

TABLED DOCUMENT

ITEM NO. 4

DRAFT PORT STEPHENS DEVELOPMENT CONTROL PLAN 2014
(AMENDMENT NO. 9) - CHAPTER D13 REES JAMES ROAD, RAYMOND TERRACE.

ORDINARY COUNCIL MEETING 27 AUGUST 2019



PORT STEPHENS

C O U N C I L

D13 Rees James Rd – Raymond Terrace

| Application | |
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| This Part applies to the land identified in Figure DW (p. D-150449), known as Rees James Rd – Raymond Terrace | |

| Objective | | |
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| D13.A | Street Layout and Transport Network | <ul style="list-style-type: none"> To ensure streets comply with the indicative street layout. To ensure that a well-planned and connected street layout for the area is delivered and not compromised by development on a single site. To achieve efficient and equitable pedestrian, cycle, public transport and private vehicle connectivity between lots and precincts, the local centre and nearby service areas. |
| Requirements | | |
| D13.1 | Street Layout | The street layout is generally consistent with the Locality Controls Map at Figure DX (p. D-151449). |
| D13.2 | | Street layout variations are permitted where an access point is provided to Rees James Road, or Dawson Road or Rosie Road, or where a Development Application provides sufficient justification that a variation will achieve the above objectives and satisfy other requirements of this DCP. |
| D13.3 | Connectivity | <p>The subdivision of a lot that proposes a road layout that prevents the effective connectivity of the wider street network will not be supported. Development Applications must:</p> <ul style="list-style-type: none"> Provide for wider street network connectivity in a grid-like structure. Where possible, provide a through road to existing roads. If constraints of the site do not permit a through street, the development is to include potential connections to adjoining future subdivisions. Avoid the use of cul-de-sacs as a means of lot access. Where cul-de-sacs cannot be avoided, they are to be restricted to: <ul style="list-style-type: none"> Maximum length of 75m; and Access to a maximum of 10 dwellings. |
| D13.4 | | Subdivisions that propose street networks are to be informed by road connections to future subdivisions on adjoining land. Development Applications shall identify future road connections to adjacent land where necessary. |
| D13.5 | | The positioning and design of the transport movement network provides priority to facilitate efficient walking, cycling and public transport networks whilst retaining and |

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| | Transport Movement Hierarchy | complementing natural topography, such as views and drainage. |
| D13.6 | | Designated public transport routes as identified on the Locality Controls Map at Figure DX (p. D-151) are constructed as bus routes in accordance with infrastructure specification – Design . |
| D13.7 | | Access to public transport routes or to future public transport stops and should be no more than 400m walk by the most direct route. |
| D13.8 | Shared path connections | In addition to the requirements for pathways in Section C1, shared paths are provided generally in accordance with the Locality Controls Map at Figure DX (p. D-151) |
| D13.9 | Road Widening | Road widening will be required for all subdivisions along Rees James Road to ensure safe and adequate vehicle manoeuvring. |
| Objective | | |
| D13.B | Lot Layout Urban Design | <ul style="list-style-type: none"> • To ensure street activation is provided through building orientation to Rees James Road. • To ensure that built outcomes provide an efficient use of the land and proposed development considers the broader opportunities and constraints in the area. • To ensure that proposed development does not compromise future development potential of adjoining or nearby land. • To ensure street activation is provided through building orientation to Rees James Road. |
| Requirements | | |
| D13.10 | Adjoining Rees James Road Lot orientation and access | <p>Development adjoining Rees James Road must be orientated towards, and have a primary entrance that is visible and accessible from, Rees James Road.</p> <p>Note: Section B9 provides further consideration towards site access and Section C4 provides further consideration towards orientation.</p> |
| Objectives | | |
| D13.C | Aircraft Noise | <ul style="list-style-type: none"> • To ensure development satisfies the requirements of the Local Environmental Plan, clause 7.5. • To ensure appropriate consideration is given to land burdened by aircraft noise. |
| Requirements | | |
| D13.4 | Aircraft Noise | Note: Rees James Road is located within the 20-25 and 25-30 ANEF contours. B7.1 details what is to be considered when development is located within the aircraft noise planning area , which includes the 20-25 ANEF contours. |
| Objectives | | |

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| D13.C | Stormwater Drainage and Water Quality | <ul style="list-style-type: none"> To ensure environmentally sustainable and affordable water management solutions are implemented on a catchment-wide basis and not compromised by development on a single site. To safeguard nearby sensitive wetlands by improving the quality of stormwater runoff. To improve or maintain water quality within the Grahamstown Dam Drinking Water Catchment. To ensure that stormwater from development is adequately managed to provide for common stormwater management infrastructure. |
| Requirements | | |
| D13.11 | Stormwater Drainage | On-site detention / on-site infiltration is required for all new development where impervious areas are proposed. |
| D13.12 | | <p>The on-site detention / on-site infiltration is to be:</p> <ul style="list-style-type: none"> Sized so that the post-development flow rate and volume equals the pre-development flow rate and volume for all storm events up to and including the 1% Annual Exceedance Probability (AEP) storm event; and, Provided by underground chambers, surface storage or a combination of the two. <p>Note: Section B4 provides further consideration towards on-site detention / on-site infiltration.</p> |
| D13.13 | Drainage Reserves | Drainage reserves are located generally in accordance with the Locality Controls Map at Figure DX (p. D-151) |
| D13.14 | | All new development must demonstrate that there would be no adverse impact on the operation of the drainage reserve or adjoining land on which stormwater is discharged. |
| D13.15 | Water Quality | <p>When a Development Application is received for subdivision greater than three lots or would result in an impervious area greater than 60% of the site area, it must demonstrate that the quality of water that is released into public drainage achieves Councils water quality stripping targets for the area.</p> <p>Water quality stripping targets are to be in accordance with the Landcom stretch water quality targets (<i>Landcom Water Sensitive Urban Design Book 2 Planning and Management 2009</i>) below:</p> <ul style="list-style-type: none"> Total nitrogen retention post development load: 65% Total phosphorus retention post development load: 85% Total suspended solids post-development load: 90% <p>Note: These requirements exceed and supersede those under Section B4.</p> |
| Objectives | | |
| D13.D | Recreation and Visual Amenity | <ul style="list-style-type: none"> To ensure the provision of an adequate area of public open space is provided for the amenity of residents. |

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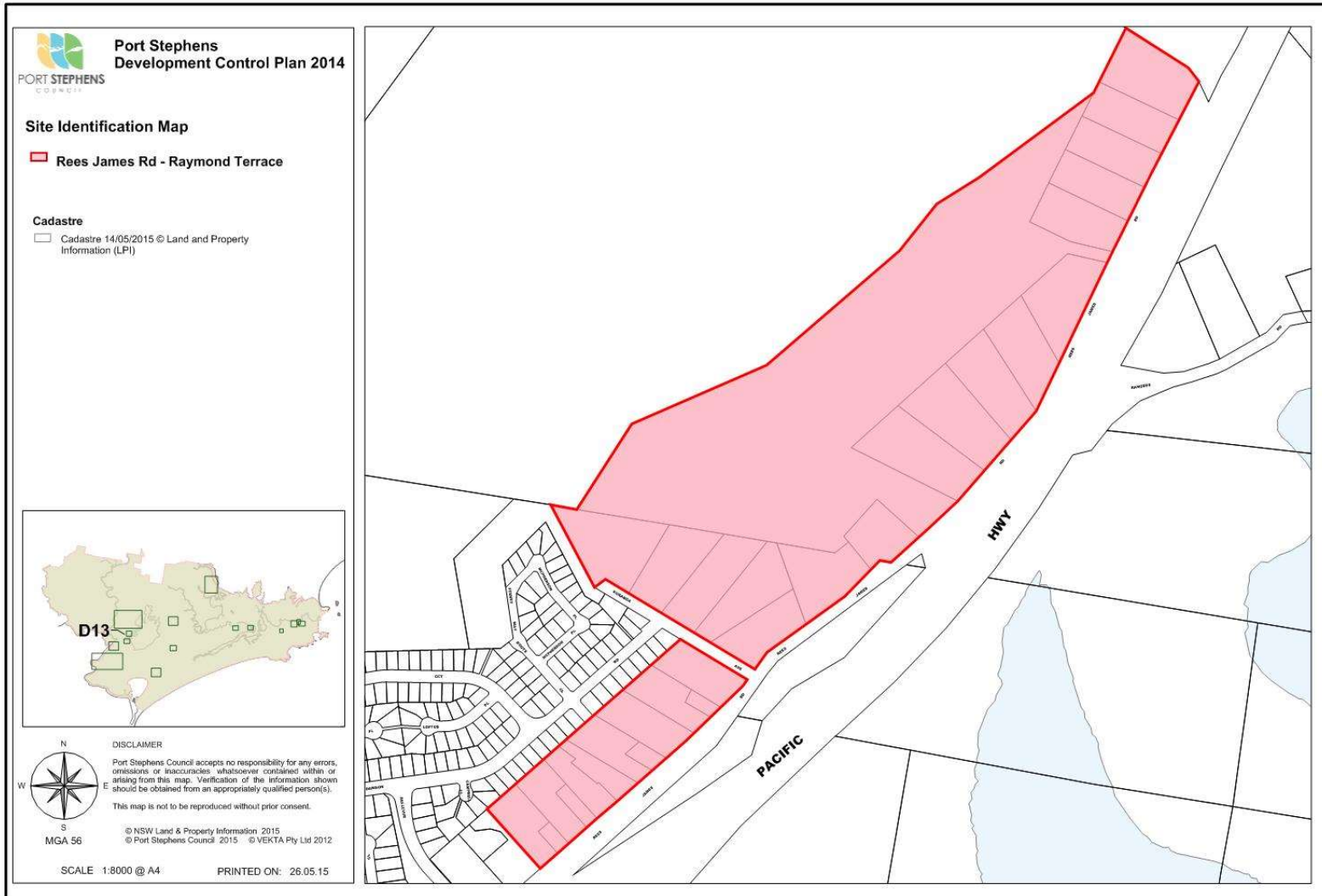
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| | | <ul style="list-style-type: none">To provide an attractive and low maintenance landscape along Rees James Road. |
| Requirements | | |
| D13.16 | Open Space | An area of public open space is to be located in general accordance with the Locality Controls Map at Figure DX (p. D-151). |
| D13.17 | Street Trees along Rees James Road | Landscaping plans for subdivisions along Rees James Road must provide for an attractive and low maintenance landscape along the road frontage, and in accordance with the tree technical specifications . Note: This requirement is in addition to the requirements under Section C1 |

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Figure DW: Rees James Rd – Raymond Terrace Land Application Map



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Figure DX: Rees James Rd – Raymond Terrace Locality Controls Map



