

Attachment B

Compliance Table for Port Macquarie-Hastings Development Control Plan 2013

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).	The proposed development incorporates 25 retaining walls exceeding 1m in height. Three of the retaining walls are up to 2.5m in height. Retaining wall design to be provided with the subdivision works certificate.	No* but considered acceptable on merit.
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	Retaining walls at subdivision will likely result in wall and fence combinations of greater than 1.8m -	N/A

	is proposed to be greater than 1.2m high: – 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.	however, these would be on rear and side fences only, not front fences.	
6	a) Significant land reforming proposals where >10% gross site area or >1.0ha is to have surface levels changed by more than 5m or where earthworks exceed an average of	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 provide for roads to meet engineer standards and integrate with the surrounding approved residential subdivision.	Yes

	10,000m³ per ha shall: – identify the impact of the proposed land reforming on the environment, landscape, – 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	An earthworks plan is provided (sheet 6 of the plan set).	Yes

	landform are required to be submitted with any master plan 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

The proposal seeks to vary Development Provision 4 relating to development not exceeding a maximum cut of 1.0m and fill to 1.0m outside the perimeter of the external walls of the building. The proposal incorporates 25 retaining walls exceeding 1m in height.

The relevant objectives are:

To ensure that design of any building or structure integrates with the topography of the land to:

- Minimise the extent of site disturbance caused by excessive cut and fill to the site.
- Ensure there is no damage or instability to adjoining properties caused by excavation or filling.
- Ensure that there is no adverse alteration to the drainage of adjoining properties.
- Ensure the privacy of adjoining dwellings and private open space are protected.
- Ensure that adequate stormwater drainage is provided around the perimeter of buildings and that overflow paths are provided.

Having regard for the development provisions and relevant objectives, the variation is considered acceptable for the following reasons:

- The cut/fill and retaining walls function to allow for relatively level building sites which improves amenity for residents and allows for more cost-effective building design and construction.
- The retaining walls will be designed and certified by a structural engineer as to ensure no damage or instability to adjoining properties.
- The front-end design and incorporation of retaining walls prevents individual homeowners from designing and constructing their own retaining walls, which leads to an incongruous patchwork of retaining walls of varying quality and materials. When designed, constructed and certified by the same professionals throughout the development it ensures a high level of quality control and structural stability.
- The retaining walls are inter-allotment walls, with none proposed on the street frontage of any lot.
- The retaining walls design will incorporate appropriate stormwater drainage.

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. 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.	APZs are located within private land and within R1 zone.	Yes
	b) Perimeter roads are to be provided to all urban areas adjoining environmental management areas and their buffers. Refer to Figure 2.	No perimeter roads proposed. Perimeter roads are provided for under surrounding subdivision consent via DA2024/734.	Yes
Flooding			
19	a) Development must comply with Council's Floodplain Management Plan and Flood Policies.	The development site is not located within mapped flood prone land.	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.	Road No 3 is a local road with a 7m carriageway and meet AUSPEC standards. Roads No 5 and 6 are local roads with a 9.7m carriageway with proposed traffic controls narrowings to 5.5m which is not in accordance with AUSPEC standards.	Yes No* but considered acceptable on merit.
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:	Single driveways to dwellings are proposed in suitable locations. Indicative suitable driveway locations	Yes

	- to avoid driveways near intersections and road bends, and - to minimise streetscapes dominated by driveways and garage doors, and - to maximise on-street parking.	have been shown for vacant residential lots.	
Parking Provision			
24	Off-street Parking is provided in accordance with Table 3: 1 parking space per each dwelling for dwelling-houses	Each of the proposed dwelling houses incorporates either a single or double garage. i.e. one or more space for each dwelling.	Yes
Parking Layout			
28	c) Parking spaces shall generally be behind the building line but may be located between the building line and the street when: - it is stacked parking in the driveway; or - it can be demonstrated that improvements to the open space provided will result; and the spaces are screened (densely landscaped or similar) from the street by a landscaping with a minimum width of 3.0m for the entire length of the parking area.	The required parking i.e. garages of each proposed dwelling are located behind the building line.	Yes
	d) Parking design and layout is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking.	Parking is in accordance with AS2890.	Yes
35	a) All parking and manoeuvring spaces must be designed to avoid concentrations of water runoff on the surface.	Stormwater is capable of being managed onsite. Details to be provided as part of section 68 applications.	Yes
	b) Council will not permit the discharge of stormwater directly into kerbing and guttering or table drains for any development other than that of a minor nature.	Details of stormwater connections to be provided as part of section 68 applications.	Yes
Traffic Generating Development			

41	a) Traffic Generating Development as defined under SEPP (Infrastructure) 2007 is referred to Roads and Maritime Services. (Refer to Clause 104 and Schedule 3 of the SEPP).	The proposal is not recognised as traffic generating development.	N/A
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The proposal seeks to vary Development Provision 22 relating to all new roads are designed in accordance with Council's AUS-SPEC design specification documents. Proposed roads No 5 and 6 will be a local road with a 9.7m carriageway and 5.5m wide traffic control narrowings within 16m road reserve, this is a variation from standard AUS-SPEC requirements.

The relevant objectives are:

- To reinforce the road hierarchy and priorities for these roads.

Having regard for the development provisions and relevant objectives, the variation is considered acceptable for the following reasons:

- The variation will not result in any adverse impact or reduction to the road hierarchy and property envisaged for these local roads.

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: - 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;	No issues have been identified with the proposed subdivision layout and design. Street lighting will be provided through the road network.	Yes

	- as described in the Crime Prevention Through Environmental Design (CPTED) principles.		
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DCP 2013: Part C - Development Specific Provisions - C1: Low Density Residential Development			
DCP Objective	Development Provisions	Proposed	Complies
Front Setbacks			
44	a) Dwellings may incorporate an articulation zone to a street frontage at no less than 3m from property boundary. The following building elements are permitted within the articulation zone: - an entry feature or portico; - a balcony, deck, patio, pergola, terrace or verandah; - a window box treatment; - a bay window or similar feature; - an awning or other feature over a window; - a sun shading feature. b) These building elements should not extend above the eave gutter line, other than a pitched roof to an entry feature or portico that has the same pitch as the roof on the dwelling house.	Some of the proposed dwellings incorporate entry feature/porches within the front setback which are setback 3m or more the front boundary.	Yes
	c) The primary road front setback shall be: Classified road = any frontage 6.0m Primary frontage = 4.5m Secondary frontage = 3.0m Ancillary Lane = 2.0m	All dwellings are provided with a minimum 4.5m front setback.	Yes

	Large lot residential and rural zones = 10.0m		
45	a) A garage, carport or car parking space should: – be at least 1m behind the building line, where the dwelling(s) has a setback from a front boundary of 4.5m or more, or – be at least 5.5m from a front boundary, where the dwelling(s) has a setback of less than 4.5m.	All garages are setback at least 1m behind the building line. Garages to all dwellings are setback a minimum of 5.5m.	Yes Yes
	b) The total width of the garage/carport openings should not be more than 6m and not more than 50 per cent of the width of the building.	Garages to all dwellings are not more than 5m wide and not more than 50% of the width of the dwellings.	Yes
	c) Driveway crossovers are no greater than 5.0m in width.	The driveway crossover on proposed lot 51 is 5.5m wide. Driveway crossovers to all other dwellings are <5m in width.	Yes, subject to condition which is recommended to require the crossover on proposed lot 51 to be reduced to a maximum of 5m in width.
	d) Where a dual occupancy or attached dwelling is proposed on a corner lot a garage and driveway is provided on each road frontage.	None proposed.	NA
Side and Rear Setbacks			
46	a) A minimum rear boundary setback of 4m is to be provided to dwellings (including verandahs, patios and decks).	Rear setbacks on proposed lots 102, 153, and 155 are 1.57m with an equivalent 4m wide side boundary setback.	Yes, refer to variation provision below in (c).
		Minimum rear setback of 4m is provided to all other dwellings on proposed lots.	Yes

	b) A minimum rear boundary setback of 900mm applies to sheds and swimming pools subject to achieving minimum required private open space area.	NA	NA
	c) Council may consider varying rear setback requirements where it is demonstrated that the private open space could achieve better solar access between the building and the side setback. In that instance, one side setback should be a minimum 4m in width (for an equivalent length of rear boundary, behind building line) and the rear setback may be reduced to 900mm.	Rear setbacks on proposed lots 102, 153, and 155 are 1.57m with an equivalent 4m wide side boundary setback.	Yes
47	a) Ground floors (being <1m above existing ground level) should be setback a minimum of 900mm from side boundaries.	Side setbacks to the garage for dwellings on proposed lots 218 and 40 are a minimum of 445mm and 890mm respectively. Ground floor side setbacks for all other dwellings are a minimum of 900mm.	No* Minor variation for proposed lot 40 design considered acceptable on merit. Proposed variation for dwelling design on proposed lot 218 is not supported.
	b) First floors and above (including single storey with floor level >1m) should be setback a minimum of 3m from the side boundary, or reduced down to 900mm where it can be demonstrated that the adjoining property's primary living rooms and principal private open space areas are not adversely overshadowed for more than 3hrs between 9am - 3pm on 21 June.	Two storey dwellings are proposed on lots 86, 43, 41, 220, 108 and 184 only. The first-floor setbacks to these dwellings are either a minimum of 3m or reduced down to not less than 900mm and given the orientation of these lots will not adversely overshadow the adjoining property's primary living rooms and principle private	Yes

		open space areas for more than 3hrs between 9am - 3pm on 21 June.	
	c) First floors and above should have building walls that step in and out at least every 12m by a minimum of 500mm articulation. Where first floors and above are setback >3m, wall articulation is not required.	First floor walls within 3m and greater than 12m in length are proposed as follows: • Lot 86 west side 900mm setback with a 17.9m unarticulated wall length. • Lot 43 east side 2.835m setback and west side 2.1m setback with unarticulated wall lengths of 14.35m and 13.35m respectively. • Lot 41 east side 2.1m setback and west side 2.835m setback with unarticulated wall lengths of 14.35m and 13.35m respectively. • Lot 108 east side 2.95m setback with unarticulated wall length of 14.25m.	No* However the variations are considered acceptable on merit.
Private Open Space			
48.	a) All dwellings should have a minimum area of private open space of 35m², which includes a principal private open space area with: - a minimum dimension of 4m x 4m, and - a maximum grade of 5% for minimum 4m	All proposed dwellings incorporate a minimum of 35m ² of private open space with directly accessible 4m x 4m area to a living room.	Yes

	x 4m of the total open space requirement, and – direct accessibility from a ground floor living area and orientated to maximise use.		
	b) Private open space may include clothes drying areas and garbage storage.	Noted	Yes
Public Domain and Fencing			
49	a) Front fences built forward of the building line for the primary road frontage should be detailed on the development application plans.	No front fencing is proposed.	NA
	b) Solid Front fences up to 1.2m high should be: – Setback 1.0m from the front boundary, and – Suitably landscaped to reduce visual impact, and – Provide a 3m x 3m splay for corner sites.	NA	NA
	b) Front fences proposed to be more than 1.2m high should be a maximum of 1.8m in height, above existing front property boundary level, and either: – Include landscaped recesses having minimum dimensions of 1.8m long x 900mm deep which occupy no less than 50% of the total length of the fence, or – be erected up to the front boundary for a maximum length of 6.0m or 50% of the street frontage,	NA	NA

	c) have openings which make it not less than 25% transparent (no individual opening more than 30mm wide);	NA	NA
	d) provide a 3m x 3m splay for corner sites, and	NA	NA
	e) provide a 900mm x 900mm splay for vehicle driveway entrances.	NA	NA
Bulk and Scale			
51	a) Direct views between indoor living rooms and principal private open space of adjacent dwellings, including proposed dwellings approved on adjoining lots, including possible dwellings on future lots, should be obscured or screened where: - Ground and first floor (and above) indoor living room windows are within a 9m radius. - Direct views between principal private open space areas where within a 12m radius. - Direct views between indoor living rooms of dwellings into the principal area of private open space of other dwellings within a 12m radius.	1.8m high boundary fencing will provide privacy protection to ground floor living and open space areas. Apart from the east facing window (W13) to the activity room on proposed lot 108, living room windows on first floors are provided with privacy treatment for all other two storey dwellings.	Yes Yes, subject to a condition requiring privacy treatment to window (W13) on proposed lot 108.
	b) A balcony, deck, patio, pergola, terrace or verandah should have a privacy screen where there are direct views of: - Indoor living room windows of adjacent dwellings, including proposed dwellings approved on adjoining lots within 9m radius; or	Ground floor alfresco areas will be provided with 1.8m boundary fencing for privacy protection between dwellings. No first-floor balcony/decks are proposed.	Yes

	- Principal areas of private open space of adjacent dwellings, including proposed dwellings approved on adjoining lots within a 12m radius.		
	c) Privacy protection is not required for: - Any Indoor living room windows with a sill height of greater than 1.5m above the finished floor level of that room or where fixed non-openable translucent glass is installed to the same height.	Privacy measures incorporated and required for first floor living room windows.	Yes
	d) Direct views described above may be reduced or obscured by one of the following measures (details to be submitted with the development application): - 1.8m high fence or wall between ground-floor level windows or between a dwelling and principal private open space - Screening of minimum 1.7m height, that has 25% openings (max), with no individual opening more than 30mm wide, is permanently fixed and is made of durable materials. - A window, the whole of which has translucent glass and is not able to be opened.	1.8m boundary fencing for privacy protection between dwellings at ground level. Privacy measures incorporated and required for first floor living room windows.	Yes
Ancillary Development			

56	a) For ancillary development in R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential, R4 High Density Residential, R5 Large Lot Residential and RU5 Village zones: - The height of an outbuilding or the alterations and additions to an existing outbuilding on a lot should not be more than 4.8m above ground level (existing). - The building should be single storey construction with a maximum roof pitch of 24 degrees. - The maximum area of the building should be 60m² for lots less than 900m² and maximum of 100m² for larger lots. - Ancillary development that is a garage, or an outbuilding, or a rainwater tank should not be located in front of the main building line with the exception of swimming pools.	None proposed.	NA
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The proposal seeks to vary Development Provision 47(a) requiring a minimum 900mm ground floor side setback. The proposal incorporates a ground floor side setback to the garage for dwellings on proposed lots 218 and 40 of 445mm and 890mm respectively.

The relevant objectives are:

- To reduce overbearing and perceptions of building bulk on adjoining properties.
- To provide for visual and acoustic privacy between dwellings.

Having regard for the development provisions and relevant objectives, the variation for proposed lot 40 is considered acceptable for the following reasons:

- The variation represents a 1cm deviation from the standard which equates to a 1% variation. It is very minor and will result in no perceivable impact.

Having regard for the development provisions and relevant objectives, the variation for proposed lot 218 is not considered acceptable for the following reasons:

- The variation represents a 445mm or 50.5% deviation from the development standard. There are no apparent site constraints or context behind the variation. A compliant side setback could readily be achieved with a revised dwelling design on the proposed lot and the variation is not supported. Subsequently the dwelling design on proposed lot 218 would not be provided for under this consent and because proposed lot 218 is 300m² in area it would not meet the minimum lot size provision of 450m² if created as a vacant residential lot. Consent conditions have been recommended advising lot 218 and its dwelling design do not form part of the consent and that proposed lot 218 needs to be amalgamated with adjoining vacant lot 219 as to create a single vacant residential lot of 750m² in area.

The proposal seeks to vary Development Provision 47 (c) specifying first floors and above should have building walls that step in and out at least every 12m by a minimum of 500mm articulation. Where first floors and above are setback >3m, wall articulation is not required. The proposal incorporates first floor walls within 3m and greater than 12m in length as follows:

- Lot 86 west side 900mm setback with a 17.9m unarticulated wall length.
- Lot 43 east side 2.835m setback and west side 2.1m setback with unarticulated wall lengths of 14.35m and 13.35m respectively.
- Lot 41 east side 2.1m setback and west side 2.835m setback with unarticulated wall lengths of 14.35m and 13.35m respectively.
- Lot 108 east side 2.95m setback with unarticulated wall length of 14.25m.

The relevant objectives are:

- To reduce overbearing and perceptions of building bulk on adjoining properties.
- To provide for visual and acoustic privacy between dwellings.

Having regard for the development provisions and relevant objectives, the variation is considered acceptable for the following reasons:

- The unarticulated walls typically incorporate material changes/cladding and various sized window placements which reduce overbearing and perceptions of building bulk on adjoining properties.
- The unarticulated wall lengths greater than 12m in length will not result in any visual and acoustic privacy impact between dwellings.

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: – microclimate including the movement of the sun and prevailing winds; – lot dimensions; – 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.	An adequate site analysis plan supports the application.	Yes
Urban Structure and Lot Layout			
140	a) Any residential allotments created by Torrens title subdivision should satisfy the following standards: – 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	15m minimum lot width proposed for vacant residential lots. A 10m minimum lot width is proposed for the integrated housing lots. All lots have a minimum width of 7m at the kerb.	No* for integrated housing lots only to which dwellings designs have been provided demonstrating compliance with the relevant

	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 demonstrating satisfactory access.	No lots have a slope exceeding 16%.	planning controls.
141	a) Battleaxe allotments are discouraged in greenfield development.	No battleaxe lots are proposed.	Yes
	b) Council may consider permitting Torrens Title battleaxe allotments for “infill” development where it is demonstrated that: - 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.	No battleaxe lots are proposed.	NA
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 lots and to minimise the number of narrow north facing lots.	The street orientation and resultant lot layout and orientation is acceptable and an appropriate response to the site constraints.	Yes

	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 proposed and 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: – 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 proposal should integrate with the existing system.	The plans provided illustrate the proposed road network, cycleways and footpath, road cross sections and services.	Yes

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 19 lots per hectare. The proposal will result in higher dwelling yield with the incorporation of smaller lots and integrated housing component.	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.	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.	A road layout plan supports the application. Road No 3 is a local road with a 7m carriageway and meets AUSPEC standards. Roads No 5 and 6 are local roads with a 9.7m carriageway with proposed traffic controls narrowings to 5.5m which is not in accordance with AUSPEC standards.	No* but considered acceptable on merit.
	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 generally comply with AUSPEC standards. A bus stop is not identified for this site.	Yes
	c) Development should provide the bus stops, including bus bays and shelters not more than 600m apart.	A bus stop is to be provided on road no2 adjoining the site under DA2024/734 with the development.	Yes

	d) The design of roads shall be in accordance with Council's AUS-SPEC specifications.	The road design will generally comply with AUSPEC standards.	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 Council's <i>Indigenous Street and Open Space Planting List</i>; – underground utilities; – formed kerb and guttering in accordance with AUS-SPEC requirements; – pedestrian path	Street trees are proposed at 20m spacings as illustrated on plan sheet 8. Ker and gutter and infrastructure detail will be provided in the detailed subdivision works certificate plans consistent with AUSPEC requirements.	Yes
	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.	Site does not adjoin bushland or propose/require a perimeter road.	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).	No arterial or collector roads proposed or required. Being local roads footpaths are proposed on one side of the streets with connection to footpaths within surrounding subdivision including connection to the bus stop.	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.	Being local roads footpaths are proposed on one side of the streets with connection to footpaths within surrounding subdivision.	Yes

	c) Off street share-ways and on road cycle ways should be provided.	No offroad share-way identified for these local roads or site.	Yes
	d) Footpaths and cycleway are to have regard for Crime Prevention Through Environmental Design (CPTED) principles.	No offroad share-way identified for these local roads or site.	Yes
	e) The choice of direction and possible routes should be maximised, with streets and footpaths substantially capable of surveillance by residents.	The footpaths will be clearly identifiable and under casual surveillance by future residents	Yes
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 proposed in the form of road narrowing to sections of proposed roads no 5 and 6.	Yes
	c) On street parking should be discouraged along local roads.	No on-street parking proposed.	Yes
	d) Signage should be provided illustrating links from local roads to the regional networks.	The points of local 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.	No offroad share-way identified for these local roads or site.	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 supported the larger surrounding subdivision to	Yes

		which connection is proposed under this proposed development.	
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 drainage plan supports this 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 outlined in the current version of Australian Rainfall and Runoff utilising local parameters and factors where necessary and as defined in AUS-SPEC.	A stormwater management plan and modelling prepared by an engineer supported the larger surrounding subdivision to which connection is proposed under this proposed development.	Yes
	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 supported the larger surrounding subdivision to which connection is proposed under this proposed development.	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	A stormwater management plan and modelling prepared by an engineer supported the larger surrounding subdivision to which connection is proposed under this proposed development.	Yes

	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.		
	e) The design AEP storm events are defined in AUS-SPEC D5	A stormwater management plan and modelling prepared by an engineer supported the larger surrounding subdivision to which connection is propose dunder this proposed development.	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 supported the larger surrounding subdivision to which connection is propose dunder this proposed development.	Yes
152	a) All Council owned stormwater infrastructure is designed in accordance with the Council's AUS-SPEC Design Specification Documents.	All stormwater infrastructure has been design and will be constructed to AUSPEC standards.	Yes
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 for connections to each lot.	Yes
	b) For all applicable subdivisions, provision is to be made to provide a separate metered water connection to	Each lot is proposed to be serviced via an individual meter	Yes

	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.	connection in accordance with AUSPEC standards.	
	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	Reclaimed water available and extension and supply proposed.	Yes

	a reclaimed reticulation system within the site should be provided.		
	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 financial 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	Each lot to be provided individual point of sewer	Yes

	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.	connection in accordance with AUSPEC standards.	
	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 for infrastructure external to the property.	Sewer infrastructure to be provided in accordance with AUSPEC standards.	Yes
	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.	No acid sulphate soils identified don this site under 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 areas are generally within 500m of the nearest park.	An existing park is located approximately 200m from the site.	Yes
	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 footpaths.	Yes
	d) Neighbourhood parks should provide a range of facilities.	The proposal is reliant upon the existing 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	a) Neighbourhood parks are to be dedicated as development occurs, and are to include the following: – 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
	b) Neighbourhood park embellishment is to incorporate: – 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 should generally be required to be undertaken prior to dedication to Council.	The proposal is reliant upon the existing park to service this site. The park already contains park furniture, play equipment and shelters.	Yes
159	a) An open space management strategy should accompany any subdivision application where open space that connects to natural linkages, drainage and wildlife corridors.	The site does not adjoin areas of public open space or habitat linkages.	N/A

160	a) Lot layout should address areas of open space or public environmental management areas.	The site does not adjoin open space or public environmental management areas.	NA
	b) Perimeter roads should border any area of open space or public environmental management areas.	Per above no perimeter roads proposed or required.	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

The proposal seeks to vary Development Provision 140 specifying a minimum width of 15 metres when measured at a distance of 5.5 metres from the front property boundary. The proposed integrated housing lots incorporate 10m wide lots.

The relevant objectives are:

- To provide a range of lot sizes to suit a variety of dwelling and household types
- To ensure the lot layout plan reflects the site's opportunities and constraints.

Having regard for the development provisions and relevant objectives, the variation is considered acceptable for the following reasons:

- The integrated housing lots have dwellings designs demonstrating compliance with the relevant planning controls with the reduced lot width.
- The proposal will provide for a mixture of lot sizes and variety of dwelling designs.

The proposal seeks to vary Development Provision 145 specifying subdivision applications close to urban centres should achieve a high-medium population yield (>35 dwellings per hectare). The proposal provides for a yield of 19 dwellings per hectare.

The relevant objectives are:

- To establish a clear urban structure that maximises the sense of neighbourhood and encourages walking and cycling over private car use.

Having regard for the development provisions and relevant objectives, the variation is considered acceptable for the following reasons:

- The proposal will result in higher dwelling yield with the incorporation of smaller lots and integrated housing component.
- The proposal incorporates appropriate pedestrian connections.

The proposal seeks to vary Development Provision 146 specifying the design of roads shall be in accordance with Council's AUS-SPEC specifications. Proposed roads No 5 and 6 will be a local road with a 9.7m carriageway and 5.5m wide traffic control narrowings within 16m road reserve, this is a variation from standard AUS-SPEC requirements.

The relevant objectives are:

- The street network is to provide convenient and safe access to all allotments for pedestrians, vehicles and cyclists.
- To provide safe, logical and hierarchical transport linkages with existing street system.
- To provide appropriate access for buses, emergency and service vehicles.
- To provide for a quality product that minimises maintenance costs.
- To provide a convenient way for public utilities. and co-ordinate the location of public utility services and drainage systems without adversely affecting road pavements.
- To provide an opportunity for street landscaping.
- To provide convenient parking for visitors.
- To have appropriate regard for the climate, geology, flora, fauna and topography of the area.

Having regard for the development provisions and relevant objectives, the variation is considered acceptable for the following reasons:

- The proposed street network will provide convenient and safe access to all allotments for pedestrians, vehicles.
- The road design will still provide safe, logical and hierarchical transport linkages with existing street system.
- Provide an opportunity for street landscaping.

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

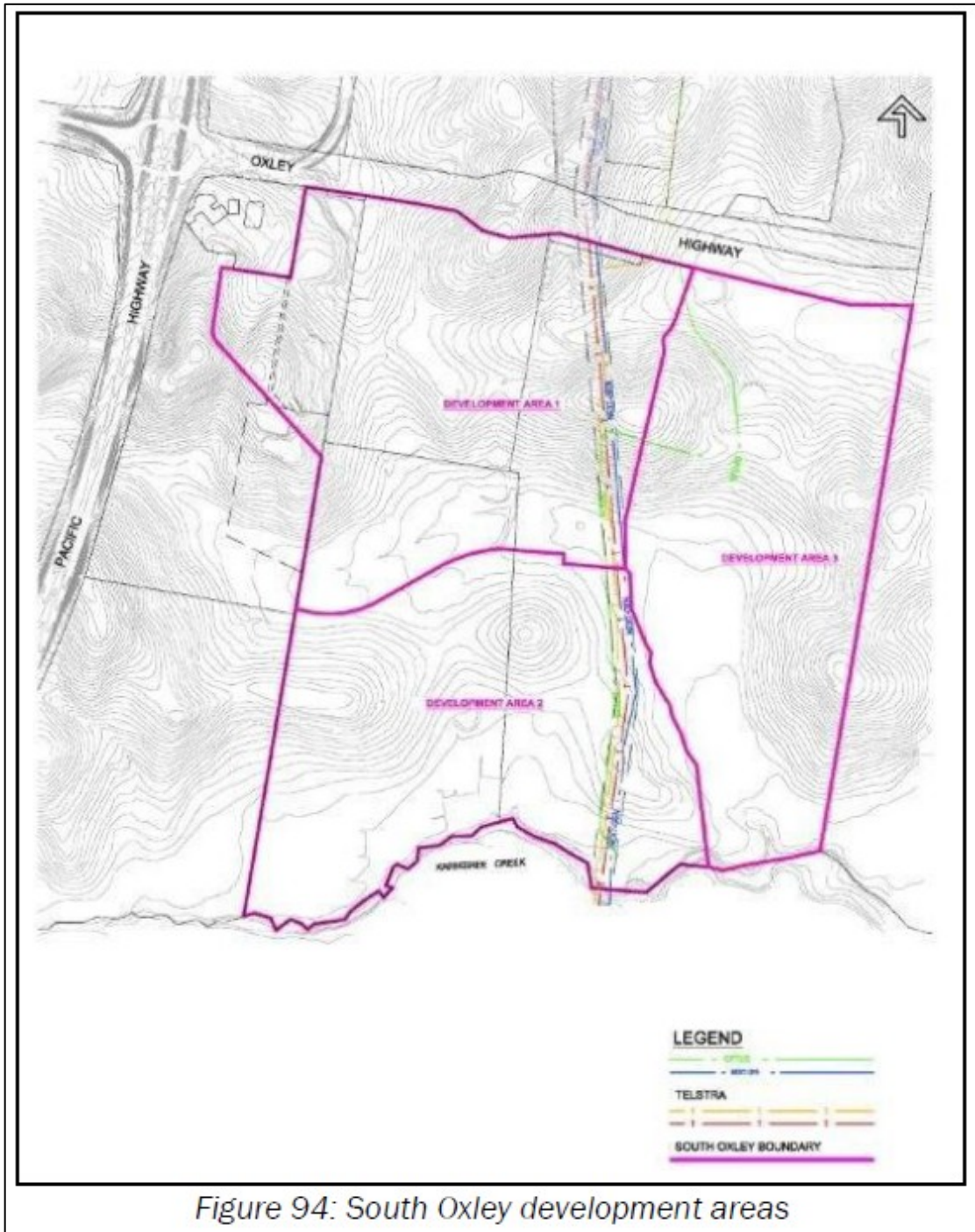
Thrumster comprises six distinct neighbourhoods, each comprising several precincts. The site is located within the South Oxley neighbourhood. The desired future character for the South Oxley neighbourhood and precinct is described below.

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 Tarrokoee Habitat Corridor are provided for under DA2024/734 and 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.

DCP 2013: Part D - Locality Specific Provisions - D4 Thrumster: D4.1 Thrumster Neighbourhoods			
DCP Objective	Development Provisions	Proposed	Complies
Environmental Management			
256	a) General – 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 Wildlife Act 1974</i>, and any such application will be Integrated Development.	Sites 1, 2 and 3 are not located on the proposed development site. An AHIM search identified some items of heritage value on or close to the site. The Area 13 Archaeological Survey which supports this application determined that these items had been destroyed and conservation of these items is not necessary. A consent condition has been recommended advising that should any unexpected aboriginal objects be discovered during works that works cease and NPWS be contacted.	Yes

	b) Site 1 (Karikeree 1) – 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.	Not located within this site.	NA
	c) Site 2 – 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: ○ 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: ○ 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. ○ Vegetation management including control of noxious weeds (such as lantana) is the responsibility of the	Not located within this neighbourhood/precinct.	N/A

	Birpai Local Aboriginal Land Council. Port Macquarie Hastings Council has responsibility for weed management along any roads bounding the site.		
	d) Site 3 (The Island) - 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: - 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			
257	a) General - 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: - 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 Significance' report related to the land - Relevant planning agreements - Staging of environmental works, including the co-ordination of	This is not the first development application in area 2. The preceding DA2024/734 incorporates an approved VMP and BDAR. The environmental obligations and commitments are to be satisfied under DA2024/734.	Yes

	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.		
	b) North Oxley – 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 requirements for Barton Ridge East detailed later in this section.	N/A	N/A
	c) Partridge Creek Industrial – Environmental management works are consistent with the Environmental Management	N/A	N/A

	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.		
	d) Partridge Creek Residential – 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 – 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.	The preceding DA2024/734 incorporates an approved VMP and BDAR. The environmental obligations and commitments are to be satisfied under DA2024/734.	Yes
	f) Town Centre – Environmental management works are consistent with the Environmental Management Principles Plan at Figure 112 and staged to occur in conjunction with development of the adjacent land as shown by the black arrows. – The Vegetation Management Plan for each stage of restoration work identified in	N/A	N/A

	Figure 113 is to be submitted to Council and approved prior to the issue of consent for development relating to that stage.		
	g) West Lindfield 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			
258	a) General 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.	No vegetation or tree removal is proposed.	NA
Koala Habitat			
259	a) General - 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. - 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	An approved VMP is in place under DA2024/734 which provides for actions and measures consistent with the approved Areas 13 KPOM. This site is not located within an area of mapped core koala habitat or subject to the identified dog restriction area. The identified habitat link and corridor is provided for under DA2024/734.	Yes

	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.		
	b) Partridge Creek Industrial – 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
	c) Partridge Creek Residential – 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 domestic dogs are prohibited from entering this area.	N/A	N/A
	d) South Oxley – Type 4 Koala Crossings are to be included in the design for the East West link roads across the	The east-west link roads across the north-south habitat corridor between Development	Yes

	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.	Areas 1 and 2 incorporate koala crossings is provided for under DA2024/734.	
	e) West Lindfield - 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 Environmental Management Zone as shown on Figure 114.	N/A	N/A
Stormwater Management			
260	a) Where development is required to prepare a Stormwater Management	A stormwater management strategy	Yes

	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: – 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 Town Centre, neighbourhood centres and light industrial areas. – Residential Bioretention Areas for typical low - medium density residential areas (with	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.	
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	approximately 60% impervious area), are to be located within the street reserve (as shown in Figure 117) and designed as follows: ○ 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.		
	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: – Longitudinal grades between 1% and 6%. – Bed width minimum of 0.8 metres.	No grassed swales proposed.	NA
	c) End-of-line bio-retention systems are to be designed in accordance with the following: – 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. – A Maximum ponding depth of 0.3 metres.	The end of line bioretention serving this proposed development has been designed in accordance with Council's requirements. Specifics will be detailed as part of the subdivision works certificate applications.	Yes
	d) Flood attenuation to reduce the post-development flows to no greater than the 1:100 year average	The end of line bioretention serving this proposed development has been designed in	Yes

	recurrence interval for pre-development flows.	accordance with Council's requirements. Specifics will be detailed as part of the subdivision works certificate applications.	
	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			
261	a) General – Development is to incorporate the provision of a dual reticulated supply of water. – Development is designed to ensure: ○ 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. – All public toilets to be supplied with reclaimed water for toilet flushing. Waterless urinals are to be used where practical.	Extension of the reticulated and reclaimed water supply proposed.	Yes

	– Consent may be granted to development that does not incorporate the provision of dual reticulated supply of water if Council is satisfied: ○ 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 – 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 – Reclaimed mains are to be constructed along Thrumster Street to serve development in Areas 1, 2 and 3A. – Reclaimed mains are to be constructed along John Oxley Drive in conjunction with main	NA	NA

	upgrades and intersection works (intersection No.3).		
	d) West Lindfield Reclaimed mains are to be constructed along John Oxley Drive in conjunction with main upgrades and intersection works.	NA	NA
Airspace Protection			
262	a) General 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			
263	a) General - 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. - 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.	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.	Yes
	b) North Oxley - Development applications are to have regard to the Bushfire Management principles shown on Figure 128. - New lots created requiring management of bushland within areas identified as Managed Woodland Area on Figure 128	N/A	N/A

	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 – Figure 129 illustrates the bushfire prone vegetation within the Partridge Creek Industrial Neighbourhood.	N/A	N/A
	d) Partridge Creek Residential – Figure 130 illustrates the bushfire prone vegetation within the Partridge Creek Residential Neighbourhood.	N/A	N/A
	e) South Oxley – Figure 131 illustrates the bushfire prone vegetation within the South Oxley Neighbourhood.	Bushfire has been adequately addressed.	Yes
	f) Town Centre – 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 – Figure 133 illustrates the bushfire prone vegetation within and adjacent to the West Lindfield Neighbourhood.	N/A	N/A
Flooding			
264	a) General – 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 scouring. Details of fill and batter slopes and gradients to be provided with the application for Construction Certificate. The	The site of the proposed development is not flood prone land.	Yes

	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.		
	b) North Oxley – 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
	c) Partridge Creek Industrial – 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
	d) Partridge Creek Residential – 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 – Overland flowpaths are to be provided generally as shown on Figure 124 and are to be designed as public reserve or	The north and south access roads will be constructed above the PMF under DA2024/734 to provide	Yes

	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.	appropriate evacuation routes.	
	f) West Lindfield – 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			
265	a) General – Where in an industrial zone, proposed land uses on premises within 100 metres of a residential zone ○ operate only between 7am and 6pm, Monday to Saturday ○ are designed to limit operational activities to within the building or areas on the side of the building away from the residential zone	Site is not located within 100m of an industrial zone.	N/A

	– Where in a residential zone and development is proposed within 100 metres of an industrial zone: ○ 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)			
266	a) General – 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. – The final design of noise control solutions must consider non-acoustic aspects such as aesthetics, urban planning and	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 building construction measures be implemented on all lots to ensure the above noise criteria are achieved. No noise barriers that may inhibit Koala movement are proposed or required.	Yes

	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 created ensuring compliance with the requirements.		
	b) North Oxley – Cross sections shown in Figure 135 to Figure 139 provide	N/A	N/A

	indicative solutions to achieving the development criteria.		
Visual Impacts			
267	a) West Lindfield - 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: - Eucalyptus tereticornis (Forest Red Gum); - Eucalyptus microcorys (Tallowwood); and - Eucalyptus propinqua (Grey Gum).	N/A	N/A
Transport Networks Intersections			
268	a) General 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 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 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	N/A	N/A

	access must be provided if this is to be exceeded.		
	c) Partridge Creek Industrial - 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 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 - 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. <u>Area 1</u> - 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% of the potential lot yield for Area 1. <u>Area 2</u> - Access to Development Area 2 is to be from Carlie Jane Drive and across Tarokoe Habitat	The underpass of Carlie Jane Drive below the Oxley Highway is complete. 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 are provided for under DA2024/734.	Yes

	Corridor to connect Areas 1 and 3. Area 3 – 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.		
	f) Town Centre – 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
	g) West Lindfield – 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, residential development is limited to 200 residential lots – Further development can be undertaken with the construction of intersection no.5. – Access is provided from intersection no.4 or from Area 1	N/A	N/A

	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			
269	a) Town Centre – 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			
270	a) General – 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.	Footpaths are proposed only on one side of the local streets. No cycleway identified for this site.	Yes
	b) North Oxley – Provide cycleways generally in accordance with Figure 144.	N/A	N/A
	c) Town Centre – Provide cycleways generally in accordance with Figure 145, which are in areas of high amenity, alongside creek lines	N/A	N/A

	and through environmental areas.		
Public Transport			
271	a) General – 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.	No bus stop identified for this site however footpaths connections proposed to bus stop being provided under DA2024/734.	Yes
Roads and Fauna Management Corridors			
272	a) General – 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. – 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.	The proposed speed limit within the site is 40km/h. The primary access roads crossing the habitat linkage is provided for under DA2024/734.	Yes

	– 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 to release of the Subdivision Certificate.		
Road Hierarchy			
273	a) General – Development is to establish a street network, and hierarchy	The proposed road network is reflective of that envisaged for the site.	Yes

	consistent with the relevant neighbourhood map.		
	b) North Oxley - 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: 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: 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 <u>Development Area 1</u> 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 <u>Development Area 2</u>	The two roads crossing the habitat corridor are	Yes

	– The construction of the roads crossing the North extent of Tarrocoe Habitat Corridor is to include the Fauna Crossing as depicted in Figure 152. <u>Development Area 3</u> – 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.	provided for under DA2024/734.	
	d) Town Centre – 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: ○ 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	N/A	N/A

	○ provide 4 metre wide footpaths to both sides of the road. – The Collector Road -Type 2 identified on Figure 153 as an extension to Main Street (north) is to be designed to provide: ○ 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: ○ 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: ○ 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 footpath) on the other side if tree planting/parking lane is provided to one side of the carriageway, – 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.		
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	- 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.		
	e) Partridge Creek Residential The collector roads will provide access within the neighbourhood and effective links with the adjoining neighbourhoods.	N/A	N/A
	f) Partridge Creek Industrial 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			
274	a) General - The road design for each road type is to be generally in accordance with the following: - 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 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.	No collector or permit roads proposed or required. Local roads only. Landscaping is proposed throughout the development with adequate spacing for the placement of domestic bins.	Yes

	b) West Lindfield 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
275	Sequencing to be in accordance with precinct tables and Figure 159 and 160.	Development is consistent with envisaged sequencing.	Yes
Sewerage			
276	a) General - 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 existing sewer pumping stations.	Yes
	b) West Lindfield - 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 for Area 3 ('Thrumster SPS No.3'). - 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	N/A	N/A

	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.		
	c) Partridge Creek Residential – The initial development application for urban development is to include a sewerage design that caters for the entire neighbourhood. ○ 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 Area 2 (and Area 1A) within the West Lindfield Neighbourhood to provide access to 'Thrumster SPS No 3'.	N/A	N/A
	d) Partridge Creek Industrial – Development can proceed in either Area 1 or 2, subject to the provision of 'Thrumster SPS	N/A	N/A

	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.		
Urban Structure and Lot Layout			
277	a) Town Centre – 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: ○ 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. ○ 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.	N/A	N/A

	○ 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			
278	a) General – 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.	The proposal incorporates an integrated housing component for 55 dwellings providing a mix of single and two storey dwellings. A yield of 19 dwellings per hectare is proposed.	Yes
	b) Town Centre – 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	N/A	N/A

	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.		
	c) North Oxley – 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: ○ demonstrate that the development is able to provide or adequately contribute to the cumulative attainment of dwelling yield as identified in Figure 164 having regard to the provisions of this Development Control Plan, and	N/A	N/A

	○ comply with the North Oxley Residential Design Guidelines.		
	d) Partridge Creek Residential – Proposals for residential development are to be generally consistent with the Urban Development Plan at Figure 167.	N/A	N/A
	e) South Oxley – 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: ○ Development Area 1: 590 – 610 dwellings ○ Development Area 2: 220 – 250 dwellings ○ Development Area 3 – 430 – 460 dwellings	A yield of 19 dwellings per hectare is proposed with the incorporation of the integrated housing component. This will result in a higher-than-expected yield for the development area given the ecological site constraints of the larger surrounding subdivision and the variation is considered acceptable on merit.	No but considered acceptable on merit.
	f) West Lindfield – 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)			
279	a) General – 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 occurs, and are to include the following: ○ 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.	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 and planned for in this neighbourhood area.	Yes

	– Neighbourhood park embellishment is to incorporate: ○ 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.		
	b) South Oxley – 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: ○ Flooding ○ Habitat corridor ○ Recreation infrastructure – 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.	The identified parks in Areas 1 and 3 have been established this application proposes connection to those parks.	Yes
	c) Partridge Creek Residential – The location of the local parks within the Partridge Creek Residential Neighbourhood shall	N/A	N/A

	be generally in accordance with Figure 166. – The Development Application for residential subdivision within which the parks are located shall include the following: ○ 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.		
	d) West Lindfield – 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: – An arborist report detailing any necessary works (i.e. pruning etc) to be undertaken to ensure retention of the existing Tallowood 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			
280	a) North Oxley – 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.	N/A	N/A

	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.		
	b) Partridge Creek Industrial – 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. – 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.	N/A	N/A
	c) Partridge Creek Residential – A public frontage is to be created and maintained to the transmission easement. This can be achieved with the provision of	N/A	N/A

	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.		
	d) South Oxley – 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.	The development is located east of the Transgrid easement and the Transgrid relocation is now complete. No further power lines need to be relocated or moved underground as part of the proposed development.	Yes
	e) Town Centre – 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. – 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.	N/A	N/A
	f) West Lindfield – The existing 300mm main on John Oxley Drive is to be	N/A	N/A

	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.		
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Based on the above assessment, the variations proposed to the provisions of the DCP are considered acceptable and the relevant objectives have been satisfied.