documents.	Repeat per above.	Yes
	c) Land identified on the acid sulfate soils map are subject to the provisions under clause 7.1 the LEP.	Class5 acid sulfate soils exist on the site however the proposal does not trigger the provision of clause 7.1 of LEP.	Yes
	d) Saving and re-using top soil and the incorporation of additives to improve existing soils is preferred to the importation of soils for landscaping.	Top soil reuse is proposed.	Yes
Public Open Space			
157	a) Neighbourhood parks area to be provided so that all residential	An existing park is located	Yes

	areas are generally within 500m of the nearest park.	approximately 200m from the site.	
	b) The location of neighbourhood parks is to be optimised so that a minimal number of parks are required.	No park is identified for this site in the area-based provisions.	Yes
	c) Neighbourhood parks and playing fields should be connected to the cycleway and pedestrian path networks.	Connection to the existing park will be made via pedestrian and cycle facilities.	Yes
	d) Neighbourhood parks should provide a range of facilities.	The proposal is reliant upon the exist park planned to service this site.	Yes
	e) Sports fields should be located close to school facilities.	No school or sports fields proposed or required.	N/A
	f) As a minimum 1.5 hectares active open space (sports fields); 5000m2 neighbourhood park; 1 hectare of linkage/amenity space (total 3 hectares open space) to be provided per 1,000 people.	The proposal is reliant upon the exist park planned to service this site.	Yes
158	<p>a) Neighbourhood parks are to be dedicated as development occurs, and are to include the following:</p> <ul style="list-style-type: none"> – Minimum size of 5,000m2. – At least 2000m2 should be level to gently sloping land. – Street frontage to the same standard as adjoining residential areas (i.e. kerb and gutter, or drainage swales where appropriate). – Any landform grooming to ensure the park is to a standard to suit Council's maintenance regime. – Any drainage works to ensure the functionality of the park. – Access via more than one street. – Integration with other community facilities. – Should be located to cause minimal disruption to traffic. 	The existing park has been dedicated to Council	Yes
	<p>b) Neighbourhood park embellishment is to incorporate:</p> <ul style="list-style-type: none"> – Park furniture including seats with shelters, barriers and any appropriate path and 	The proposal is reliant upon the existing park to service this site.	Yes

	<p>cycleway linkages along desire lines or linking to the cycleway network.</p> <ul style="list-style-type: none"> – Any boardwalks necessary to achieve the required functionality of the park. – Works should generally be required to be undertaken prior to dedication to Council. 	The park already contains park furniture, play equipment and shelters.	
159	a) An open space management strategy should accompany any subdivision application where open space that connects to natural linkages, drainage and wildlife corridors.	No areas of public open space adjoin habitat linkages.	N/A
160	a) Lot layout should address areas of open space or public environmental management areas.	The subdivision layout has regard to environmental management areas.	Yes
	b) Perimeter roads should border any area of open space or public environmental management areas.	The perimeter road borders the retained bushland.	Yes
	c) An assessment against the generic elements of crime prevention through environmental design described in the Crime Prevention Through Environmental Design (CPTED) principles is provided with the subdivision application.	No issues have been identified with the proposed subdivision layout and design. Street lighting will be provided through the road network.	Yes
Service Infrastructure and Information Technology			
161	a) All service infrastructure should be underground unless otherwise approved by Council.	Service infrastructure proposed to be underground.	Yes
	b) All service infrastructure should be installed in a common trench.	Capable of being provided in a common trench.	Yes
	c) Conduits for the main technology network system should be provided in all streets.	Services will be located within the road reservation.	Yes
	d) Conduits are to be installed in accordance with the National Broadband Network Company Limited's 'Guidelines for Fibre to the Premises Underground Deployment'.	Capable of being installed as per industry standards.	Yes
	e) Access pits are to be installed at appropriate intervals along all streets.	Details to be provided as part of subdivision works certificate plans.	Yes

Part D4: Area Based Provisions - Thrumster

Strategic Context

Thrumster is identified in the Port Macquarie-Hastings Urban Growth Management Strategy 2011-2031 as a key urban release area. Thrumster will play a major role in development of the Port Macquarie-Wauchope Corridor. The Corridor will contain the majority of urban growth and 'higher order' services and facilities needed to serve a catchment population in excess of 100,000 persons. The new Thrumster community will accommodate up to 10,000 people. The Thrumster Town Centre will offer convenience retail services to local residents to strengthen the structure of the corridor.

Vision for Thrumster (Area 13)

Thrumster is to become a diverse but integrated community distinguished by the natural advantages of its setting, yet living in harmony in its unique flora and fauna. It will be a model development for sustainable living in the mid north coast region, containing distinct neighbourhoods defined by the topographic, bush land and other natural features of the location.

Neighbourhoods and Precincts

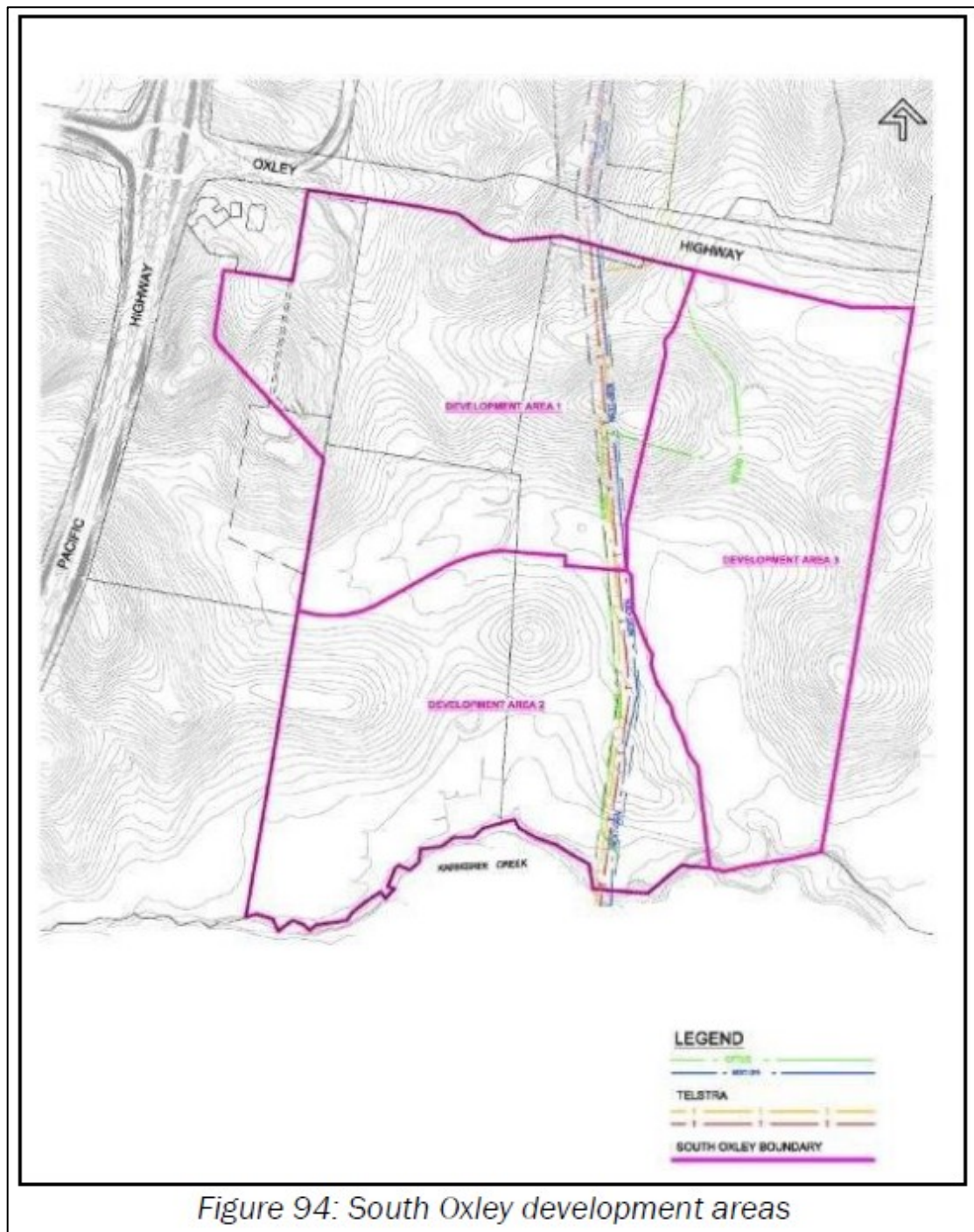
Thrumster comprises six distinct neighbourhoods, each comprising several precincts. The site is located within the South Oxley neighbourhood. The desired future character for the South Oxley neighbourhood and precinct is described below.

South Oxley. The locality is characterised by residential uses in the form of attached dwellings, detached dwellings and other forms of medium density development. The precinct has easy access to the Town Centre and the various services and facilities. A small neighbourhood (village) centre is the focal point of this community. The village centre provides retail and community focus for the locality, incorporating a mix of uses and housing types. Mixed-use building has been orientated to the street. Ground floor premises are characterised by shops and commercial uses that encourages street level interaction and contributes to life within the streets and other public spaces. Housing and offices are located on the upper floors. Higher residential density development is located within the immediate area of the village centre and frames the centre.

Building and dwelling designs contribute to the vibrancy and define streets and public spaces; creating environments that are comfortable, interesting and safe. Streets are characterised by landscaped front gardens and consistent front setbacks. Local parks are strategically provided, generally within 400 metres walking distance to residents. These parks are well used and safe for families. Dwellings overlook these parks to provide casual surveillance.

Two riparian corridors traverse the locality in an east/west direction. These systems have been preserved and enhanced through appropriate landscaping. Part of the Karikeree Creek system contains items of significance to the local indigenous community. These items have been conserved within a park. A core Koala habitat corridor runs in a north/south direction. The Koala population has increased over the years due to the retention of this and other corridors.

Three Development Areas have been identified within the South Oxley Neighbourhood, as shown below:



The site is located within Area 3 - East Oxley Residential and Tarrocoe Environmental Living. This area includes significant tracts of Koala habitat and is bordered to the North and West by Koala habitat corridor.

Steeper lands in the South East corner coincide with potential Koala habitat and the management of these lands is addressed in the Environmental Management Principles Plan.

Shareway (pedestrian/cycle) links and strategic road crossings of the Tarrocoe Habitat Corridor will enable residents of the Development Area 2 to engage with and be a part of Village Centre community.

The proposed development is considered to be consistent with that envisaged for the area. The proposed development provides for retention and enhancement of the key habitat corridor with two designated road crossings comprising fauna underpasses which provides for connection to the existing established residential community to the west and avoids the steep and vegetated land in the south-eastern portion of the site.

DCP 2013: Part D - Locality Specific Provisions - D4 Thrumster: D4.1 Thrumster Neighbourhoods			
DCP Objective	Development Provisions	Proposed	Complies
Environmental Management			
243	<p>a) General</p> <ul style="list-style-type: none"> – Sites 1, 2 and 3 shown in 100 are to be preserved and managed to reflect their significance. – 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. – Development is not to proceed in other areas containing Aboriginal archaeological sites without appropriate consideration and consultation with the relevant local Aboriginal community. – 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</i> 	<p>Site 1 has been preserved with its C3 zoning and has been established as an Archaeological park in the south-western extent of the site approximately 400m from the development footprint and not impacted by the proposed development. Sites 2 and 3 are note located within this area.</p> <p>A consent condition has been recommended advising that should any unexpected aboriginal objects be discovered during works that works cease and NPWS be contacted.</p>	

	<p><i>Wildlife Act 1974</i>, and any such application will be Integrated Development.</p>		
	<p>b) Site 1 (Karikeree 1)</p> <ul style="list-style-type: none"> – 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. – 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. 	<p>Site 1 has been preserved with its C3 zoning and has been established as an Archaeological park in the south-western extent of the site approximately 400m from the development footprint and not impacted by the proposed development. Sites 2 and 3 are note located within this area.</p>	
	<p>c) Site 2</p> <ul style="list-style-type: none"> – 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: – Protection: <ul style="list-style-type: none"> ○ 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. ○ A sign is to be erected identifying the area as Bush Regeneration Area. ○ Fencing is not required. – Custodianship: <ul style="list-style-type: none"> ○ While Council will continue to own the site, the Birpai Local Aboriginal Land Council is entrusted with the care and control of the site. ○ The shaded area on 100 is to be allowed to regenerate naturally to bushland. 	<p>Not located within this neighbourhood/precinct.</p>	<p>N/A</p>

	<ul style="list-style-type: none"> ○ Vegetation management including control of noxious weeds (such as lantana) is the responsibility of the Birpai Local Aboriginal Land Council. ○ Port Macquarie Hastings Council has responsibility for weed management along any roads bounding the site. 		
	<p>d) Site 3 (The Island)</p> <ul style="list-style-type: none"> – The buffer area associated with 'The Island' (Site 3 on 100) is partially located within the Partridge Creek Industrial Neighbourhood. The following protection measures are required for this site: – Protection: <ul style="list-style-type: none"> ○ 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. 	Not located within this neighbourhood/precinct.	N/A
Environmental Management Areas and Buffers			
244	<p>a) General</p> <ul style="list-style-type: none"> – 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"> ○ Environmental Management Areas ○ Hollow-bearing trees ○ Koala habitat ○ Stormwater management ○ Asset Protection Zones ○ Airspace protection (in particular tree heights where affected by the Obstacle Limitation Surface) – Any additional matters identified in an 'Assessment of 	This is the first application in area 2 and a preliminary VMP prepared by an ecologist in line with the guidelines supports the application and identifies the key matters.	Yes

	<p>Significance' report related to the land</p> <ul style="list-style-type: none"> – Relevant planning agreements – 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 – 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 – Relevant neighbourhood-specific matters and plans identified in this section. – Development retains mature vegetation in buffer areas and revegetates existing cleared areas of the E3 Environmental Management Zone as shown in Figure 101. – 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. – Development is in accordance with the approved Vegetation Management Plan. 		
	<p>b) North Oxley</p> <ul style="list-style-type: none"> – Environmental management works are consistent with the Environmental Management Principles and Works Plans shown at Figure 103 to Figure 105 and staged to occur in conjunction with development of the adjacent residential land generally in accordance with the Staging of Environmental Works Plan shown at Figure 106. Note however, the special 	N/A	N/A

	requirements for Barton Ridge East detailed later in this section.		
	c) Partridge Creek Industrial <ul style="list-style-type: none"> Environmental management works are consistent with the Environmental Management Principles Plan at Figure 107 and the Environmental Management Works Plan at Figure 108 and staged to occur in conjunction with development of the adjacent residential land. Vegetated swales and bio-retention ponds are to be incorporated within the E3 Environmental Management Zone, as set out on Figure 107. 	N/A	N/A
	d) Partridge Creek Residential <ul style="list-style-type: none"> Vegetated swales and bio-retention ponds are to be incorporated within the E3 Environmental Management Zone, as set out on Figure 109. Environmental management works are consistent with the Environmental Management Principles Plan at Figure 109 and the Environmental Management Works Plan at Figure 110 and staged to occur in conjunction with development of the adjacent residential land. 	N/A	N/A
	e) South Oxley <ul style="list-style-type: none"> The Vegetation Management Plan demonstrates a buffer width of not less than 50 metres to both sides of the centre line of Karikeree Creek and 30 metres to both sides of the centre line of identified watercourses shown in Figure 111. Environmental management works are consistent with the Environmental Management Works Plan at Figure 111 and staged to occur in conjunction with development of the adjacent residential land. 	<p>No development is proposed within 50m of Karikeree Creek or the unnamed tributary of Gleasons Creek.</p> <p>Environmental management works are consistent with the environmental management works plan.</p>	Yes
	f) Town Centre <ul style="list-style-type: none"> Environmental management works are consistent with the Environmental Management Principles Plan at Figure 112 and staged to occur in 	N/A	N/A

	<p>conjunction with development of the adjacent land as shown by the black arrows.</p> <ul style="list-style-type: none"> – 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. 		
	<p>g) West Lindfield</p> <ul style="list-style-type: none"> – Environmental management works are consistent with the Environmental Management Principles Plan at Figure 114 and with the Environmental Management Works Plan at Figure 115 and staged to occur in conjunction with development of the adjacent residential land. 	N/A	N/A
Hollow Bearing Trees			
245	<p>a) General</p> <ul style="list-style-type: none"> – 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. 	The HBTs have been accurately identified onsite. The BDAR assesses the impact of the removal of HBTs within the development footprint and details offset nest box criteria.	Yes
Koala Habitat			
246	<p>a) General</p> <ul style="list-style-type: none"> – 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 Parts 3 to 8 of the Koala Plan of Management. Key aspects of the Koala Plan of Management are shown on Figure 116. – 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. 	<p>A preliminary VMP supports the application. The BDAR and draft VMP demonstrate how the key requirements of the Area 13 KPOM are to be satisfied.</p> <p>Appropriate title restrictions are to be applied to lots being created in the mapped core koala habitat areas.</p> <p>Consent conditions have been recommended requiring details and certification confirming obligation of</p>	Yes

	<ul style="list-style-type: none"> – 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. – All restoration works required by the Koala Plan of Management are to be undertaken prior to release of the subdivision certificate. – 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. – A habitat link is to be provided in accordance with Figure 116, which comprises a minimum of 20% of preferred Koala feed trees. 	<p>the VMP have been fulfilled before the release of each and the final subdivision certificate.</p> <p>The habitat link is provided for with the C3 zone established for the north south habitat corridor.</p>	
	<p>b) Partridge Creek Industrial</p> <ul style="list-style-type: none"> – Specifications are to be included in the relevant Vegetation Management Plan for the inclusion of Koala feed tree species within the nearby revegetation area associated with the environmental zone shown at Figure 107. 	N/A	N/A
	<p>c) Partridge Creek Residential</p> <ul style="list-style-type: none"> – Where development provides for a connection to the Partridge Creek Industrial Neighbourhood, a 'type 1' Koala underpass within the E3 Environmental Management Zone is to be provided generally in the location shown on Figure 116. – Development provides suitable signage within the northern area to advise of the importance of the area for the Koala and that 	N/A	N/A

	domestic dogs are prohibited from entering this area.		
	d) South Oxley <ul style="list-style-type: none"> – Type 4 Koala Crossings are to be included in the design for the East West link roads across the habitat corridor between Development Areas 1 and 2. Refer to Road Hierarchy in Figure 142. – Where additional offset plantings are required they are to be located around the South East corner of Development Area 2 and along the Karikeree Creek Corridor. 	The proposal includes two east-west link roads across the north-south habitat corridor between Development Areas 1 and 2. Type 4 koala crossings are proposed which incorporate lighting and signage at street level. Koala underpasses are also proposed beneath both roads.	Yes
	e) West Lindfield <ul style="list-style-type: none"> – The Development Application for urban development adjoining the western north-south buffer / habitat link will provide for a 'type 2' Koala underpass within the north-south buffer / habitat links as shown on Figure 114. – The initial Development Application for urban development within Area 4 provides for a 'type 2' Koala underpass within the north-south buffer / habitat link as shown on Figure 114. – The initial Development Application for urban development within Area 3 provides for a 'type 2' Koala underpass within the eastern and western north-south buffer / habitat links as shown on Figure 114. – Where development south of John Oxley Drive provides for a connection to either Area 3 (east) or to the west, the Development Application will provide for a 'type 2' Koala underpass within the E3 Environmental Management Zone as shown on Figure 114. – Where development south of John Oxley Drive provides for connection to Area 3, the Development Application will provide for a 'type 2' Koala underpass within the E3 	N/A	N/A

	Environmental Management Zone as shown on Figure 114.		
Stormwater Management			
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"> – Bioretention areas ('rain gardens'), which can be integrated into the residential streetscape along local streets. Rain gardens are to be 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. – Grassed swales along all perimeter roads and divided collector roads to collect and treat road runoff. – Conventional stormwater piped trunk drainage system extending from the residential bioretention areas to the 'end-of-line' treatment system. – 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. – Structural water quality management devices, including gross pollutant and sediment traps, oil/water separators (where required) and litter management devices for the 	A stormwater management strategy has been provided which includes connections throughout the development to one of three water quality basins. The infrastructure has been designed in accordance with relevant guidelines.	Yes

	<p>Town Centre, neighbourhood centres and light industrial areas.</p> <ul style="list-style-type: none"> – 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"> ○ Desirably be 5 metres x 3 metres to a maximum of 7 metres x 3 metres in size. ○ Maximum ponding depth 300 mm. ○ Maximum ponding time of 24 hours. ○ Filter medium comprising sandy loam with a saturated permeability coefficient between 40 and 180 mm/hr. ○ Minimum filter medium depth of 600 mm. ○ By-pass for flows greater than the design event. 		
	<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"> – Longitudinal grades between 1% and 6%. – Bed width minimum of 0.8 metres. 	Perimeter roads are adjoined by grassed batters to the water quality basins.	Yes
	<p>c) End-of-line bio-retention systems are to be designed in accordance with the following:</p> <ul style="list-style-type: none"> – A total bio-retention surface area equivalent to 2% of the contributing catchment area. – A sub-soil filtration surface area (with underlying sub-soil pipes) equivalent to 0.5% of the total contributing catchment area. – A maximum ponding time of 24 hours. – Filter medium comprising sandy loam with a saturated permeability coefficient between 40 and 180 mm/h. – Minimum filter medium depth of 0.6 metres. 	Bioretention has been designed in accordance with Council's requirements. Specifics will be detailed as part of the subdivision works certificate applications.	Yes

	– A Maximum ponding depth of 0.3 metres.		
	d) Flood attenuation to reduce the post-development flows to no greater than the 1:100 year average recurrence interval for pre-development flows.	Flood attenuation is proposed by filling of low-lying area to meet required finished road and lots levels. Refer to flood comments throughout this report.	Yes
	e) Where an alternative water sensitive urban design (WSUD) solution is proposed, it is to: – demonstrate compliance with the water quality targets, and – include justification for the alternative method, and – demonstrate that the overall number of treatment system is not increased, and – include suitably detailed documents, plans and computations of the preferred WSUD strategy.	Not proposed.	N/A
	f) Where inconsistent, development applications are to demonstrate attainment of the objectives for this Section and Objective 151.	Not inconsistent.	N/A
Water Supply - Reclaimed Water and Rainwater Tank Supply			
248	a) General – Development is to incorporate the provision of a dual reticulated supply of water. – Development is designed to ensure: <ul style="list-style-type: none"> ○ Only reclaimed water to supply all toilet cisterns, ○ Only reclaimed cold water or rainwater to supply washing machines ○ Only reclaimed water to be available for outdoor uses except pool filling. ○ Gardens, opens spaces and recreational areas to be planted with drought tolerant plants and irrigated with reclaimed water. – Commercial developments, public buildings and schools to use reclaimed water or rainwater for toilet flushing and approved outdoor uses.	Extension of the reticulated and reclaimed water supply proposed.	Yes

	<ul style="list-style-type: none"> – All public toilets to be supplied with reclaimed water for toilet flushing. Waterless urinals are to be used where practical. – 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"> ○ It is for additions or alterations to existing development and it would be unreasonable to require dual reticulation, or ○ It is an area that is not proposed to be serviced by dual reticulation – 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. – 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. – 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. 		
	b) Partridge Creek Industrial <ul style="list-style-type: none"> – Reclaimed mains are to be constructed along John Oxley Drive in conjunction with water main upgrades and intersection works. – New reclaimed water mains are to be constructed in conjunction with the north-south arterial road. 	NA	NA
	c) Partridge Creek Residential <ul style="list-style-type: none"> – Reclaimed mains are to be constructed along Thrumster Street to serve development in Areas 1, 2 and 3A. 	NA	NA

	<ul style="list-style-type: none"> Reclaimed mains are to be constructed along John Oxley Drive in conjunction with main upgrades and intersection works (intersection No.3). 		
	d) West Lindfield <ul style="list-style-type: none"> Reclaimed mains are to be constructed along John Oxley Drive in conjunction with main upgrades and intersection works. 	NA	NA
Airspace Protection			
249	a) General <ul style="list-style-type: none"> 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. 	The proposal will not impact on the OLS for the airport.	Yes
Bushfire Hazard Management			
250	a) General <ul style="list-style-type: none"> Development is to satisfy the requirements of the Planning for Bushfire Protection Guidelines. 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"> The 15 metres is provided on the hazard side of a perimeter road. The canopy cover is to be an average of at least 20% to a maximum of 30%. 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. 	<p>A bushfire assessment report supports the application which demonstrates how the proposal meets bushfire protection guidelines. The RFS have reviewed and provided a bushfire safety authority which would form part of the consent.</p> <p>Consistent with this provision parts of the proposed APZ are incorporated in the C3 zones.</p>	Yes
	b) North Oxley <ul style="list-style-type: none"> Development applications are to have regard to the Bushfire Management principles shown on Figure 128. 	N/A	N/A

	<ul style="list-style-type: none"> – New lots created requiring management of bushland within areas identified as Managed Woodland Area on Figure 128 within Barton Ridge West and Barton Ridge East must be subject to a restriction on title for the purposes of bushfire hazard management. 		
	c) Partridge Creek Industrial <ul style="list-style-type: none"> – Figure 129 illustrates the bushfire prone vegetation within the Partridge Creek Industrial Neighbourhood. 	N/A	N/A
	d) Partridge Creek Residential <ul style="list-style-type: none"> – Figure 130 illustrates the bushfire prone vegetation within the Partridge Creek Residential Neighbourhood. 	N/A	N/A
	e) South Oxley <ul style="list-style-type: none"> – Figure 131 illustrates the bushfire prone vegetation within the South Oxley Neighbourhood. 	Bushfire has been adequately addressed.	Yes
	f) Town Centre <ul style="list-style-type: none"> – 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. 	N/A	N/A
	g) West Lindfield <ul style="list-style-type: none"> – Figure 133 illustrates the bushfire prone vegetation within and adjacent to the West Lindfield Neighbourhood. 	N/A	N/A
Flooding			
251	a) General <ul style="list-style-type: none"> – 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. – 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 	A Flood Impact and Risk Assessment Report prepared by Advisian dated 23 October 2023 supports the application demonstrating how the application is consistent with Council's Flood Policy.	Yes

	<p>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.</p>		
	<p>b) North Oxley</p> <ul style="list-style-type: none"> – The first Development Application for residential development in Sovereign Views, Gateway and racecourse Development Areas, are to be accompanied by a Flood Evacuation Plan for referral to the Emergency Management Committee under the State Emergency and Rescue Management Act 1989. Such plan is to be to Council satisfaction prior to issue of development consent. 	N/A	N/A
	<p>c) Partridge Creek Industrial</p> <ul style="list-style-type: none"> – Overland flowpaths are to be provided generally as shown on Figure 134 and are to be designed as public reserve or road to a standard acceptable to Council. – All arterial and collector roads, as shown on Figure 149, are to be constructed above the Probable Maximum Flood event to ensure appropriate evacuation routes. 	N/A	N/A
	<p>d) Partridge Creek Residential</p> <ul style="list-style-type: none"> – Overland flowpaths are to be provided generally as shown on Figure 123 and are to be designed as public reserve or road to a standard acceptable to Council. – All arterial and collector roads, as shown on Figure 150 are to be constructed 650mm above the 1:100 flood event to ensure that all residential lands are provided with appropriate evacuation routes. 	N/A	N/A

	e) South Oxley <ul style="list-style-type: none"> Overland flowpaths are to be provided generally as shown on Figure 124 and are to be designed as public reserve or road to a standard acceptable to Council. The Central Neighbourhood/Collector road, as shown on Figure 152 traversing north-south across Development Areas 1 and 3, is to be constructed above the Probable Maximum Flood event to ensure that all residential lands are provided with appropriate evacuation routes. Flood channelization of Gleeson's Creek is to take into account the Karikeree Tributary 1 report by Cardno Willing (October 2005) and planted to enhance local habitat linkages. Recreational infrastructure such as bike and pedestrian pathways or local park infrastructure can be incorporated in these areas. 	The north and south access roads will be constructed above the PMF to provide appropriate evacuation routes.	Yes
	f) West Lindfield <ul style="list-style-type: none"> Overland flowpaths are to be provided generally as shown on Figure 126 and are to be designed as public reserve or road to a standard acceptable to Council. All arterial and collector roads, as shown on Figure 154, are to be constructed above the Probable Maximum Flood event to ensure that all residential lands are provided with appropriate evacuation routes. 	N/A	N/A
Noise - Industrial			
252	a) General <ul style="list-style-type: none"> Where in an industrial zone, proposed land uses on premises within 100 metres of a residential zone <ul style="list-style-type: none"> operate only between 7am and 6pm, Monday to Saturday are designed to limit operational activities to within the building or areas 	Site is not located within 100m of an industrial zone.	N/A

	<p>on the side of the building away from the residential zone</p> <ul style="list-style-type: none"> – Where in a residential zone and development is proposed within 100 metres of an industrial zone: <ul style="list-style-type: none"> ○ subdivision design responds to the potential for noise from the industrial zone by maximising the distance between future dwellings and the industrial area ○ dwelling design locates noise sensitive areas away from the industrial area – Where alternative solutions are proposed, development applications must demonstrate that project-specific noise levels have been determined consistent with the methodology set out in the Noise Policy for Industry (2017) and satisfy the acceptable noise level for the relevant amenity criterion. 		
Noise - Road (guidance in achieving compliance with s7.9 of the Local Environmental Plan)			
253	<p>a) General</p> <ul style="list-style-type: none"> – Development avoids or minimises the number of new dwellings within the area identified in the Local Environmental Plan Acoustic Controls Map. – Development Applications for subdivision relating to land identified as potentially affected by road noise on the Local Environmental Plan Acoustic Controls Map are to be accompanied by acoustic reports that demonstrate that proposed lots and future dwellings will comply with the Environmental Protection Authority's NSW Road Noise Policy. – Where a proposed subdivision adjoins an arterial road, subdivision design incorporates noise mitigation measures on private land along the road boundary. 	<p>The site adjoins the Oxley Highway and is partly mapped on the acoustic controls map, and the application is supported by a road traffic noise impact assessment that considers the Development Near Rail Corridors and Busy Roads - Interim Guideline 2008 issued by the Department of Planning. The report recommends that category 1 and 2 building construction measures be implemented on specific lots to ensure the above noise criteria are achieved.</p> <p>No noise barriers that may inhibit Koala</p>	Yes

	<ul style="list-style-type: none"> – The final design of noise control solutions must consider non-acoustic aspects such as aesthetics, urban planning and urban design, long term maintenance cost and solar access. Landscaped noise mounds or a combination of noise mound and acoustic barrier are preferred noise mitigation measures rather than acoustic barriers alone. – Construction plans for any proposed acoustic barrier are to be endorsed by an acoustic engineer. The materials proposed for use are to be guaranteed to provide a minimum of ten years of life and are to be maintained by the developer for normal wear and tear. – Where development adjoins a Core Koala habitat area, noise barriers are to incorporate any wildlife exclusion fencing required under the Koala habitat provisions of this plan or the Local Environmental Plan. – Where residential lots cannot be designed to achieve an internal noise level less than the recommended maximum specified in AS 2107-2000 Acoustics - Recommended design sound levels and reverberation times for building interiors, residential dwellings are constructed in accordance with the relevant construction category specified in AS 3671-1989 Acoustics - Road traffic noise intrusion - Building siting and construction to achieve the required noise level reduction. – Where the acoustic reports required above identify the need for future dwellings to incorporate building design and construction requirements to achieve required internal noise levels, an appropriate restriction on the title of the lot is to be 	<p>movement are proposed.</p>	
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	created ensuring compliance with the requirements.		
	b) North Oxley <ul style="list-style-type: none"> – Cross sections shown in Figure 135 to Figure 139 provide indicative solutions to achieving the development criteria. 	N/A	N/A
Visual Impacts			
254	a) West Lindfield <ul style="list-style-type: none"> – The Development Application for industrial development which includes the southern collector road (adjacent the Oxley Highway) is to include the following visual screen plantings on its southern edge, generally at 5 – 10 metre centres, as shown on the West Lindfield Urban Development Plan: <ul style="list-style-type: none"> ○ Eucalyptus tereticornis (Forest Red Gum); ○ Eucalyptus microcorys (Tallowwood); and ○ Eucalyptus propinqua (Grey Gum). 	N/A	N/A
Transport Networks Intersections			
255	a) General <ul style="list-style-type: none"> – 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. 	No access to or from John Oxley Drive is existing or proposed.	N/A
	b) North Oxley <ul style="list-style-type: none"> – Access to the land on the northern side of the Oxley Highway (known as the Gateway Site) will initially be from the existing roundabout that provides access to the Service Centre. After construction of Intersection 1, the roundabout 	N/A	N/A

	will be removed, and access will be left in and left out only. Total development will be limited to a maximum of 100 peak hour movements per day. Alternative access must be provided if this is to be exceeded.		
	c) Partridge Creek Industrial <ul style="list-style-type: none"> Development within Areas 1 and 2 is not to occur until suitable vehicular access is available via a north-south collector road from John Oxley Drive, or from a connection with the Partridge Creek Residential Neighbourhood from Thrumster Street. Construction of a north-south collector road will also require the completion of intersection no.4. 	N/A	N/A
	d) Partridge Creek Residential <ul style="list-style-type: none"> The Development Application for Partridge Creek Residential and Partridge Creek Gateway precincts will require a Traffic Impact Assessment to determine the timing of future upgrades of the existing intersection of Thrumster Street and John Oxley Drive. 	N/A	N/A
	e) South Oxley <ul style="list-style-type: none"> Development of South Oxley is not to occur until after construction of Intersection 1, or via an access road that provides for the future underpass. Future development of South Oxley is to generally accommodate the intersections as shown on Figure 152. Area 1 <ul style="list-style-type: none"> Access is to be provided from the existing roundabout at the Western extent of the Oxley Highway (Gateway Link) leading South East centrally through development Area 1. Construction of the extension of Carlie Jane Drive South under the Oxley Highway overpass into Development Area 1 is to occur when development reaches 75% 	<p>The underpass of Carlie Jane Drive below the Oxley Highway is complete.</p> <p>The proposed intersection and access points to Area 2 are to the north direct with Carlie Jane Drive and to the south across the habitat corridor linking to established residential Area 1.</p>	Yes

	<p>of the potential lot yield for Area 1.</p> <p>Area 2</p> <ul style="list-style-type: none"> – Access to Development Area 2 is to be from Carlie Jane Drive and across Tarokoe Habitat Corridor to connect Areas 1 and 3. <p>Area 3</p> <ul style="list-style-type: none"> – Access to Area 3 by continuation of the central Collector Road from Area 1 across Gleeson's Creek. – Construction of the crossing for Gleeson's Creek is to occur with the first residential land releases in Area 2. – A second egress form Area 3 for emergency purposes is to be identified as part of the development application for this Area. 		
	<p>f) Town Centre</p> <ul style="list-style-type: none"> – All development within the Town Centre Business Zones, fronting John Oxley Drive, is to gain vehicular access from a rear access lane or street. 	N/A	N/A
	<p>g) West Lindfield</p> <ul style="list-style-type: none"> – Full development of West Lindfield will generally not occur until after construction of the new Intersection 4 and or Intersection 5. Council will consider an interim access for a limited number of lots via Lindfield Park Road, subject to the agreement, and any requirements of, the RTA. Any required works will be at the cost of the developer. – Future development of West Lindfield is to generally accommodate the intersections as shown on Figure 154. – Access is to be provided from either Area 3 to the east or through the adjoining Partridge Creek Residential Neighbourhood to the west, via Thrumster Street. – Should access be available from Lindfield Park Road only, 	N/A	N/A

	<p>residential development is limited to 200 residential lots</p> <ul style="list-style-type: none"> – Further development can be undertaken with the construction of intersection no.5. – Access is provided from intersection no.4 or from Area 1 if intersection no.5 is constructed. – Permanent access south of John Oxley Drive is provided from either intersection no.4 or no.5. 		
Parking and Servicing			
256	<p>a) Town Centre</p> <ul style="list-style-type: none"> – Short stay parking can be provided in publicly accessed car parks within reasonable proximity of the development. – To reinforce a high quality public domain, servicing functions are to be generally achieved from the rear or centre of development blocks. – Some limited servicing is allowed to occur directly off the street network. 	N/A	N/A
Pedestrians and Cycleways			
257	<p>a) General</p> <ul style="list-style-type: none"> – Development is to provide for pedestrian and cycle ways generally in accordance with the relevant neighbourhood maps following this section. – Development for the subdivision of land or major residential development is to provide footpaths on both sides of all Collector and Arterial Roads. – Off-road shareways and on road cycleways are to be provided in accordance with the indicative cross sections in Figure 155 to Figure 158. – Development is to otherwise provide footpaths in accordance with Council's AUS-SPEC design specification. – Underpasses are to be provided in the locations shown on Figure 143, designed for the passage of pedestrians, cyclists and Koalas. 	<p>Footpaths are proposed only on one side of the street. A 2.5m shareway is proposed around the perimeter road.</p> <p>No pedestrian and Koala underpass indicated for this area.</p>	Yes
	b) North Oxley	N/A	N/A

	<ul style="list-style-type: none"> – Provide cycleways generally in accordance with Figure 144. 		
	c) Town Centre <ul style="list-style-type: none"> – Provide cycleways generally in accordance with Figure 145, which are in areas of high amenity, alongside creek lines and through environmental areas. 	N/A	N/A
Public Transport			
258	a) General <ul style="list-style-type: none"> – The design of roads identified for bus routes must comply with the AUSTROADS standards, including design of bus bays and stops. – 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. 	Roads have been designed to meet AUSPEC standards. A bus stop is proposed on the eastern perimeter road in the northern part of the site. The proposed location is generally in accordance with the DCP noting the southern portion is not proposed to be development due to ecological constraints.	Yes
Roads and Fauna Management Corridors			
259	a) General <ul style="list-style-type: none"> – Within Core Koala Habitat Areas (Figure 116), road design standards or approved vehicle calming devices must be incorporated into all subdivision designs such that motor vehicles are restricted to a maximum speed of 40 km/h along minor residential streets. – All collector roads within Koala Habitat Areas (Core and Potential) are to incorporate design measures to reduce traffic speeds to 50 km/h. – Where new roads cross the wider sections of the main habitat linkages (shown as Type 1), Koala underpasses are to be provided on both sides of the creek line. – Where new roads crossover the main habitat linkages in other locations (Type 2), a Koala underpass is to be provided on at least one side of the creek line. 	<p>The proposed speed limit within the site is 40km/h due to the koala habitat mapping.</p> <p>Two access roads are proposed to cross the habitat linkage on the western side of the site and koala underpasses are proposed beneath both roads. This will be incorporated with signage to encourage drivers to slow down upon entry to the site.</p> <p>Detailed design of the Koala underpasses in consultation with a Koala specialist will be provided as part of the subdivision works certificate.</p>	Yes

	<ul style="list-style-type: none"> – Where new roads cross the secondary habitat linkages (Type 3), road design is to incorporate either fauna underpasses, or features to facilitate fauna crossing the road safely. – Where new roads cross the habitat linkage in South Oxley (Type 4), road design is to incorporate features to assist Koalas to cross the road safely eg lighting and vehicle slow points. – The vehicular underpass associated with the Oxley Highway (Type 5), is to incorporate features to facilitate the safe passage of Koalas. – Wildlife exclusion fencing is to be installed to direct wildlife away from the road for Types 1 and 2. The lower half of the fence must be clad with galvanised tin sheeting (or other approved material) on the outside face. Approved devices must be installed at fence- ends to discourage Koalas from crossing the roads. – An additional Koala Underpass must be provided under the Oxley Highway in a suitable location in the section shown on Figure 147. – Koala underpasses are to comprise a minimum of 1.2 metres x 1.0 metre Reinforced Concrete Box Culverts. – Detailed design for fencing, underpasses and traffic speed measures must be prepared in consultation with a suitably qualified or accredited Koala specialist. General design principles are to be submitted with the development application, and detailed design with the Construction Certificate application. The design is to be certified by the Koala specialist, and is also to be certified upon completion of construction, prior 	Consent conditions have been recommended to reinforce the requirements.	
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	to release of the Subdivision Certificate.		
Road Hierarchy			
260	a) General <ul style="list-style-type: none"> Development is to establish a street network, and hierarchy consistent with the relevant neighbourhood map. 	The proposed road network is reflective of that envisaged for the northern part of the site subject to the proposed development. The envisaged road network in the southern portion is not possible due to ecological constraints.	Yes
	b) North Oxley <ul style="list-style-type: none"> Development is to accommodate the provision of a street network generally in accordance with Figure 149. The local road at the western edge of Sovereign Views Development Area may be required to be placed inside the Development Area if consent cannot be obtained to clear the land under the Native Vegetation Act 2003 (NSW). Collector Roads identified as Type 1 (Neighbourhood Avenue - Type 1) on Figure 149 are to be designed to provide: <ul style="list-style-type: none"> 3.5 metre wide traffic lanes to accommodate bus service 2.5 metre wide parking lane each side of the carriageway to allow for future upgrade off-road cycle facilities 4 metre wide footpaths to both sides of the road. The Collector Roads (Neighbourhood Avenue) -Type 2 identified on Figure 149 are to be designed to provide: <ul style="list-style-type: none"> 3.5 metre wide traffic lanes to accommodate bus services 2.1 metre wide tree planting/parking lane on either side of the carriageway a minimum 1.5 metre footpath on both sides of the carriageway. 	N/A	N/A
	c) South Oxley		

	<p><u>Development Area 1</u></p> <ul style="list-style-type: none"> – The timing of construction of the Carlie Jane Drive link from South Oxley under the Oxley Highway Gateway to the Thrumster Town Centre is to be determined by a Traffic Impact Assessment to accompany the Development Application for Development Area 1 <p><u>Development Area 2</u></p> <ul style="list-style-type: none"> – The construction of the roads crossing the North extent of Tarrokoe Habitat Corridor is to include the Fauna Crossing as depicted in Figure 152. <p><u>Development Area 3</u></p> <ul style="list-style-type: none"> – The construction of the Collector Road / Neighbourhood Avenue South across Gleeson’s Creek is to occur with the first residential land release in Development Area 3 and is to include the Fauna Crossing as depicted in Figure 152. 	<p>The two roads crossing the habitat corridor on the western side of the site are to have fauna underpasses as depicted by this figure.</p>	<p>Yes</p>
	<p>d) Town Centre</p> <ul style="list-style-type: none"> – Establish a street network and hierarchy consistent with the objectives and Figure 153. – 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. – Define John Oxley Drive and the Main Street as the two primary roads that establish the primary structure of the Town Centre. – Establish Main Street as the hub of the neighbourhood connector system. – 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. – Collector Roads identified as Type 1 on Figure 153 is to be designed to: 	<p>N/A</p>	<p>N/A</p>

	<ul style="list-style-type: none"> ○ have 3.5 metre wide traffic lanes to accommodate bus services (3.25 metre acceptable), ○ provide a 2.5 metre wide parking lane each side of the carriageway to allow for future upgrades, ○ provide off-road cycle facilities, and ○ provide 4 metre wide footpaths to both sides of the road. <ul style="list-style-type: none"> – 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"> ○ 3.5m wide traffic lanes to accommodate bus services, ○ a 2.1m wide tree planting/parking lane on either side of the carriageway, ○ a 2.5m shared path to one side of the carriageway and a minimum 1.5m wide footpath on the other side. – All other Collector Roads are not required to have dedicated cycle facilities and be designed to provide: <ul style="list-style-type: none"> ○ 3.5m wide traffic lanes to accommodate bus services, ○ a 2.1m wide parking lane on either side of the carriageway, and ○ a minimum 1.5m footpath on both sides of the carriageway. – Local Streets are to be single carriageway and designed to provide: <ul style="list-style-type: none"> ○ 2.7m or 3.0m wide traffic lanes, ○ a 2.1m wide tree planting/parking lane to one or both sides of the carriageway, ○ 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 ○ a 3.0m wide and 3.0m wide verge (of which 1.5m is 		
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	<p>footpath) on the other side if tree planting/parking lane is provided to one side of the carriageway,</p> <ul style="list-style-type: none"> – 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. – Figure 158 provides indicative street profile for Bushland/Riparian Edge Street. – The width of the shared path will depend on the expected pedestrian and cyclist activity on each street. The minimum width will be 2.15m, widening to up to 3.0m for high use areas. 		
	<p>e) Partridge Creek Residential</p> <ul style="list-style-type: none"> – The collector roads will provide access within the neighbourhood and effective links with the adjoining neighbourhoods. 	N/A	N/A
	<p>f) Partridge Creek Industrial</p> <ul style="list-style-type: none"> – Development is to be designed to prohibit direct access for residential development to the future arterial road that provides access to the Light Industrial area in the Partridge Creek Industrial Neighbourhood. 	N/A	N/A
Street Types			
261	<p>a) General</p> <ul style="list-style-type: none"> – The road design for each road type is to be generally in accordance with the following: <ul style="list-style-type: none"> ○ Collector Roads (Neighbourhood Avenues) – Figure 155, Figure 156, or Figure 157. ○ Perimeter Roads (Bushland or Riparian Edge) –Figure 158. ○ Collector Roads that are Perimeter Roads – Figure 158 modified to accommodate increased widths for Neighbourhood Avenues. – Landscaping of road reserves is to have regard to the need for the collection of domestic waste 	<p>The proposed road designs are as shown on the typical sections of the plans, which have been prepared with regard to Figures 155-157.</p> <p>Landscaping is proposed throughout the development with adequate spacing for the placement of domestic bins.</p>	Yes

	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.		
	b) West Lindfield <ul style="list-style-type: none"> Areas 2 and 3 are to include perimeter roads generally adjoining Environmental Management areas, adjacent to the power lines infrastructure, as required by Essential Energy and generally as shown on Figure 154. 	N/A	N/A
262	Sequencing to be in accordance with precinct tables and Figure 159 and 160.	Development is consistent with envisaged sequencing.	Yes
Sewerage			
263	a) General <ul style="list-style-type: none"> 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. 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. 	The proposed lots will connect to an existing sewer pumping stations TS6SPS and TS4SPS, which are located to the northwest and southeast respectively. Both have already been dedicated to Council.	Yes
	b) West Lindfield <ul style="list-style-type: none"> As an interim strategy for Area 1 (200 equivalent tenements), the construction of a new pump station at Lindfield Park Road ('Thrumster SPS No.4') will provide connection to Council's existing network to the east ('SPS No.54'). When the capacity provided by the interim strategy is reached, the pump station rising main is required to be redirected to the west, to link to the pump station 	N/A	N/A

	<p>for Area 3 ('Thrumster SPS No.3').</p> <ul style="list-style-type: none"> – Development south of John Oxley Drive is dependent upon downstream development occurring first. – The initial Development Application for urban development in Area 3 will require the construction of pump station 'Thrumster SPS No.3', to pump to Council's existing gravity main near Thrumster Street. – Development south of John Oxley Drive is dependent upon downstream development occurring first. – The development of Area 4 is reliant on the provision of sewer through Area 3, for a point of connection. 		
	<p>c) Partridge Creek Residential</p> <ul style="list-style-type: none"> – The initial development application for urban development is to include a sewerage design that caters for the entire neighbourhood. <ul style="list-style-type: none"> ○ The initial Development Application for urban development on the western side of the central ridge line will require a sewer design that connects through the land west of the road reserve, or alternatively extends westward along Thrumster Street to the Carrier main. ○ The initial Development Application for urban development on the eastern side of the central ridge line will require construction of pump station 'Thrumster SPS No.2', to pump to the top of the central ridge line and the construction of a carrier main, via the road network to Thrumster SPS No.1. ○ The development of Area 3A is dependent upon the development of the adjoining 	N/A	N/A

	Area 2 (and Area 1A) within the West Lindfield Neighbourhood to provide access to 'Thrumster SPS No 3'.		
	d) Partridge Creek Industrial <ul style="list-style-type: none"> – Development can proceed in either Area 1 or 2, subject to the provision of 'Thrumster SPS No.3' and associated rising main as part of the initial stage. – The initial Development Application for industrial development (Areas 1 and 2) will require construction of pump station 'Thrumster SPS No.3, to pump to Council's existing gravity main near Thrumster Street. 	N/A	N/A
Urban Structure and Lot Layout			
264	a) Town Centre <ul style="list-style-type: none"> – Development is required to be generally consistent with the aims and objectives of this Part and the Indicative Neighbourhood Design Framework, guidelines and development criteria set out in this Part. – 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. – Buildings and structures are to be designed to: <ul style="list-style-type: none"> ○ 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. ○ Locate and design buildings to provide informal surveillance of streets and public spaces. 	N/A	N/A

	<ul style="list-style-type: none"> ○ Ensure that active uses are provided at ground floor where active street frontages are defined. ○ Provide shelter from the elements along important pedestrian routes particularly those defined as requiring active street frontages. ○ Allow for change over time by designing buildings to be robust and adaptable. ○ Design for ease of access. ○ Locate parking areas, service areas and loading docks in areas not visible from important streets and spaces. ○ Provide high quality public domain lighting and public art in both streets and public spaces in the Town Centre. 		
Residential Density			
265	<p>a) General</p> <ul style="list-style-type: none"> – The arrangement of dwelling types is to create a desirable urban structure with a transition of density generally decreasing out from the town and neighbourhood centres. – 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. – 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. – Mixed use and high density housing is to be located generally within the Town Centre and within the neighbourhood centres. – Development layout is to demonstrate achievement of the net residential densities shown in the following table. 	<p>The site is the furthest from the town centre and is the lowest density of the proposed neighbourhoods.</p> <p>Proposed housing is low density. There is no mixed use or high density housing proposed.</p> <p>The site fails to achieve the identified target yield due to ecological constraints and compliance with the approved Area 13 KPoM. This provision has not envisaged these ecological site constraints which have significantly reduced the development potential of the area.</p>	No but considered acceptable on merit.

	<p>b) Town Centre</p> <ul style="list-style-type: none"> – A minimum yield of 180 dwellings is to be provided within the Town Centre. – Precinct Development Control Provisions should provide details of the proportion of this yield to be accommodated within each precinct. – 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. – 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. – The West End precinct is to generally provide residential accommodation. – Mid Town Precinct is to provide a mix of live/work and mixed uses to balance and complement the residential/employment objectives. – The John Oxley Drive Precinct is to provide predominantly commercial/retail uses. 	N/A	N/A
	<p>c) North Oxley</p> <ul style="list-style-type: none"> – Proposals for residential development within North Oxley are to be generally consistent with the strategy at Figure 164. – The anticipated dwelling yield for Barton Ridge East, as illustrated in Figure 164 shall be justified by further analysis to establish an Indicative Neighbourhood Design Framework for this Development Area. – Proposals for residential development and subdivision are to: <ul style="list-style-type: none"> ○ demonstrate that the development is able to provide or adequately contribute to the cumulative attainment of dwelling yield 	N/A	N/A

	<p>as identified in Figure 164 having regard to the provisions of this Development Control Plan, and</p> <ul style="list-style-type: none"> ○ comply with the North Oxley Residential Design Guidelines. 		
	<p>d) Partridge Creek Residential</p> <ul style="list-style-type: none"> – Proposals for residential development are to be generally consistent with the Urban Development Plan at Figure 167. 	N/A	N/A
	<p>e) South Oxley</p> <ul style="list-style-type: none"> – Population yields have been refined for the South Oxley Neighbourhood taking into account further detail on Environmental Constraints. – Population yields for South Oxley Development areas are as follows: <ul style="list-style-type: none"> ○ Development Area 1: 590 – 610 dwellings ○ Development Area 2: 220 – 250 dwellings ○ Development Area 3 – 430 – 460 dwellings 	<p>The site area is 55.9ha which would result in a yield of 2 dwellings per hectare. R1 zoned portion of the site is 26ha which yields 4.3 dwellings per hectare. Dual occupancies are permissible under the LEP 2011 and may be utilised by future residents, generally on lots over 650m², potentially resulting in a higher number of dwellings. This will result in a per hectare yield of 5 dwellings per hectare on R1 zoned land.</p> <p>Given the ecological site constraints this variation is considered acceptable on merit.</p>	No but considered acceptable on merit.
	<p>f) West Lindfield</p> <ul style="list-style-type: none"> – Proposals for residential development are to be generally consistent with the Urban Development Plan at Figure 167. 	N/A	N/A
Public open space (passive and active)			
266	<p>a) General</p> <ul style="list-style-type: none"> – Neighbourhood parks across Thrumster will provide a range of facilities, which are to be provided through the Thrumster Contributions Plan. – Neighbourhood parks are to be dedicated as development 	<p>There is no new public open space proposed. The site is close to the existing Gleasons Creek Park and the new Archaeological Park which were identified</p>	Yes

	<p>occurs, and are to include the following:</p> <ul style="list-style-type: none"> ○ Minimum size of 5,000 square metres. ○ Street frontage to the same standard as adjoining residential areas (i.e. kerb and gutter, or drainage swales where appropriate). ○ Any landform grooming to ensure the park is to a standard to suit Council's maintenance regime. ○ Any drainage works to ensure the functionality of the park. <p>– Neighbourhood park embellishment is to incorporate:</p> <ul style="list-style-type: none"> ○ Park furniture including seats with shelters, barriers and any appropriate path and cycleway linkages along desire lines or linking to the cycleway network. ○ Any boardwalks necessary to achieve the required functionality of the park. ○ Works will generally be required to be undertaken prior to dedication to Council. 	and planned for in this neighbourhood area.	
	<p>b) South Oxley</p> <ul style="list-style-type: none"> – In relation to Development Areas 1 and 3 of the South Oxley Neighbourhood, development applications are to provide for Open Space and Recreational opportunities along the central East West corridor including shareways along each bank, environmental park land plantings, park furniture/playground equipment and grassed open spaces where suitable. – A landscape concept plan for the open space corridor is to be prepared to Council's satisfaction addressing the multi-function character of the corridor, in particular: <ul style="list-style-type: none"> ○ Flooding ○ Habitat corridor ○ Recreation infrastructure 	The identified parks in Areas 1 and 3 have been established this application proposes connection to them.	Yes

	<ul style="list-style-type: none"> – The shareway is to link across the North South Habitat corridor (either by boardwalk or by perimeter road) to Development Area 2 connecting to the Neighbourhood Park shown in Figure 94. – The Neighbourhood park is to be design to fit carefully within the existing open grassed area of the mapped Core Koala Habitat in Development Area 2. 		
	<p>c) Partridge Creek Residential</p> <ul style="list-style-type: none"> – The location of the local parks within the Partridge Creek Residential Neighbourhood shall be generally in accordance with Figure 166. – The Development Application for residential subdivision within which the parks are located shall include the following: <ul style="list-style-type: none"> ○ An arborist report detailing any necessary works (i.e. pruning etc) to be undertaken to ensure retention of the existing Koala feed trees within an urban environment; and ○ The required tree protection measures, in accordance with AS 4970-2009, Protection of trees on development sites. 	N/A	N/A
	<p>d) West Lindfield</p> <ul style="list-style-type: none"> – The location of the local parks within Area 2 and Area 3 are to be generally in accordance with Figure 167. – The Development Application for residential subdivision within which the park is located shall include the following: <ul style="list-style-type: none"> – An arborist report detailing any necessary works (i.e. pruning etc) to be undertaken to ensure retention of the existing Tallowwood trees (2) within an urban environment; and – The required tree protection measures, in accordance with AS 4970-2009 Protection of trees on development sites. 	N/A	N/A
Service Infrastructure			

267	<p>a) North Oxley</p> <ul style="list-style-type: none"> – Power for the North Oxley Neighbourhood should be supplied from the proposed Country Energy sub-station proposed to be constructed at the northern end of the Racecourse, adjacent to the TransGrid Sub Station. Local reticulation to service development areas must be located underground. – North Oxley (and South Oxley) are served by existing 132 kV overhead power lines. Development must seek to provide these power lines undergrounded as part of the proposed development. The existing overhead alignment and proposed 132 kV undergrounding alignment are illustrated in Figure 163. – The main East Coast fibre optic cables (Optus, Telstra, NextGen) are aligned through North and South Oxley Neighbourhoods. Development is to seek to provide these fibre optic cables in a common trench, where achievable, running parallel to the undergrounded 132 kV power cables. All residential and commercial areas within North Oxley will have suitable conduits installed ready for fibre optic cabling. 	N/A	N/A
	<p>b) Partridge Creek Industrial</p> <ul style="list-style-type: none"> – All reticulation is to be taken from the network at points nominated by Essential Energy. All local reticulation to service development must be located underground. – All development areas are to be serviced by underground fibre optic cables. – A public frontage is to be created and maintained to the transmission easement. This can be achieved with the provision of either a public road or public open space. 	N/A	N/A

	<ul style="list-style-type: none"> – The existing 300mm main on John Oxley Drive is to be upgraded to a 450mm main as development occurs. The timing for this upgrade is to coincide with the construction of intersection No 4. – New water mains are to be constructed in conjunction with the north-south arterial road. 		
	c) Partridge Creek Residential <ul style="list-style-type: none"> – A public frontage is to be created and maintained to the transmission easement. This can be achieved with the provision of either a public road or public open space. – The existing 300mm main on John Oxley Drive is to be upgraded to a 450mm main as adjacent development occurs. – The initial Development Application for urban development in Areas 1, 2 and 3A is to include the upgrading of the existing 100mm main in Thrumster Street. 	N/A	N/A
	d) South Oxley <ul style="list-style-type: none"> – The urban development of land within or immediately adjacent the TransGrid power easement is to be deferred as a future stage in a development application for urban development of lands in Development Areas 1 and 3, until such time as the TransGrid overhead transmission line is relocated outside the area. – Other overhead power lines are to be converted to underground supply as part of each subdivision development. 	<p>The development is located east of the Transgrid easement and the Transgrid relocation is now complete.</p> <p>No further power lines need to be relocated or moved underground as part of the proposed development.</p>	Yes
	e) Town Centre <ul style="list-style-type: none"> – Development is required to incorporate AAA rated water saving devices and other water conservation appliances into building design. – Pavements and other hardstand areas are to link with landscaped areas to maximize passive irrigation and further minimize artificial irrigation requirements. 	N/A	N/A

	<ul style="list-style-type: none"> – Subsurface or surface drip irrigation is to be utilized where practicable and native and other drought tolerant plant species utilized extensively. – Water features are to be designed to minimise excessive evaporation rates. – Development is required to minimise water use in the design and operation of landscaping and outdoor water features. 		
	<p>f) West Lindfield</p> <ul style="list-style-type: none"> – The existing 300mm main on John Oxley Drive is to be upgraded to a 450mm main as development occurs. The timing for this upgrade is to coincide with the construction of intersections 4 and 5 (Area 3A and 3B) or as adjacent development occurs (Area 2). – A public frontage is created and maintained to the transmission easement. This can be achieved with the provision of either a public road or public open space. 	N/A	N/A