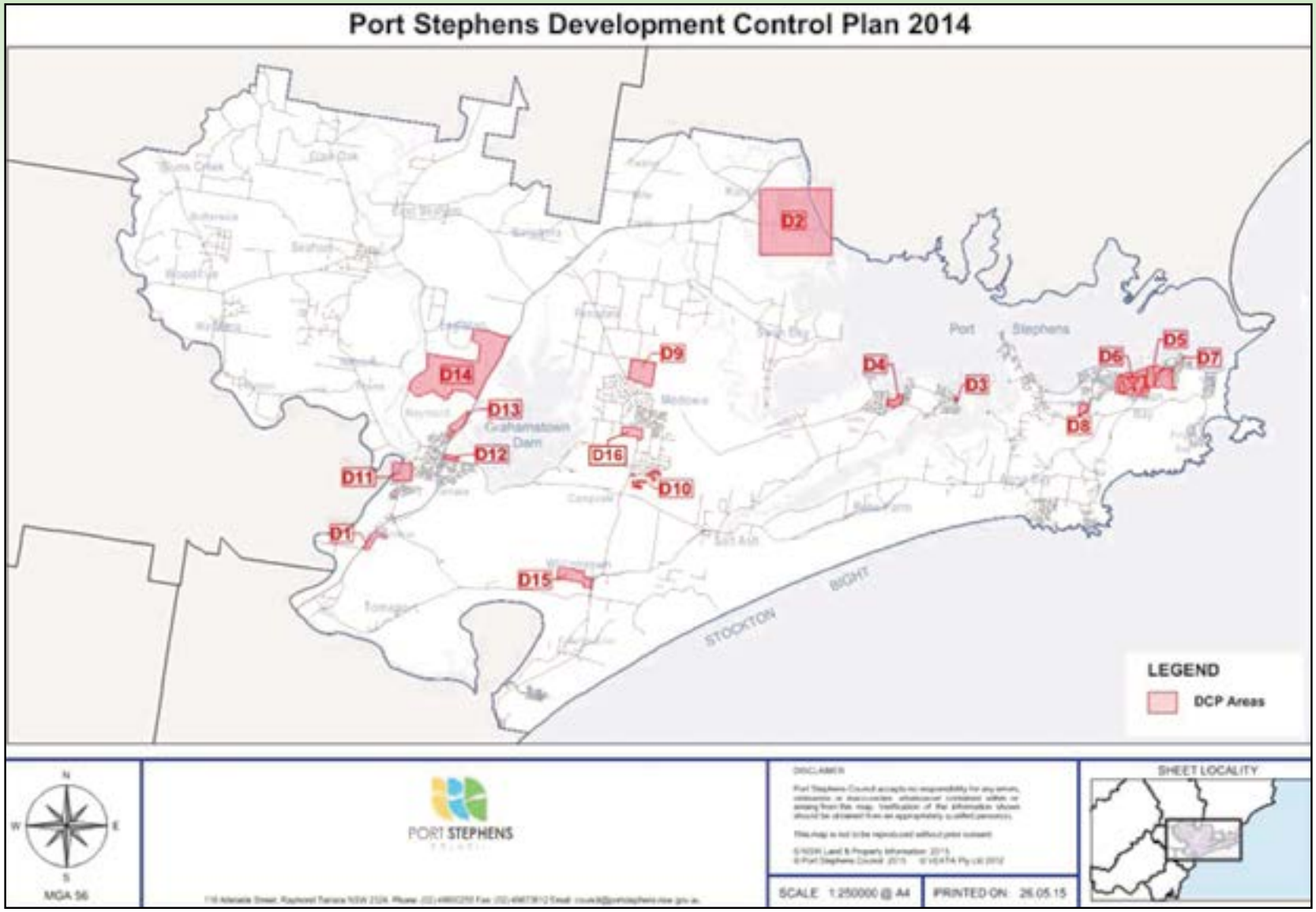
Figure DA: D Specific Areas - Land Application Map



D1 Heatherbrae

Application

This Part applies to the land identified in Figure DB as Heatherbrae

D1.A Setback

Objective

To ensure **development** has regard to the Pacific Highway

Development controls	
Pacific Highway **setback**	
D1.1	Provide a minimum 10m front setback from the Pacific Highway **road reserve**
Landscaping	
D1.2	Provide 5m of landscaping from the **building line** or **setback** and define this as a 'restriction to user' under Section 88D of the *Conveyancing Act 1919*

D1.B Street trees

Objective

To ensure suitable street trees are appropriately sited

Development controls	
Street trees	
D1.3	**Development** continues the row of Hills Figs on the western side and replicates the row of Hill Figs on the eastern side of the Pacific Highway, Heatherbrae Note: C1.5 requires street trees as a component of the **road reserve** at **subdivision**

D1.C Street layout

Objective

To ensure a permeable and connected street network with safe access from the Pacific Highway

Development controls	
Street layout	
D1.4	Street layout adheres with Figure DC • Giggins Road connects to Griffin Street • Extension of Camfield Drive
D1.5	Access to the Pacific Highway is restricted to those intersections identified on Figure DC

Development controls	
D1.6	Internal intersections contain concrete mediums with either a give-way or stop treatment Note: C1.E ensures the street layout adheres to the infrastructure specific - design[11]

D1.D Drainage

Objective

To mitigate for negative impacts on water quality

Development controls	
Water quality control measures	
D1.7	Water quality measures comply with the *Hunter Water Regulation 2015* given the area's location within the Tomago Sandbeds Catchment. Note: B4.5 requires water quality measures to provide further guidance to clauses in the relevant ***Local Environmental Plan*** relating to water quality

D1.E Airport operational requirements

Objective

To ensure that the operational needs of the Williamtown **RAAF** Base are provided consideration in the development of lands in proximity to the Airport

Development controls	
General requirements	
D1.8	Note: Heatherbrae is located within the Williamtown **RAAF** Base Obstacle Limitation Map. B6 provides requirements relating to the Williamtown **RAAF** Base Obstacle Limitation Map

D1.F Gateway signage

Objective

To ensure the location of gateway **signage** is appropriately sited to signify an entry point

Development controls	
Gateway **signage**	
D1.9	Gateway **signage** is provided in the locations identified on Figure DC

Figure DB: Heatherbrae land application map

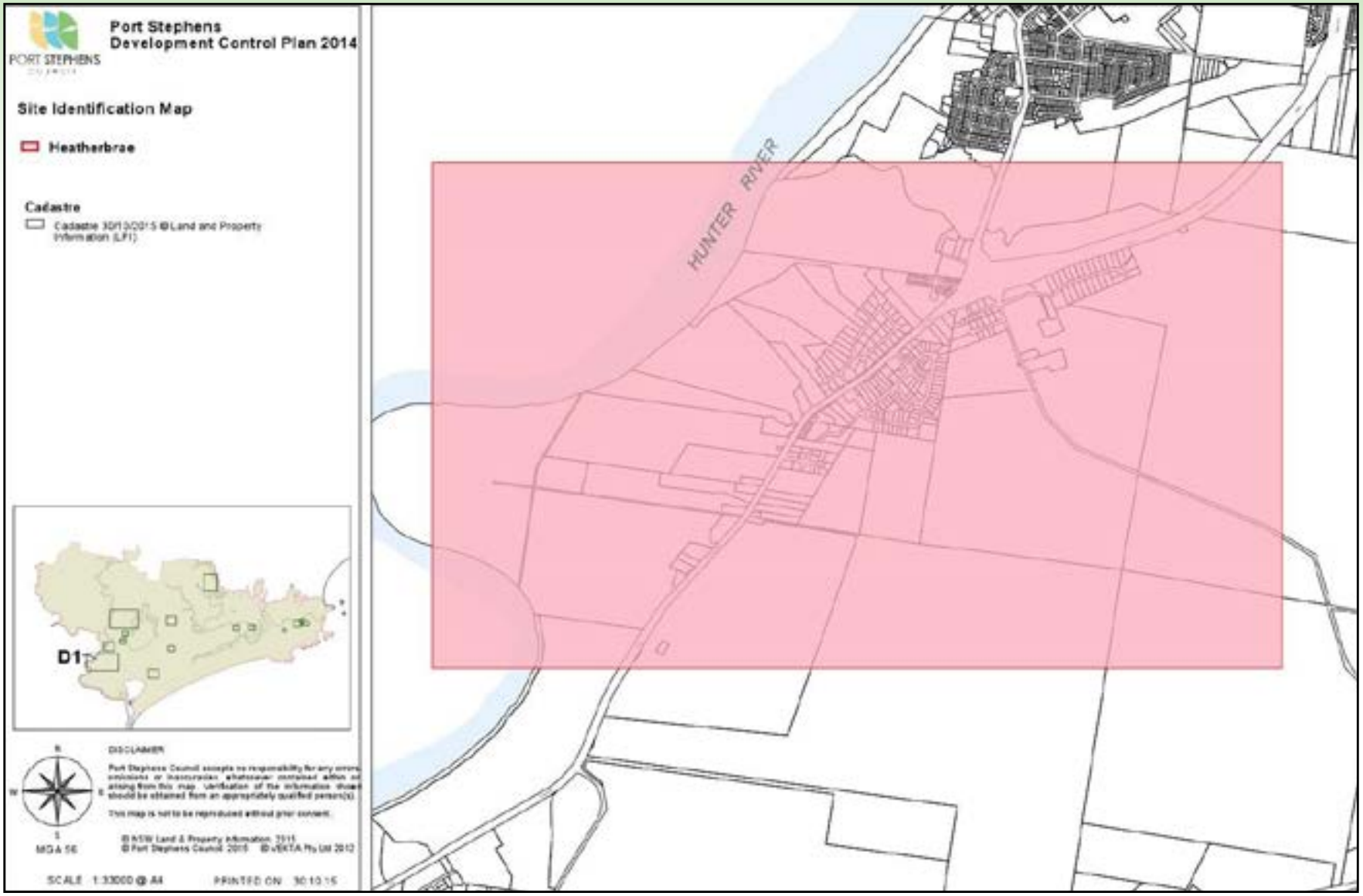
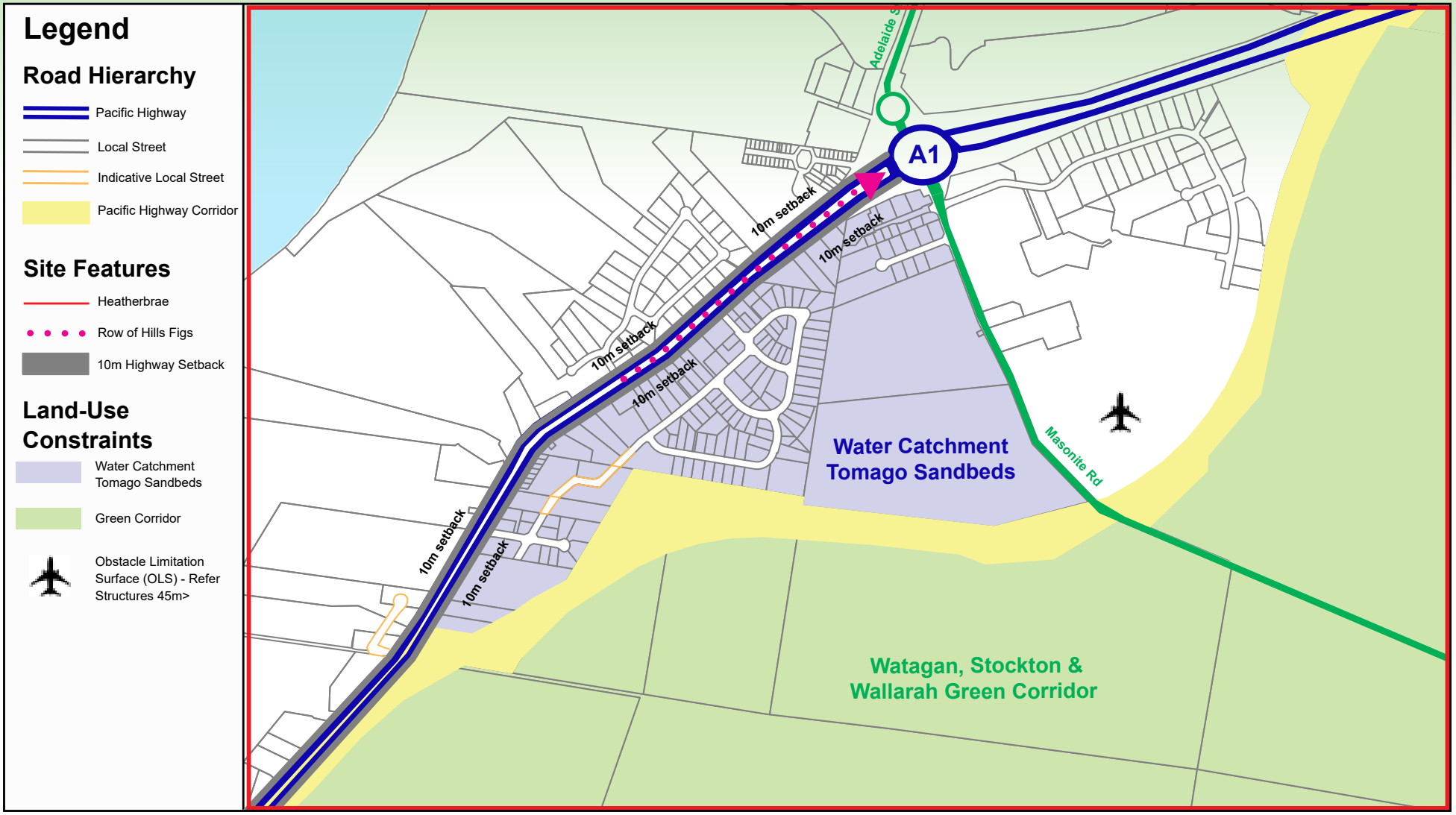


Figure DC: Heatherbrae locality controls map



D2 Karuah

Application

This Part applies to the land identified in Figure DD as Karuah

D2.A Staging

Objective

To ensure the Karuah Growth Strategy informs **subdivision** through adherence to the staging plan

Development controls	
Staging	
D2.1	Staging of residential subdivision is consistent with Figure DE Note: The ***Local Environmental Plan*** requires a staging plan

D2.B Street layout

Objective

To ensure **development** contributes to the existing compact and interconnected street pattern

Development controls	
Street Layout	
D2.2	The street layout is consistent with Figure DE • Where proposed streets are not outlined on Figure DE they should have a minimum of one connection to the existing township
D2.3	Shared paths are consistent with Figure DE
D2.4	Street design considers the parking and manoeuvring of long vehicles, such as boats and caravans Note: C1.13 requires the street network to be interconnected to provide a grid-like structure
D2.5	Intersections to Tarean Road are informed by **traffic impact assessment (TIA)** with consideration provided to Tarean Road as a **local road** managed by Council Note: B8.2 requires **development** deemed in Council's opinion to impact on the existing road network to provide a **TIA**

D2.C Commercial

Objective

To ensure commercial **development** is in keeping with the existing scale and character of Karuah

Development controls	
Public domain	
D2.6	**Public domain** works are consistent with the Karuah Commercial Centre Landscape Plan[22]
Building articulation	
D2.7	Facades should be articulated with timber and masonry finishes Note: C2.17 requires building facades to use materials, colours and architectural elements to reduce bulk and scale that are complimentary to existing built-form and natural setting
Awnings	
D2.8	Awnings are provided for commercial **development** identified as primary commercial on Figure DE
D2.9	Awnings are not required for commercial **development** identified as secondary commercial on Figure DE Note: C2.22 requires awnings to be provided over pedestrian pathways for commercial **development**

D2.D Biodiversity management

Objective

To ensure a suitable **buffer** is provided on land subject to the **development** to decrease impacts to areas of **environmental significance**

Development controls	
Boundary Impacts	
D2.10	• A suitable **buffer** of between 50-100m is to be provided between **development** and areas of environmental significance. • The suitable **buffer** provides consideration to land identified for bio-banking, which is located within the Stockton to Watagans Green Corridor and legally described as: - Lot 55 & 85 DP 753196 - Lot 2 DP 573068 - Lot 1 & 2 DP 552739 - Lot 1 & 2 DP 1167919 Note: B2.1 requires **development** in proximity to items of **environmental significance** to provide a suitable **buffer** on the land subject to the **development**.

D2.E Infrastructure provision

Objective

To ensure **development** is supported by **essential services** being water, electricity, sewerage, stormwater drainage and road access

Development controls	
Stormwater drainage	
D2.11	**Development** provides consideration to localised constraints on **public drainage** Note: B4.2 requires **development** that increases **impervious surfaces** to provide a **stormwater drainage plan**
Water quality	
D2.12	Water quality management takes into consideration **development** impacts both during construction and occupancy on neighbouring wetlands identified in *SEPP (Coastal Management) 2018* Note: B4.C & B4.D requires **development** to provide water quality measures and **buffers** to **riparian corridors**

Figure DD: Karuah land application map



Figure DE: Karuah locality controls map



D3 Lemon Tree Passage

Application

This Part applies to the land identified in Figure DF as Lemon Tree Passage

D3.A Waterfront precinct

Objective

To ensure that **development** retains and supports waterfront commercial uses and the integration of facilities for maritime activities

Development controls	
Public access and boardwalks	
D3.1	**Development** seeks to provide a 6m wide public access for identified laneways as identified on Figure DG
D3.2	Allow for a 3m boardwalk along the waterfront as identified on Figure DG Note: These requirements are reflective of NSW Coastal Planning Guideline and ***SEPP*** *71 – Coastal Protection* to maintain access to **foreshore** and to **public open space**
Pavilion buildings	
D3.3	Pavilion buildings within the Commercial Precinct should display the following design characteristics to limit bulk and scale: • Minimum roof pitch of 22° • Maximum 10m boardwalk frontage • **Gross floor area** of 100m^2 Note: C2.17 requires building facades to use materials, colours and architectural elements to reduce bulk and scale that are complimentary to existing built-form and natural setting

D3.B Mixed-use precinct

Objective

To ensure **development** compliments the commercial main street of Cook Parade

Development controls	
Road dedication	
D3.4	**Development** provides an 8m wide road dedication for rear access as identified on Figure DG Note: C1.12 requires streets to comply with Infrastructure Specification – Design[11]

Development controls	
Building depth	
D3.5	Minimum building depth of 15m along Cook Parade and Meredith Avenue
D3.6	Minimum building depth of 5m along Shearman Avenue Note: C2.7 requires no minimum depth
Floor level	
D3.7	Floor level must be a maximum of 300mm above the adjacent footpath Note: C2.5 requires **ground level (finished)** to be between 100-500mm above adjacent footpath
Site frontage	
D3.8	Maximum site frontage of 6m along Cook Parade Note: C2.6 requires a minimum 20m site frontage where **development** is proposed to be more than 10.5m in height
Mezzanine and abutting laneway	
D3.9	A **mezzanine** area abutting the rear laneway provides a minimum floor level of 2.5m **Australian Height Datum (AHD)**
D3.10	Development is within 5m of the road reserve
D3.11	Minimum 2.4m ground floor to ceiling height
Roof pitch	
D3.12	Minimum roof pitch of 22° Note: C2.16 requires that building proportion is complimentary to the form, proportions and massing of existing building patterns

Figure DF: Lemon Tree Passage land application map

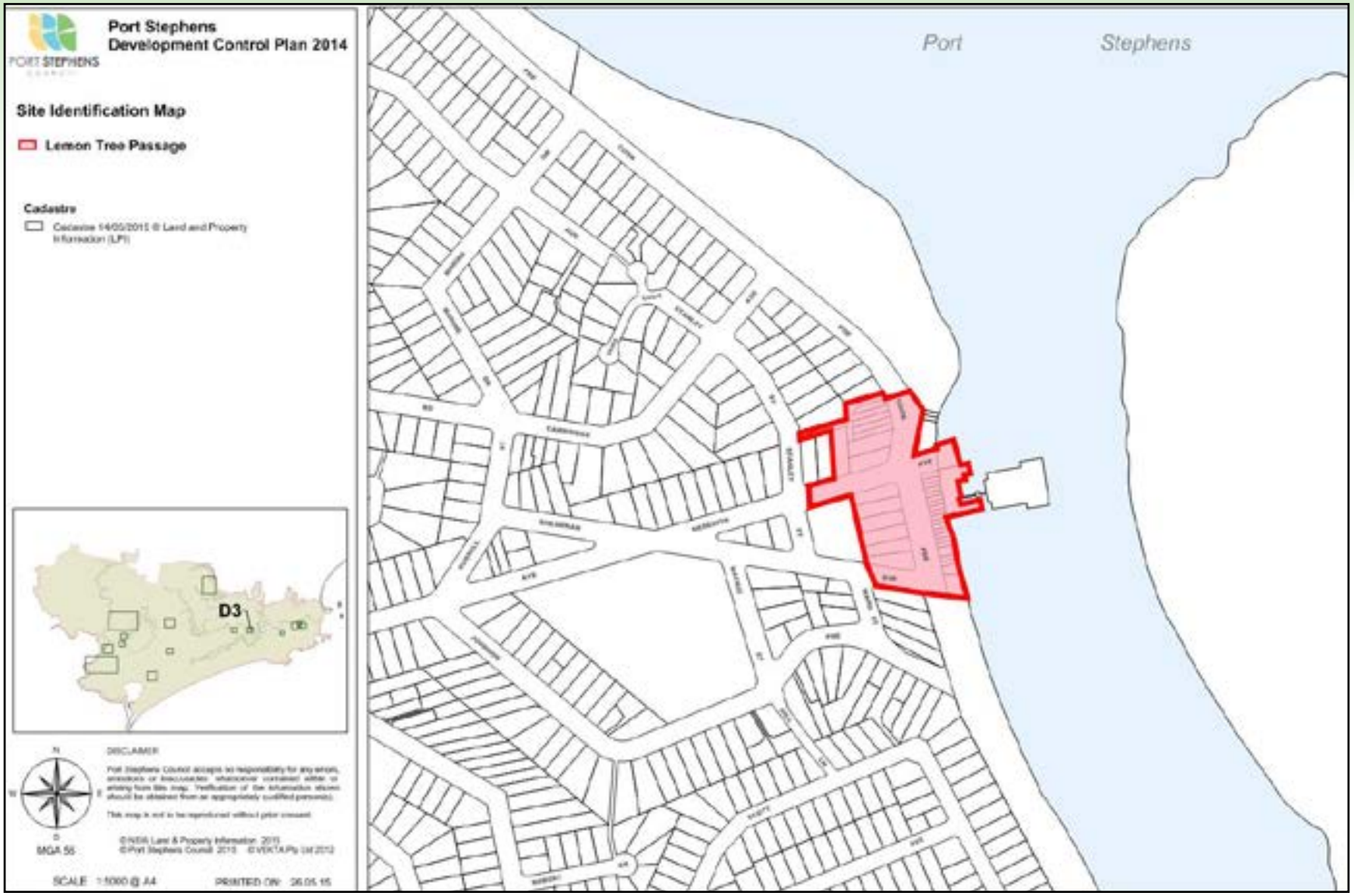
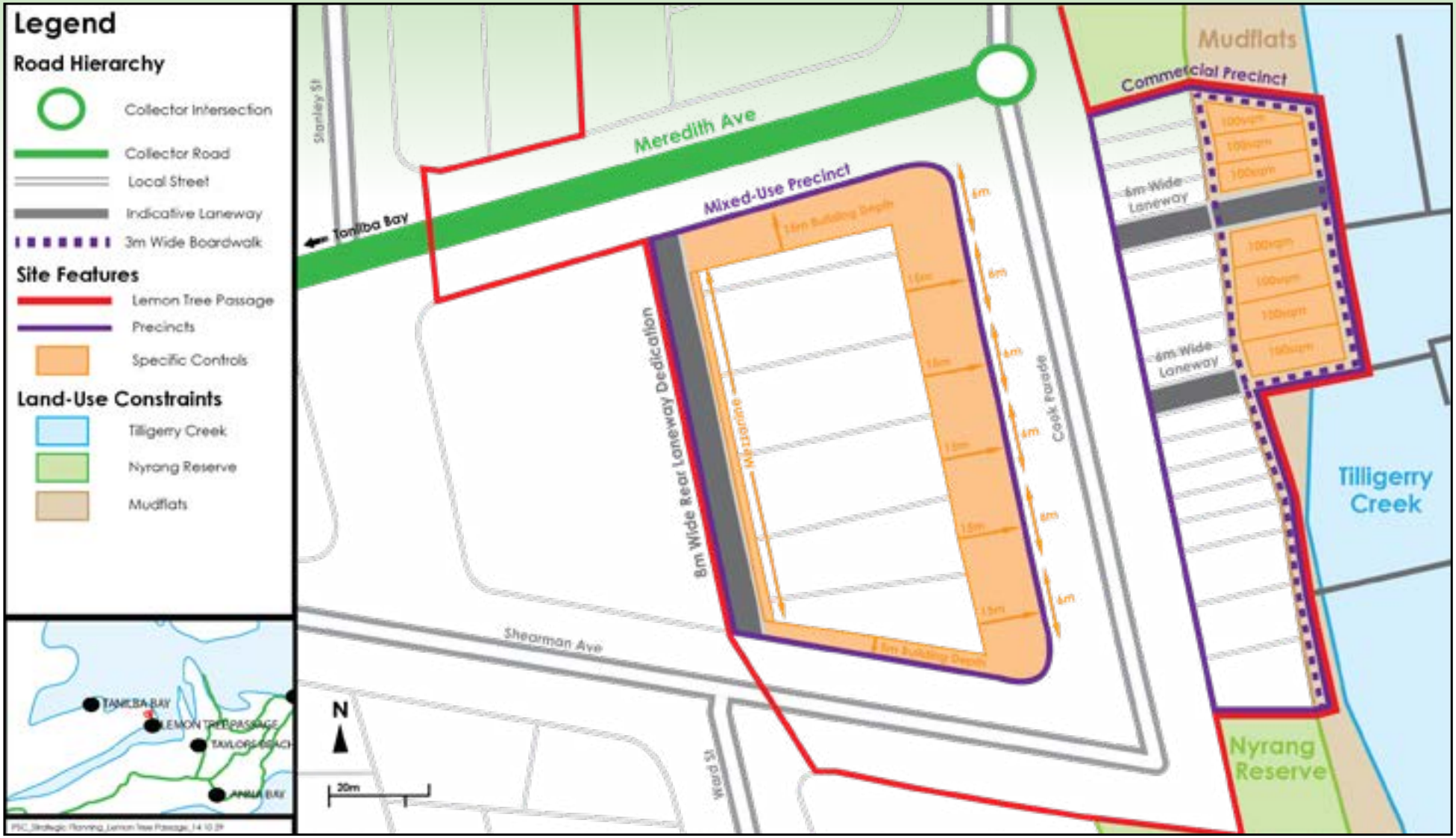


Figure DG: Lemon Tree Passage locality controls map



D4 Koala Bay - Tanilba Bay

Application

This Part applies to the land identified in Figure DH as Koala Bay - Tanilba Bay

D4.A Setbacks

Objective

To ensure **development** provides continuity and consistency to the **public domain**

Development controls	
Front **setback**	
D4.1	Minimum front **setback** of 6m

D4.B Biodiversity management

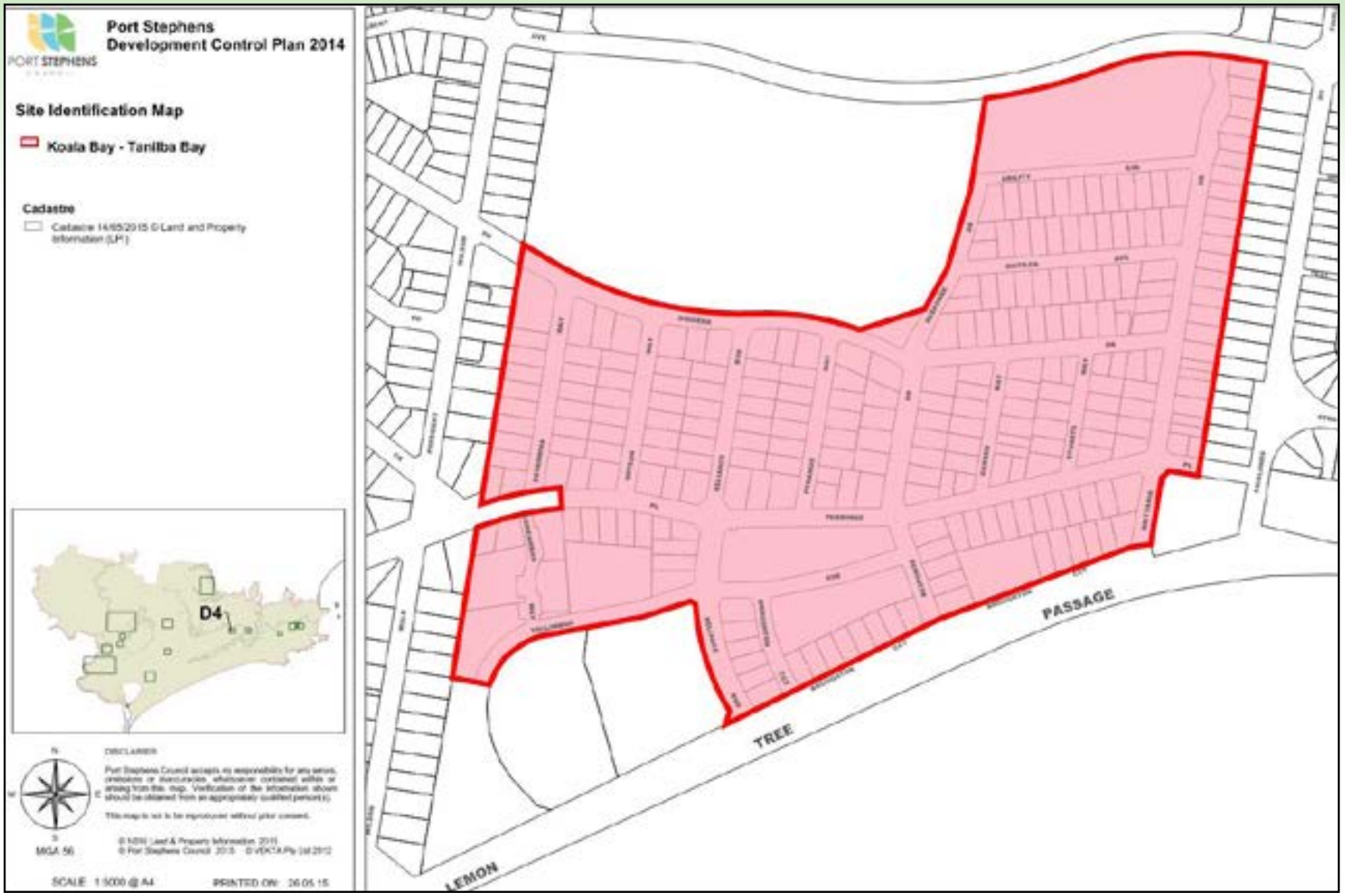
Objectives

- To encourage the proper conservation and management of areas of natural vegetation that provide **koala habitat**
- To ensure landscaping is informed by setting

Development controls	
Landscaping	
D4.2	A **development application** is accompanied by a **landscape plan**, which provides consideration to: • **Development** not adjoining Lemon Tree Passage Road incorporates tree species identified in the **CKPoM** in the front and rear yards • Front and rear yards are turfed and planted predominately with local native species, shrubs and trees
Covenants	
D4.3	To assist in the conservation of koalas a **section 88B** covenant may be created over the land prohibiting dogs Note: B2.4 requires consideration to the **CKPoM** performance criteria
Swimming pools	
D4.4	**Swimming pools** are to provide: • a 50mm diameter rope or greater is affixed or left dangling at least one metre in the water body; or • the water body is battered to no less than 1:20 to enable koala exit. Note: C8.6 and C8.7 discusses requirements for **swimming pools** and B2.4 requires **development** that is located in **koala habitat** to consider the **CKPoM**

Development controls	
Fencing	
D4.5	Fences should avoid restricting wildlife movements by: • planting **native vegetation** hedges instead of fencing; or • maintaining a 300mm gap under the fence, or • installing any style fencing with a post and bridge system over the fence at 10-20 metre intervals; or • installing post and rail with a minimum gap of 300mm between rails. Note: C8.11 requires that side fencing not exceed 1.8m in height

Figure DH: Koala Bay - Tanilba Bay land application map



D5 Nelson Bay Centre

Application

This Part applies to the land identified in Figure DI as Nelson Bay Centre

Note**:** *State Environmental Planning Policy 65 - Design Quality of Residential Apartment Development* provides relevant controls for **residential flat buildings**, including provisions for view sharing and visual privacy. Where there is inconsistency between the provisions of the State Policy and this Development Control Plan, the provisions of the State Policy prevail.

D5.A General precinct provisions

Objectives

- To provide general provisions that apply to all precincts identified in the Nelson Bay Centre
- To maintain and enhance important views and ensure **development** integrates within the natural topography
- To ensure **development** contributes to the existing compact and interconnected street pattern
- To ensure buildings reinforce the natural amphitheatre landform of the Nelson Bay Town Centre
- To ensure **development** is designed so as to contribute positively to the surrounding **public domain**
- To ensure **development** enhances the desired local character

Development controls	
Significant **vistas**	
D5.1	**Development** preserves the important **vistas** identified by Figure DJ Note: C1.13 requires street layout to respond to the topographical features of the site
Street layout	
D5.2	The street layout is consistent with Figure DJ Note: C1.13 requires the street network to be interconnected to provide a grid-like structure
Roof design	
D5.3	**Development** is to ensure that roof tops do not **adversely impact** on the **public domain** when: • Viewed from buildings at higher elevations • When approaching the town centre • Viewed from the street Note: C2.1 requires **building height** to be in accordance with the ***Local Environmental Plan*** clauses 4.3 and 5.6

Development controls	
NSW Coastal planning guidelines	
D5.4	Building materials are reflective of existing buildings with reference made to the Coastal Design Guidelines for NSW[12] Note: C2.17 requires building facades to use materials, colours and architectural elements to reduce bulk and scale
Design excellence	
D5.5	**Development** is to demonstrate design excellence, including: • Consistency with the desired character statements set out in this Part; • Consideration of impacts on the **public domain** including views, overshadowing and the scale of the streetscape; and • Architectural merit, for example by addressing local topography, the surrounding natural environment and waterways, green spaces, or vegetated ridgelines in the design of the **development**. **Development** in a prominent location and of a prominent scale, or where Council deems necessary, will be referred to the Urban Design Panel. Note: Applicants will be encouraged to consult with the Urban Design Panel prior to lodgement.

D5.B Desired character - Village Precinct

Objectives

- To provide character statements that were identified through the Nelson Bay Town Centre and Foreshore Strategy to guide **development** within the Village Precinct as identified by Figure DJ
- To ensure street activation and passive surveillance through **activated street fronts**
- To facilitate **development** that is safe and secure for pedestrians and contributes to **public domain** safety by incorporating principles of **crime prevention through environmental design (CPTED)**, such as:
  - Territorial re-enforcement
  - Surveillance
  - Access control
  - Space/activity management

Development controls	
Desired character - Village Precinct	
D5.6	**Development** within the Village Precinct as identified on Figure DJ has regard for the following desired character statements: • Magnus Street is a pedestrian focused main street and acts as a focal point for the town centre • **Development** is fine grained and intensive retail and commercial that presents street activation

Development controls	
	- **Development** provides continuity of an activated street frontage for localities where **business or retail premises** predominately face the street and have direct pedestrian access form the street Note: C2.18 requires street activation for those localities identified in Part D Specific Areas • **Development** retains and enhances the existing character and function of Stockton and Magnus Streets as the main shopping streets in the town centre • Tall buildings have **setbacks** above the street and are designed to ensure that they do not visually dominate at the street level - Facades should be detailed to promote clearly defined ground floor, first floor and second floor elements to manage the proportion of **building height** - **Development** is to present a facade to street boundaries of no more than two storeys. Built elements, including balconies, decks and architectural features of upper floors should be set back to reinforce the prominence of a two storey street facing facade - Articulation of the ground floor should maintain the rhythm of the traditional main street shop fronts Note: C2.7 and C2.8 define minimum front **setbacks** from the **front property line**. Variation to these setbacks is acceptable where **development** aligns with the design excellence controls referenced in this Part.

D5.C Desired character - Town Living and Commercial Precinct

Objectives

- To provide character statements that were identified through the Nelson Bay Town Centre and Foreshore Strategy to guide **development** within the Town Living and Commercial Precinct as identified by Figure DJ
- To encourage a diversity of **residential accommodation** types to provide **critical mass** to support the role of the Village Precinct

Development controls	
Desired character - Town Living and Commercial Precinct	
D5.7	**Development** within the Town Living and Commercial Precinct as identified on Figure DJ has regard for the following desired character statements: • A wide range of uses including residential, retail and business **development** will occur in the precinct. This will attract a range of housing types including **residential flat buildings, multi dwelling housing** and shop top housing • The precinct is appropriate for larger scale **developments**, with large footprints, that may not be suitable for the Village Precinct • The mix of uses may encourage residential living with live-work opportunities and boutique commercial office space • **Development** will have regard for adjacent precincts that provide a change in scale

Development controls	
	• Mature street plantings are to assist in enclosing the street for pedestrians and reducing the scale of large style buildings located in this area Note: C1.5 requires that street trees be provided in accordance with the **tree technical specification**[1]

D5.D Desired character - Tourism and Leisure Precinct

Objectives

- To provide character statements that were identified through the Nelson Bay Town Centre and Foreshore Strategy to guide **development** within the Tourism and Leisure Precinct as identified by Figure DJ
- To facilitate a tourism and leisure precinct that provides consideration to the roles of adjoining precincts

Development controls	
Desired character - Tourism and Leisure Precinct	
D5.8	**Development** within the Tourism and Leisure Precinct as identified on Figure DJ has regard for the following desired character statements: • **Development** fronting Apex Park is to facilitate access to adjoining precincts and contribute linking the Town Centre through Apex Park to the **foreshore** • **Development** for a hotel and conference centre would be appropriate in this location

D5.E Desired character - Foreshore Precinct

Objectives

- To provide character statements identified through the Nelson Bay Town Centre and Foreshore Strategy to guide **development** within the Foreshore Precinct as identified by Figure DJ
- To encourage **development** to address the waterfront and to provide an attractive and safe pedestrian environment
- To encourage the establishment of a destination **development** that will integrate with established and future pedestrian circulation patterns

Development controls	
Desired character - Foreshore Precinct	
D5.9	**Development** within the Foreshore Precinct as identified on Figure DJ has regard for the following desired character statements: • **Development** provides legibility, which reinforces the visual and cultural importance of the waterfront - **Development** incorporates public art, which can act as landmarks Note: C2.27 requires **commercial development** of a significant scale and that provides frontage to the **public domain** to incorporate public art in accordance with Council's Public Art Policy and Guidelines for the approval and installation of public art in Port Stephens • Water and marine related activities are complimentary to commercial and leisure related uses • Accessible area that attracts a range of users

D5.F Desired character - Green Link Precinct

Objectives

- To provide a range of character statements identified through the Nelson Bay Town Centre and Foreshore Strategy to guide **development** within the Green Link Precinct as identified by Figure DJ
- To encourage the establishment of a destination **development** that will integrate with established and future pedestrian circulation patterns

Development controls	
Desired character - Green Link Precinct	
D5.10	**Development** within the Green Link Precinct as identified on Figure DJ has regard for the following desired character statements: • The Green Link at Nelson Bay's central meeting place is reinforced by connecting paths and as a future location of cyclist end-of-trip facilities • A transition area that facilities movement between the Town Centre and Foreshore • This green space is appropriate for passive and small scale active recreation uses

D5.G Desired character - Foreshore Town Living Precinct

Objectives

- To provide a range of character statements identified through the Nelson Bay Town Centre and Foreshore Strategy to guide **development** within the Foreshore Town Living Precinct as identified by Figure DJ
- To encourage **development** to address the waterfront and to provide an attractive and safe pedestrian environment
- To encourage **development** that will attract pedestrians and integrate with established and future pedestrian circulation patterns

Development controls	
Desired character - Foreshore Town Living Precinct	
D5.11	**Development** within the Foreshore Town Living Precinct as identified on Figure DJ has regard for the following desired character statements: • **Development** is designed to ensure the natural setting of the town centre, as viewed from the water, is retained • **Development** will have regard for adjacent precincts that provide a change in scale • Mature street plantings are to assist in shading the street for pedestrians and reducing the perception of the scale of **development** Note: C1.5 requires that street trees be provided in accordance with the **tree technical specification**[1]

Figure DI: Nelson Bay Centre land application map

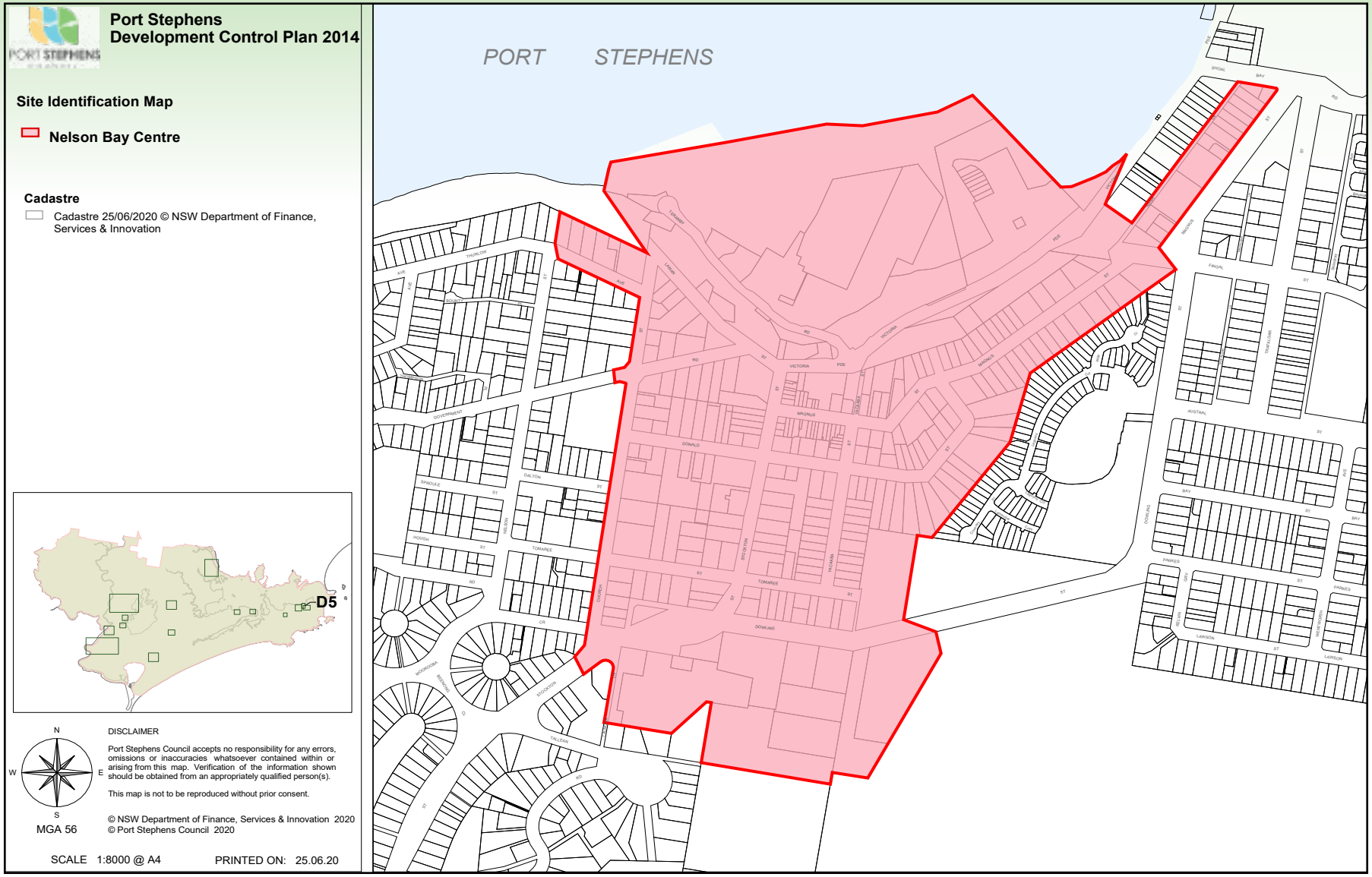


Figure DJ: Nelson Bay Centre locality controls map



D6 Nelson Bay West

Application

This Part applies to the land identified in Figure DL as Nelson Bay West

D6.A Setbacks

Objective

To ensure **development** provides continuity and consistency to the **public domain**

Development controls	
Front **setback**	
D6.1	Minimum front **setback** of 6m
Secondary setbacks (corner lots)	
D6.2	Minimum **secondary setback** of 3m
Side **setback**	
D6.3	Minimum side **setback** of 2m for Town Centre Edge, Foreshore, Wahgunyah Neighbourhood and Lower Slopes
D6.4	Minimum side **setback** of 3m for Upper Slopes and Hill Tops Note: Figure CI requires a minimum **ground level (finished)** side **setback** of 0.9m

D6.B On-site detention

Objective

To regulate the impacts on the capacity of the **public drainage** system

Development controls	
Impervious surfaces	
D6.5	**On-site detention** is required where **impervious surfaces** exceed the listed percentage of **site area**: • Town Centre Edge - 75% • Foreshore - 60% • Wahgunyah - 65% • Lower Slopes - 65% • Upper Slopes and Hilltops - 50% Note: B4.2 requires **on-site detention** where **impervious surfaces** exceed the total percentage of **site area** as listed under Figure BC

D6.C Landscaping

Objective

To ensure landscaping is within context through the appropriate selection of species and site coverage

Development controls	
Landscape coverage	
D6.6	A **landscape plan** within Nelson Bay West achieves **site area** percentage coverage targets in accordance with Figure DK

Figure DK: Nelson Bay West landscaping coverage targets

Location	Landscape area	Endemic species	Native vegetation
Town Centre Edge	25%	10%	N/A
Foreshore	40%	20%	N/A
Wahgunyah	34%	20%	N/A
Lower Slopes	34%	20%	N/A
Upper Slopes	50%	35%	70%
Hill Tops	50%	35%	90%

Figure DL: Nelson Bay West land application map

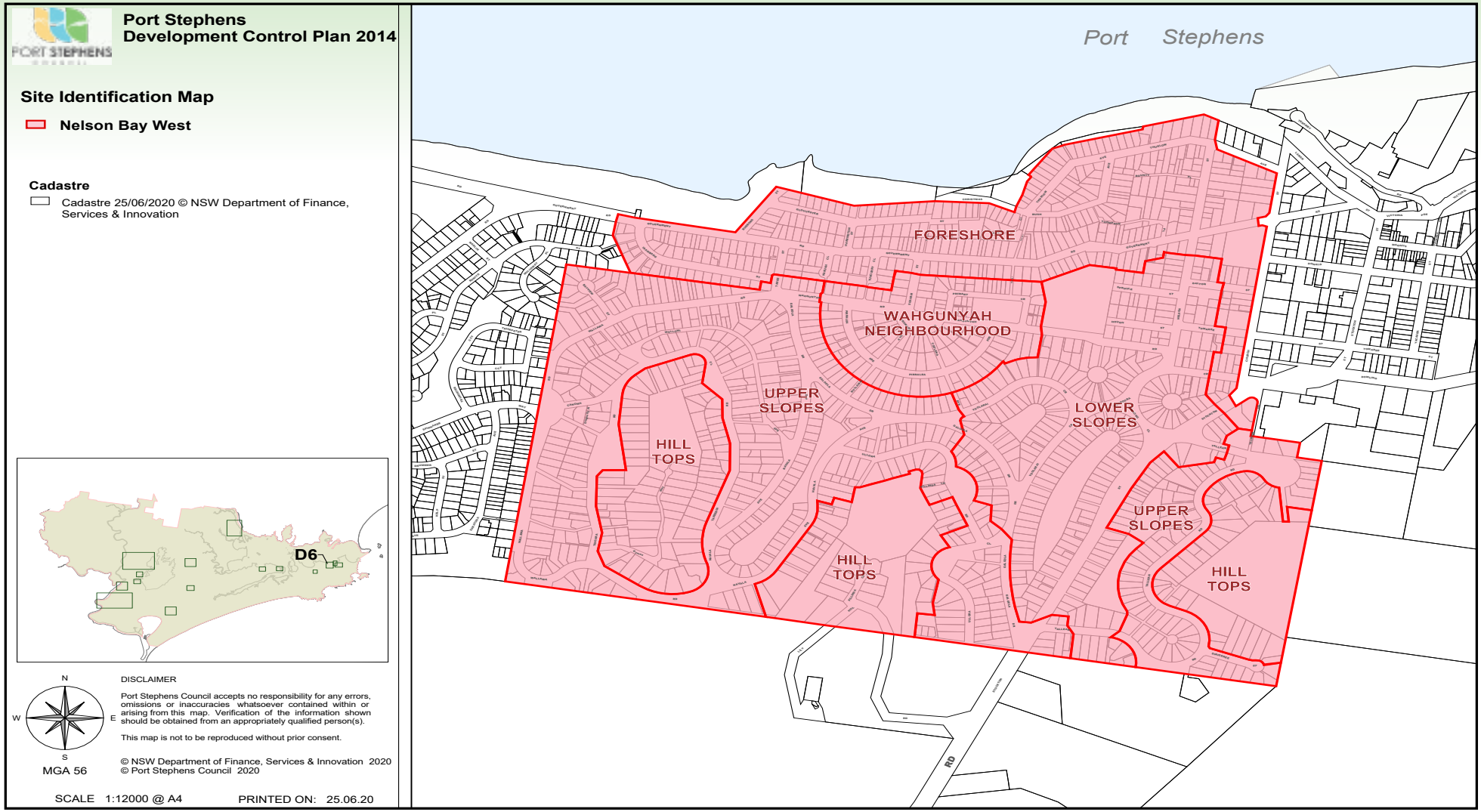


Figure DM: Nelson Bay West locality controls map



D7 Seabreeze Estate - Nelson Bay

Application

This Part applies to the land identified in Figure DN as Seabreeze Estate - Nelson Bay

D7.A Drainage and water quality

Objectives

- To ensure stormwater works that are required for the implementation of stormwater management within Seabreeze Estate and the **groundwater** catchment draining to Melaleuca Estate can be managed
- To recognise that rainwater tanks will lead to a reduction in the amount of roof run-off discharging to **public drainage**
- To reduce stormwater entering Melaleuca Estate and mitigate for potential loss in water quality
- To reduce the need for portable water to irrigate

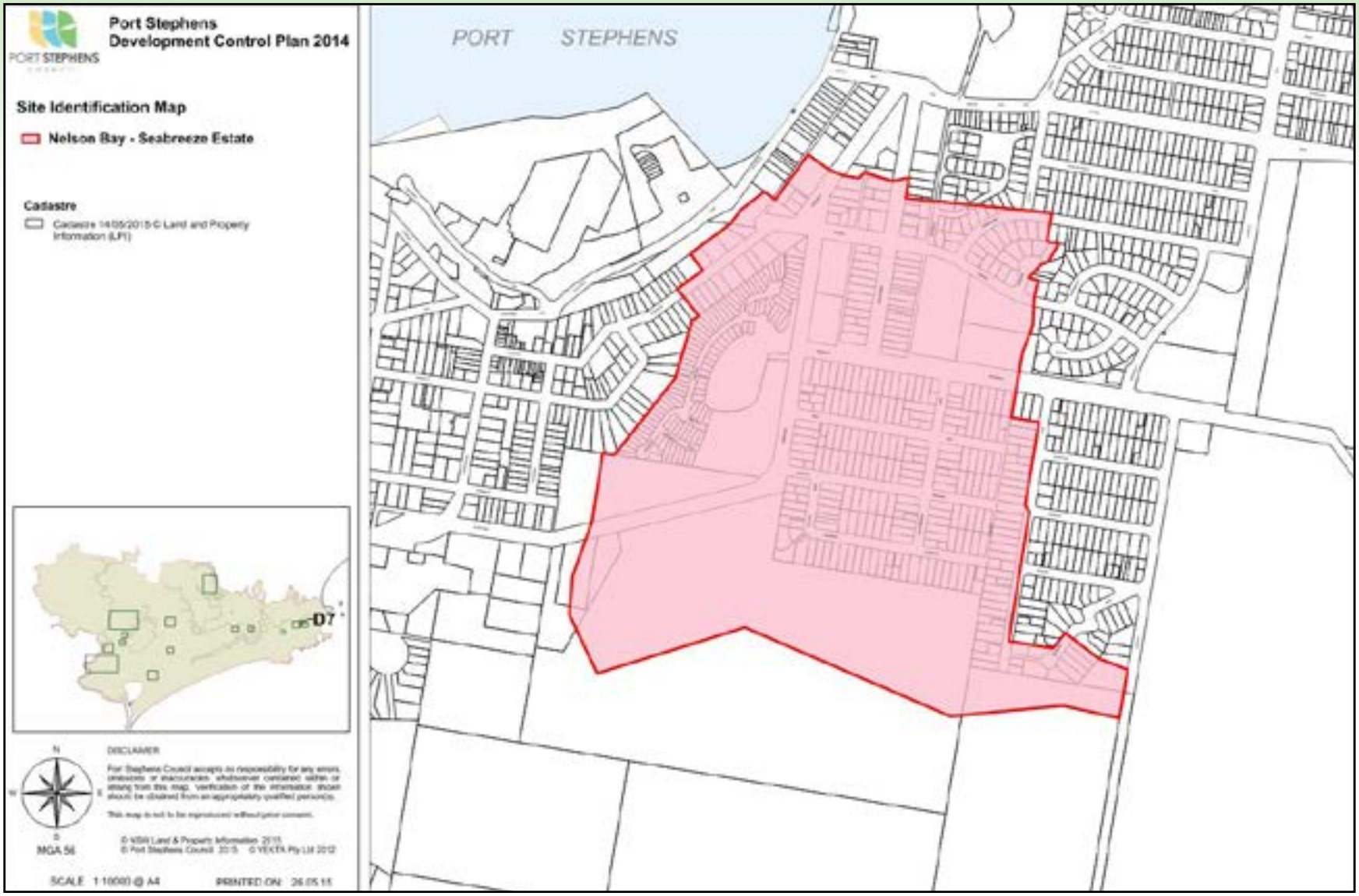
Development controls	
Water tanks	
D7.1	Minimum water tank storage volume of 5,000L per unit • Water tanks are to be configured to allow use of the water for non-potable purposes • Over-flow should be directed to **on-site infiltration** system
Increase in **impervious surfaces** by more than 10% or 50m^2	
D7.2	**Development** that increases **impervious surfaces** by more than 5% or 40m^2 is to provide **on-site infiltration** • **On-site infiltration** is designed to cater for all storm events up to and including the 1% **Annual Exceedance Probability (AEP)** with durations up to 72 hours considered to calculate capacity • The **stormwater drainage plan** demonstrates the following details regarding **on-site infiltration**: - location and type of infiltration system - demonstrated volume of maximum **AEP** - pipes, pits, overland flow and discharge points which discharge to either one of the following: - **on-site detention** system where soil conditions are not suitable for infiltration - discharge into underground infiltration systems where the soils are suitable to infiltrate - directly onto the ground surface, if adjacent properties are not affected - surface grates and maintenance access points

Development controls

- orifice type, location and screening facility
- slope/gradient of the land
  - **on-site detention** is required where it can be demonstrated that soil conditions are not suitable for on-site infiltration

Note: B4.2 requires **on-site detention** when **development** proposes to increase **impervious surfaces**

Figure DN: Seabreeze Estate - Nelson Bay land application map



D8 Salamander Bay Shopping Centre

Application

This Part applies to the land identified in Figure DO as Salamander Bay Shopping Centre

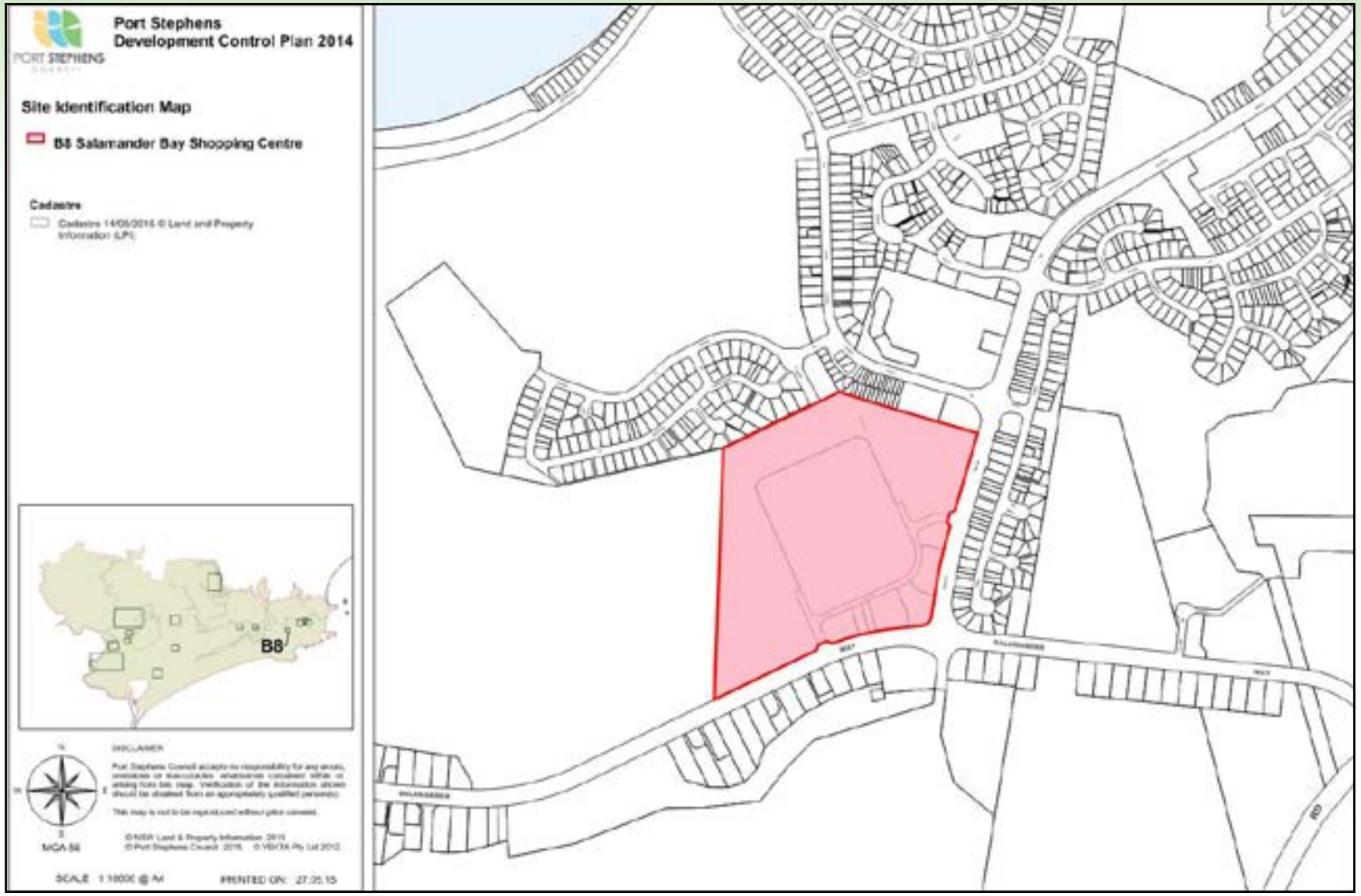
D8.A Planning principles

Objective

To provide planning principles that provide further guidance to the **development** of the Salamander Bay Shopping Centre Precinct

Development controls	
Identity hub	
D8.1	To create a sense of identity for a unified community and commercial precinct
Integration	
D8.2	To ensure future **development** is sympathetically integrated with the existing surrounds and appropriately activates the precinct
Connectivity	
D8.3	To ensure an integrated pedestrian and vehicular network promotes improved connectivity between **developments** within the precinct, and reaffirms the precinct as a hub
Access points	
D8.4	To ensure appropriate intersections are considered to accommodate for the expansion of the precinct
Friendly	
D8.5	To ensure future **development** respects neighbours and users of the precinct
Environment	
D8.6	To ensure future **development** protects the ecological systems within and adjacent to the precinct
Safety	
D8.7	To ensure future **development** is designed with the safety of neighbours and users in mind
Community	
D8.8	To ensure future **development** supports and is consistent with community activities
Aesthetics	
D8.9	To ensure diverse aesthetic forms are appropriately developed with the human scale in mind and integrated with in a holistic aesthetic framework for the hub
Economic development	
D8.10	To ensure future **development** offers economic advantages to the community in the immediate and long term

Figure DO: Salamander Bay Shopping Centre land application map



D9 North Medowie - Medowie

Application

This Part applies to the land identified in Figure DP as North Medowie

D9.A Dwellings and ancillary structures

Objectives

- To provide a consistent approach to the **development** of **dwellings** and **ancillary structures** within the Low Density Residential Precinct.
- To provide a consistent approach to the **development** of **dwellings** and **ancillary structures** within the Large Lot Residential Precinct.

Development controls	
D9.1	**Development** for **dwellings** and **ancillary structures** is guided by the general **DCP** provisions of Part C4 and Part C8 unless otherwise provided by this Part.
D9.2	**Dwelling setbacks** in the Large Lot Residential Precinct (1,000m^2 minimum lot size) are: • Minimum front setback 9m • Minimum side setback 1.5m • Minimum rear setback 5m
D9.3	**Ancillary structures** in the Large Lot Residential Precinct (1,000m^2 minimum lot size) satisfy the general DCP provisions for ancillary structures in the R2 Low Density Residential Zone.

D9.B Staging

Objective

To ensure the timely and efficient release of urban land, making provision for necessary infrastructure spending and sequencing.

Development controls	
D9.4	Staging for major **subdivision** is implemented in accordance with the relevant existing **development consent** (including as amended).

D9.C Transport movement

Objective

To provide a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.

Development controls	
D9.5	Major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport pedestrians and cyclists are to be provided in general accordance with Figure DQ.

D9.D Landscaping

Objective

To provide an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for the public and private domain.

Development controls	
D9.6	A landscape plan for major **subdivision** is provided that satisfies the provisions of Part C1.

D9.E Active and passive recreation areas

Objective

To ensure the provision of an adequate area public **open space** and amenity for residents.

Development controls	
D9.7	An area of public **open space** of approximately 1 hectare is to be located in general accordance with Figure DQ and include the following features: amenities block; picnic facilities; children's playground; kick-about area; and the retention of koala feed trees.

D9.F Stormwater and water quality management

Objectives

- To ensure **development** does not impact on **water quality**.
- To safeguard the environment by improving the quality of stormwater run-off.
- To ensure **water quality** is protected and maintained during the construction phase through the conditioning of appropriate measures.
- To minimise impacts on water balance, **surface water** and **groundwater** flow and volume regimes and flooding.

Development controls	
D9.8	**Development** is to satisfy the provisions of Part B4.
D9.9	Detention basins are to be located generally in accordance with Figure DQ.

D9.G Natural hazards

Objective

To ameliorate natural and environmental hazards and to provide for the safe occupation of, and evacuation from, any land so affected.

Development controls	
D9.10	**Development** satisfies the provisions of Planning for Bushfire Protection 2006.
D9.11	Bushfire emergency egress locations are provided in general accordance with Figure DQ.

D9.H Williamtown RAAF base – aircraft noise and safety

Objective

To ensure that the operational needs of the Williamtown **RAAF** Base are considered.

Development controls	
D9.12	**Development** satisfies the requirements of Part B6 Williamtown **RAAF** Base - Aircraft Noise and Safety (note: **RAAF** Base Williamtown Obstacle Limitation Map applies - structures higher than 7.5m require referral to the Commonwealth Department of Defence for comment).

Figure DP: North Medowie land application map

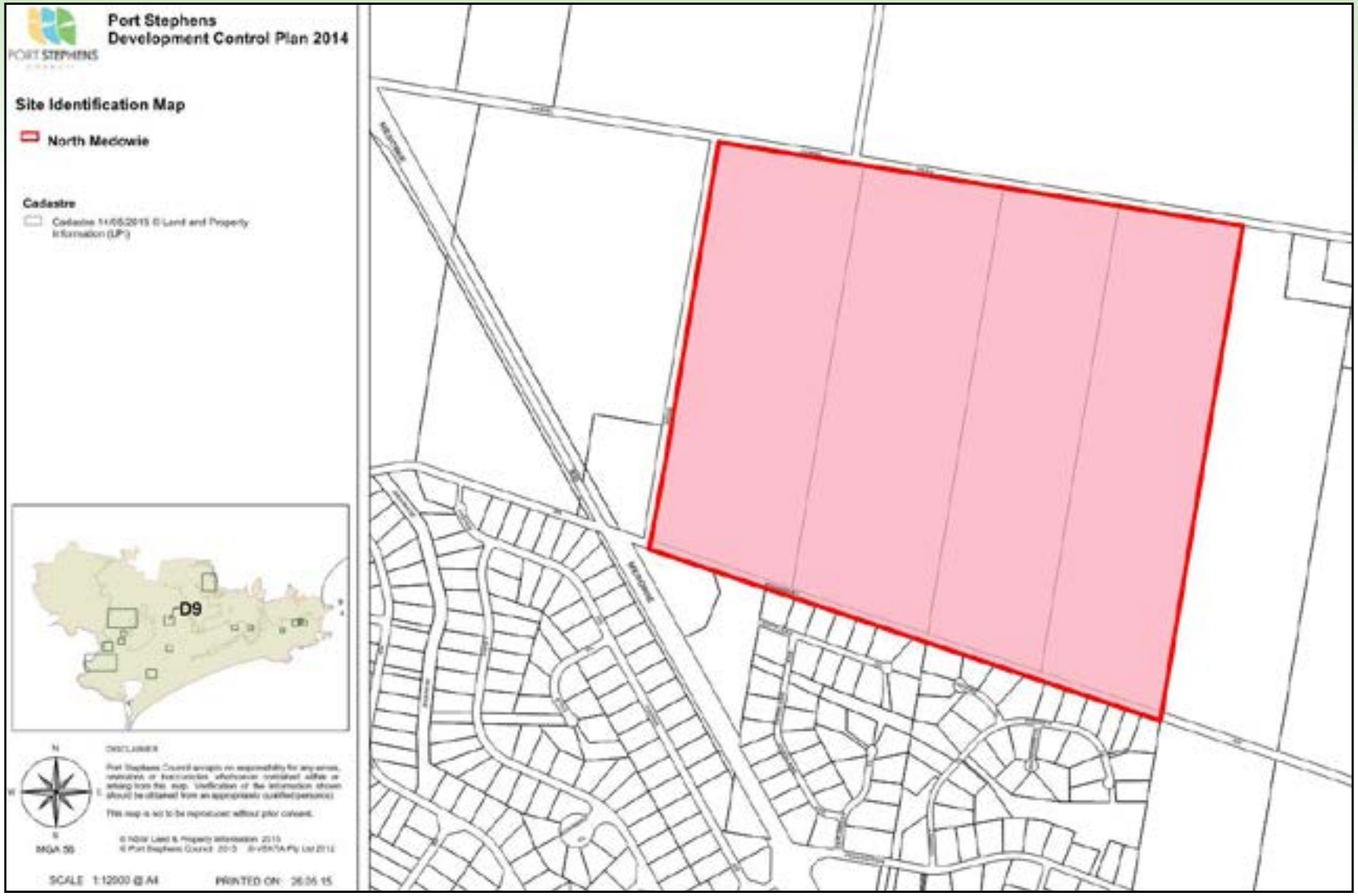


Figure DQ: North Medowie locality controls map



D10 Pacific Dunes - Medowie

Application

This Part applies to the land identified in Figure DR as Pacific Dunes - Medowie

D10.A Lodgement Requirements

Objectives

- To ensure **development** is informed by an analysis of its setting
- To provide for **development** that is dominated by native planting that complements the existing vegetation of the area and enhances natural attributes

Development controls	
Landscape plan	
D10.1	A **development application** is accompanied by a **Landscape Plan**, which provides consideration to: • Native trees, shrubs, groundcovers, mulched and planted areas within the front and rear vegetated zones in accordance with the Precinct Design Guidelines[37]

D10.B Flooding

Objectives

- To satisfy the provisions of the ***Local Environmental Plan*** relating to flooding, such as minimising the flood risk to life and property associated with the use of land
- To provide for resident safety and amenity by ensuring that minimum floor levels are set above the **flood planning level**

Development controls	
Flood planning level	
D10.2	The habitable floor level of any **dwelling** is constructed 500mm above the **1% Annual Exceedance Probability (AEP)** of 9.5m as contained within the Pacific Dunes Flood Assessment Report[38]

D10.C Setbacks

Objectives

- To ensure **development** provides continuity and consistency to the **public domain**
- To provide a consistent **setback** to encourage street activation

Development controls	
Setbacks - Country Club Precinct	
D10.3	Minimum front **setback** of 4.5m
D10.4	Minimum front **setback** of 5.5m for garages Note: C4.6 requires a minimum front **setback** for garages of 1m behind the **building line** or **setback**
D10.5	Minimum rear **setback** of 4.5m
D10.6	Minimum side **setback** of 1m or no minimum side setback for garages
Setbacks - Lakes, Links, Portmarnock Precincts	
D10.7	**Minimum front setback of 6m**
D10.8	**Minimum front setback of 7m for garages** Note: C4.6 requires a minimum front **setback** for garages of 1m behind the **building line** or **setback**
D10.9	Minimum rear **setback** of 4.5m
D10.10	Minimum side **setback** of 1.2m for the Links
D10.11	Minimum side **setback** of 1m for the Lakes and Portmarnock Precincts
D10.12	Minimum side **setback** of 1m or no minimum side **setback** for garages in Portmarnock Precinct
Setbacks - Hillside and the Greens Precincts	
D10.13	Minimum front **setback** of 9m for Hillside
D10.14	Minimum front **setback** of 6m for The Greens
D10.15	Minimum front **setback** of 10m for garages in Hillside
D10.16	Minimum front **setback** of 7m for garages in The Greens Note: C4.6 requires a garage to be a minimum of 1m behind **building line** or **setback**
D10.17	Minimum rear **setback** of 5m in Hillside
D10.18	Minimum rear **setback** of 4.5m in The Greens
D10.19	Minimum side **setback** of 1.2m, except for 0.9m for The Ridge
Secondary setbacks (corner lots)	
D10.20	Minimum **secondary setback** of 1.2m

D10.D Building Character

Objective

To ensure Pacific Dunes Estate will be developed with a consistent character with a visual coherence of built form through consistent requirements for building envelope, materials and streetscape

Development controls	
Garages	
D10.21	Garages are designed to be unobtrusive through the following design requirements:

Development controls	
	• Maximum 5m garage door width • Garage door is panel lift finished in colorbond or timber of plain profile Note: C4.6 requires a minimum 1m behind **building line** or **setback**
Driveway width	
D10.22	A **driveway** should have a maximum width of 3.5m and be of a grey exposed aggregate in charcoal coloured concrete, except for: • Maximum width of 5m in the Country Club Precinct
Articulation	
D10.23	**Residential accommodation** seeks to incorporate the following design elements: • Entry features • Pergolas, balconies and verandahs Note: Figure CI requires that **development** be sympathetic to the existing landscape character and built-form with regard to design, bulk, scale, form, materials and roof configuration • Windows from **habitable rooms** that face the street and golf course Note: Figure CI requires that **development** is to address the street by having at least one **habitable room**, such as a living area to front the street and/or adjoining public spaces • Secondary frontage to address both streets and golf course Note: Figure CI requires **development** on corner lots to address both street frontages by having **habitable rooms** face both streets • Verandahs and pergolas with low window sills of less than1200mm
Roofing	
D10.24	Roofing displays the following features: • Roofs are hipped or gabled • Colorbond custom orb or flat-profile tile • Minimum 450mm eave overhangs • Minimum pitch of 22 degrees • Roof mounted hardware, such as satellite dishes and antennae are to be mounted in locations least visible from the street and golf course
Colours and materials	
D10.25	Colours and materials are sympathetic to existing **development** through the following features: • Rendered or bagged brickwork • Feature colours enhance building articulation • Selections are in accordance with the Precinct Design Guidelines[37] Note: Figure CI requires **development** to be sympathetic to the existing character and built-form

D10.E Fencing and retaining walls

Objectives

- To ensure consistency and urban amenity outcomes
- To provide for a consistent character throughout the **development** that allows the soft landscaping elements to dominate

Development controls	
Front fences	
D10.26	No fencing to front or **secondary setbacks** (corner lot)
Side and rear fences	
D10.27	Side and rear fencing is lapped and capped timber fencing to a maximum height of 1.8m • Maximum 1m behind the front facade
Golf course fences	
D10.28	Golf course fencing is to be 1.2m high palisade fencing in accordance with the precinct design guidelines
Retaining walls	
D10.29	Retaining walls visible from the **public domain** are: • masonry construction; or • rendered or bagged and painted dark grey or a colour to match the residence Note: C8.16 requires retaining walls to be of a masonry construction within 0.9m of the property boundary when greater than 0.6m in height
Letterboxes	
D10.30	A letterbox is rendered masonry to the detail provided in the Precinct Design Guidelines[37] Note: C4.14 requires **development** to be sympathetic to the existing landscape character and built-form with regard to design, bulk, scale form, materials and roof configuration

D10.F Fencing and retaining walls

Objective

To ensure **local streets** are well-connected to the street network with obvious pedestrian and cycle links to higher order streets

Development controls	
Street layout	
D10.31	Road layout and **shared paths** are consistent with Figure DS Note: C1.12 requires streets to comply with Infrastructure Specification – Design[11]

Figure DR: Pacific Dunes - Medowie land application map

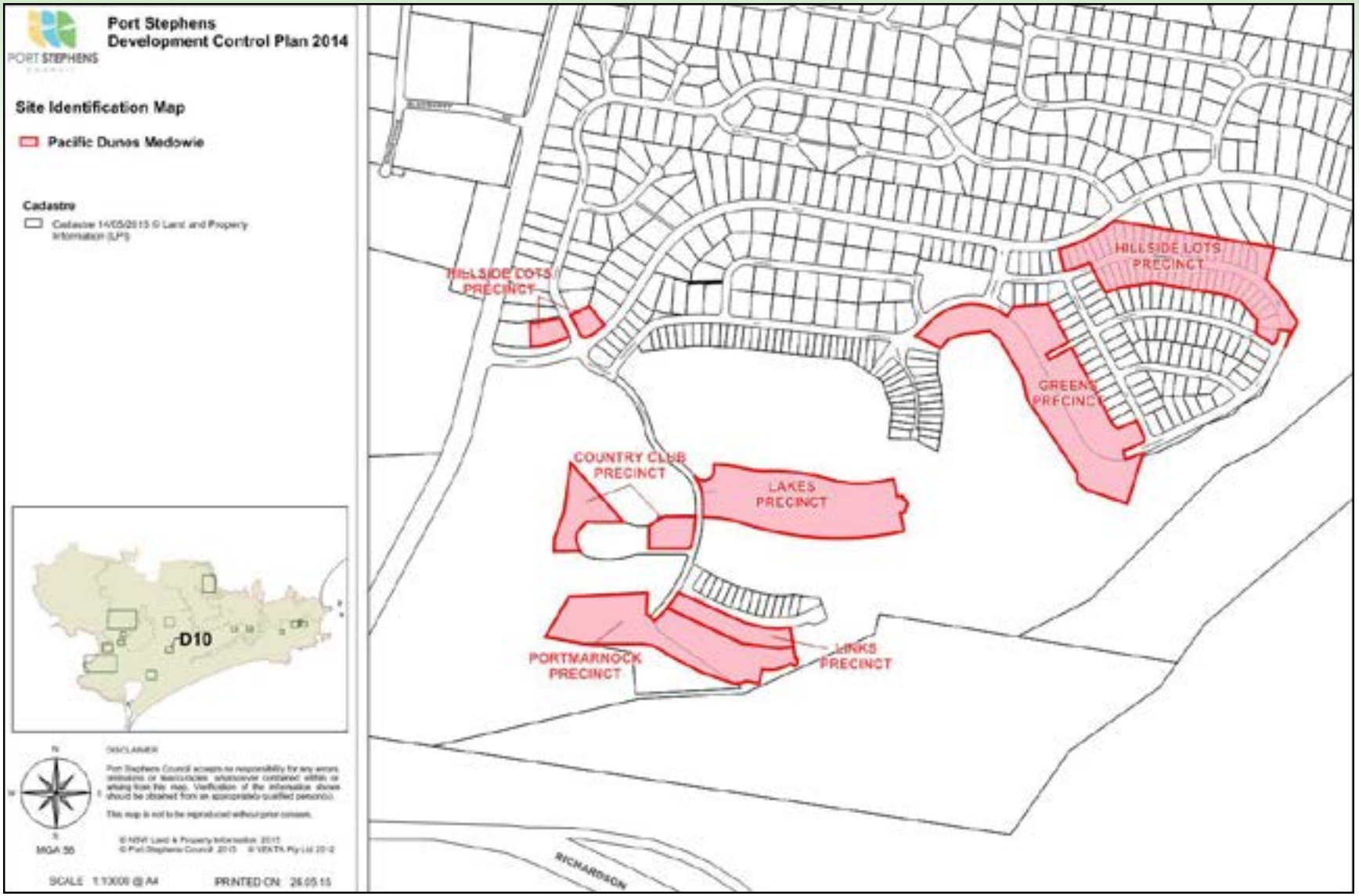


Figure DS: Pacific Dunes - Medowie locality controls map



D11 Raymond Terrace Town Centre

Application

This Part applies to the land identified in Figure DT as Raymond Terrace Town Centre

D11.A Residential setbacks

Objective

To provide a consistent **setback** to encourage street activation

Development controls	
Garage **setback**	
D11.1	A garage in a residential zone and within the **heritage conservation area** is to provide a minimum front setback of 2m for that garage Note: C4.6 requires a minimum garage **setback** of 1m behind the **building line or setback**

D11.B Facades

Objective

To provide an **active street frontage**

Development controls	
Pedestrian corridors	
D11.2	Pedestrian corridors, such as those within the town centre, provide a direct line of sight from entry to exit Note: C2.D requires **development** to be safe and secure for pedestrians and contributes to the **public domain** safely by incorporating principles of **crime prevention through environmental design (CPTED)**

D11.C Solar access

Objective

To ensure **solar access** to the **public domain**

Development controls	
William Street	
D11.3	**Development** does not impede **solar access** to the southern side and northern sides of William Street from 11am-4pm, Australian Eastern Standard Time Note: C1.7 seeks to ensure **subdivision** provides consideration to **solar access**

D11.D King Street

Objectives

- To provide **development** that is in-keeping with the existing heritage character of King Street
- To ensure **development** is consistent with the identified Masterplan for the King Street Precinct
- To provide incentives for the retention and redevelopment of King Street heritage listed items, such as reduced parking requirements

Development controls	
King Street heritage character	
D11.4	**Development** that provides a frontage to King Street will be in accordance with the King Street Masterplan, which is included as Figure DU
D11.5	**Development** that provides frontage to King Street is in accordance with the following key design principles: • Establish precinct character through: - the retention/reinstatement of identified heritage/character items; - a cohesive riverfront built edge which reflects the area's river port origins; and - **public domain** elements, such as street trees, landscaping, **signage**, lighting and street furniture, are consistent with the proposed streetscape design guideline. Note: The proposed streetscape design guidelines is an action of the Raymond Terrace and Heatherbrae Strategy 2015-2031 • Creation of a public urban riverfront park in the **open space** fronting Barrier Lane and King Street incorporating the Marriage Trees and edged by the Bond Store and the Masonic Lodge Note: The Raymond Terrace and Heatherbrae Strategy 2015-2031 identifies this site as suitable for passive **open space**/urban plaza within the town centre • Creation of an accessibwle riverfront boardwalk that is 1 metre below the **flood planning level** (approximately at 4.3 **AHD**) stretching between William and Bourke Streets. The boardwalk is to be located above the levee and all **development** should consider this aspect as an integral part of their river frontages • Reinforce the existing views and introduce new vistas and pedestrian connections to the river • Minimise vehicular entry points along King Street to maintain integrity of streetscape. Consider **development** incentives of integrated solutions such as common entry/egress points • Retention of existing post verandahs and cantilevered awnings and the integration of these features into new additions where possible • Incorporation of light weight construction materials consistent with existing buildings

Development controls	
	Note: B7.2 requires works on a **heritage item** or item located in the **heritage conservation area** consistent with the statement of heritage significance of the existing building or the heritage character of the area
King Street parking requirements	
D11.6	**Development** within the King Street Precinct as identified by Figure DU receives a 100% reduction in the total parking required by B8.4. This reduction is off-set by a 75% increase in bike parking as required by B8.4
D11.7	**On-site car parking** is to be screened from King Street frontage and not provided above the **flood planning level (FPL)** Note: B8.4 requires that all **development** that has the potential to create demand for **on-site parking** provides parking in accordance with Figure BU
Colours	
D11.8	Finishes are earth colours or light tones
D11.9	Roofs are to be light grey/galvanised
Materials	
D11.10	**Development** is to be of timber wharf style construction for boardwalk along the riverfront

D11.E Street layout

Objective

Development contributes to existing compact and interconnected street patterns

Development controls	
Street layout	
D11.11	**Development** of riverside lots on the northern side of King Street provides waterfront access
D11.12	Bourke Street is extended from Adelaide Street to Port Stephens Street to continue the grid-like network • This requires the reconfiguration of the Bourke to Adelaide Street intersection to a signalised intersection to allow full turning movements, including right turn from Adelaide Street
D11.13	Carmichael Street is extended from the existing cul-de-sac to Bourke Street Note: C1.13 requires the street layout to be interconnected to provide a grid-like structure

D11.F Pedestrian and cycling

Objectives

- To provide interconnected and accessible pedestrian and cycle paths to encourage walkability
- To ensure pedestrian and cycle paths are provided in accordance with the technical specifications for durability and safety

Development controls	
Pedestrian and cycle paths	
D11.14	Pedestrian and cycle paths are provided in accordance with the Draft Raymond Terrace Pedestrian and Cycling Strategy Note: Part B8 requires engineering works to be provided in accordance with the **Infrastructure Specification – Design**[1]

D11.G Street trees

Objective

To ensure suitable street trees are appropriately sited

Development controls	
Street trees	
D11.15	**Development** along Jacaranda Avenue protects and enhances Jacaranda Palms
D11.16	**Development** along the southern **road reserve** of Adelaide Street protects and enhances poplars
D11.17	**Development** from Swan Street to Kangaroo Street provides pear trees in the verge of the **road reserve** and consistent planting in the central median
D11.18	**Development** along Port Stephens Street provides Phoenix Palms and protects within the median strip
D11.19	**Development** enhances and is designed to complement the King Street Marriage Trees
D11.20	**Development** provides street trees in accordance with the Adelaide Street, Port Stephens Street and William Street Master plans, which are actions of the Raymond Terrace and Heatherbrae Strategy 2015-2031 Note: C1.5 requires street trees as a component of the **road reserve** at **subdivision**

D11.H Open space

Objective

To ensure an appropriate site is identified, acquired and protected for the purpose of a town park

Development controls	
Town park	
D11.21	One of the three sites identified by the Draft Raymond Terrace and Heatherbrae Strategy is identified for acquisition to be developed as a town park • This park considers the relocation of the skate park that is currently positioned at 112 Adelaide Street, Raymond Terrace, Lot 1, DP 1156304 to this town park as an alternative to Boomerang Park Note: C1.22 specifies requirements for a **local park**, **district park** and **regional park**

D11.I Flood hazard

Objective

- To ensure that **development** within the **flood planning area** does not contribute to the flood hazard
- To satisfy the provisions of the ***Local Environmental Plan*** relating to flooding, such as minimising the flood risk to life and property, which are associated with the use of land

Development controls	
Flood hazard	
D11.22	**Development** is to be constructed to 5.3m **AHD**

D11.J Drainage and water quality

Objective

To effectively manage stormwater to ensure downstream impacts are minimised

Development controls	
Retention basin	
D11.23	Land indicatively drawn on Figure DU is reserved for the purpose of a retention basin

Figure DT: Raymond Terrace centre land application map

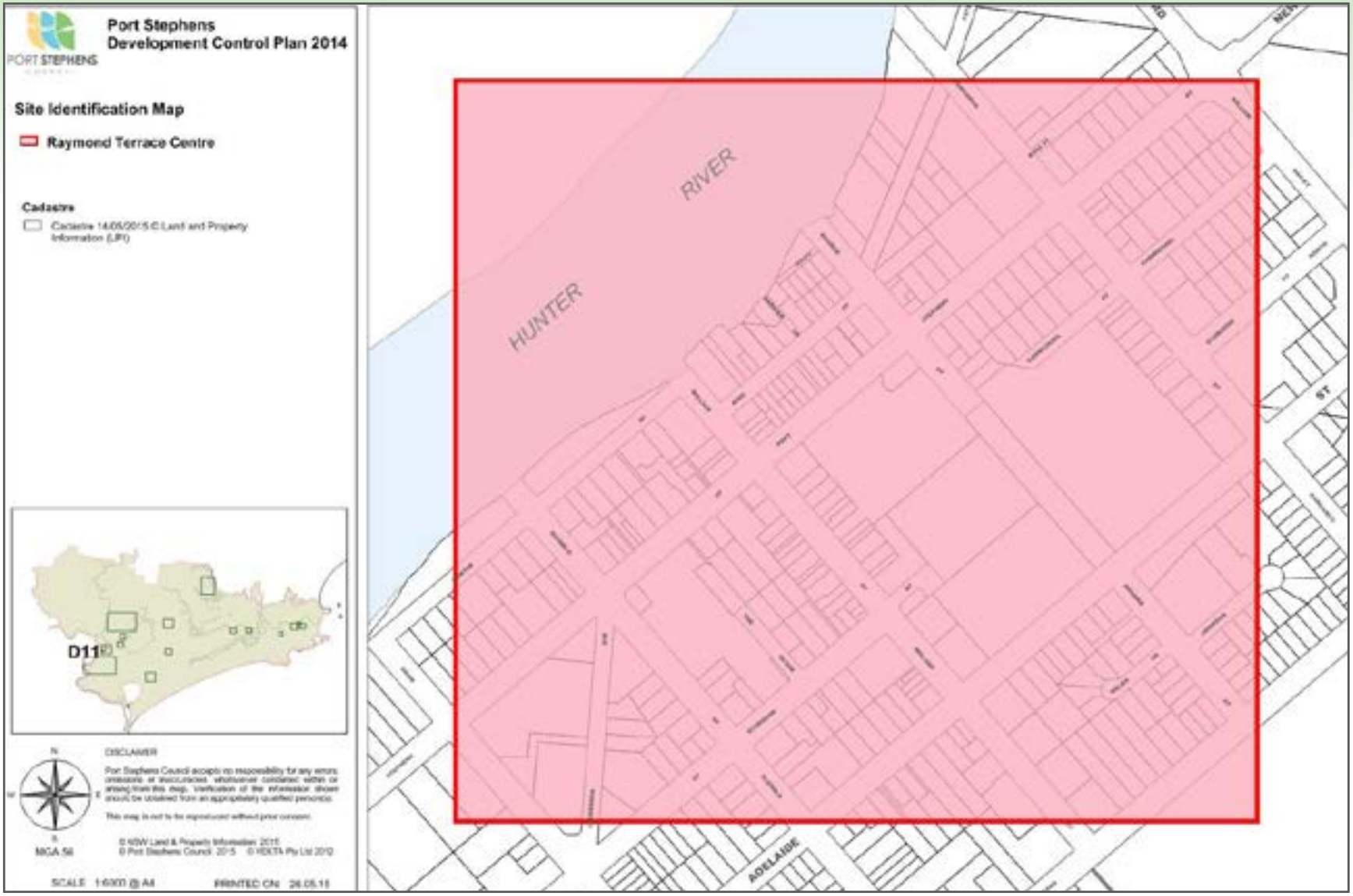
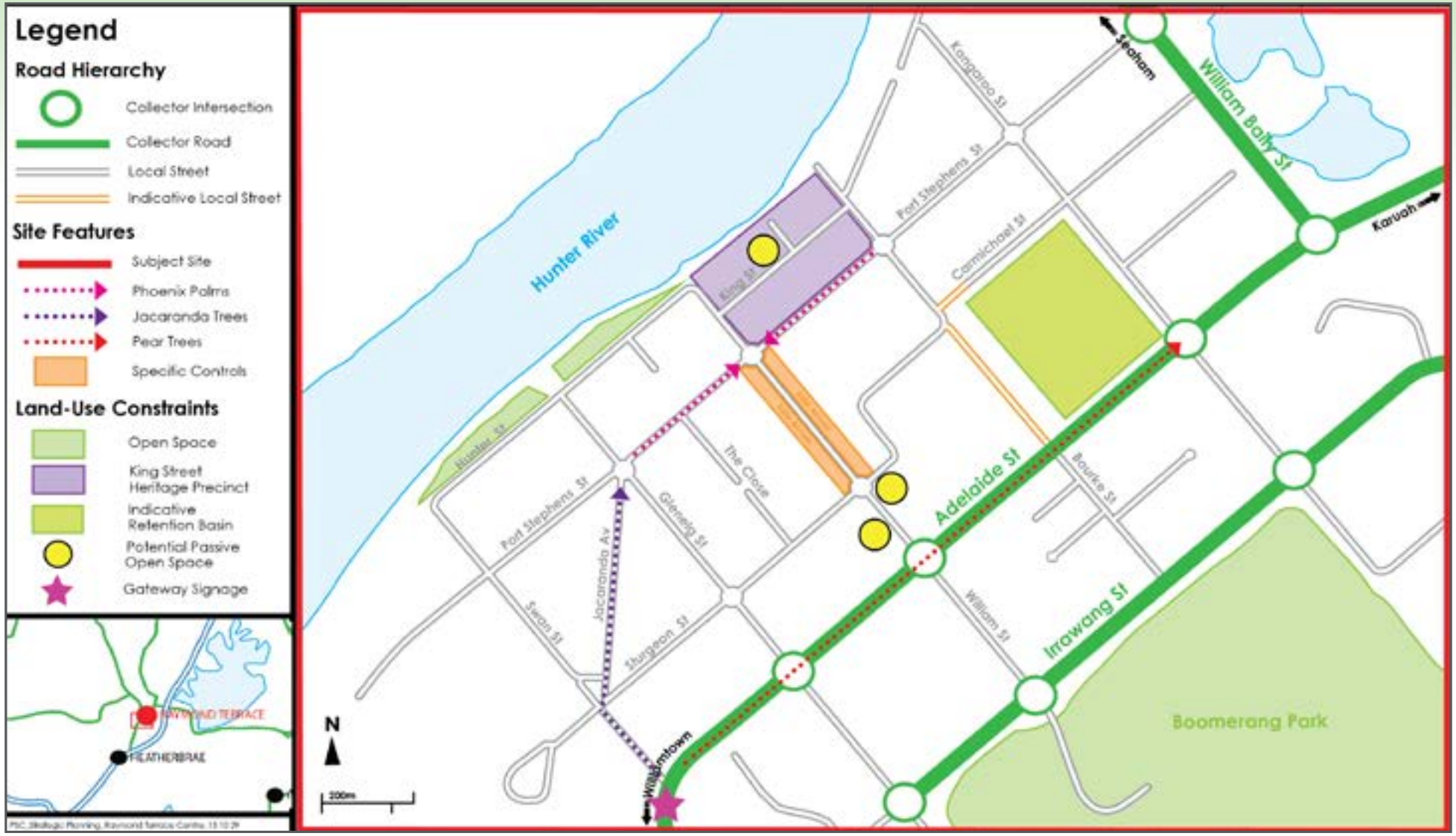


Figure DU: Raymond Terrace locality controls map



D12 Richardson Road - Raymond Terrace

Application

This Part applies to the land identified in Figure DV as Richardson Road - Raymond Terrace

D12.A Staging

Objective

To ensure that the staging of **subdivision** is informed by site analysis and infrastructure provision

Development controls	
Stage 1	
D12.1	Stage 1 is completed prior to stage 2 commencing
Stage 2	
D12.2	Stage 2 can occur prior to stage 1, if: • continuous road construction is provided to the intersection of Benjamin Lee Drive and Richardson Road • stormwater and sewerage connection to **public infrastructure** is provided Note: The ***Local Environmental Plan*** requires a staging plan

D12.B Street layout

Objective

To ensure the street layout limits access to Pacific Highway

Development controls	
Street layout	
D12.3	Street layout is consistent with Figure DW
5m Road dedication	
D12.4	Lots abutting Richardson Road dedicate 5m to the **road reserve** when access is provided at stage 1
Stage 2	
D12.5	Stage 2 provides the following: • 4m sealed pavement with shoulders, under road pipeline crossings and the roadside table drains on the northern side of the road centreline for Halloran Way • Passing bays at 200m spacing

Development controls	
	• Upgrade Halloran Way as required Note: C1.12 requires streets to comply with Infrastructure Specification – Design[11]

D12.C Essential services

Objectives

- To ensure sewerage is provided
- To ensure drainage is informed by **site analysis**

Development controls	
Drainage	
D12.6	Sewerage is not required at stage 1
D12.7	Provide **drainage reserves** in accordance with Figure DW and the Halloran Way Reports

D12.D Aircraft noise

Objective

- 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

Development controls	
Aircraft noise	
D12.8	Note: Richardson Road is located within the 20-25 **ANEF** contour. B6.1 details what is to be considered when **development** is located within the aircraft noise planning area, which includes the 20-25 **ANEF** contours.

Figure DV: Richardson Road - Raymond Terrace land application map

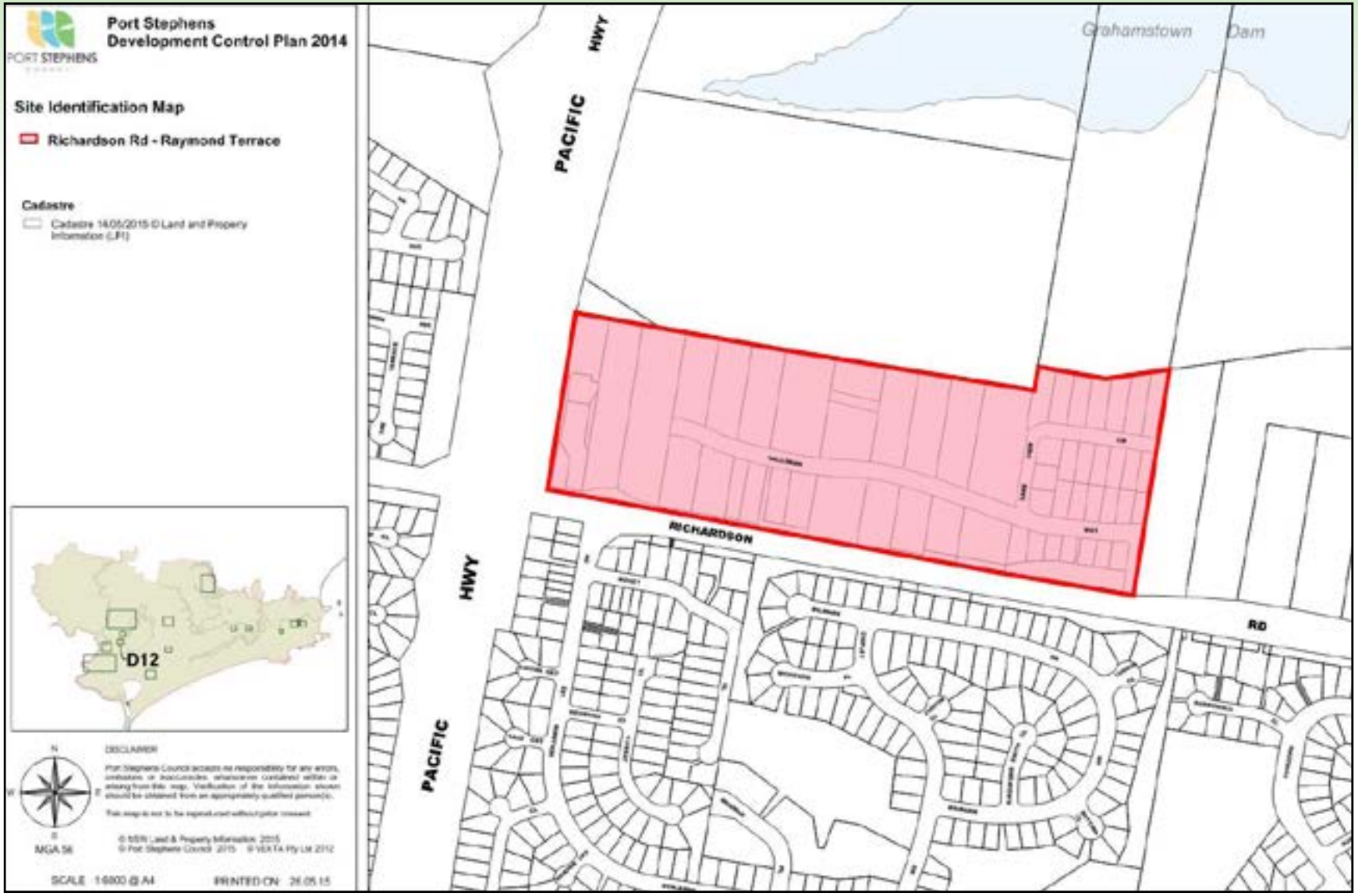


Figure DW: Richardson Road - Raymond Terrace locality controls map



D13 Rees James Road - Raymond Terrace

Application

This Part applies to the land identified in Figure DX as Rees James Road - Raymond Terrace

D13.A Street layout and transport network

Objectives

- 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.

Development controls	
Street layout	
D13.1	The street layout is generally consistent with the locality controls map at Figure DY.
D13.2	Street layout variations are permitted where an access point is provided to Rees James Road, 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**.
Connectivity	
D13.3	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: • 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: - 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.
Transport movement hierarchy	
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 complementing natural topography, such as views and drainage.

Development controls	
D13.6	Designated public transport routes as identified on the locality controls map at Figure DY are constructed as bus routes in accordance with infrastructure specification - Design[11].
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.
Shared path connections	
D13.8	In addition to the requirements for pathways in Part C1, **shared paths** are provided generally in accordance with the locality controls map at Figure DY
Road widening	
D13.9	Road widening will be required for all **subdivisions** along Rees James Road to ensure safe and adaquate vehicle manoevering

D13.B Urban design

Objectives

- 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.

Development controls	
Lot orientation and access	
D13.10	**Development** adjoining Rees James Road must be orientated towards, and have a primary entrance that is visible and accessible from, Rees James Road. Note: Part B8 provides further consideration towards site access and Part C4 provides further consideration towards orientation.

D13.C Stormwater drainage and water quality

Objectives

- 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.

Development controls	
Stormwater drainage	
D13.11	**On-site detention / on-site infiltration** is required for all new development where impervious areas are proposed.
D13.12	The **on-site detention / on-site infiltration** is to be: • 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. Note: Part B4 provides further consideration towards **on-site detention / on-site infiltration**.
Drainage reserves	
D13.13	**Drainage reserves** are located generally in accordance with the locality controls map at Figure DY.
D13.14	All new **developments** must demonstrate that there would be no adverse impact on the operation of the **drainage reserve** or adjoining land on which stormwater is discharged.
Water quality	
D13.15	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. **Water quality stripping targets** are to be in accordance with the Landcom stretch water quality targets (Landcom Water Sensitive Urban Design Book 2 Planning and Management 2009) below: • Total nitrogen retention post-development load: 65% • Total phosphorus retention post-development load: 85% • Total suspended solids post-development load: 90% Note: These requirements exceed and supersede those under Part B4.

D13.D Recreation and visual amenity

Objectives

- To ensure the provision of an adequate area of public open space is provided for the amenity of residents.
- To provide an attractive and low maintenance landscape along Rees James Road.

Development controls	
Open space	
D13.16	An area of public open space is to be located in general accordance with the locality controls map at Figure DY.
Street trees along Rees James Road	
D13.17	**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 specification**[1]. Note: This requirement is in addition to the requirements under Part C1

Figure DX: Rees James Road - Raymond Terrace land application map

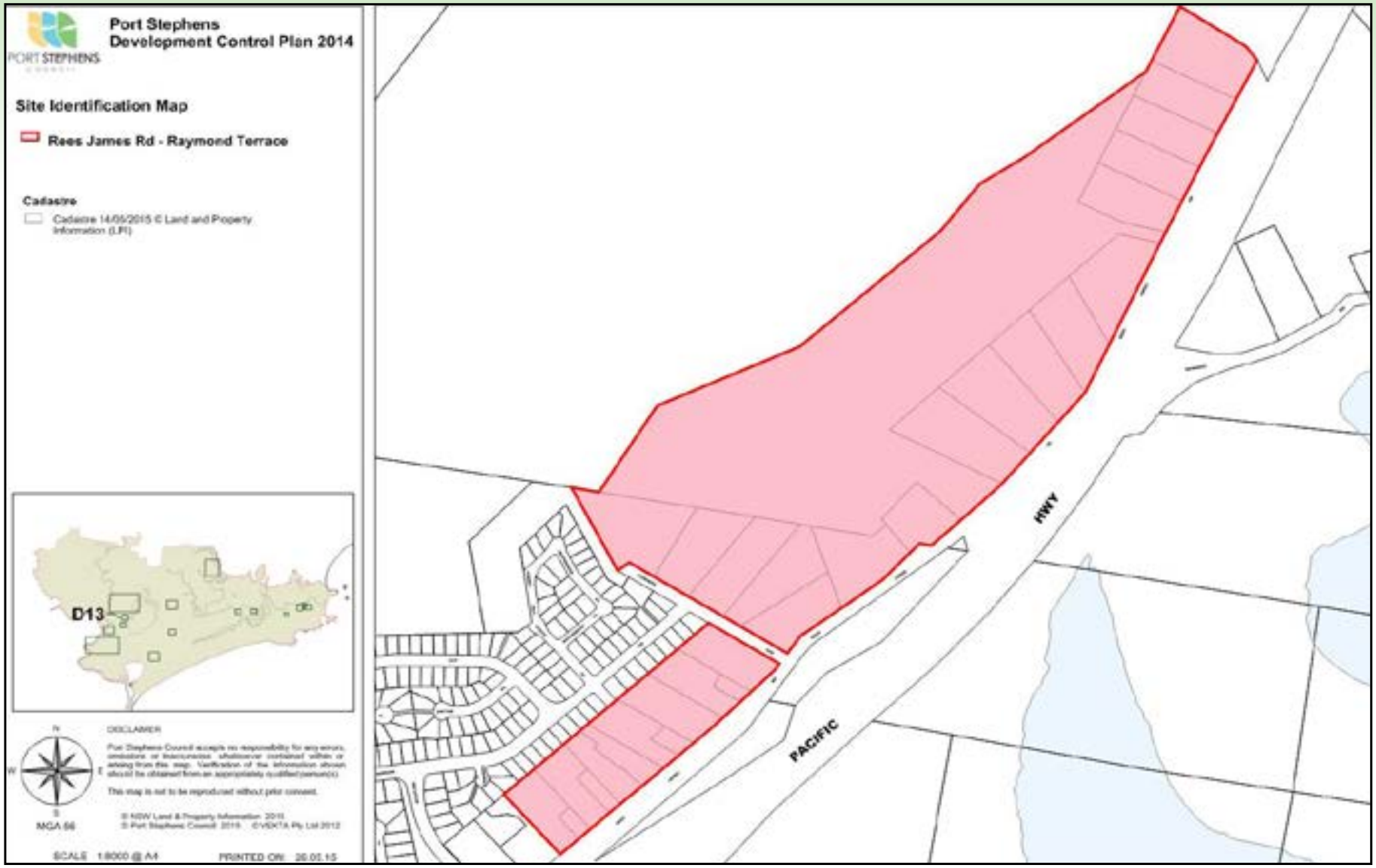


Figure DY: Rees James Road - Raymond Terrace locality controls map



D14 Kings Hill - Raymond Terrace

Application

This Part applies to the land identified in Figure DAC as Kings Hill - Raymond Terrace

- Kings Hill is an identified urban release area under Part 6 of the ***Local Environmental Plan***. The purpose of Part 6 is to ensure that development occurs in a logical and cost-effective manner, in accordance with a staging plan and only after a development control plan (DCP) that specifies specific controls for the land has been prepared
- Clause 6.3 of the ***Local Environmental Plan*** sets out the matters that must be provided for in the DCP. This part specifies the additional information required to meet those requirements
- The locality controls map at Figure DAD in this Part, sets out the broad development pattern for Kings Hill. Individual development precincts are identified on this plan and on the maps in the ***Local Environmental Plan***
- This part specifies the additional information requirements to be included in a detailed Precinct Plan to be prepared for each Precinct
- Precinct Plans will:
  - be included as future amendments to this **DCP**; or
  - be provided as a staged development application for each development precinct.
- Subsequent **development applications** in each precinct will be consistent with the **precinct plan** or supported by a revised **precinct plan** demonstrating consistency with the requirements of clause 6.3 of the ***Local Environmental Plan*** and of this part

Note: Figure DAB describes how the requirements of clause 6.3 of the ***Local Environmental Plan*** will be met

D14.A Structure planning and precinct planning

Objectives

- To ensure consideration is provided to the relationship between **residential, commercial, mixed use, open space**, biodiversity and important infrastructure, such as the Pacific Highway and Grahamstown Dam
- To ensure **development** occurs in a logical and coordinated manner
- To ensure **development** is efficient and results in cost effective infrastructure and adequate access to services by residents
- To ensure the town centre facilitates a sense of place and community while complementing the economic and community function of the existing higher order regional centre of Raymond Terrace
- To ensure a hierarchy of centres within the Kings Hill **urban release area** with a high quality of design, a high amenity **public domain** and excellent connectivity to the adjacent residential areas

Development controls	
Residential **precinct plans**	
D14.1	A **precinct plan** is prepared to accompany the first stage of a **development application** in any of the development precincts identified on the ***Local Environmental Plan***
D14.2	**Development** is generally consistent with the locality controls map at Figure DAD
D14.3	**Development** consent for the purposes of a **super lot** does not require preparation of a **precinct plan**
D14.4	Staging for the **urban release** area as a whole will be determined by the provision of **essential services** and may involve **development** occurring simultaneously in different parts of the locality
D14.5	Each **precinct plan** is to include a staging plan that is lodged with the first stage and provides for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing
D14.6	Each stage of **development** may be subdivided into sub-stages. Any sub-stages should be identified in the **SEE** to accompany the **development application** for **subdivision**, together with a description of the sub-stages and the impact of the sub-stage sequence on the provision of **essential services**
D14.7	Detail for any land zoned B2 Local Centre or B4 Mixed Use need not be provided until consent for initial **subdivision** of that land is sought
Town Centre and Village Centre **precinct plans**	
D14.8	Consent for initial **subdivision** of land zoned B2 Local Centre or B4 Mixed Use requires preparation of a town or village centre **precinct plan** for the entire zoned area
D14.9	The town or village centre **precinct plan** is to illustrate the conceptual location of streets, major pathways, major uses, public spaces, built-form and access provision as well as the relationship of the area to adjacent residential and **open space** areas
Subdivision layout	
D14.10	**Subdivision** layout enables neighbouring sites/precincts to deliver the outcomes sought by the locality controls map Note: Part C1 **Subdivision** details principles relating to **subdivision** layout and procedure with the following exceptions or qualifications. Note: **Open Space**: to be provided generally in accordance with the locality controls map and with areas consistent with the local infrastructure contributions requirements for Kings Hill
Servicing	
D14.11	Consent for the **subdivision** of land other than for the creation of a **super lot** requires a **servicing strategy** which includes (at a minimum) the: • sequence, location and other details of the provision of public utilities; and • availability of urban services and infrastructure to residents, including o**pen space, shared paths**
D14.12	All **commercial** and **residential** allotments are to be serviced by reticulated water, sewerage, electricity and telecommunication services

D14.B Traffic and transport

Objectives

- To achieve connectivity between precincts, the local centre and nearby service areas
- To ensure Kings Hill has a defined transport structure and road hierarchy
- To ensure an east west road link is provided between Newline Road and the Pacific Highway in a direct, timely and efficient manner
- To ensure the pedestrian and cycle network provides convenient and safe access to the precinct centres, schools, community facilities, **open space** and other important destinations outside of Kings Hill to encourage walking and cycling
- To ensure the Pacific Highway interchange is the primary access point

Development controls	
Transport movement hierarchy	
D14.13	Each **precinct plan** requires preparation of an overall transport movement hierarchy which: • shows the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists • is generally consistent with the overall road network and the pedestrian and cycleway networks indicated on the locality controls map at Figure DAD • indicates progressive provision of the east-west and north-south connector roads as well as direct connections to adjacent precincts
D14.14	Positioning and design of the transport movement network provides priority to facilitating efficient walking, cycling and public transport networks and retaining and complementing natural topography, such as views and drainage
Collector roads	
D14.15	**Development** within each precinct provides internal **collector roads** generally consistent with the locality controls map at Figure DAD
D14.16	**Subdivisions** adjacent to **collector roads** orientate allotments and **dwellings** to face and have access from the collector road
East-west road 4 lane section	
D14.17	The eastern end of the east-west collector road, for a length of approximately one kilometre, is to have two travel lanes in each direction. This section of the east-west road is constructed generally in accordance the Illustration at Figure DZ

Figure DZ: Illustration of cross section of four-lane part of east-west Road

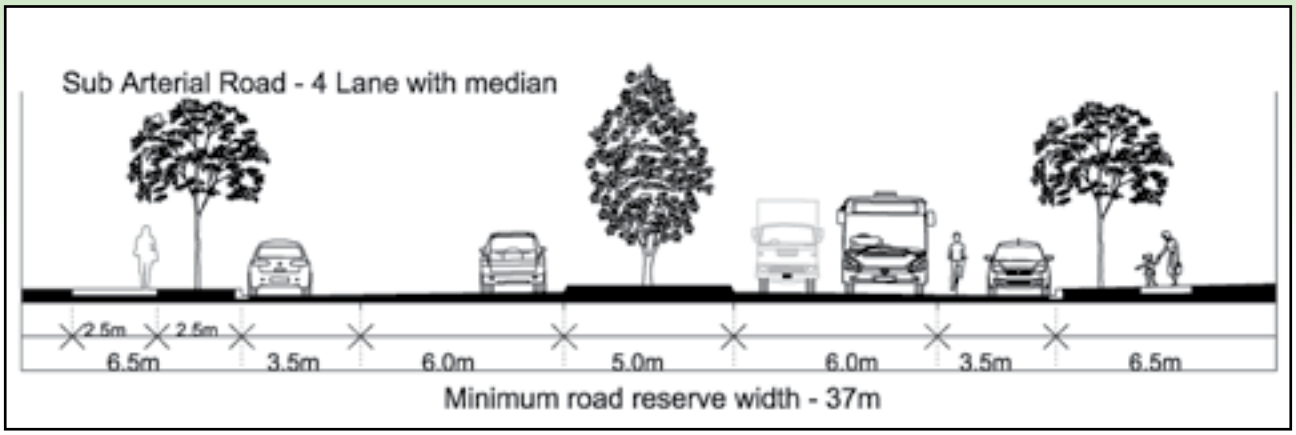
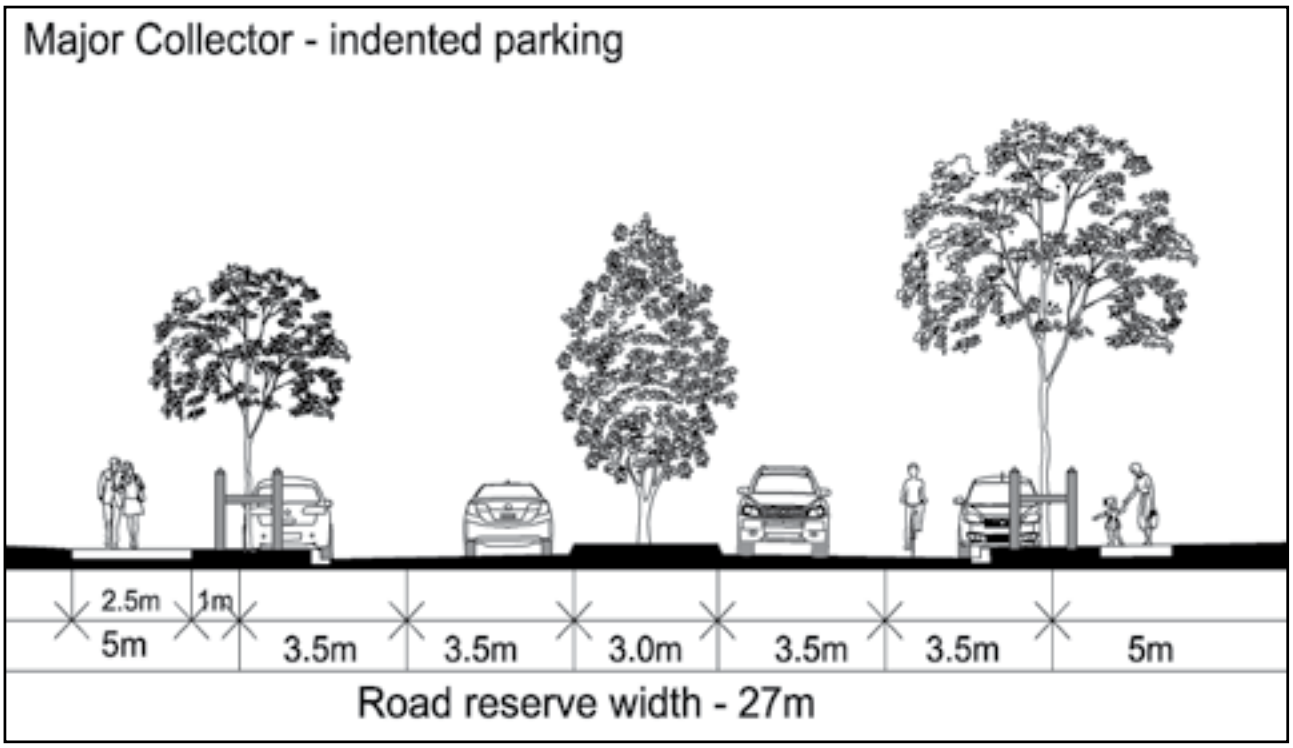


Figure DAA: Illustration of cross section of two-lane part of East West Road



Development controls

Subdivision certificate

D14.18	Within each precinct, **collector roads** are constructed to the boundary of the adjoining precinct prior to the release of a **subdivision certificate** for a cumulative total of no more than 75% of the lots
D14.19	Within precinct 6, the east west road is constructed from the western boundary of the precinct to Newline Road and **collector roads** connect to the southern boundary of precinct 7 prior to the release of a **subdivision certificate** for a cumulative total of no more than 50% of the lots

Development controls	
Newline Road	
D14.20	Maximum number of lots with sole access to Newline Road is 1200. Consent for lots in excess of this number requires connection to the Pacific Highway via the east-west collector road Note: The ***Local Environmental Plan*** may include a requirement that **development consent** must not be granted for the **subdivision** of land in an **urban release area** unless arrangements have been made, to the satisfaction of Roads and Maritime Services and the consent authority, for the provision of vehicular access from the **urban release area** to the Pacific Highway, including the closure or modification of any existing vehicular access from any land adjoining the Pacific Highway, if necessary
Pre-Pacific Highway interchange access	
D14.21	**Development** with sole access from Newline Road requires upgrade works to provide 5% **AEP** flood immunity for the Kings Hill **development** flood access route consisting of local road raising of two sections of Six Mile Road, being an approximate: • 100 metre section at location K on the locality controls map at Figure DAD near the intersection of Winston Road. These works also require appropriate raising of Winston Road in the vicinity of the intersection • 60 metre section at location Q on the locality controls map at Figure DAD near the intersection of Newline Road Note: The ***Local Environmental Plan*** may include a requirement that **development consent** must not be granted to **development** on land identified as 'Kings Hill' on the precinct areas map unless the consent authority is satisfied that there will be suitably located vehicular access from that land to the Pacific Highway, having regard to flood risk Note: A Kings Hill Flood Free Access Study was prepared on behalf of Council by BMT WBM in 2012 to identify necessary road upgrade requirements
Public transport	
D14.22	Designated public transport routes as identified on the locality controls map at Figure DAD are constructed as bus routes in accordance with infrastructure specification – design[11]
D14.23	Bus stops are to be identified prior to final completion
Paths	
D14.24	Pedestrian and cycle paths (including **shared paths**) are provided generally in accordance with the locality controls map at Figure DAD
Pedestrian path	
D14.25	A pedestrian path is provided on one side and a **shared path** of all: • collector roads • roads that are within a B2 Local Centre Zone or B4 Mixed Use zone • roads within 400m of and providing the primary frontage to a school or major community facility

Development controls	
	Note: Part B8 Road Network and Parking generally requires road to be constructed in accordance with infrastructure specification design[11]
End of trip facilities	
D14.26	End of trip facilities are provided at precinct centres, community facilities and **regional parks**. End of trip facilities incorporate the following: • One personal secure locker for each bicycle parking space under Figure BU • One shower cubicle, with ancillary change rooms, per 13 bicycle spaces (or part thereof over four spaces) with a minimum of one shower and change facility

D14.C Social infrastructure

Objective

Social infrastructure is to be located appropriately to meet the needs of the community

Development controls	
Community and recreation facilities	
D14.27	Precinct Plans identify the location of required community and recreation facilities, generally in accordance with the locality controls map at Figure DAD
Community facilities	
D14.28	Community facilities such as the multi-purpose community centre are preferably located within the town centre as identified on the locality controls map at Figure DAD
Schools	
D14.29	The preferred locations of schools are identified on the locality controls map at Figure DAD. School sites will be subject to the site-selection criteria and agreement of the NSW Department of Education and Training and will be indicated on the relevant **precinct plans**. The developer is to consult with the Department of Education and Port Stephens Council to determine a suitable school locations

D14.D Drainage and water quality

Objective

To ensure environmentally sustainable and affordable water management is provided with a catchment based approach that recognises the flows between Precincts, landholdings and the sensitive nature of the receiving waters

Development controls	
Eastern catchment and Grahamstown Dam	
D14.30	All stormwater from development areas up to 0.2% **AEP** design flood event is prevented from discharging into Grahamstown Dam • This may require construction of a watercourse along the eastern extent of developable areas of the Kings Hill **urban release area** to divert surface runoff away from Grahamstown Dam and into Irrawang Swamp Note: The ***Local Environmental Plan*** may require consideration to be given to impacts on **drinking water catchments**
Water management strategy	
D14.31	Consent for **development** within the eastern and western catchments first requires lodgement of a **stormwater drainage plan** addressing drainage and water quality management for the entire catchment, to the satisfaction of the consent authority Note: Kings Hill Urban Release Area Water Management Strategy Guidelines were prepared on behalf of Council by **BMT WBM** in 2013. The Guidelines identify sub-catchments in the eastern and western catchment of the **urban release area**. The Guidelines include a 'Model Water Management Strategy' for future **development** of the **urban release area**, preliminary stormwater quantity and quality modelling, and identification of options to achieve the required outcomes for the eastern catchment. A preferred option is identified
D14.32	Each **precinct plan** is to identify stormwater drainage and water quality management controls for relevant sub-catchments consistent with the relevant catchment-wide **stormwater drainage plan** Note: The ***Local Environmental Plan*** may requires consideration of impacts on the **Drinking Water Catchment**

D14.E Natural resources

Objective

To ensure that **development** responds to the biodiversity values of the site

Development controls	
Vegetation management plan	
D14.33	Applications for **development** on land zoned E2 Environmental Conservation or subject to terrestrial biodiversity controls in the ***Local Environmental Plan*** within each environmental precinct provide a **VMP** to the satisfaction of Council in accordance with the **vegetation technical specification**[2]. The **VMP** is provided with the precinct plan for the relevant environmental precinct boundaries identified by Figure DAD. The **VMP** also addresses the following location specific information: • Requirements to protect the creek line and other areas to be conserved, such as fencing, sediment control devices and appropriate **signage**; and

Development controls	
	• Details of re-vegetation, restoration and weed control, including **riparian corridors**. Areas affected by degradation, erosion and/or rubbish dumping should also be rehabilitated - A draft is provided with the **development application** and the final signed off by Council prior to the release of the **construction certificate**. Note: If **development** does not pose a **significant effect** under 5A of the **EP&A Act**, but proposes unavoidable vegetation impacts then a VMP that is consistent with the **vegetation technical specification²** is required
Illegal dumping	
D14.34	Measures, such as fencing and block configuration seek to restrict unauthorised access to E2 Environmental Conservation land to prevent rubbish dumping and damage by uncontrolled vehicle usage
Riparian corridors	
D14.35	**Development** involving a **controlled activity** within **waterfront land** is to comply with the requirements of the Water Management Act 2000 Note: B4.D provides further localised detail for buffers for riparian corridors

D14.F Waste treatment facility

Objectives

- To ensure hazards from former landfills are managed
- To ensure appropriate buffers that will minimise potential land use conflict between existing and proposed **development**

Development controls	
Waste treatment facility	
D14.36	All **development** within 250m of the Newline Road Waste Disposal Facility or any land in proximity as identified by Council has the potential to have methane concentrations of greater than 1.25% (v/v) in the subsurface and is to be tested with a tested/calibrated methane detector over regular intervals 12 months prior to a **subdivision** application being lodged with Council for determination
D14.37	**Development** and monitoring should comply with the relevant sections of the NSW Environmental Protection Agency 'Environmental Guidelines: Solid Waste Landfills', January 1996, or its successor Note: The **Local Environmental Plan** may require development to be designed, sited or managed to avoid any adverse odour, noise and visual impacts arising out of the authorised use and operation of any public infrastructure

D14.G Pacific Highway impacts

Objectives

- To ensure that **development** in Kings Hill is not adversely affected by noise and vibration from the Pacific highway
- To ensure **development** is buffered from view of traffic on the Pacific Highway

Development controls	
Acoustic / vibration	
D14.38	Consent for **development** in precincts 1 to 4 requires an **acoustic report** consistent with B3.3 and the following: • **Development** meets the requirements of AS 3671-1989 Acoustics – Road Traffic Noise Intrusion – Building, Siting and Construction • Acoustic/Vibration measures undertaken to comply with the conditions of **development consent** for a **subdivision** may remove the need for additional acoustic/vibration assessments and attenuation measures for subsequent **developments** Note: B3.3 requires an **acoustic report** for **development** that has the potential to produce or be impacted by **offensive noise**
Land-use buffers	
D14.39	**Development** at Kings Hill is visually buffered from the Pacific Highway by a minimum of 10m of landscaping. This landscaping will be implemented through individual **development applications** and may be indicated on **precinct plans**, the **stormwater drainage plan** for the eastern catchment, and/or plans for construction of the Highway interchange.

D14.H Aircraft noise

Objectives

- To ensure **development** satisfies the requirements of the ***Local Environmental Plan***
- To ensure appropriate consideration is given to land burdened by aircraft noise

Development controls	
Aircraft noise	
D14.40	Note: Kings Hill is located in proximity to the Port Stephens aircraft noise planning area. B6.1 details what is to be considered when **development** is located within the aircraft noise planning area.

Figure DAB: Meeting the requirements to prepare a DCP under the the Local Environmental Plan

Local Environmental Plan DCP requirements	How requirements are met
a. a staging plan for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing	Met by provision of a Staging Plan (D14.5 in this part) with the application for the first stage of development in each precinct
b. an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists	Met by provision of a transport movement hierarchy as part of the precinct plan provided for each precinct (D14.13 in this Part)
c. an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain	Met by the requirements of Part C1.F Open Space and by the requirements of D14.33 and D14.35 in this Part
d. a network of passive and active recreational areas	Met by the requirements of D14.8-9, D14.10, D14.33 and D14.35 in this Part
e. stormwater and water quality management controls	Met by the requirements of D14.D and D14.35 in this Part
f. amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected	Met by the requirements of D14.D, D14.E and D14.F in this Part
g. detailed urban design controls for significant development sites	Met by the requirement for detailed Town and Village Centre precinct plans in D14.8-9 of this part
h. measures to encourage higher density living around transport, open space and service nodes	Met by the requirement (D14.1) for development in each precinct to generally consistent with the structure indicated in the Locality Controls Map at Figure DAD and for Precinct Plans to indicate a transport movement hierarchy and servicing strategy; and by provision of detailed Town and Village Centre precinct plans (D14.8-9 in this part)
i. measures to accommodate and control appropriate neighbourhood commercial and retail uses	Met by the provision of detailed Town and Village Centre precinct plans for all land zoned B2 Local Centre and B4 Mixed Use (D14.8-9 in this Part)
j. suitably located public facilities and services, including provision for appropriate traffic management facilities and parking	Met by provision of Town and Village Centre precinct plans for land zoned B2 Local Centre and B4 Mixed Use (D14.8-9 of this part), and by the requirements of D14.13, D14.24, D14.25, D14.26, D14.C of this part.

Figure DAC: Kings Hill - Raymond Terrace land application map

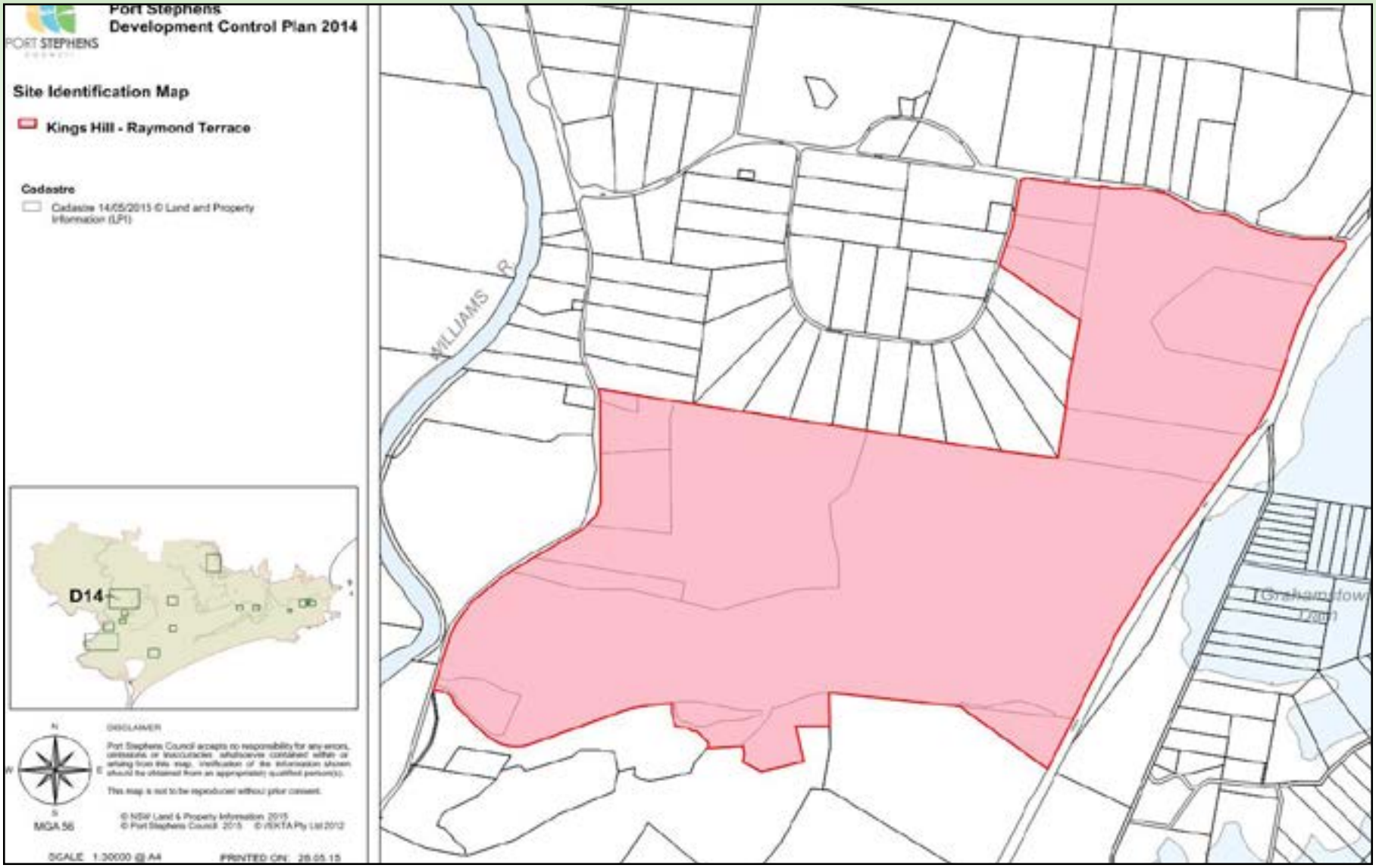


Figure DAD: Kings Hill - Raymond Terrace locality controls map

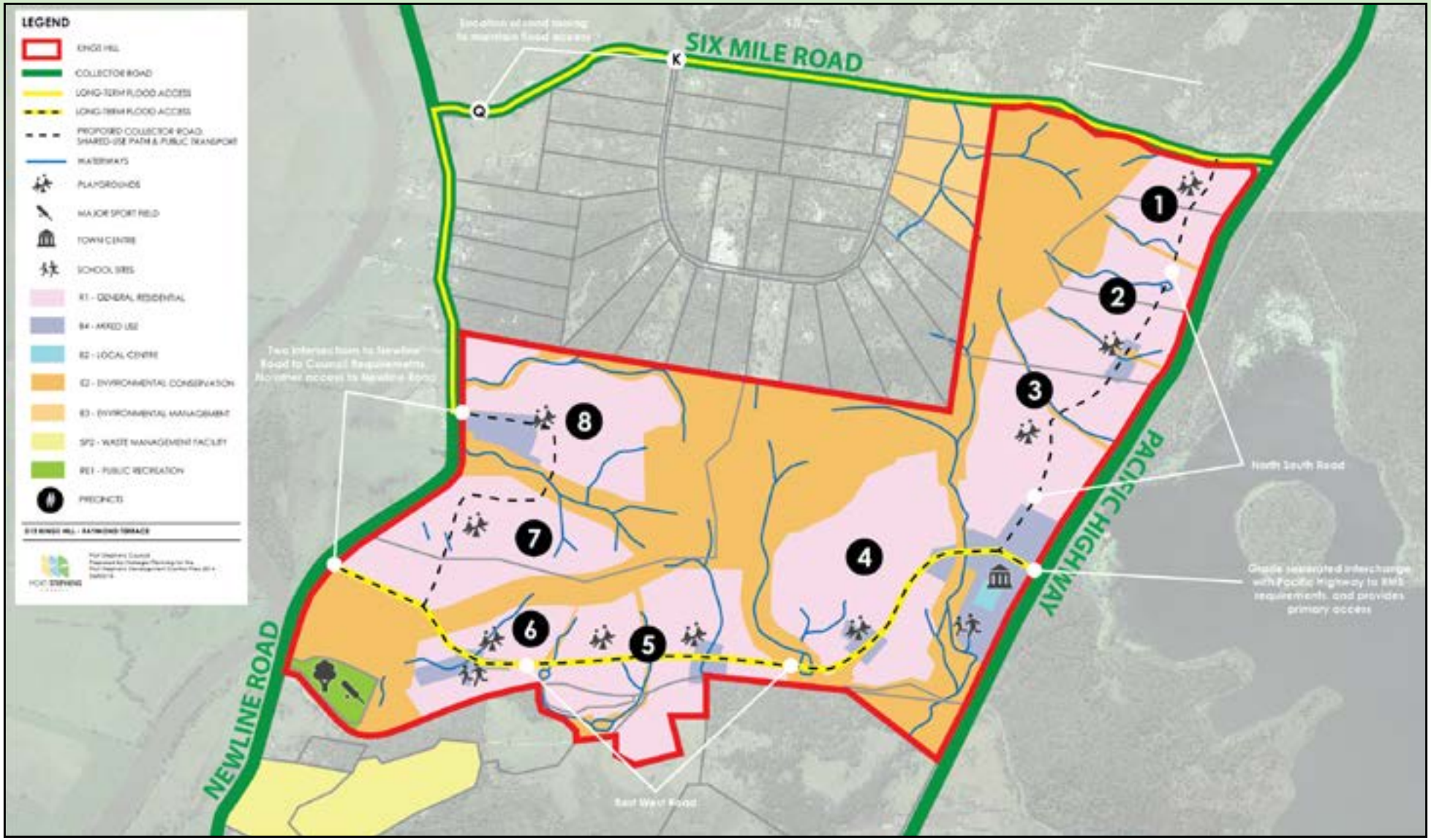
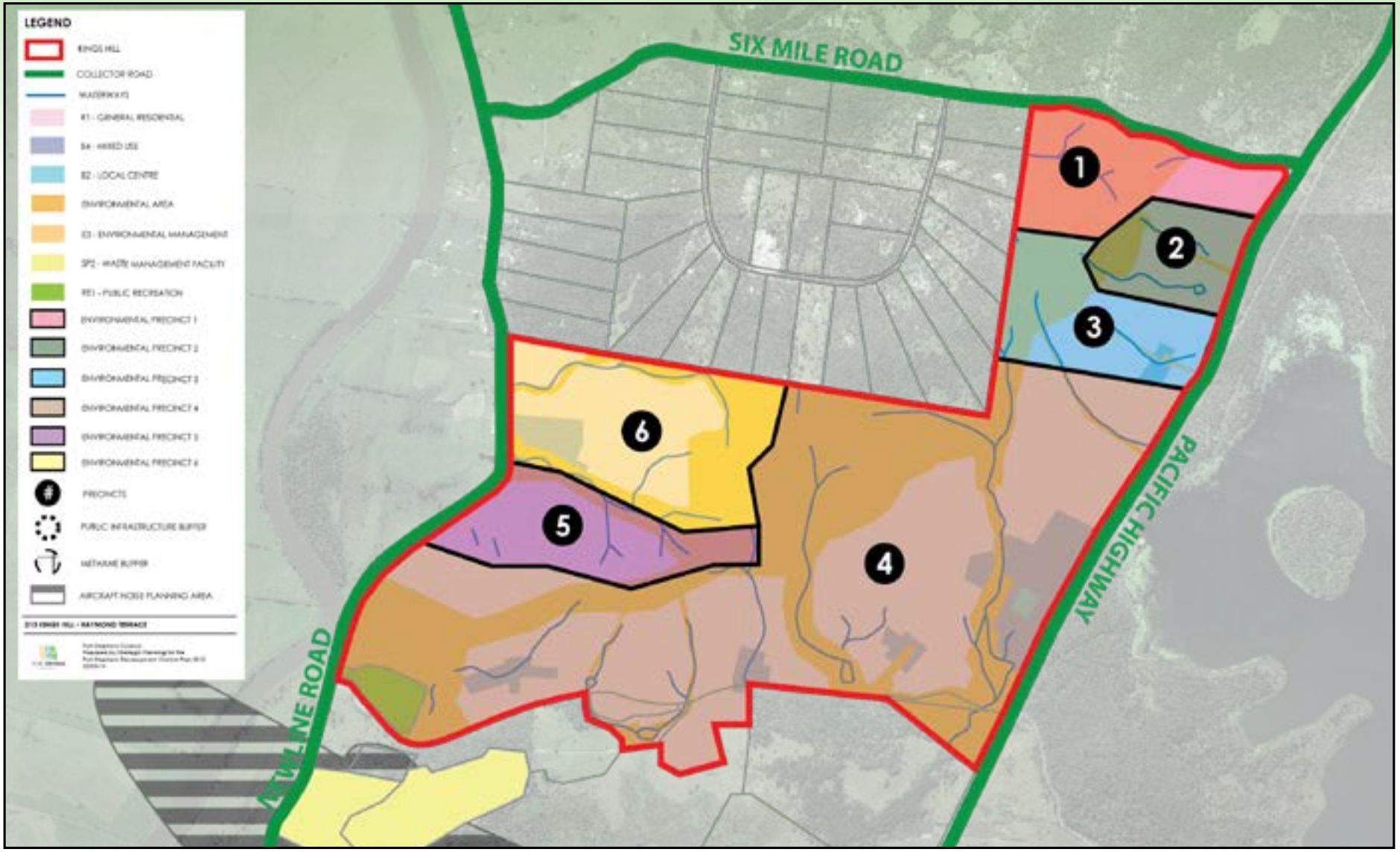


Figure DAE: Kings Hill - Raymond Terrace locality controls map



D15 Williamtown Defence and Airport Related Employment Zone (DAREZ)

Application

This Part applies to the land identified in Figure DAE as the Williamtown Defence and Airport Related Employment Zone (**DAREZ**)

D15.A Lodgement requirements

Objectives

- To ensure **development** is informed by an analysis of its setting
- To provide for a **development** that is dominated by native planting that complements the existing vegetation of the area and enhances natural beauty

Development controls	
Lodgement requirements	
D15.1	A development application is accompanied by a **landscape plan** consistent with the Williamtown Aerospace Park Landscape Master Plan[21]
D15.2	A schedule of colours and finishes is submitted with the **SEE** to demonstrate that the **development** contains non-reflective materials Note: C2.17 requires building facades to use materials, colours and architectural elements to reduce bulk and scale

D15.B Setbacks

Objective

To encourage an active and vibrant streetscape

Development controls	
Front setback	
D15.3	Aerospace Support and Commercial Precinct: • Minimum front setback of 5m • Minimum **secondary setback** of 2m Note: C1.13 requires the street layout to provide a grid-like structure

D15.C Street layout

Objective

To ensure streets comply with the indicative layout

Development controls	
Street layout	
D15.4	Road Layout is consistent with Figure DAG Note: C2.7 requires **development** is built to the street property boundary for the ground and first floor
D15.5	A road is constructed to connect with Cabbage Tree Road prior to the release of any **subdivision certificate**

D15.D Drainage and water quality

Objective

To ensure drainage and stormwater systems are in accordance with the Williamtown Aerospace Park Flood Assessment and Stormwater Strategy

Development controls	
Drainage	
D15.6	Drainage and stormwater systems are in accordance with the Williamtown Aerospace Park Flood Assessment and Stormwater Strategy[23] Note: B4.2 requires **development** that increases **impervious surfaces** to provide a **stormwater drainage plan**

D15.E Flooding

Objective

To ensure post-development runoff is equal to or less than pre-development runoff for the broader **DAREZ**

Development controls	
Flooding	
D15.7	All car parking and driveways are to be located at a level greater than 2.5m **Australian Height Datum (AHD)**
D15.8	All **development** is to have a minimum floor level equal to or greater than the **flood planning level**

D15.F Parking

Objective

To ensure that appropriate **onsite parking** is provided

Development controls	
Parking	
D15.9	**Onsite parking** is to be located at the rear, side or within buildings of the Commercial Precinct, except for Lots 1001 and 1002, DP 1187948
D15.10	Onsite parking is located behind a 2m landscaped area for the Aerospace Support and Commercial Precincts Note: B8.11 requires on-site parking to be located behind the building line or setback

D15.G Airport operational requirements

Objective

To ensure that the operational needs of the Williamtown **RAAF** Base are provided consideration in the **development** of adjoining **DAREZ** lands

Development controls	
General requirements	
D15.11	Note: B6 provides general requirements relating to the aircraft noise planning area**, bird strike zone** and the Williamtown **RAAF** Base Obstacle Limitation Map
Radio emitting devices	
D15.12	Electromagnetic radiation or radio emitting devices are not to interfere with airspace operations Note: B6 Williamtown **RAAF** Base – Aircraft Noise and Safety requires consideration to **RAAF** operations
Navigational markers	
D15.13	**Development** provides consideration to navigational markers by not inferring with their intended purpose Note: B6 Williamtown **RAAF** Base – Aircraft Noise and Safety requires consideration to **RAAF** operations
Lighting	
D15.14	External lighting considers aircraft/control tower Note: B6 – Williamtown **RAAF** Base – Aircraft Noise and Safety requires consideration to **RAAF** operations

Figure DAF: Williamtown - DAREZ land application map

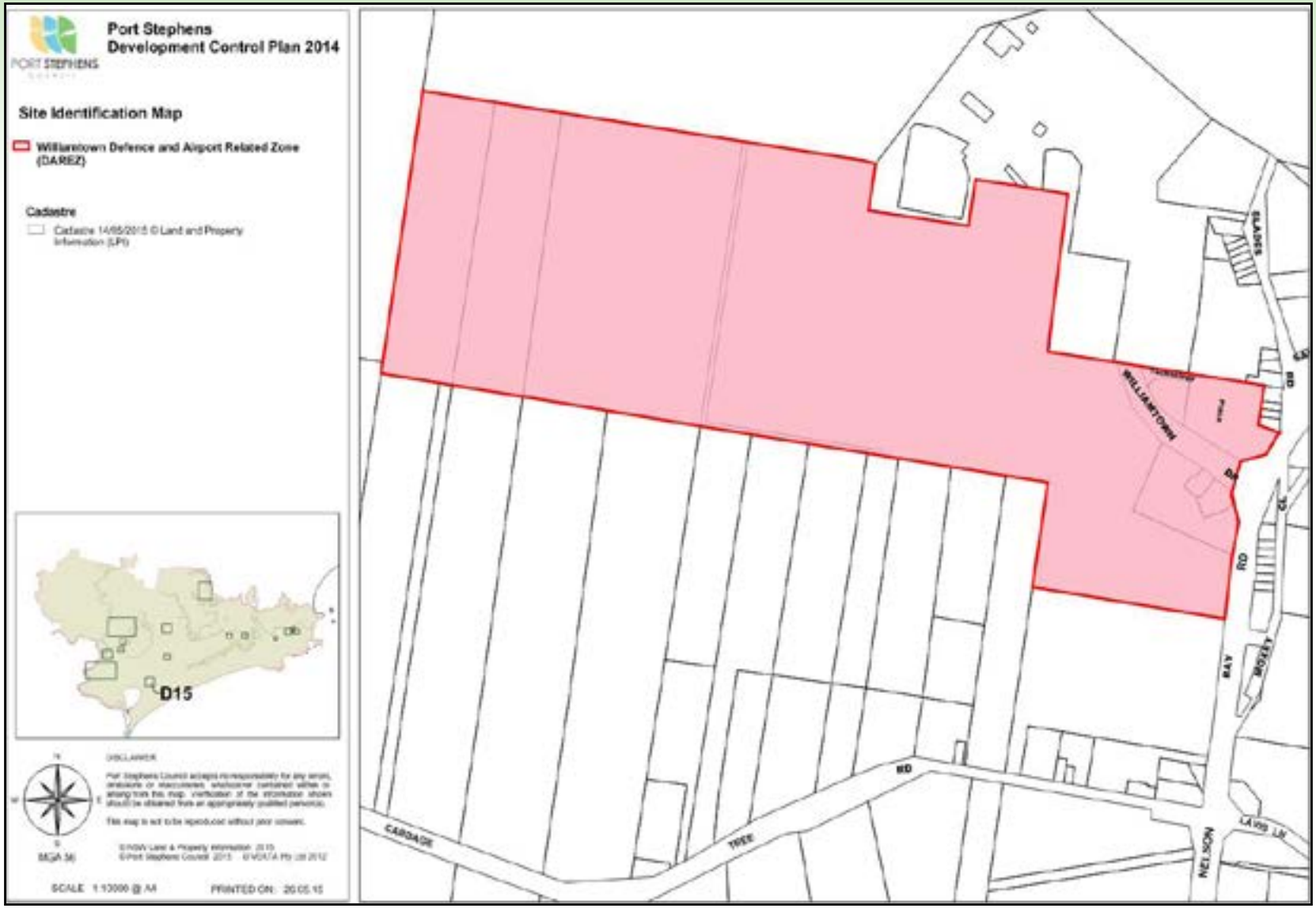
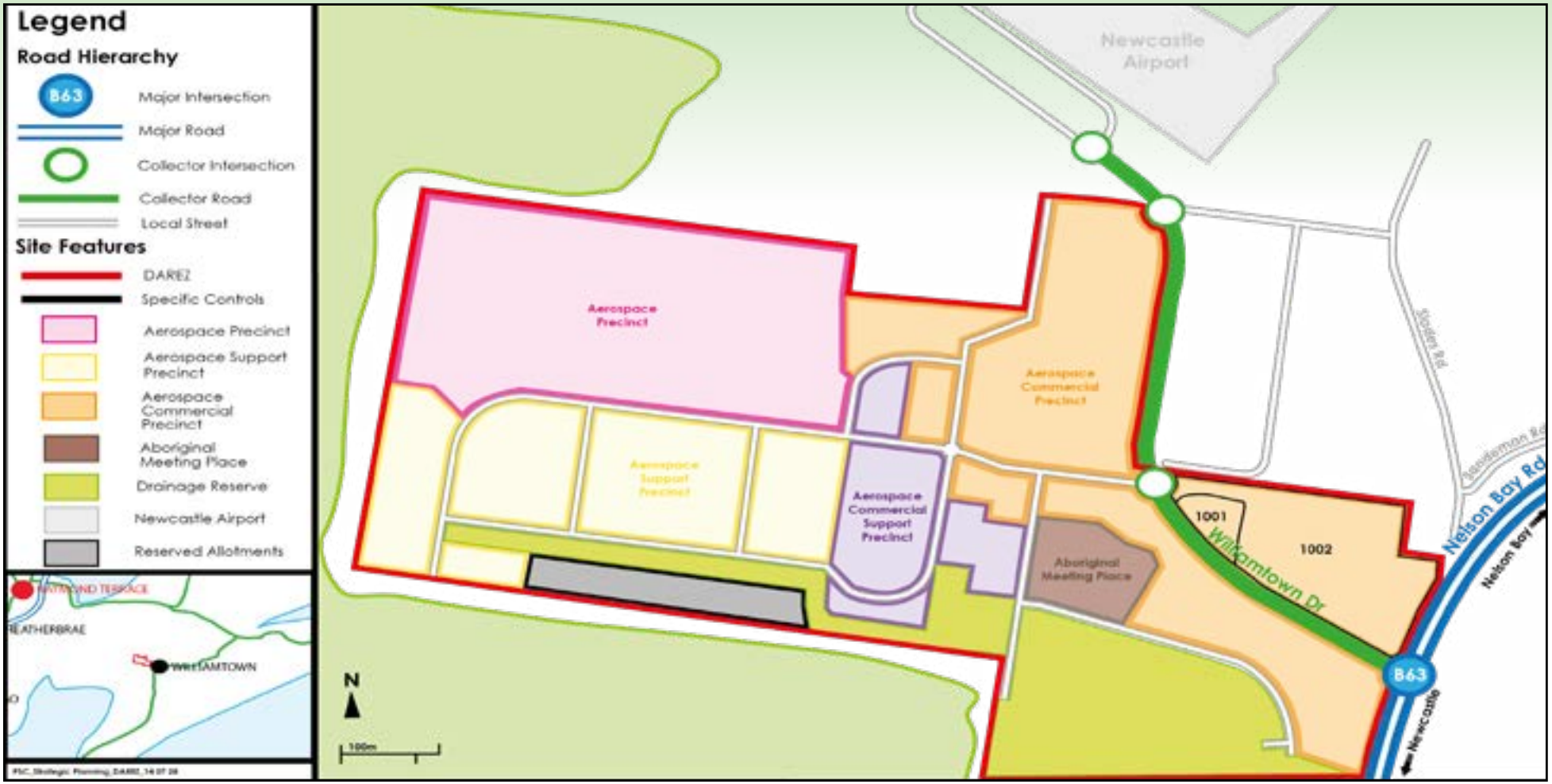


Figure DAG: Williamtown DAREZ locality controls map



D16 Medowie Planning Strategy (Precinct E)

Application

This Part applies to the land identified in Figure DAH Medowie Planning Strategy (Precinct E) land application map

D16.A Layout and staging

Objectives

- To ensure the timely and efficient release of urban land.
- To make provision for necessary infrastructure and sequencing.
- To ensure consideration is given to the overall planning and coordination of development within the precinct and sub-precincts.

Development controls	
Layout	
D16.1	Overall **development** layout needs to be consistent with the Figure DAI.
Staging	
D16.2	A **development application** for large-scale **residential accommodation** or **major subdivision** must include a staging plan demonstrating that **development** will occur in a coordinated sequence.
D16.3	Initial **residential accommodation** or **major subdivision** is to take place in proximity to the main intersection with Medowie Road and be staged sequentially from that location.
Sub-precincts	
D16.4	A **development application** for large-scale **residential accommodation** or **major subdivision** is able to occur separately within 'sub-precincts': one on the western side of Medowie Road and another on the eastern side of Medowie Road.
Lifestyle developments	
D16.5	A **development application** for 'lifestyle' residential accommodation must include a master plan demonstrating consideration and achievement of the objectives of C5 Multi Dwelling Housing or Seniors Living and identifying key common **development** design controls for dwellings (for example **dwelling** setbacks).

D16.B Natural resources

Objectives

- To provide an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and landscaping requirements for both the public and private domain.
- To provide an attractive and low maintenance landscape along Medowie Road.

Development controls	
General	
D16.6	Environmental areas, corridors and additional planting with koala feed trees will be retained and enhanced in general accordance with Figure DAI.
Vegetation management and **biodiversity offsets**	
D16.7	**Development** must take into consideration the implications of the **vegetation management plan** that applies to land within the precinct.
D16.8	Clearing of land on the eastern side of the precinct shall not occur until the requirements of the associated **vegetation management plan** are implemented (a **vegetation management plan** has been prepared that provides for vegetation offsets and improvements to vegetation corridors within the site – refer to **vegetation management plan**, Kleinfelder, 10 March 2017).
Landscaping along Medowie Road	
D16.9	A **landscaping plan** for major residential **development** or **major subdivision** must provide for an attractive and low maintenance landscape along the frontage with Medowie Road.

D16.C Transport movement hierarchy

Objectives

- To provide an overall transport movement hierarchy for major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
- To maintain good traffic flow and safety along Medowie Road.
- To achieve connection between adjoining land and potential future residential precincts identified by the Medowie Planning Strategy.
- To ensure pedestrian and cycle connections are provided to the town centre, the Ferodale Park Sports Complex and the Medowie Community Centre for precinct residents and the broader community.

Development controls	
General	
D16.10	The transport movement hierarchy for private vehicles, pedestrians and cyclists needs to be generally consistent with the layout shown in precinct plan at Figure DAI.
Road connections to other precincts	
D16.11	The road layout must provide for potential future connections to other potential future residential planning precincts identified by the Medowie Planning Strategy including Brocklesby Road.
Road connections to Medowie Road	
D16.12	A roundabout intersection must be provided to Medowie Road to serve as the main access point for development.

Development controls	
D16.13	The main roundabout intersection must be designed to accommodate upgrades for increased future traffic flows along Medowie Road identified by the Medowie Planning Strategy.
D16.14	The main roundabout intersection may be provided by a staged approach to facilitate development of a single sub-precinct. Consideration for the future roundabout intersection must be included in the design and construction of any interim intersection.
D16.15	Additional intersections (intersections in addition to the main roundabout intersection with Medowie Road) must be limited in number and provided as left-in/left-out only.
D16.16	No direct **driveway** access to and from Medowie Road is permitted.
Shared path connections	
D16.17	Walking and cycling infrastructure which connects the precinct to adjacent areas must be made accessible to precinct residents and the broader community.
D16.18	A shared path must be provided along the eastern side of Medowie Road, in conjunction with the development of the land on the eastern side of Medowie Road. The shared-use path must be provided along the eastern frontage with Medowie Road and connect north to Ferodale Road (to the extent that a shared path is able to be accommodated).
D16.19	A **shared path** must be provided along the western side of Medowie Road, in conjunction with the development of land on the western side of Medowie Road. The shared path must be provided along the western frontage with Medowie Road and connect north to Ferodale Road and connect south to the small local neighbourhood centre (to the extent that a **shared path** is able to be accommodated).
D16.20	A **shared path** must be provided directly linking the precinct to the Ferodale Sports Complex, in conjunction with the development of land on the western side of Medowie Road - subject to engineering, risk, and cost/benefit assessment. Alternative solutions and routes can be considered.
D16.21	Consideration must be given to a potential mid-block **shared path** linking the western sub-precinct to the Medowie Community Centre - subject to engineering, risk, and cost/benefit assessment. Alternative solutions and routes can be considered.

D16.D Managing risk from agricultural land uses

Objectives

- To ensure the land is suitable for residential occupation in relation to previous agricultural land uses.
- To ensure the potential for negative effects from the operation of poultry sheds on residential amenity are adequately managed.

Development controls	
Managing the potential requirement for land remediation	
D16.22	A **development application** for large-scale **residential accommodation** or **major subdivision** must be accompanied by the contamination and remediation reports identified by NSW **SEPP** No 55 – Remediation of Land with particular regard to the previous agricultural activities on the subject land.
Managing potential risk from odour and noise from poultry farming	
D16.23	New residential allotments and dwellings must not be constructed until the poultry sheds at 733 Medowie Road (Lot 199 DP 17437) are decommissioned.

D16.E Road noise

Objective

To ensure that **development** is not adversely affected by noise and vibration from traffic on Medowie Road

Development controls	
Considering road noise from Medowie Road	
D16.24	A **development application** for large-scale **residential accommodation** or **major subdivision** must demonstrate by provision of an acoustic report that future residential development will meet appropriate noise and vibration standards for **development** along Medowie Road.

D16.F Stormwater

Objective

- To provide for common and adequate stormwater management within the precinct.

Development controls	
Stormwater basins	
D16.25	Stormwater basins are located in general accordance with Figure DAI.
Stormwater culverts under Medowie Road	
D16.26	**Development** must address the potential effect on the two main culverts under Medowie Road (the desirable design standard for these culverts is 1% AEP +0.3m obvert freeboard for 2100 climate change conditions).

D16.G Williamtown RAAF Base - aircraft safety

Objective

- To ensure that development adequately considers aircraft safety.

Development controls	
Williamtown **RAAF** Base - aircraft safety	
D16.27	Any requirements for dwellings are placed on the title of the land (for example for extraneous lighting and building height).

Figure DAH: Medowie Planning Strategy (Precinct E) land application map

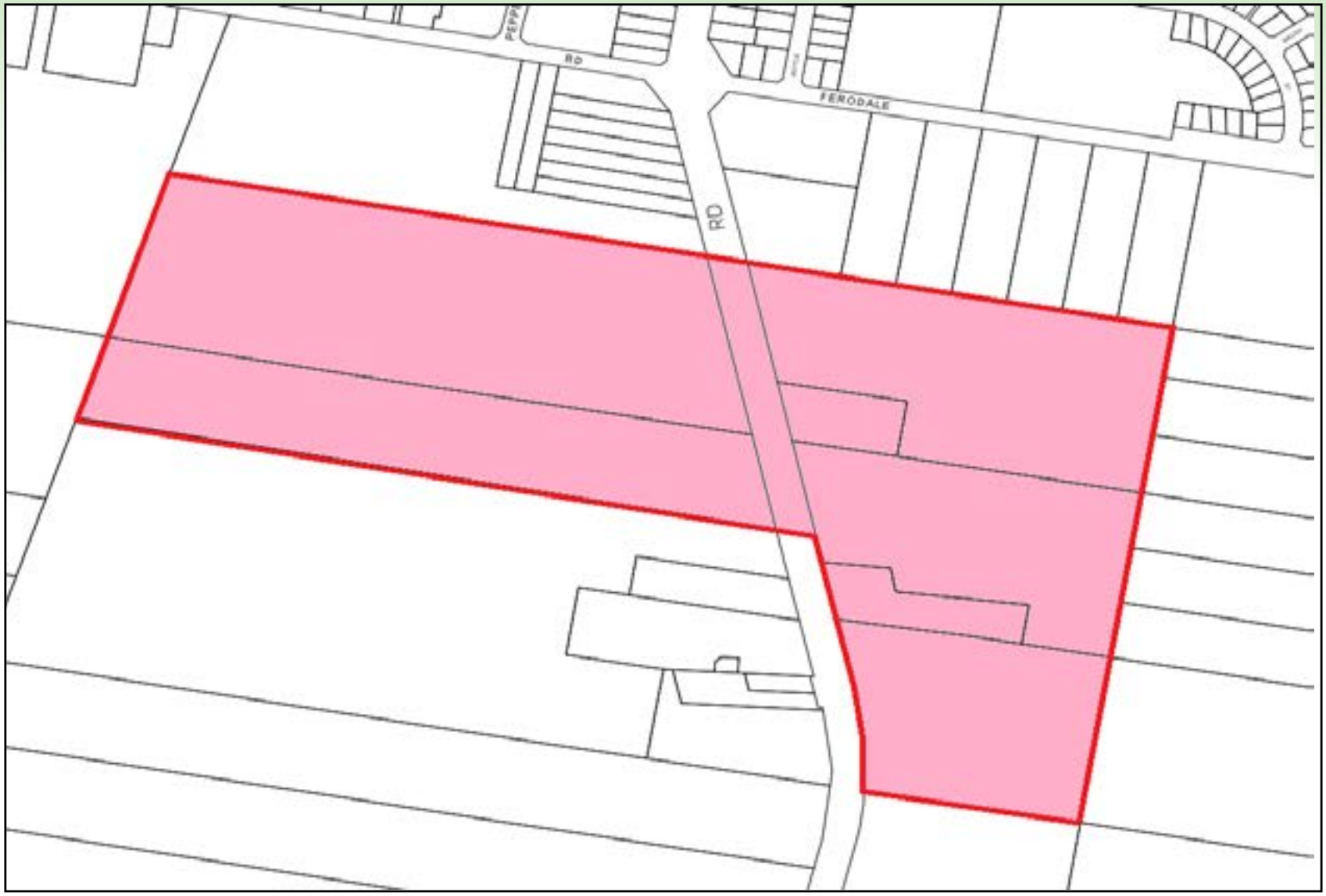
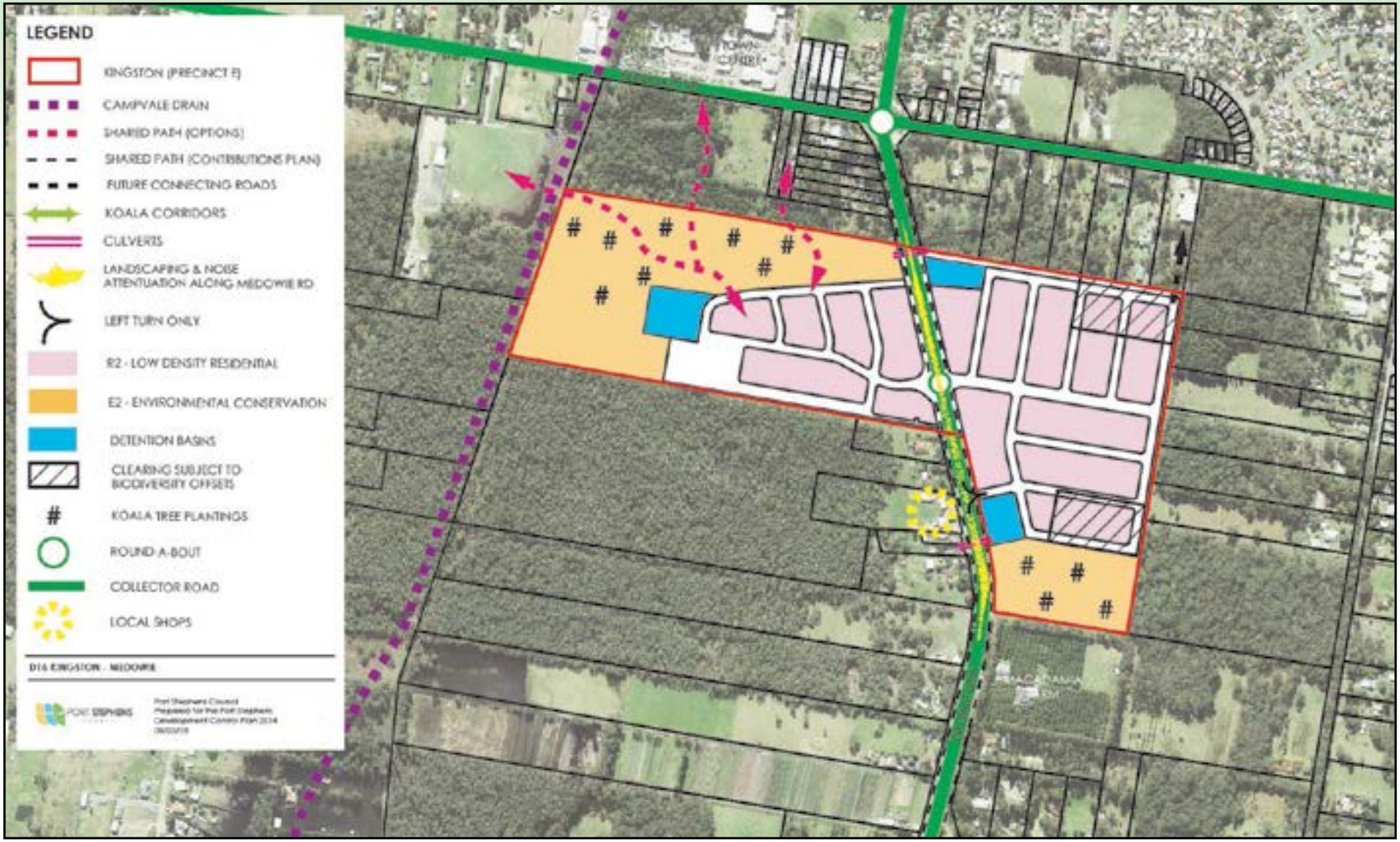


Figure DAI: Medowie Planning Strategy (Precinct E) locality controls map



D17 Stockton Rifle Range

Application

This part applies to the land identified in Figure DAJ Stockton Rifle Range Land Application Map

D17.A Heritage

Objective

To restore, maintain, and reinterpret heritage features and areas of archaeological potential.

Development controls	
D17.1	**Subdivision development** is to ensure the Heritage Anti-Aircraft Battery is stabilised and remnants of the rifle range stop butt are retained for heritage interpretation.
D17.2	**Subdivision development** is to ensure pedestrian access, wayfinding and heritage information signage is provided within the site.
D17.3	The street network shall be consistent with the alignment of the existing rifle range firing mounds.
D17.4	**Subdivision development** shall ensure the coastal forest to the north of the existing rifle range footprint is retained to protect areas of archaeological potential.
D17.5	The first **subdivision development** is to consider the recommendations of the Aboriginal Cultural Heritage and Archaeological Assessment Report – Residential Development Planning Proposal – Stockton Rifle Range, Stockton (Umwelt 2017).

D17.B Ecology

Objective

To enhance the coastal dune ecology of the site within the broader Stockton Peninsula ecological context.

Development controls	
D17.6	Landscaping provided with **development** shall be limited to endemic species for public and private landscaping.
D17.7	Residential lots shall be setback from the Stockton Beach dunes by a minimum of 50m as shown on Figure DAK.
D17.8	**Subdivision development** shall ensure the Stockton Beach dunes area is revegetated to stabilise the dune and to provide north-south ecological continuity along the dune edge.

Development controls	
D17.9	**Subdivision development** is to ensure that the public open space required by D17.18 provides for a faunal movement corridor between coastal forests to the north and south of the site and should be designed to ensure the effective movement of: • Koala; and • Squirrel glider Within corridors: • Where possible, mature trees should be retained. • Trees, or clumps of vegetation, should be spaced no greater than 30 metres apart. • New planting must be locally endemic native species.

D17.C Street layout, access and circulation

Objective

To ensure the **local street** network is interconnected and facilitates movement, accessibility and pedestrian comfort.

Development controls	
D17.10	**Subdivision development** is to provide a street layout that is generally consistent with Figure DAK.
D17.11	The **subdivision** of a lot that proposes a road layout that prevents the effective connectivity of the wider street network will not be supported.
D17.12	**Subdivision development** is to provide a shared path layout that is consistent with Figure DAK.
D17.13	**Subdivision development** is to provide footpaths along all local streets.
D17.14	**Subdivision development** is to ensure the vehicle and pedestrian access to the site via Popplewell Road at Taylor Road is constructed as a Local Sub-Arterial (as shown in Figure DAK).
D17.15	**Subdivision development** is to ensure the second vehicle and pedestrian access to the site via Popplewell Road is constructed as a Local Sub-Arterial (as shown in Figure DAK).
D17.16	**Subdivision development** is to ensure the street grid maintains provision for a future street connection to the Stockton Centre site to the south as shown in Figure DAK.
D17.17	The first **subdivision development** is to include: • Signalisation of the Vardon Road and Nelson Bay Road intersection; and • Upgrades to Vardon Road and Popplewell Road to facilitate a Local Sub-Arterial bus route.

D17.D Public open space

Objective

To identify, acquire, and protect a central part of the site as a local public park.

Development controls	
D17.18	**Subdivision development** is to provide public open space of a minimum area of 1.5 hectares in the centre of the site, as shown in Figure DAK.
D17.19	**Subdivision development** is to ensure that the **crime prevention through environmental design (CPTED)** principles are implemented during the design of paths that are not adjacent to a road. This must include the provision of pedestrian lighting, clear sight lines, and universally accessible design features to promote safety and accessibility.

D17.E Landscape

Objective

To provide landscaping that is appropriate for the coastal bushland context, and that integrates with housing development.

Development controls	
D17.20	All local streets within the **subdivision development** shall feature informal endemic street tree plantings.
D17.21	Access to the adjacent land to the north and east must be limited by physical barriers to limit ecological impacts. These measure can include the installation of bollards or koala sensitive fencing.
D17.22	Landscaping is provided as follows: • If the lot has an area of at least 200m^2 but not more than 300m^2 - 10% of the area of the lot • If the lot has an area of at least 300m^2 but not more than 450m^2 - 15% of the area of the lot • A principle landscaped area, measuring at least 1.5m wide and at least 3m long, must be provided as part of the development.

D17.F Setbacks, bulk and scale

Objective

To facilitate a diversity of housing within the development area.

Development controls	
D17.23	A Residential lot that has an area less than 500m^2 is capable of supporting a rectangular building footprint of 8m x 12m. Note: lots greater than 500m^2 are defined in C1.2

Development controls	
D17.24	The following setbacks must be provided for development on lots less than 300m^2 that are located within the flexible housing precinct (Figure DAK): • Zero setback to side (only 1 side if no rear land access) • 2m to any road frontage • 5.5 to garage from the road frontage • 4m to rear (ground & upper floor) – no rear access • Zero setback to rear if land has rear access • 16m^2 private open space, minimum 4mx4m
D17.25	The following setbacks must be provided for development within the central park precinct (Figure DAK): • 2m to primary road frontage

Figure DAJ: Stockton Rifle Range Land Application Map

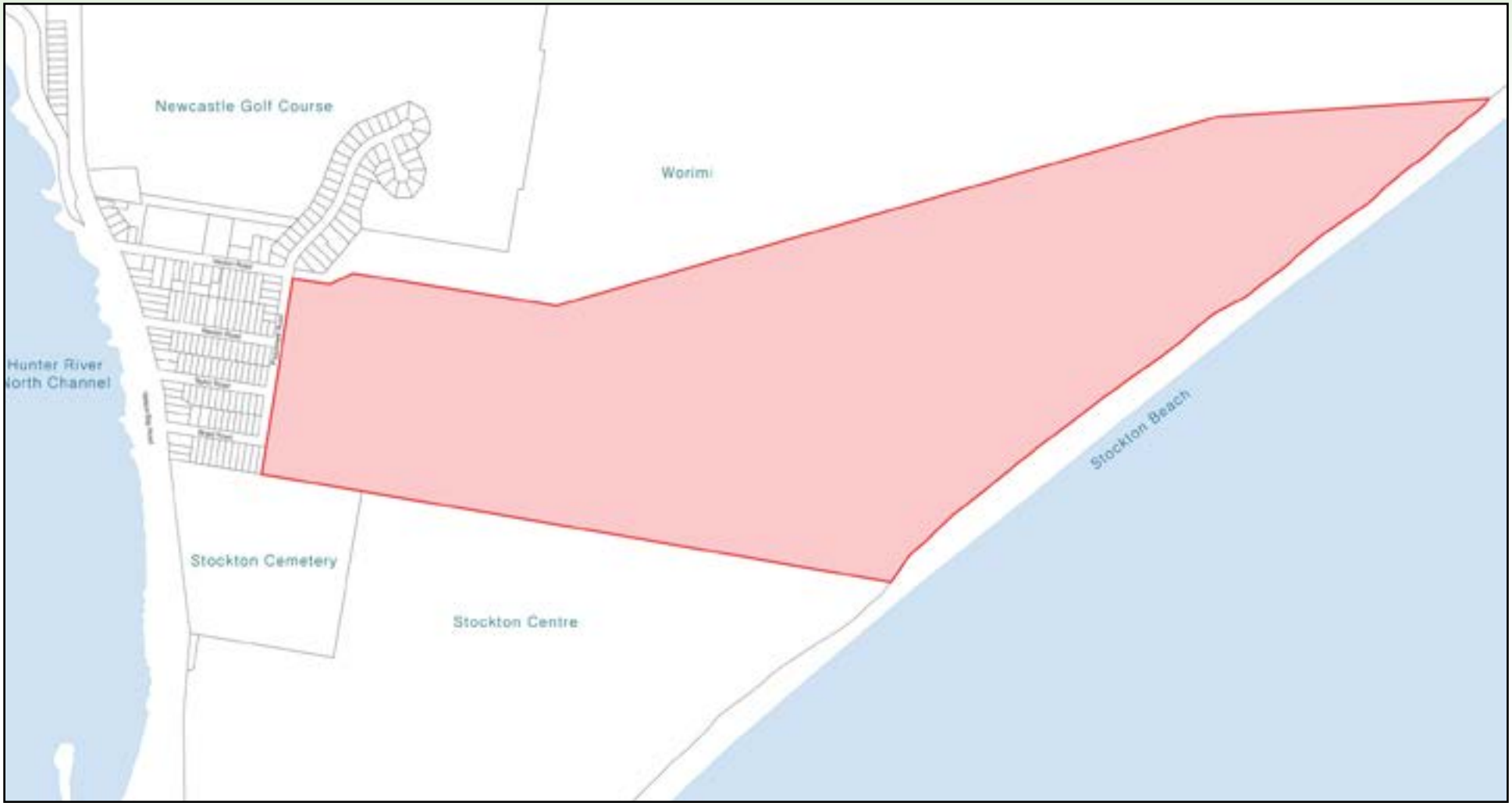


Figure DAK: Flexible Housing Precinct

