

ORDINARY COUNCIL

Wednesday 3 June 2020

Ordinary Council Meeting

Wednesday, 3 June 2020

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1 Leadership and Governance

What we are trying to achieve

A community that works together in decision making that is defined as ethically, socially and environmentally responsible.

What the result will be

We will have:

- A community that has the opportunity to be involved in decision making
- Open, easy, meaningful, regular and diverse communication between the community and decision makers
- Partnerships and collaborative projects, that meet the community's expectations, needs and challenges
- Knowledgeable, skilled and connected community leaders
- Strong corporate management that is transparent

How we will get there

- 1.1 Inform and engage with the community about what Council does using varied communication channels
- 1.2 Maintain strong partnerships between all stakeholders - local, state and federal — so that they are effective advocates for the community
- 1.3 Demonstrate leadership
- 1.4 Use innovative, efficient and sustainable practices
- 1.5 Ensure strong corporate and financial management that is transparent and accountable



Best-Practice Management of Water Supply and Sewerage Guidelines

Table 1 – Required Outcomes for Best-Practice Criteria				
Criterion (1)	Required Outcome (2)	Indicators to Demonstrate Achievement of Outcome (3)	Tools & Resources	COAG/NCP/NWI/Statutory Requirements (4)
1 Strategic Business Planning	A current, sound Strategic Business Plan (SBP) and financial plan.	<ul style="list-style-type: none"> Current SBP that includes: <ul style="list-style-type: none"> Operating environment review Asset management plan (operation, maintenance, capital works) Key performance indicators Customer service plan Levels of service Human resources plan Address issues in Ref 1 and the Check List* in Appendix A. A current SBP and financial plan is one which has been prepared or updated within the last 3 years. 	Appendix A	Demonstrate long term financial sustainability of the business to comply with NCP and NWI. Page 12 of Ref 14.
Financial Planning	A robust financial plan which includes a capital works plan.	<ul style="list-style-type: none"> A robust minimum 20 year financial plan which identifies the lowest required stable typical residential bill (TRB). Address the issues in Ref 2 and the Check List* in Appendix A. * Each check list is essentially a road map to assist LWUs to quickly address the issues covered by the relevant guidelines as well as any developments since publication of the guidelines. 	Appendix A	See above.
2 Pricing ¹⁸ and Developer Charges	Full cost-recovery for each of water supply and sewerage businesses.	<ul style="list-style-type: none"> Appropriate tariffs without significant cross-subsidies. Total annual income and projected TRB should be consistent with above financial plan. This generally results in a positive economic real rate of return (ERRR). 	Ref 4 Appendix B	Full cost-recovery with consumption based water supply pricing, trade waste charging and removal of cross-subsidies to comply with COAG Strategic Framework for Water Reform, NCP and NWI. Pages 12, 17, 18, 22 of Ref 14.

¹⁸ Agreement has been reached with the Local Government Association and the Shires Association of NSW to amendment of the Local Government Act 1993 in order to provide NSW LWUs with the option of using integrated water pricing for their water supply and sewerage services. An LWU implementing integrated water pricing in accordance with Attachment 2 on Page 35 will comply with elements 2 (a), 2 (b) and 2 (c) of Criterion 2 above.

Best-Practice Management of Water Supply and Sewerage Guidelines



Table 1 – Required Outcomes for Best-Practice Criteria				
Criterion (1)	Required Outcome (2)	Indicators to Demonstrate Achievement of Outcome (3)	Tools & Resources	COAG/NCP/NWI/Statutory Requirements (4)
(b)	Complying water supply tariff.	<ul style="list-style-type: none"> • Appropriate water usage charge/kL based on long-run marginal cost. • Access charge relative to a customer's capacity requirements. • No land value based charges (ie. rates) and no "free" or "pre-paid" water allowance. • Any large increases in non-residential customer bills phased in over 5 years. • To encourage water conservation, high water consuming residential customers should be subjected to a step price increase of at least 50% for incremental usage above a specified threshold. This threshold should not exceed 450 kL/a per household, except for LWUs outside the DWE Coastal and Tablelands Zone with a high incidence of evaporative air coolers, where a threshold of up to 600kL/a per household may be used. • LWUs with 4,000 or more connected properties to have at least 75% of residential revenue* generated through usage charges by June 2008 (at least 50% required by June 2006 and at least 60% required by June 2007). • LWUs with under 4,000 connected properties to have at least 50% of residential water revenue* generated through usage charges. <p>* LWUs may demonstrate compliance with this requirement on the basis of either (i) or (ii) below:</p> <ul style="list-style-type: none"> (i) their projected total residential revenue for the next financial year, or (ii) their projected typical residential bill (on the basis of their average annual residential consumption per connected property) for the next financial year. 	Page 9 Ref 4 Page 10 Ref 4 Appendix B	
(c)	Complying sewerage tariff.	<ul style="list-style-type: none"> • Appropriate residential tariff. • No land value based charges (ie. rates). • Non-residential <ul style="list-style-type: none"> ▪ Two-part tariff. 	Page 28 Ref 4 Page 29 Ref 4 Page 29 Ref 4	

Best-Practice Management of Water Supply and Sewerage Guidelines



Table 1 – Required Outcomes for Best-Practice Criteria				
Criterion (1)	Required Outcome (2)	Indicators to Demonstrate Achievement of Outcome (3)	Tools & Resources	COAG/NCP/NWI/Statutory Requirements (4)
		<ul style="list-style-type: none"> ▪ Appropriate sewer usage charge/kL. ▪ Access charge that is reflective of the cost of providing these sewerage services. ▪ Any large increases in non-residential customer bills phased in over 5 years. 	Page 31 Ref 4	
(d)	Complying liquid trade waste fees and charges for <u>all</u> liquid trade waste dischargers.	<ul style="list-style-type: none"> • Annual trade waste fee for all liquid trade waste dischargers. • Trade waste usage charge for dischargers with prescribed pre-treatment. • Excess mass charges for large dischargers and industrial waste. 	Page 208 Ref 5 Page 209 Ref 5 Pages 209 to 212 Ref 5	
(e) Developer Charges (DC)	Commercial Developer Charges.	<ul style="list-style-type: none"> • Development Servicing Plan[#] in accordance with Ref 6, with commercial developer charges. # LWUs with growth of under 5 lots/a exempted. 	Page iv Ref 6 Appendix B	Sections 305 to 307 of Water Management Act 2000. Section 64 of Local Government Act 1993.
(f) Liquid Trade Waste Approvals	Liquid trade waste approval issued to each trade waste discharger.	<ul style="list-style-type: none"> • Liquid Trade Waste approvals issued in accordance with Ref 5. • Liquid Trade Waste Policy adopted and implemented in accordance with Ref 5. 	Ref 5 Appendix A	COAG, NCP and NWI – page 18 of Ref 14 Section 68 of Local Government Act 1993, Local Government (General) Regulation 2005.

Best-Practice Management of Water Supply and Sewerage Guidelines



Table 1 – Required Outcomes for Best-Practice Criteria				
Criterion (1)	Required Outcome (2)	Indicators to Demonstrate Achievement of Outcome (3)	Tools & Resources	COAG/NCP/NWI/Statutory Requirements (4)
Dual Water Supplies (g)	Complying tariffs for dual water supplies.	<ul style="list-style-type: none"> The potable water supply tariff in dual water supplies to comply with 2(b) above, except that step pricing is not a requirement. For the non-potable component of dual water supplies: <ul style="list-style-type: none"> LWUs are encouraged to install a non-potable water meter for each customer served where practical. Appropriate non-potable water usage charge/kL based on long-run marginal cost. Access charge relative to a customer's capacity requirements. No land value based charges (i.e. rates) and no "free" or "pre-paid" non-potable water allowance. At least 50% of residential revenue* generated through usage charges. <p>* Refer to the footnote to element 2 (b) above.</p>	Page 9 Ref 4 Appendix B	
3 Water Conservation	Sound water conservation and demand management in place.	<ul style="list-style-type: none"> Sound water conservation and demand management implemented. Identification of most cost-effective demand management initiatives. Subsidisation and promotion of at least two of the identified demand management initiatives. Include demand monitoring, leakage measurement and reduction and community education. 	Appendix C	COAG, NCP and NWI Page 52 of Ref 14 Water Management Act 2000.
4 Drought Management	Sound drought management in place.	<ul style="list-style-type: none"> Compile data on existing system, your LWU's drought management planning, including adoption of a schedule of trigger points for timely implementation of appropriate water restrictions. Sound drought management implemented in accordance with the LWU's adopted schedule. 	Appendix D Ref 19	Water Management Act 2000. Local Government Act 1993.

Best-Practice Management of Water Supply and Sewerage Guidelines



Table 1 – Required Outcomes for Best-Practice Criteria				
Criterion (1)	Required Outcome (2)	Indicators to Demonstrate Achievement of Outcome (3)	Tools & Resources	COAG/NCP/NWI/Statutory Requirements (4)
5 Performance Reporting	Completed performance reporting forms to DWE Review 2-page LWU Performance Report, prepare Action Plan.	<ul style="list-style-type: none"> Reporting forms provided to DWE by 15 September each year. Draft of Special Schedules 3 to 6 and Notes 2 and 3 of the LWU's Special Purpose Financial Reports provided to DWE by 15 September each year. LWUs with over 10,000 connected properties to arrange auditing of their core performance indicators in accordance with the auditing requirements of the <i>National Performance Framework</i>. Action Plan provided to Council following review of your LWU's 2-page Performance Report (water, sewerage). Statement of Compliance to be submitted to DWE prior to payment of dividend from surplus (including Dividend Payment Form, Statement of Financial Performance of Business Activities, a Compliance Audit Report and an unqualified independent Financial Audit Report). 	Ref 3 Appendix E	COAG, NCP and NWI Page 31 of Ref 14, page 15 of Ref 15 and page 1 of Ref 16.
6 Integrated Water Cycle Management (IWCM)	Sound IWCM implemented.	<ul style="list-style-type: none"> Completion of Integrated Water Cycle Management Evaluation by June 2007. Completion of Integrated Water Cycle Management Strategy by June 2008. Implementation of Integrated Water Cycle Management in accordance with the Strategy by June 2008. 	Ref 8 Appendix F	COAG, NCP and NWI Page 43 of Ref 14, WMA 2000.



Port Macquarie-Hastings Council

Report on Audit of Best Practice Management of Water Supply and Sewerage Services in 2018/19

March 2020

A division of the Department of Planning, Industry & Environment

Port Macquarie-Hastings Council

Report on Audit of Best Practice Management of Water Supply and Sewerage Services in 2018/19

March 2020

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1. Report of Compliance

1.1 Introduction

Public Works Advisory were engaged by the Port Macquarie-Hastings Council (PMHC) to audit their water supply and sewerage services for compliance with the DPIE Water Best Practice Management Guidelines, May 2007 (BPM Guidelines) and the NSW Best Practice Management Framework for Water Supply and Sewerage, July 2014 (BPM Framework) for the reporting year 2018/19.

The audit involved off-site collection, collation and review of relevant documentary evidences, and this document is the audit report on compliance of Port Macquarie-Hastings Council (PMHC) with the NSW Best Practice Management Guidelines for Water Supply and Sewerage, May 2007 in the reporting year 2018/19.

1.2 Scope

We have performed the agreed procedures in accordance with our proposal for engagement by Port Macquarie-Hastings Council and described below with respect to the compliance of the PMHC's Water Supply and Sewerage services with the NSW Best Practice Management Guidelines, August 2007 for the year ended 30 June 2019 based on relevant criteria as set forth in column (3) of Table 1 of the Guidelines. Our engagement was generally undertaken in accordance with Australian Auditing Standards applicable to agreed-upon procedures of engagements.

The responsibility for determining the adequacy or otherwise of the procedures agreed to be performed is that of Council and the DPIE-Water. The procedures were performed solely to assist PMHC and DPIE-Water in evaluating the validity of the compliance requirements and are summarised as follows:

1. We reviewed the current **Strategic Business Plan, September 2014** (SBP) to ensure that it included an:
 - Operating environment review
 - Total Asset management plan - operation, maintenance, capital works
 - Key performance indicators
 - Customer service plan

- Levels of service
 - Work Force plan
- 2) We reviewed the **Financial Plan** as contained within the SBP to ensure that it covered a period of at least 20 years and it reports the lowest required stable typical residential bill (TRB)
 - 3) We reviewed **full cost recovery** for both water supply and sewerage consistent with the outcomes listed in column (3) of Table 1
 - 4) We reviewed **water supply tariffs** to confirm they complied with the outcomes listed in column (3) of Table 1
 - 5) We reviewed the **sewerage tariffs** to confirm they complied with the outcomes listed in column (3) of Table 1
 - 6) We reviewed the **liquid trade waste fees and charges** to confirm they complied with the outcomes listed in column (3) of Table 1
 - 7) We reviewed the **commercial developer charges** to confirm the existence of a Development Servicing Plan with commercial developer charges.
 - 8) We reviewed the **liquid trade waste approvals** to confirm they complied with the outcomes listed in column (3) of Table 1
 - 9) We reviewed the **water conservation** measures to confirm that it included the outcomes listed in column (3) of Table 1
 - 10) We reviewed the **drought management** plan to confirm that it included the outcomes listed in column (3) of Table 1
 - 11) We checked documentary evidence to ensure that **performance reporting** forms were completed and lodged to DPIE-Water within the required time frame, and
 - 12) We checked for completion and implementation of **IWCM Strategy** following substantial commencement of sound Integrated Water Cycle Management.

1.3 Findings

We report as follows:

- a) With respect to (1) above, we found the Strategic Business Plan, September 2014 included the outcomes listed in column (3) of Table 1 of the Best-Practice Management Guidelines. Council has commenced the development of IWCM Strategy in accordance with the latest BPM Framework, hence no update of the Strategic Business Plan required.
- b) With respect to (2) above, we found that PMHC have reported in the SBP the typical residential bills for water supply and sewerage arrived at using their “in-house” spreadsheet financial model, which is a part of Council’s overall financial administration. We have also found that the financial projections from the models for water supply and sewerage have been incorporated in the Strategic Business Plans. We also found that the spreadsheet financial models for the water and sewer funds have been updated for 2019/20 and used to project a price path for the 20-year projection period.
- c) With respect to (3) above, we found that the projected total annual water supply and sewerage services income provided full cost recovery, resulting in a positive economic real rate of return for 2018/19.
- d) With respect to (4) above, we found that water supply tariffs considered the outcomes listed in column (3) of Table 1 with 70.82% of residential revenue generated through residential usage charges for the year 2018/19. DPIE-Water considers and reports Local Water Utilities that achieve 70-74% as *provisionally* complying with this best practice outcome and are required to improve their performance. To this end, Council reported that a phased increase in water usage charges to achieve 75% of the residential revenue over a 3-year period starting from 2019/20 is being implemented.
- e) With respect to (5) above, we found that the residential sewerage tariffs considered the outcomes listed in column (3) of Table 1. We also found that not all categories of the non-residential customers are levied the sewerage usage charge as part of the adopted two-part tariff structure.
- f) With respect to (6) above, we found that the liquid trade waste fees and charges considered the outcomes listed in column (3) of Table 1.
- g) With respect to (7) above, we found that the adopted Development Servicing Plans (DSPs) for Water Supply and Sewerage Services in September 2014 with the developer

charges calculated on the basis of the NSW Developer Charges Guidelines – Consultation Draft 2012. The Development Servicing Plans considered the outcomes listed in column (3) of Table 1 and noted that the Plans took into account the cross subsidy that will occur due to the adoption of uniform developer charges across all the DSP areas. Council reported that an update of the DSPS in accordance with the 2016 Developer Charges Guidelines will be undertaken upon completion of the IWCM Strategy.

- h) With respect to (8) above, we found that the Liquid Trade Waste Policy amended and adopted in 29 August 2018 considered the outcomes listed in column (3) of Table 1 with regard to issue of liquid trade waste approvals.
- i) With respect to (9) above, we found that Council's Water Supply Policy, amended and adopted on 4 December 2018, considered implementation of a sound water conservation and demand management initiatives to achieve the outcomes listed in column (3) of Table 1. The initiatives are currently under review as part of the IWCM Strategy development.
- j) With respect to (10) above, we found that Council's Water Supply Policy, amended and adopted on 4 December 2018, considered the outcomes listed in column (3) of Table 1 for sound drought management. The initiatives are currently under review as part of the IWCM Strategy development.
- k) With respect to (11) above, we found that performance reporting forms for 2018/19 have been completed and lodged with DPIE-Water within the required time frame.
- l) With respect to (12) above, we found that following a 'gap analysis' to review its IWCM Strategy completed in 2016, PMHC has engaged consultants to update the same to fully comply with IWCM checklist, February 2019.

1.4 Conclusion

Based on the findings of our audit, we conclude that Port Macquarie-Hastings Council has demonstrated '**substantial compliance**' with **Best Practice Management of Water Supply and Sewerage** in line with the DPIE-Water Guidelines as applicable for the year ended 30th June 2019.

1.5 Definition

We have adopted the following definition for this engagement:

- “*Substantial Compliance*” means the level of compliance with the Guidelines such that any identified deficiencies do not detract from the general intent of the Guidelines to achieve Best Practice Management for Water Supply and/or Sewerage Services.
- What constitutes substantial compliance is also a function of at what point in time the issue is examined. Therefore the best practice management adopted must take into account likely future scenarios and apply the current body of industry knowledge in regard to best practice.

1.6 Disclaimer

Our report is solely for the purpose set forth in the first paragraph of this report and for the information of Port Macquarie Hastings Council and the DPIE-Water and is not to be used for any other purpose or distributed to any other party. This report relates only to the items specified above and does not extend to any financial report of the Council taken as a whole.

Signed:

Date signed: 05 March 2020



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INDEPENDENT AUDITOR'S REPORT

Report on the special purpose financial statements Port Macquarie-Hastings Council

To the Councillors of the Port Macquarie-Hastings Council

Opinion

I have audited the accompanying special purpose financial statements (the financial statements) of Port Macquarie-Hastings Council's (the Council) declared business activities, which comprise the Income Statement of each declared business activity for the year ended 30 June 2019, the Statement of Financial Position of each declared business activity as at 30 June 2019, Note 1 Significant accounting policies for the business activities declared by Council, and the Statement by Councillors and Management.

The declared business activities of the Council are:

- Water supply
- Sewerage
- Waste Management.

In my opinion, the financial statements present fairly, in all material respects, the financial position of the Council's declared business activities as at 30 June 2019, and its financial performance for the year then ended, in accordance with the Australian Accounting Standards described in Note 1 and the Local Government Code of Accounting Practice and Financial Reporting – update number 27 (LG Code).

My opinion should be read in conjunction with the rest of this report.

Basis for Opinion

I conducted my audit in accordance with Australian Auditing Standards. My responsibilities under the standards are described in the 'Auditor's Responsibilities for the Audit of the Financial Statements' section of my report.

I am independent of the Council in accordance with the requirements of the:

- Australian Auditing Standards
- Accounting Professional and Ethical Standards Board's APES 110 'Code of Ethics for Professional Accountants' (APES 110).

I have fulfilled my other ethical responsibilities in accordance with APES 110.

Parliament promotes independence by ensuring the Auditor-General and the Audit Office of New South Wales are not compromised in their roles by:

- providing that only Parliament, and not the executive government, can remove an Auditor-General
- mandating the Auditor-General as the auditor of councils
- precluding the Auditor-General from providing non-audit services.

I believe the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Emphasis of Matter - Basis of Accounting

Without modifying my opinion, I draw attention to Note 1 to the financial statements which describes the basis of accounting. The financial statements have been prepared for the purpose of fulfilling the Council's financial reporting responsibilities under the LG Code. As a result, the financial statements may not be suitable for another purpose.

Other Information

The Council's annual report for the year ended 30 June 2019 includes other information in addition to the financial statements and my Independent Auditor's Report thereon. The Councillors are responsible for the other information. At the date of this Independent Auditor's Report, the other information I have received comprise the general purpose financial statements and Special Schedules (the Schedules).

My opinion on the financial statements does not cover the other information. Accordingly, I do not express any form of assurance conclusion on the other information. However, as required by the *Local Government Act 1993*, I have separately expressed an opinion on the general purpose financial statements and Special Schedule 'Permissible income for general rates'.

In connection with my audit of the financial statements, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the audit, or otherwise appears to be materially misstated.

If, based on the work I have performed, I conclude there is a material misstatement of the other information, I must report that fact.

I have nothing to report in this regard.

The Councillors' Responsibilities for the Financial Statements

The Councillors are responsible for the preparation and fair presentation of the financial statements and for determining that the accounting policies, described in Note 1 to the financial statements, are appropriate to meet the requirements in the LG Code. The Councillors' responsibility also includes such internal control as the Councillors determine is necessary to enable the preparation and fair presentation of the financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Councillors are responsible for assessing the Council's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless it is not appropriate to do so.

Auditor's Responsibilities for the Audit of the Financial Statements

My objectives are to:

- obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error
- issue an Independent Auditor's Report including my opinion.

Reasonable assurance is a high level of assurance, but does not guarantee an audit conducted in accordance with Australian Auditing Standards will always detect material misstatements. Misstatements can arise from fraud or error. Misstatements are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions users take based on the financial statements.

A description of my responsibilities for the audit of the financial statements is located at the Auditing and Assurance Standards Board website at: www.auasb.gov.au/auditors_responsibilities/ar4.pdf. The description forms part of my auditor's report.

My opinion does not provide assurance:

- that the Council carried out its activities effectively, efficiently and economically
- about the security and controls over the electronic publication of the audited financial statements on any website where they may be presented
- about any other information which may have been hyperlinked to/from the financial statements.



Gearoid Fitzgerald

Delegate of the Auditor-General for New South Wales

24 October 2019
SYDNEY



**Independent Auditor's Review Report
To the Councilors' of Port Macquarie-Hastings Council**

Report on the 2019 Overhead Reallocation Charges to Water and Sewer Business Activities

We have reviewed the methodology and calculations supporting the reallocation of overheads from general fund to water and sewer funds as disclosed in the Port Macquarie-Hastings Council (Council) special purpose financial statements for the year ended 30 June 2019.

Management's Responsibility for the Income Statement

Management of Council is responsible for determining the methodology supporting the calculation of overheads and their reallocation to the water and sewer business activities so they reflect a fair and reasonable assignment of costs to each business activity. This responsibility includes establishing and maintaining internal control relevant to the calculation and reallocation of overheads to each business activity so they reasonably reflect the costs incurred by each business activity and they are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express a conclusion on the allocation of overheads to each business activity based on our review. We conducted our review in accordance with Auditing Standard on Review Engagements ASRE 2405 *Review of Historical Information Other Than a Financial Report* in order to state whether, on the basis of the procedures described, we have become aware of any matter that makes us believe that the overhead reallocations to the water and sewer business activities in the 2019 special purpose financial statements is not fair and reasonable. No opinion is expressed as to whether the overhead calculation methodology used by Council is appropriate to the needs of the Council.

A review consists of making enquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with Australian Auditing Standards and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Independence

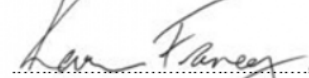
In conducting our review, we have complied with the independence requirements of the Accounting Professional and Ethical Standards Board.

Conclusion

Based on our review, which is not an audit, nothing has come to our attention that causes us to believe that the reallocation of overheads to Council's water and sewer business activities disclosed in the special purpose financial statements for the year ended 30 June 2019 is not fair and reasonable.

**THOMAS NOBLE & RUSSELL
CHARTERED ACCOUNTANTS**

Per:


K R FRANEY (Partner)

Dated at Lismore this 20th day of April 2020

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2017-2021 Delivery Program and 2019-2020 Operational Plan Exception Report as at 31 March 2020					
Operational Plan Activity 2019-2020		Lead Responsibility	Success Measures	Target	Actual
Theme: Leadership and Governance					
1.1.2.4 Develop Local Strategic Planning Statement	Strategy	Complete Local Strategic Planning Statement for presentation to the NSW Department of Planning and Environment by 30 June 2020	100%	80%	Behind schedule. Council is working to develop the LSPS in conjunction with the Community Strategic Plan engagement and has written to the Minister with the proposed time frames to completed this. With the current COVID 19 situation, it is unknown when the engagement and subsequent document will be completed.
1.3.5.1 Continue the development of a highly engaged workforce who are solutions focused	Organisational Performance	Deliver annual Employee Engagement Days	100%	80%	Behind schedule. In response to COVID-19 the decision has been made to postpone/delay the Employee Engagement Days. At this stage they will be rescheduled to later in 2020 or early 2021. The working group still continue to plan for the days so that they can take place once a rescheduled date is confirmed.
1.3.5.3 Implement the Human Resource Information System (HRIS)	Organisational Performance	Implementation of project plan commenced	100%	85%	Behind schedule. Project plan under development however, COVID-19 has caused a delay in the ability to view potential system demonstrations which are to be rescheduled. This in turn will cause a delay in the procurement of a new HRIS.
1.3.5.3 Implement the Human Resource Information System (HRIS)	Organisational Performance	Project plan developed	100%	85%	Behind schedule. Project plan under development however, COVID-19 has caused a delay in the ability to view potential system demonstrations which are to be rescheduled. This in turn will cause a delay in the procurement of a new HRIS.
1.4.1.5 Develop asset design and as constructed templates as part of the Asset Data Standards Review	Infrastructure Planning	Develop an Auto CAD file template for asset design and as-constructed plans that meets Asset Design As Constructed (ADAC) standards by 30 June 2019	100%	80%	Behind schedule. Project being developed as part of Asset Designed As Constructed (ADAC) and Asset Data Standards review. Work between the Assets Team, GIS and Asset Planning Engineers has commenced.
1.5.1.07 Progress Greenmeadows Drive residential development planning	Strategy	Develop concept plan for Greenmeadows Drive development	100%	50%	Behind schedule. Project is delayed pending a briefing of Councilors on the location of a community centre. The potential residential development has been referred to Environmental Services for assessment and advice.
1.5.1.07 Progress Greenmeadows Drive residential development planning	Strategy	Lodge Development Approval application for Greenmeadows Drive development	100%	50%	Behind schedule. Project is delayed pending a briefing of Councilors on the location of a community centre. The potential residential development has been referred to Environmental Services for assessment and advice.
1.5.1.09 Progress Emily Avenue residential development planning	Strategy	Develop concept plan for Emily Avenue development	100%	80%	Behind schedule. The item is at risk. The Development Application was lodged with Council 30 April 2019. The DA was referred to Kempsey Council for independent assessment. DA was approved 6 May 2020. Development Assessment Panel will review on 6 May 2020. June 2020 Ordinary Council Meeting depending on meeting scheduling in response to Covid-19.
1.5.3.1 Increase operating revenue at the Airport, the Glasshouse, the Crematorium and Cemetery and the Environmental Laboratory	Commercial Business Units	Increase operating revenue by 3% per annum per business unit (Glasshouse)	3%	-5%	Behind target. It should be noted that operating revenue is subject to a number of factors* including the seasonal variation (availability and timing) in Glasshouse events. While revenue year-to-date to the end of March 2020 is down on last financial year, revenue year-to-date to the end of March 2020 compared to the same period to the end of March 2018 is up 14.3%. * The Glasshouse was closed to the public on Monday 23 March 2020 in response to the Public Health (COVID-19 Restrictions on Gathering and Movement) Order 2020 under the Public Health Act 2010 requiring an unprecedented level of refunds of venue hire deposits and tickets.
Theme: Your Community Life					
2.1.3.1 Monitor and take action as appropriate to ensure compliance with development approvals and building, environmental, public health and on-site sewage standards	Environment and Regulatory Services	Undertake 90% of on-site sewerage management systems inspections within set customer service standards	90%	54%	Behind schedule. Service area impacted by significant unplanned leave.
2.1.3.1 Monitor and take action as appropriate to ensure compliance with development approvals and building, environmental, public health and on-site sewage standards	Environment and Regulatory Services	Undertake 90% of swimming pool inspections within set customer service standards	90%	78%	Behind schedule. Service area impacted by significant unplanned leave.


Attachment A

2017-2021 Delivery Program and 2019-2020 Operational Plan Exception Report as at 31 March 2020				Comment on Progress 31 March 20	
Operational Plan Activity 2019-2020	Lead Responsibility	Success Measures	Target	Actual	
2.2.1.7 Adopt and implement the Community Inclusion Plan	Community Engagement	Adopt the Community Inclusion Plan by 31 October 2019	100%	80%	Behind schedule. The project has been delayed due to a number of staffing changes and the impact of other priorities (business recovery and water restrictions). Following the November 2019 Council meeting, the draft Community Inclusion Plan was on Public Exhibition through to late February 2020. The draft Plan has been updated following analysis of the resulting community feedback and will be presented to an upcoming Council Briefing prior to being taken to Council for endorsement in Q4 2019/2020.
2.3.2.4 Undertake regional master planning for recreational facilities	Recreation, Property and Buildings	Complete Master Planning for Bain Park, Wauchope	100%	70%	Behind schedule. Draft master plan completed and scheduled for consideration at the June Council meeting. Delays as further clarification requested from Executive around staging plan, costings and funding.
2.3.3.12 CW Samcrox/Thrumster Sports Fields - Detailed design and approvals - multi-year project	Recreation, Property and Buildings, (Project Delivery)	Deliver project according to approved project plan (Sancro/Thrumster Sports Fields - design and approvals)	100%	85%	Behind schedule. This project continues from 2017/18 FY. This project was placed on hold pending the outcomes of the site selection for the Port Macquarie Aquatic Facility and confirmation from Football NSW on their preferred site location. These two items have now been confirmed and the design is expected to commence during 2020 with completion forecast for late 2020/21 FY. Engagement of Detailed Design expected by late 2020.
2.3.3.17 CW Carry out improvement and expansion works at Innes Garden Memorial Park, Wauchope and Laureton cemeteries	Commercial Business Units	Deliver projects according to approved project plan (improvement and expansion works at cemeteries)	100%	80%	Behind schedule. Project Charter developed as the basis for future work to prepare a new Master Plan for the proposed expansion of Wauchope Cemetery. Project delayed due to sale processes associated with Innes Gardens Memorial Park.
2.3.4.03 CW Wayne Richards Park — Stage 3 and 4 detailed design and approvals	Recreation, Property and Buildings, (Project Delivery)	Deliver project according to approved project plan (Wayne Richards Park — Stage 3 and 4 detailed design and approvals)	100%	90%	Behind schedule. (multi year project) Design underway for this multi year project which has been delayed due to complex environmental constraints. The project is expected to continue into the 2020/21 FY. The construction phase would then be subject to depot relocation and budget allocation. The project is currently on hold.
2.3.4.16 CW Continue installation of Town Village Entry Signage	Community Engagement	Deliver project according to approved project plan (Continue installation of Town Village Entry Signage)	100%	80%	Behind schedule. Working with Recreation and Building Team and the Transport team to determine the location for the signage, and to seek approval from TNSW. Engagement has been undertaken with the Tourism Association and the Chamber. The Tier two signs and key entrance signs are to be installed prior to 30 June 2020.
2.3.4.17 CW Lake Cathie Foreshore Reserve - Master plan implementation - Construction of Skate Facility	Recreation, Property and Buildings	Deliver project according to approved project plan (Lake Cathie Foreshore Reserve - Construction of Skate Facility)	100%	80%	Behind schedule. A community grant application has recently been announced as successful. Staff are now working with the community group to progress project planning now that the budget is confirmed.
2.3.4.23 CW Port Macquarie Town Signage - Installation of Signage in the Port Macquarie area	Community Engagement	Deliver project according to approved project plan (Port Macquarie Town Signage)	100%	80%	Behind schedule. Working with Recreation and Building Team and the Transport team to determine the location for the signage, and to seek approval from TNSW. Engagement has been undertaken with the Tourism Association and the Chamber. The Tier One key entrance signs are to be installed prior to 30 June 2020.
2.3.5.1 CW Provide a range of library programs and lending services across the	Community Engagement	Annual library events program delivered	100%	75%	Behind schedule. Programs temporarily suspended because of the Covid-19 virus.
2.3.5.2 CW Purchase of Library Books - multi-year project	Community Engagement	Complete book purchases	100%	75%	Behind schedule. Difficult to continue with book purchases.
2.3.5.4 Adopt and implement the Library Strategic Plan	Community Engagement	Implement actions as per the Library Strategic Plan	100%	75%	Behind schedule. Difficult to implement plans in the current climate.
2.3.5.6 CW Purchase and fit out new Community Van to provide services such as	Community Engagement	Van purchased and fit out complete by 1 March 2020	100%	75%	Behind schedule. Van was delivered late and is now being fitted out. Should be completed by the end of June 2020.
2.3.5.7 CW Deliver Special Library Projects to enhance library delivery program	Community Engagement	Special Library Projects planned, approved and implemented by 30 June 2020	100%	75%	Behind schedule. A number of projects have been put on hold.
Theme: Your Business and Industry					
3.1.4.1 Work with stakeholders to implement actions from the Destination Management Plan in accordance with the identified strategic outcomes	Economic and Cultural Development	Increase new monthly visits to the website by more than 15% in 12 months	100%	50%	Behind schedule. Visits to the destination website for the third quarter show an increase of 1.38% year on year. This represents an increase in users from 82,182 to 83,317. For the year to date, the growth in visitation was 289,665 to 279,665 approximately 3.82% of the required 15%. Noting the COVID-19 travel bans and self-isolation requirements, this increase is a positive outcome of the strategy deployed to maintain destination awareness without encouraging travel. The annual target is unlikely to be achievable despite additional marketing campaign activity to maintain awareness and provide inspiration for travel when it is safe. A strategic campaign is being developed to continue building awareness and looking to drive visitation when the crisis is over.

2017-2021 Delivery Program and 2019-2020 Operational Plan Exception Report as at 31 March 2020					Comment on Progress 31 March 20	
Operational Plan Activity 2019-2020	Lead Responsibility	Success Measures		Target	Actual	
3.3.2.1 Promote local growth and opportunities within and outside the region	Economic and Cultural Development	Deliver investment attraction messaging and collateral		100%	50%	Behind schedule. Updated investment attraction prospectus designed and printed, opportunities for distribution to target markets being identified in context of COVID-19 constraints. Interviews for two further videos and five written articles in the 'live, work, invest here' series have been completed. Key investment attraction exhibitions postponed due to COVID-19, planning underway for attendance at future exhibition opportunities.
3.4.3.2 Prioritise, advocate and implement projects that enhance the local digital environment.	Economic and Cultural Development	Smart City Strategy developed by 30 June 2020		100%	60%	Behind schedule. COVID-19 and change in engagement approach for this and Community Strategic Plan project (with which this project was aligned) has required adjustment to the project scope. The Project will now focus on benchmarking, limited targeted engagement and the development of a 'Smart Community Framework' which can be further developed as a roadmap/strategy in the future.
Theme: Your Natural and Built Environment						
4.1.1.01 CW Commencement of the construction of the Sanrocx Reservoir to Area 13 Thumster trunk main (DN750)	Infrastructure Operations, (Project Delivery)	Deliver project according to approved project plan (Sanrocx Reservoir to Area 13)		100%	75%	Behind schedule. The design phase for this project is complete however, the project has been placed on hold pending due to a development application for a new service centre which being lodged on one of the lots that the pipeline is proposed to pass through. Given the uncertain timeframe to resolve the issues pertaining to the lot with the proposed service centre, Council will look into alternative options to traverse this portion of land. If an alternative is variable, stakeholder consultation will need to be undertaken prior to moving into the tender phase. The re-commencement of the project will be subject to negotiations with the landowner to ensure that unnecessary re-work is not undertaken. These works are now expected to be complete in the 2020/21 FY.
4.1.1.26 CW Construction of the Southern Arm Trunk Main (DN750) - Pacific Hwy to Bonny Hills-A8/G119	Infrastructure Operations, (Project Delivery)	Deliver programs according to approved schedule (Construction of the Southern Arm Trunk Main)		100%	85%	Behind schedule. Project pre-construction phase on hold awaiting the completion of property acquisitions along Houston Mitchell Drive. Council is currently negotiating with NPWS regarding land acquisition required to install the pipeline in the proposed easement. Project not expected to be re-commenced until Mid 2020 with construction expected to span over future FY's subject to future funding allocation(s).
4.1.3.01 CW Commence construction of the Port Macquarie Sewer rising main (PMSF71), Port Macquarie	Infrastructure Operations, (Project Delivery)	Deliver project according to approved project plan (Port Macquarie Sewer Pump Station 71)		100%	85%	Behind schedule. This project continues from 2017/18 FY and is a multi year project. Detailed design phase has reached completion and construction phase has commenced with the advertisement of a construction tender in Dec 2019. Construction contract awarded in Feb. 2020 with construction continuing into 2021 FY.
4.1.3.18 CW Preconstruction of Thumster Sewerage treatment Plant (Area 13) - Phase 1 - 20000EP	Infrastructure Operations	Deliver project according to approved project plan (Preconstruction of Thumster Sewerage Treatment Plant (Area 13))		100%	50%	Behind schedule. This project has been included as a high priority with Integrated Water Cycle Management (IWM) project engagement with Public Works Advisory and includes Environmental Impact Statement and feasibility assessment of different options for Thumster and the Port Macquarie Sewer Treatment Plant that can cater for growth in the Port Macquarie area.
4.1.3.23 CW Annual Energy Efficiency Initiatives allocation	Infrastructure Operations	Deliver project according to approved project plan (Annual Energy Efficiency Initiatives allocation)		100%	50%	Behind schedule. Planning and scoping complete. Procurement process underway, the project is now expected to be completed by end of the 2020 calendar year.
4.1.3.24 CW Inlet Works Replacement for Port Macquarie Sewer Treatment Plants (STP)	Infrastructure Operations	Deliver project according to approved project plan (Inlet Works Replacement for Port Macquarie Sewer Treatment Plants)		100%	75%	Behind schedule. Scope reduced for 2019/20FY. Contractor being finalised for Id. Planning for ancillary structures progressing.
4.1.5.06 CW Continue design and construction for Black Swan Terrace - Stormwater detention facility (multi-year project)	Infrastructure Planning	Deliver project according to approved project plan (Black Swan Terrace - Stormwater detention facility)		100%	50%	Behind schedule. Final design being finished, however is behind schedule. Consultant failing to meet milestones. An additional consultant has been engaged via a RFQ process to deliver Stage 2 of the design by May 2020 in order to progress this project while discussion with the initial consultant regarding a lack of delivery are on-going. Final warning issued to consultant to have all design deliverables handed over to Council by end of April and contract to be terminated. Design will be completed by Council by end of June.
4.1.5.09 CW Investigation of Stormwater Remediation Options - Bellbowrie/Bay Street Catchment	Infrastructure Planning, (Project Delivery)	Deliver project according to approved project plan (Investigation of Stormwater Remediation Options - Bellbowrie/Bay Street Catchment)		100%	85%	Behind schedule. This design only project is underway and progressing towards completion by end of the financial year. The design has been more complex than initially expected with multiple options required to be tested to develop a solution.
4.1.7.24 CW Cairncross Recycling Industrial Zone Improvements - Electricity distribution, metering and DA amendments	Commercial Business Units	Deliver project according to approved project plan (Cairncross Recycling Industrial Zone Improvements - Electricity distribution, metering and DA amendments)		100%	75%	Behind schedule. High Voltage (HV) system design completed pending submission to Essential Energy for review / certification.

2017-2021 Delivery Program and 2019-2020 Operational Plan Exception Report as at 31 March 2020					Comment on Progress 31 March 20	
Operational Plan Activity 2019-2020	Lead Responsibility	Success Measures	Target	Actual		
4.2.1.11 CW Continue to implement Strategies of Lake Cathie Coastal Zone Management Plan (CZMP) - Stormwater Redirection (Illaroo Rd to Lake Cathie)	Environment and Regulatory Services	Completion of redirection of stormwater infrastructure from Illaroo to Lake Cathie as per Lake Cathie Coastal Zone Management Plan	100%	25%	Behind schedule. Work on this project is now on Aboriginal Archaeological Heritage Assessment and asbestos removal.	
4.2.1.12 Undertake a review of the existing Lake Cathie Opening Strategy in consultation with the NPWS; the OEH; NSW 4.4.1.02 Develop a Regional Integrated Transport Strategy - multi-year project	Environment and Regulatory Services Infrastructure Planning	Consultation undertaken with stakeholders and report provided to Council by 30 June 2020 Deliver project according to approved project plan (Develop a Regional Integrated Transport Strategy)	100%	50%	Behind schedule. A review of the Lake Cathie Entrance Opening Strategy will be undertaken as part of the 2020-2021 Operational Plan under the Coastal Management Plan. This information will be provided to Council at the May Ordinary Council Meeting in full detail.	
4.4.1.10 CW Lake Road - continuation of detailed design of dual lanes - Jindalee to Fernhill intersections and Chestnut Road to Ocean Drive - multi-year project	Infrastructure Planning, (Project Delivery)	Deliver project according to approved project plan (Lake Road - continuation of detailed design of dual lanes)	100%	80%	Behind schedule. Project has been delayed due to other priority projects. Continuing to work with Transport for NSW around funding options to outsource resourcing. Project planning for outsourcing the delivery is anticipated to be complete in April 2020 with and RFQ engagement of a consultant in June 2020. Programme impacted by COVID-19 since last quarter.	
4.4.1.12 CW Beechwood Road - continue the design for Stages 5 and 6 of Beechwood Road reconstruction - Riverbreeze to Waugh Street - multi-year project	Infrastructure Planning, (Project Delivery)	Deliver project according to approved project plan (Beechwood Road - continue the design for Stages 5 and 6 of Beechwood Road reconstruction (Riverbreeze to Waugh Street))	100%	75%	Behind schedule. This design only project continues from 2017/18 FY. Design is now progressing towards anticipated completion in Jun 2020 due to additional traffic study investigations required to inform the detailed designs.	
4.4.1.13 CW Hastings River Drive - Hughes Place to Boundary Street upgrade - multi-year project	Infrastructure Planning, (Project Delivery)	Deliver project according to approved project plan (Hastings River Drive - Hughes Place to Boundary Street upgrade)	100%	85%	Behind schedule. This design is now progressing with the required additional flood modelling that was previously causing delays now completed. Design completion is now expected in mid 2020.	
4.4.1.31 CW Deliver Bold Street Pedestrian Crossing Laurieton	Infrastructure Planning, (Project Delivery)	Deliver project according to approved project plan (Bold Street - Pedestrian Crossing Laurieton)	100%	85%	Behind schedule. This project continues from 2017/18 FY. Consultant engaged to undertake detailed design and environmental approvals. Concept design has been issued with final design expected to be complete in early 2020. The contractor has experienced some delays in meeting scheduled progress with completion now expected in Sept 2020. The construction of this segment of Hastings River Dr is subject to additional funding being allocated/secured.	
4.4.1.45 CW Ocean Drive duplication - Matthew Flinders Drive to Greenmeadows - multi-year project	Infrastructure Planning	Deliver project according to approved project plan (Ocean Drive duplication - Matthew Flinders Drive to Greenmeadows)	100%	0%	Behind schedule. Design completion was delayed as a result of the May 2019 Ordinary Council meeting where it was requested to undertake further investigation into the most suitable location for the crossing. Additional design works were subsequently undertaken and a determination for the crossing location was made at the September 2019 Ordinary Council meeting. A revised design is now being developed to suit the new crossing location with construction estimated to be completed by June 2020 in accordance with revised NSW State Govt. funding requirements.	
4.4.1.52 AUS-SPEC Review - Undertake a comprehensive review of Councils full suite of design and construction specifications - multi-year project	Infrastructure Planning	Deliver project according to approved project plan (AUS-SPEC Review)	100%	40%	Behind schedule. Delayed as project delivery methodology and funding arrangements have not been determined with Transport for NSW (TfNSW). Discussions are ongoing with TfNSW around finalising the Business Case and testing the revised cost estimate, noting there is a significant funding gap between available budget and the TfNSW estimated project cost. Further review is required to determine the way forward for this project.	
4.4.1.63 CW Pembroke Road - Stoney Creek Bridge Upgrade - Detailed Design	Infrastructure planning	Deliver project according to approved project plan (Pembroke Road - Stoney Creek Bridge Upgrade - Detailed Design)	100%	85%	Behind schedule. Implementation of revised specifications have been delayed by other higher priority projects. The re-initiation of this project is pending the successful appointment of the Transport and Stormwater Planning Manager within the Infra Planning Group, which is anticipated to occur as early as June 2020. Recruitment process has commenced with short listed candidates needing to be interviewed face to face. Once re-initiated the new specifications would be completed in approximately six months.	
4.4.1.64 CW Koala Street Upgrade - Concept Design	Infrastructure Planning	Deliver project according to approved project plan (Koala Street Upgrade - Concept Design)	100%	50%	Behind schedule. Detailed design component of project deferred to 2020/21 Operational Plan due to other higher priority projects. Strategic alignment and options study underway. Consultation with property owners delayed due to COVID-19.	
4.4.1.66 CW Kindee Bridge Upgrade Detailed Design	Infrastructure Planning, (Project Delivery)	Deliver project according to approved project plan (Kindee Bridge Upgrade - Detailed Design)	100%	75%	Behind schedule. Works have not commenced due to resource availability. Consideration is being given to defer this project to outer years.	

2017-2021 Delivery Program and 2019-2020 Operational Plan Exception Report as at 31 March 2020				
Operational Plan Activity 2019-2020	Lead Responsibility	Success Measures	Target	Actual
4.4.1.7.1 Work with National Parks and Wildlife Services to adjust road boundaries	Infrastructure Planning	Boundary adjustments commenced	100%	0% Behind schedule. Discussion have been initiated with NPWS for the adjustment of road boundaries, however still no response. Follow up has been delayed. Follow up with relevant NPWS staff will occur in April 2020. An email was sent to Allan Peatman (NPWS Team Leader - Land Information Reserve Establishment) on 6 April 2020. A phone call will follow on 29 April 2020.
4.4.1.7.2 Revise and update the Transport Asset Management Plan	Infrastructure Planning	Updated Transport Asset Management Plan	100%	0% Behind schedule. Commencement delayed due to the need to complete the Service Review for Asset Management and Rural Roads. This project will be deferred to commence following the completion of the services reviews in the 2021 FY.
4.5.2.2 Continue the review of the Major Roads Contributions Plan for completion in 2020-2021 (UGMS Action 23)	Strategy	Complete review of draft works program for review of the Major Roads Contributions Plan by 30 June 2020	100%	0% Behind schedule. Project scoping has been delayed due to resourcing issues and other higher priority program activities. Planning commenced on producing interim contributions plan. Refer to OP action - 4.4.4.48.
4.6.1.06 Inform and educate residents, industry and community groups about Council's tree management requirements within the Port Macquarie-Hastings 2013 Development Control Plan (DCP)	Recreation, Property and Buildings	Provide advice in accordance with service standards and industry best practice	100%	96% Behind target. For the period from 1 July 2019 to 31 March 2020 the total number of CRW's received was 1,070. 644 (Public), 143 (Private), 198 (Storm), and 85 (Illegal tree removal/pruning). Additional information: 367 enquires (204 public phone and 163 private phone and email enquires). This does not include calls transferred from call centre to mobile or landline. In addition, there were 172 internal.
4.6.1.09 Complete preparation of a Comprehensive Koala Plan of Management (CKPoM) for coastal areas in the Port Macquarie-Hastings	Strategy	Report CKPoM to Council for adoption by 31 December 2019	100%	80% Behind schedule. Report went to the November 2019 Ordinary Council Meeting. A new SEPP has been issued subsequently. The State then much later provided guidance paper on the SEPP. The implications are not clear and puts this item at risk. A report will go to the May 2020 Ordinary Council Meeting detailing the impact of the new SEPP and guidance papers on the production schedule for the Coastal Koala Plan of Management.
4.8.3.1 Commence implementation of identified actions from the adopted Biodiversity Strategy	Environment and Regulatory Services	Implementation of management actions of Biodiversity Strategy	100%	80% Behind schedule. Due to the bushfire crisis. Work on the Feral Deer Program was delayed due to resourcing issues.



PORT MACQUARIE-HASTINGS
COUNCIL

2019-2020 OPERATIONAL PLAN
QUARTERLY PROGRESS REPORT AS AT 31 MARCH 2020

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COMMUNITY THEME 1 Leadership and Governance

What we are trying to achieve

A collaborative community that works together and uses opportunities for community participation in decision making that is defined as ethically, socially and environmentally responsible.

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels

Delivery Program Objective: 1.1.1 Use a variety of tools to engage with the community in a manner that is transparent, effective, relevant and inclusive

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.1.1 Engage with the community using a range of methods to facilitate community involvement in decision making	Community Engagement	1. Capture the number of engagement activities undertaken and number of participant including online	1. 100%	1. 100%	On target. Developing an engagement approach for the Community Strategic Plan is ongoing. Planning for the 2020-2021 Operational Plan engagement was also undertaken. However, due to the COVID-19 Pandemic, all external engagement and engagement focused on the future was postponed. The online engagement through Have Your Say has included: Total visits: 7.8k, Aware: 5.5k, Informed: 2.3k, Engaged: 173 and New registrations: 114. Some of the projects that have included community engagement as at the end of March 2020 have included: Bonny Hills Reserves Master Plan, Community Strategic Plan - Think 2050, Draft 2017-2021 (Revised 2020) Delivery Program and 2020-2021 Operational Plan Red Ochre Playground, Rocks Ferry Reserve Playground, Developing a Community Plan for Wauchope and the Draft Glasshouse Plan 2020-2022.

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels

Delivery Program Objective: 1.1.1 Use a variety of tools to engage with the community in a manner that is transparent, effective, relevant and inclusive

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.1.4 Implement strategic communications priorities in accordance with Council's Working Together Framework	Customer Experience and Communications	2. Increased community participation on Council's Have your Say online portal 1. Deliver regular, positive and engaging media messaging	2. 100% 1. 100%	2. 100% 1. 100%	On target. During Q3 19/20 the number of registered participants increased from 4,107 to 4,221. On target. 644 media releases, statements, events, alerts, announcements and reactive responses were actioned from July 2019 to March 2020. These appeared through a mix of different media channels - newspapers, television and radio, and included a combination of driving positive messaging on Council services and projects, Mayoral messages and managing media enquiries. During this period, the following were most topical: water restrictions and water saving, bushfires and associated impacts, Lake Cathie-related items and COVID-19.
		2. Increase community engagement with Council's digital channels	2. 100%	2. 100%	On target. Strategic communication priorities continue to be updated through the Communications, Governance and Community Relations Portfolio, under the Working Together framework. Communications planning and delivery around these priorities is ongoing with positive increases in digital engagement demonstrated as per commentary for 1.1.5.3.

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels

Delivery Program Objective: 1.1.1 Use a variety of tools to engage with the community in a manner that is transparent, effective, relevant and inclusive

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.1.5 Implement strategic education priorities in accordance with Council's Working Together Framework	Customer Experience and Communications	1. Education messaging program implemented in accordance with identified priorities	1. 100%	1. 100%	On target. The Education team continues to work on delivering behavioural change programs. This includes a key focus over the last few months on Water Restrictions moving through levels 4, 3 and 2. Staff were out in the community with the Food Waste education campaign including pop ups and media. The team is also developing a holistic approach for education for the community which will see them diversify from Water, Waste and Road Safety to more areas, topics and services from Council.

Delivery Program Objective: 1.1.2 Support community involvement in decision making through education around Council matters and services

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.2.1 Engage the community on developing the 2021 Community Strategic plan to drive council projects and programs into the future	Community Engagement	1. Engagement commenced for the Community Strategic Plan by 1 February 2020	1. 100%	1. 100%	Monitoring required. During January, February and March there was a great focus on developing the engagement for our Community Strategic Plan. This included developing the approach, introducing 20 Ambassadors to assist with the engagement, social media posts, pop ups at Australia Day, Lake Cathie Fun Day. Unfortunately due to COVID-19 in mid March, all external engagement and engagement focused on the future was postponed. The team are working hard on developing some digital engagement opportunities and we will progress predominately through the schools in May with our Minecraft project and Youth Challenges.

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels
Delivery Program Objective: 1.1.2 Support community involvement in decision making through education around Council matters and services

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.2.3 Undertake the Community Planning Program	Community Engagement	1. Community plans developed by 30 June 2020	1. 100%	1. 90%	Monitoring required. A total of five Community Plans have been completed and endorsed by Council for the following communities: - Bonny Hills - Pappinbarra - Comboyne/Byabarra - Lake Cathie - Telegraph Point A further two plans for Kew/Kendall/Herons Creek/Lorne and the Camden Haven) are being reviewed and updated following feedback from the community whilst on public exhibition. A further four plans (for Hastings Hinterland, Beechwood/Pembroke, Rollands Plains and Wauchope) are nearing completion and will be placed on Public Exhibition in Q4 2019-20.
		2. Facilitate Community Council Action teams (CCAT)	2. 100%	2. 100%	On target. The Community Planning Coordinator continues to work with the CCATs to finalise outstanding plans and develop approaches with the actions to ensure momentum continues. This is impacted by COVID-19 with connections restricted.
		3. Implement Community Plans	3. 100%	3. 90%	Monitoring required. Team working with the Community to review what actions are achievable within the current financial year. Five Plans are now endorsed and four more are currently underway.
1.1.2.4 Develop Local Strategic Planning Statement (LSPS)	Strategy	1. Complete Local Strategic Planning Statement for presentation to the NSW Department of Planning and Environment by 30 June 2020	1. 100%	1. 80%	Behind schedule. Council is working to develop the LSPS in conjunction with the Community Strategic Plan engagement and has written to the Minister with the proposed time frames to completed this. With the current COVID 19 situation, it is unknown when the engagement and subsequent document will be completed.

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels

Delivery Program Objective: 1.1.3 Engage with the community on impacts and changes to services.

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.3.2 Develop a Community Engagement program to enable community involvement in decision making in line with the Working Together Framework	Community Engagement	1. The Community Engagement program is developed and implementation of actions commenced by 30 June 2020	1. 100%	1. 90%	Monitoring required. A new approach to the Engagement team has been developed over the past 6 months with a new Structure being adopted in early March that came into effect on 16/3/2020. Recruitment for the team is now underway and then the engagement processes will be developed and embedded.
1.1.3.3 Undertake the Community Satisfaction Survey	Community Engagement	1. Undertaken a community satisfaction survey by 31 December 2019	1. 100%	1. 100%	On target. After discussions with Exec it was determined that the Community Satisfaction Survey would be completed by April 2020. This is currently underway.

Delivery Program Objective: 1.1.4 Provide easy to understand and accessible community reporting.

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.4.1 Produce and submit the annual report in accordance with Local Government Act requirements	Organisational Performance	1. Have annual report adopted by Council and submitted to the Office of Local Government (OLG) by 30 November 2. Publish community report card (Part A); statutory report (Part B); and financial statements (Part C) for distribution	1. 100% 2. 100%	1. 100% 2. 100%	Achieved. The 2018-2019 Annual Report was presented and adopted at the 20 November 2019 Ordinary Council Meeting. It was submitted to the Office of Local Government by 30 November 2019 in line with legislation requirements. Achieved. The 2018-2019 Annual Report including the Community Report Card was adopted at the 20 November 2019 Ordinary Council Meeting. The report is available on Council's website and in hard copy at Customer Service Offices and Library Branches in Laurieton, Port Macquarie and Wauchope...

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels
Delivery Program Objective: 1.1.4 Provide easy to understand and accessible community reporting.

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.4.2 Provide progress reports on implementation of the Delivery Program in accordance with Local Government Act requirements	Organisational Performance	1. Provide Delivery Program progress report to Council on a six monthly basis	1. 100%	1. 100%	On target. Six monthly Delivery Program Progress Reports for the periods, January to June 2019 and July to December 2019, were presented to the Ordinary Council Meetings in September 2019 and March 2020 respectively. The next progress report is scheduled to be presented to the September 2020 Ordinary Council Meeting.
1.1.4.3 Undertake development of the one year Operational Plan in accordance with Local Government Act requirements	Organisational Performance	1. Have an annual operational plan adopted by 30 June	1. 100%	1. 100%	On target. Development of the Draft 2020-2021 Operational Plan has been completed. The documents are on public exhibition from 19 March 2020 to 17 April 2020 providing the community, opportunity to provide feedback. The final documents are scheduled to be presented to the June 2020 Ordinary Council Meeting giving consideration to submissions received during the public exhibition period.
1.1.4.4 Review the current corporate reporting tool to ensure continuous improvement of functionality to meet the needs of the business	Organisational Performance	1. Performance reporting tool reviewed to identify continuous improvement opportunities	1. 100%	1. 100%	On target. Review of corporate reporting tool completed. Business case is currently under review.
1.1.4.5 Undertake review of Resourcing Strategy in accordance with Local Government Act requirements	Organisational Performance	1. Organised Resourcing Strategy working group to deliver reviewed Resourcing Strategy	1. 100%	1. 100%	On target. Resourcing Strategy Working Group has initially conducted the Long Term Financial Plan (LTFP) review in conjunction with the development for the Delivery Program (revised 2020) and Operational Plan 2020-2021. A desktop review of the Workforce Planning Plan and Asset Management Plan has been completed.

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels

Delivery Program Objective: 1.1.5 Develop an effective and coordinated community focused Communications Strategy

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.5.3 Use a variety of communication channels to ensure the community are well-informed, involved in Council decision making and understanding of Council priorities	Customer Experience and Communications	1. Deliver regular and engaging communications utilising a range of communication channels	1. 100%	1. 100%	On target. Council used a broad range of communications channels to ensure the community was well-informed of Council initiatives, projects and related matters. This including delivering a quarterly rates newsletter, regular media exposure, utilising community newsletters, radio and television advertising, Facebook and website content. Other communication channels included project signage, bus shelters, digital billboard and letter box drops.

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels

Delivery Program Objective: 1.1.5 Develop an effective and coordinated community focused Communications Strategy

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		2. Increase community engagement with Council's digital channels	2. 100%	2. 100%	On target. During the quarter there were 107,647 users of the Corporate website, 192,982 sessions and 405,878 page views. This is a decrease is 17.31% in users, 1.61% in sessions and an increase of 13.30% in page views. The most visited pages were dam levels, water restrictions & trigger levels, level 3 very high water restrictions, level 4 severe water restrictions, job vacancies, contact us, sports field closures and water. Likes for the corporate Facebook page increased by 4.49% from 10,436 to 10905, with a reach of 701,007 people and 92,686 people engaged with the page. This is an increase in reach of 24% and engagement of 83% compared with the same period last year. YouTube received 9,239 video views during the quarter with an average watch time of 1 minute 22 seconds. Whilst this is a decrease in views of 17.56% on the same period last year, watch time has increased by 342.85%. This can be attributed to loading up to YouTube videos that are shorter in length to watch, so more people are watching the videos to the end. There are currently 246 subscribers.
1.1.5.4 Ensure communication and education channel use is informed by research and understanding of preferred community communication methods	Customer Experience and Communications	1. Communications priorities and methods are informed by insights from the 2019 communications research	1. 100%	1. 100%	On target. Monthly analysis of community engagement via digital channels is ongoing. Insights from the June 2019 customer research are being used to plan and prioritise communications.

Community Strategic Plan: 1.1 Inform and engage with the community about what Council does using varied communication channels

Delivery Program Objective: 1.1.6 Continue to promote access by the community to Councillors

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.1.6.1 Manage Councillor development program	Governance	1. Manage Councillor development	1. 100%	1. 100%	On target. The Councillor Professional Development Program has been managed as needs are identified and as per the adopted policy.
1.1.6.2 Deliver the Take the Council to the Community program	Governance	1. Hold two off-site Council meetings during the year (March Wauchope, October Laurieton)	1. 100%	1. 100%	Achieved. The October 2019 Ordinary Council meeting was held in Laurieton and the Ordinary Council meeting for March 2020 was held in Wauchope.

Community Strategic Plan: 1.2 Maintain strong partnerships between all stakeholders — local, state and federal — so that they are effective advocates for the community

Delivery Program Objective: 1.2.1 Promote Council participation and build linkages in local, state and federal initiatives, forums and opportunities to support Council's continued planning for the growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.2.1.1 Convene meetings with local business chambers for the Mayor and Senior Staff	Strategy and Growth	1. Schedule meetings throughout the year (with local business chambers for the Mayor and Senior Staff)	1. 100%	1. 100%	On target. Regular meetings held with Port Macquarie, Camden Haven and Wauchope Chambers, Northside and Lake Cathie Progress Associations with the Mayor and senior staff in attendance.
1.2.1.2 Convene meetings with State and Federal Members for the Mayor and Senior Staff	General Manager's Office	1. Schedule meetings throughout the year (with State and Federal Members for the Mayor and Senior Staff)	1. 100%	1. 100%	On target. The GM, Mayor and Senior Staff met with Leslie Williams MP along with representatives from Minister Hancock's office, Crown Land and DPIE to discuss the current situation at Lake Cathie on the 11 March 2020

Community Strategic Plan: 1.3 Demonstrate leadership**Delivery Program Objective:** 1.3.1 Provide effective leadership and equity

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.3.1.1 Participate in the Mid North Coast Joint Organisation (MNCJO)	General Manager's Office	1. Attendance at the Regional Joint Organisation meetings by the Mayor and General Manager	1. 100%	1. 100%	On target. An MNCJO Board meeting was held on 21 Feb in Urunga, attended by the General Manager, noting that the Mayor was on annual leave at this time. On 7 Feb, a teleconference was held between members of the MNCJO and the Northern Rivers JO for the purpose of discussing a proposed joint JO forum in Parliament House, Sydney originally scheduled to take place in late March 2020, however this was delayed due to the pandemic

Delivery Program Objective: 1.3.2 Build trust and improve Council's reputation through transparency, good decision making and living Council's Values

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.3.2.1 Manage the Legislative Compliance Register	Governance	1. Undertake annual review of the Legislative Compliance Register and report on it and consider improvements to the Legislative Compliance process	1. 100%	1. 100%	Achieved. The Legislative Compliance review for 2018-2019 was presented to the August 2019 Audit, Risk and Improvement Committee Meeting and then adopted at the September 2019 Ordinary Council Meeting.
1.3.2.2 Produce and submit the annual Code of Conduct complaints report in accordance with Office of Local Government requirements	Governance	1. Report prepared annually and presented to Council no later than 31 December	1. 100%	1. 100%	Achieved. The annual report on Code of Conduct complaints has been adopted at the Ordinary Council Meeting in December 2019.
1.3.2.3 Produce and submit the annual Government Information Public Access (GIPA) Report in accordance with the GIPA Act requirements	Governance	1. Submit GIPA annual report to Information and Privacy Commission no later than 31 October	1. 100%	1. 100%	On target. The 2019-2020 GIPA Annual Report will be submitted to the IPC in line with required timeframes.
1.3.2.4 Coordinate lodgement of annual Disclosure of Interest Returns	Governance	1. Annually update Disclosure Register by 30 September	1. 100%	1. 100%	Achieved. Disclosure register updated and a report adopted at the October 2019 Ordinary Council meeting.

Community Strategic Plan: 1.3 Demonstrate leadership**Delivery Program Objective:** 1.3.2 Build trust and improve Council's reputation through transparency, good decision making and living Council's Values

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.3.2.6 Report on Public Interest Disclosures (PID)	Governance	1. Report biannually in July and February on any Public Interest Disclosures (PIDs) 2. Submit PID annual report to NSW Ombudsman by 31 October	1. 100% 2. 100%	1. 100% 2. 100%	Achieved. The PID online reporting tool was used to submit the biannual statistical reports to the NSW Ombudsman on 16 July 2019. Achieved. The PID Annual report to NSW Ombudsman was submitted on 8 October 2019.
1.3.2.7 Submit annual performance reporting for the water and sewer business to NSW Office of Water for benchmarking comparisons	Infrastructure Planning	1. Collate and forward performance reporting data to NSW Office of Water annually	1. 100%	1. 100%	Achieved. Annual report submitted 10 October 2019. Additional compliance audit being undertaken this year as part of 4-year cycle.

Delivery Program Objective: 1.3.3 Ensure there is appropriate management of risk to mitigate impact for Council and the community

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.3.3.2 Manage the Risk Management Action Plan, as part of the state wide continuous improvement program	Governance	1. Review and implement the Risk Management Action Plan on a quarterly basis and report to Executive	1. 100%	1. 100%	On target. The Insurance Risk Management Action Plan (IRMAP) is being developed.
1.3.3.5 Improve the Risk Management Framework	Governance	1. Improve the Risk Management Framework in line with project milestones	1. 100%	1. 100%	On target. An exercise has been undertaken to review the Risk Culture for Council's insurers, and a Safety Audit is currently underway.
1.3.3.6 Capture high risk electrical assets in Council's asset management system	Infrastructure Planning	1. Complete electrical asset data survey for Council owned assets by 30 June	1. 100%	1. 100%	On target. All high risk electrical assets have been captured with future assets being picked up as part of the project completion reporting process.
1.3.3.7 Manage the Delegation Framework	Governance	1. Manage and consider improvements to the Delegation framework	1. 100%	1. 0%	Yet to commence. This project is scheduled to commence in June 2020.

Community Strategic Plan: 1.3 Demonstrate leadership**Delivery Program Objective:** 1.3.3 Ensure there is appropriate management of risk to mitigate impact for Council and the community

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.3.3.8 Respond to formal information requests within required timeframes	Governance	1. Respond to formal GIPA requests within the required timeframes	1. 100%	1. 100%	On target. All requests managed within the legislative time frames for the June 2019 to March 2020 reporting period.

Delivery Program Objective: 1.3.4 Manage our workforce to deliver community outcomes

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.3.4.1 Implement workplace strategies and processes to continue to improve Human Resources	Organisational Performance	1. Implementation of Workforce Management Strategy actions	1. 100%	1. 100%	On target. The Workforce Management Strategy includes 17 action items to be delivered during the period 2017-2021. The majority of these actions have been delivered or are underway. Recent actions delivered include development and adoption of an Equity and Diversity Strategy, review of a large number of HR policies, and a trial of a Knowledge Sharing program.
1.3.4.2 Implement workplace strategies and processes to continue to improve Work, Health and Safety.	Organisational Performance	1. Implementation of Work, Health Safety Strategy actions	1. 100%	1. 100%	On target. An external audit of our Work Health and Safety System was recently completed, and an action plan to address the findings is under development.
1.3.4.3 Implement workplace strategies and processes to continue to improve Learning and Development	Organisational Performance	1. Implementation of Learning and Development Strategy actions	1. 100%	1. 100%	On target. Council's Educational Assistance Policy has recently been reviewed and a new policy launched to provide support for employees undertaking formal training programs and qualifications.
1.3.4.4 CW Construct new works depot in Port Macquarie (multi-year project in 2017-18 linked to 1.3.4.5 CW)	Strategy	1. Deliver project according to approved project plan (Works Depot in Port Macquarie)	1. 100%	1. 0%	Yet to commence. OP Item 1.3.4.5 CW is a predecessor to this work. It will not commence until 1.3.4.5 CW is complete.

Community Strategic Plan: 1.3 Demonstrate leadership

Delivery Program Objective: 1.3.4 Manage our workforce to deliver community outcomes

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.3.4.5 CW Works Depot relocation - preconstruction/design (multi-year project in 2017-18 linked to 1.3.4.4 CW)	Strategy	1. Deliver project according to approved project plan (Works Depot relocation)	1. 100%	1. 100%	On target. Kingfisher Road noise assessment issues are resolved. Development & Environment have been engaged to advise on the change in land use given the acoustic report. The project is at risk as we consider the broader impact on projects of Covid-19.

Delivery Program Objective: 1.3.5 Build an engaged workforce

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.3.5.1 Continue the development of a highly engaged workforce who are solutions focused	Organisational Performance	1. Deliver annual Employee Engagement Days 2. Embed, streamline and measure Employee Engagement Process (EEP) and implement identified areas of improvement 3. Identify and implement new employee engagement opportunities	1. 100% 2. 100% 3. 100%	1. 80% 2. 100% 3. 100%	Behind schedule. In response to COVID-19 the decision has been made to postpone/delay the Employee Engagement Days. At this stage they will be rescheduled to later in 2020 or early 2021. The working group still continue to plan for the days so that they can take place once a rescheduled date is confirmed. On target. Focus continues to embed Employee Engagement through the organisation, providing support to people leaders, process improvements and education sessions on several topics. The work will continue to streamline and improve the Employee Engagement Process. On target. Opportunities for new ways to engage with employees are consistently being identified. There is a focus on up skilling our people leaders through providing a range of formal and informal education opportunities.

Community Strategic Plan: 1.3 Demonstrate leadership**Delivery Program Objective:** 1.3.5 Build an engaged workforce

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		4. Implement actions from the 2019 and 2020 Employee Engagement Surveys	4. 100%	4. 100%	On target. The 2020 Annual Employee Engagement Survey was completed in February 2020. Teams are now tasked with meeting to discuss Q12 Action Planning.
1.3.5.3 Implement the Human Resource Information System (HRIS)	Organisational Performance	1. Implementation of project plan commenced 2. Project plan developed	1. 100% 2. 100%	1. 85% 2. 85%	Behind schedule. Project plan under development however, COVID-19 has caused a delay in the ability to view potential system demonstrations which are to be rescheduled. This in turn will cause a delay in the procurement of a new HRIS. Behind schedule. Project plan under development however, COVID-19 has caused a delay in the ability to view potential system demonstrations which are to be rescheduled. This in turn will

Community Strategic Plan: 1.4 Use innovative, efficient and sustainable practices**Delivery Program Objective:** 1.4.1 Provide efficient technology and inclusive digital systems that are easy to use and easy to access

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.4.1.1 CW Undertake delivery of Digital Technology projects (DT - Roadmap Program - multi-year projects) including continued implementation of Authority Asset Management System	Digital Technology	1. Deliver project according to approved project plan (ICT - Projects)	1. 100%	1. 95%	Monitoring required. Projects remained on track until the COVID-19 pandemic started. The DT have been pulled off all non essential tasks to support the BCP for the organisation. The impact on this work will be assessed once we have completed critical tasks.

Community Strategic Plan: 1.4 Use innovative, efficient and sustainable practices

Delivery Program Objective: 1.4.1 Provide efficient technology and inclusive digital systems that are easy to use and easy to access

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.4.1.2 CW Undertake delivery of ICT projects (ICT - Renewals - multi-year project)	Digital Technology	1. Deliver project according to approved project plan (ICT - Renewals)	1. 100%	1. 95%	Monitoring required. Projects remained on track until the COVID-19 pandemic started. The DT have been pulled off all non essential tasks to support the BCP for the organisation. The impact on this work will be assessed once we have completed critical tasks.
1.4.1.5 Develop asset design and as constructed templates as part of the Asset Data Standards Review	Infrastructure Planning	1. Develop an Auto CAD file template for asset design and as-constructed plans that meets Asset Design As Constructed (ADAC) standards by 30 June 2019	1. 100%	1. 80%	Behind schedule. Project being developed as part of Asset Designed As Constructed (ADAC) and Asset Data Standards review. Work between the Assets Team, GIS and Asset Planning Engineers has commenced.

Community Strategic Plan: 1.4 Use innovative, efficient and sustainable practices

Delivery Program Objective: 1.4.2 Deliver agreed services at the agreed service level at best value

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.4.2.1 Work across the organisation to facilitate the implementation of the Business Improvement Strategy	Organisational Performance	1. Facilitate process improvements	1. 100%	1. 100%	On target. The Business Improvement Office (BIO) is currently progressing a program of 5 service reviews for the 2019/2020 year. The Development Application Internal Referral review been completed with the new process operational in the test environment. A review of the Stormwater Asset Condition Collection process is nearing completion, and an initiative to develop a Regional Integrated Transport Strategy has begun. A review of the Development Application Lodge and Allocation process has commenced recently, and a high level review of Council's on-call management practices is anticipated to begin in the final quarter of the 2019/20 Financial Year.
		2. Facilitate service reviews	2. 100%	2. 100%	On target. Over the last quarter The Business Improvement Office (BIO) worked across various service areas to facilitate process improvement initiatives. In the last quarter BIO have developed a number success story templates to help share some of the process improvements being made across the Council, the intent of developing these stories highlight the continuous improvement culture at PMHC. BIO assisted the Finance Team to map the current bonds release process to understand the steps required and timing of the activities involved. Finally, BIO have been able to successfully develop and test a number of online forms.

Community Strategic Plan: 1.4 Use innovative, efficient and sustainable practices

Delivery Program Objective: 1.4.3 Deliver a customer focused service that provides the community a consistent experience of Council

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.4.3.1 Deliver high quality and valued customer experiences that place the customer at the Centre of what Council does	Customer Experience and Communications	1. Community sentiment data is used to inform how we design and provide services to our customers 2. Develop a Community Satisfaction survey tool to measure customer satisfaction 3. Improved percentage (greater than 75%) of first contact resolution of customer enquiries (less calls transferred)	1. 100% 2. 100% 3. 75%	1. 100% 2. 100% 3. 92%	On target. Whilst planned engagement requires adjustment in response to the Covid-19 pandemic, the immediate issues facing our community are informing how we continue to deliver services and respond to widespread financial hardship. On target. Micromex have been engaged to undertake customer satisfaction survey in Q4 2019-20. On target. Service standard set target of 75% achieved 92%. Stats for the period from 1 July 2019 to March 2020 include: Number of calls = 56,566, Number of counter enquiries = 68,027, Number of emails received = 24,042.
1.4.3.2 Provide up to date information for our community through a single source of truth	Customer Experience and Communications	1. Develop Council Knowledge Base by 30 June 2020	1. 100%	1. 90%	Monitoring required. Work is continuing utilising Microsoft Teams to host the the organisational knowledge base.

Community Strategic Plan: 1.5 Ensure strong corporate and financial management that is transparent and accountable

Delivery Program Objective: 1.5.1 Manage Council's financial assets and provide accurate, timely and reliable information

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.5.1.01 Monitor and accurately report on Council's financial position in accordance with Local Government Act requirements	Financial Services	1. Lodge audited financial statements with Office of Local Government by 31 October	1. 100%	1. 100%	Achieved. Council's audited financial statements for the year ended 30 June 2019 were lodged with the Office of Local Government by the required deadline of 31 October 2019.

Community Strategic Plan: 1.5 Ensure strong corporate and financial management that is transparent and accountable
Delivery Program Objective: 1.5.1 Manage Council's financial assets and provide accurate, timely and reliable information

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		2. Submit three quarterly budget review statements and an annual report submitted to Council	2. 100%	2. 100%	On target. The Quarterly Budget Review Statement for the quarter ended 31 December 2019 was submitted to the February 2020 Council meeting.
1.5.1.02 Manage Council's investment portfolio to optimise investment returns within the constraints of the policy, the Local Government Act and Regulations	Financial Services	1. Exceed benchmark for investment return 2. Table report to Council monthly	1. 100% 2. 100%	1. 100% 2. 100%	On target. Investment return has exceeded the benchmark for each month in isolation and the financial year to date. On target. Reports have been presented to Council within the required timeframes.
1.5.1.03 Develop annual Operational Plan budget and review the Long Term Financial Plan	Financial Services	1. Develop the draft annual budget in line with Integrated Planning and Reporting time frames 2. Have final budget adopted by Council by 30 June 3. Review the Long Term Financial Plan in line with the budget	1. 100% 2. 100% 3. 100%	1. 100% 2. 100% 3. 100%	On target. Preparation of the annual budget is underway, with the draft budget presented to the March 2020 Council meeting, and is on track to be finalised by the required timeframes. On target. The 2020/2021 budget preparation is underway and on track for the budget to be adopted by June 2020. On target. Preparation of the 2020/2021 budget is underway and will incorporate a review of the Long Term Financial Plan.
1.5.1.04 Prepare monthly financial reports for Council	Financial Services	1. Present financial reports to Council as required	1. 100%	1. 100%	On target. Monthly financial reports have been presented to Council as required.
1.5.1.06 Progress Partridge Creek residential development planning	Strategy	1. Provide a report to Council outlining Partridge Creek residential development options upon receipt of updated land valuation	1. 100%	1. 100%	On target. Report to Council is planned to be tabled at a future Ordinary Council Meeting. DA modification (change in B1 location in progress)

Community Strategic Plan: 1.5 Ensure strong corporate and financial management that is transparent and accountable
Delivery Program Objective: 1.5.1 Manage Council's financial assets and provide accurate, timely and reliable information

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.5.1.07 Progress Greenmeadows Drive residential development planning	Strategy	1. Develop concept plan for Greenmeadows Drive development 2. Lodge Development Approval application for Greenmeadows Drive development	1. 100% 2. 100%	1. 50% 2. 50%	Behind schedule. Project is delayed pending a briefing of Councilors on the location of a community centre. The potential residential development has been referred to Environmental Services for assessment and advice. Behind schedule. Project is delayed pending a briefing of Councilors on the location of a community centre. The potential residential development has been referred to Environmental Services for assessment and advice.
1.5.1.08 Conduct Asset Revaluation for Transport assets (Roads, Bridges, Footpaths, Airport Runway)	Infrastructure Planning	1. Complete asset revaluation by 30 June 2020	1. 100%	1. 95%	Monitoring required. Asset Revaluation for Stormwater, Flood and Foreshore Assets is yet to be completed, pending CCTV condition analysis of Stormwater network, which is underway. Quotes have been received, program planned to be complete by May with draft report and finalised in June.
1.5.1.09 Progress Emily Avenue residential development planning	Strategy	1. Develop concept plan for Emily Avenue development	1. 100%	1. 80%	Behind schedule. The item is at risk. The Development Application was lodged with Council 30 April 2019. The DA was referred to Kempsey Council for independent assessment. DA was approved 6 May 2020. Development Assessment Panel will review on 6 May 2020. June 2020 Ordinary Council Meeting depending on meeting scheduling in response to COVID-19.

Community Strategic Plan: 1.5 Ensure strong corporate and financial management that is transparent and accountable

Delivery Program Objective: 1.5.1 Manage Council's financial assets and provide accurate, timely and reliable information

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		2. Lodge Development Approval application for Emily Avenue development	2. 100%	2. 100%	On target. Development Application lodged with Council 30 April 2019. Referred to Kempsey Council for independent assessment for probity purposes. The DA was approved 20 March 2020. Will be reviewed by the Development Assessment Panel on 6 May 2020 and will likely be reported to the June 2020 OCM.
1.5.1.10 Implement Asset Designed As Constructed (ADAC) computerised automated process system	Infrastructure Planning	1. Complete implementation of ADAC within Council operations by 30 June 2020	1. 100%	1. 90%	Monitoring required. Undertaking the ADAC implementation is underway.

Delivery Program Objective: 1.5.2 Use procurement, tendering, purchasing and contract management approaches that are transparent and equitable

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.5.2.1 Continue to implement and monitor the procurement strategy action items	Financial Services	1. Completion of Procurement Strategy Implementation Plan actions within agreed timeframes	1. 100%	1. 100%	On target. The procurement strategy action items have been completed within the required timeframes.
1.5.2.2 CW Ensure plant purchases are in line with the plant replacement program (Plant Purchases and Disposals - multi-year project)	Infrastructure Operations	1. Plant replacement program delivered according to approved schedule	1. 100%	1. 90%	Monitoring required. Plant replacement program has been delayed due to a number of operational and resourcing constraints. A resourcing proposal has been presented to management for consideration. Planning has commenced to implement Fleet Management software, once implemented is expected to provide significant benefits and efficiencies providing this service.

Community Strategic Plan: 1.5 Ensure strong corporate and financial management that is transparent and accountable

Delivery Program Objective: 1.5.2 Use procurement, tendering, purchasing and contract management approaches that are transparent and equitable

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.5.2.3 Manage and maintain Council's Plant and Fleet to support the operational activities of Council	Infrastructure Operations	1. Plant and Fleet managed and maintained in accordance with adopted program and budget	1. 100%	1. 100%	On target. Plant income is currently on track and expenditure is slightly under budget.
1.5.2.5 Undertake procurement activities in accordance with legislative requirements and that are transparent	Financial Services	1. Capture contracts awarded with a value of \$150,000 (excluding GST) or more	1. 100%	1. 100%	On target. All contracts above \$150,000 have been captured as required.

Delivery Program Objective: 1.5.3 Develop, manage and maintain Council Business Units through effective commercial management

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.5.3.1 Increase operating revenue at the Airport, the Glasshouse, the Crematorium and Cemetery and the Environmental Laboratory	Commercial Business Units	1. Increase operating revenue by 3% per annum per business unit (Airport) 2. Increase operating revenue by 3% per annum per business unit (Crematorium) 3. Increase operating revenue by 3% per annum per business unit (Environmental Laboratory)	1. 3% 2. 3% 3. 3%	1. 6% 2. 4% 3. 25%	On target. Operating revenue up 6.1% on the corresponding period in 2018-19. On target. Operating revenue up 3.6% on the corresponding period in 2018-19. On target. Laboratory income to the end of March 2020 has increased by 25.2% compared to the corresponding period in 2019 as a result of increased sampling, analysis and reporting activities.

Community Strategic Plan: 1.5 Ensure strong corporate and financial management that is transparent and accountable
Delivery Program Objective: 1.5.3 Develop, manage and maintain Council Business Units through effective commercial management

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		4. Increase operating revenue by 3% per annum per business unit (Glasshouse)	4. 3%	4. -5%	Behind target. It should be noted that operating revenue is subject to a number of factors*, including the seasonal variation (availability and timing) in Glasshouse events. While revenue year-to-date to the end of March 2020 is down on last financial year, revenue year-to-date to the end of March 2020 compared to the same period to the end of March 2018 is up 14.3%. * The Glasshouse was closed to the public on Monday 23 March 2020 in response to the Public Health (COVID-19 Restrictions on Gathering and Movement) Order 2020 under the Public Health Act 2010 requiring an unprecedented level of refunds of venue hire deposits and tickets.
1.5.3.2 Implement the Glasshouse Strategic Plan 2019-2022 in consideration of Council's Cultural Plan	Commercial Business Units	1. Deliver actions according to adopted Glasshouse Strategic Plan 2. Present biannual reports to Council	1. 100% 2. 100%	1. 100% 2. 100%	On target. The draft Glasshouse Plan was placed on public exhibition from 24 January - 21 February 2020. Submissions are currently being reviewed and will be presented to a future meeting of Council. On target. The Glasshouse presented its bi-annual report at the February 2020 Council meeting. The next report is due in August 2020.
1.5.3.6 Manage Council's property management, leasing and licencing, and statutory property functions for the most appropriate return to Council and the community	Recreation, Property and Buildings	1. Deliver statutory property projects according to approved project plan 2. Manage Council's lease and licence portfolio to ensure the most appropriate return to Council and the community	1. 100% 2. 100%	1. 100% 2. 100%	On target. Land matters are progressed as required. On target. 168 Commercial Leases, 70 Community Leases, 82 Leases PMHC as Lessee.

Community Strategic Plan: 1.5 Ensure strong corporate and financial management that is transparent and accountable

Delivery Program Objective: 1.5.3 Develop, manage and maintain Council Business Units through effective commercial management

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.5.3.7 Continue to implement and monitor the property investment strategy	Strategy	1. Provide six monthly update reports to Council on the status of the Property Investment Portfolio	1. 100%	1. 100%	On target. The reporting period is now annually in each November. The next report will be tabled at the November 2020 Ordinary Council Meeting.
1.5.3.8 CW Land Acquisitions for Council Roads - Survey, Valuation and Land Transactions	Recreation, Property and Buildings	1. Deliver projects according to approved project plan (Land Acquisitions for Council Roads - Survey, Valuation and Land Transactions)	1. 100%	1. 100%	On target. Land matters are progressed as required.
Delivery Program Objective: 1.5.4 Identify new commercially viable revenue sources					
Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
1.5.4.1 Review current revenue sources and investigate the commercial viability of identified new revenue sources	Commercial Business Units	1. Identify new revenue sources	1. 100%	1. 100%	On target. Review of revenue sources being undertaken in conjunction with the development of the draft 2020-2021 Schedule of Fees and Charges.



Community Strategic Plan: 2.1 Create a community that feels safe

Delivery Program Objective: 2.1.1 Support Community Safety initiatives

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.1.1.1 Manage the contract for approved lifeguard services	Recreation, Property and Buildings	1. Deliver approved lifeguard services	1. 100%	1. 90%	Monitoring required. Lifeguard patrols continued at Town, Flynns, Lighthouse, Lake Cathie, Rainbow and North Haven beaches until 27 March, when volunteer patrols were suspended as a result of COVID-19. Surveillance patrols continue at Town and Flynns beach.
		2. Deliver lifeguard education programs to schools and community groups (target 2,500 students)	2. 100%	2. 100%	Achieved. The lifeguard education program was undertaken in Term 4 in schools across our LGA. Presentations were delivered to 3,868 students participating in the program.

Delivery Program Objective: 2.1.2 Advocate for, support and coordinate emergency services

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.1.2.1 CW Council supports Emergency Management Operations and Agencies	Infrastructure	1. Provide coordination and support to emergency service units as required	1. 100%	1. 100%	On target. Continuing to work with Emergency Services.

Community Strategic Plan: 2.1 Create a community that feels safe

Delivery Program Objective: 2.1.3 Conduct regulatory and educational activities which safeguard public and environmental health, and ensures compliance with planning and building standards

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.1.3.1 Monitor and take action as appropriate to ensure compliance with development approvals and building, environmental, public health and on-site sewage standards	Environment and Regulatory Services	1. Respond to 80% of Regulatory Services customer requests within set customer service standards	1. 80%	1. 86%	On target.
		2. Undertake 90% of fire safety inspections within set customer service standards	2. 90%	2. 100%	On target.
		3. Undertake 90% of on-site sewerage management systems inspections within set customer service standards	3. 90%	3. 54%	Behind schedule. Service area impacted by resourcing issues.
		4. Undertake 90% of public health inspections within set customer service standards	4. 90%	4. 89%	Monitoring required.
		5. Undertake 90% of swimming pool inspections within set customer service standards	5. 90%	5. 78%	Behind schedule. Service area impacted by resourcing issues.
2.1.3.3 Provide ranger & law enforcement services to ensure compliance relating to parking, beach patrols, illegal signage, sale of goods on roads, building site sediment control & companion animals	Environment and Regulatory Services	1. Monitor the number of companion animal incidents	1. 100%	1. 100%	On target.
		2. Monitor the number of offences detected during proactive patrols	2. 100%	2. 100%	On target.

Community Strategic Plan: 2.1 Create a community that feels safe

Delivery Program Objective: 2.1.3 Conduct regulatory and educational activities which safeguard public and environmental health, and ensures compliance with planning and building standards

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		3. Respond to 80% of Regulatory Services customer requests regarding compliance with parking, beach patrols, illegal signage, sale of goods on roads, building site sediment control and companion animals	3. 80%	3. 83%	Monitoring required.
2.1.3.4 Manage Council's Environmental Laboratory and provide sampling, analysis, reporting & advice of water quality analysis to internal & external customers on an approved fee for service basis	Commercial Business Units	1. Complete all sampling, analysis and reporting of operational and regulatory requests in accordance with the required service standards 2. Maintain National Association of Testing Authorities (NATA) corporate accreditation 3. Undertake all sampling, analysis and reporting of operational and regulatory requests in accordance with approved budgets	1. 100% 2. 100% 3. 100%	1. 97% 2. 100% 3. 100%	Monitoring required. 96.9% of finalised reports met the required service standard. All reports for urgent request and non compliant results were met within the agreed service standard. Achieved. NATA accreditation maintained. On target. All sampling, analysis and reporting conducted within budget.
2.1.3.5 Provide a safe water supply in accordance with Australian Drinking Water Quality Guidelines	Infrastructure Planning	1. Have nil reportable incidents in accordance with NSW Health agreed protocols	1. 0#	1. 0#	On target. No reportable incidents in reporting period.

Community Strategic Plan: 2.2 Advocate for social inclusion and fairness

Delivery Program Objective: 2.2.1 Support and advocate for all community sectors

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.2.1.1 Involve youth for a better Council	Community Engagement	1. Deliver Youth focused activities	1. 100%	1. 90%	Monitoring required. A digital Youth Week Program has been developed to enable youth activities to still occur during the COVID-19 pandemic. Activities for Youth Week to engage with our youth have been developed in the online space which will allow them to connect with their community. PMHChallenge has also been developed and is looking for students to create an artwork, write a poem, compose a song or design a Mobile App that reflects this year's theme of 'Speak up. Be involved. Get connected. Have fun'. The challenge is open to youth aged between 12 and 25 years. Details on how to enter are at www.pmhcnsw.gov.au/pmhchallenge and closes on 15 May 2020. A 'Local Legends Video Series' is also being launched during Youth Week and is accessible to students and teachers until 15 May 2020. This series will take participants through a learning journey where they can hear stories from local legends about how they weaved their way through life, uncovered their purpose and created their impact in our community and beyond. The first episode launches on our council website on Monday 6 April so head to pmhcnsw.gov.au/youthweek to watch it.

Community Strategic Plan: 2.2 Advocate for social inclusion and fairness

Delivery Program Objective: 2.2.1 Support and advocate for all community sectors

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		2. Re-establish and manage a Youth Advisory Council	2. 100%	2. 100%	On target. Commencement of the YOUTHinkers Program began with a marketing campaign commencing 11 February 2020. Currently, 12 volunteers have elected to join the program, ranging from 14-25 years old. It was planned to launch the program commencing 23 March 2020. However, the COVID-19 pandemic has impacted commencement. Strategies are being put in place to re-engage, improve communication levels, and reassure participants that the program will go ahead in a safe manner.
2.2.1.3 Coordinate the grants program to assist the community to deliver projects that contribute to a sense of place	Community Engagement	1. Deliver Community Grants Program through two rounds per year 2. Implement the new Community Grants program to meet the needs of a changing community	1. 100% 2. 100%	1. 100% 2. 100%	On target. Round 2 of Community Grants process was undertaken in February 2020 with a delay in awarding funds due to the COVID-19 pandemic and staff changes. It is anticipated that grants will be awarded at the Ordinary May 2020 Council Meeting. On target. A review of the Grants Program and subsequent recommendation were developed by a Grants Officer, who has since resigned from this position. The approach will be reviewed and a new Grants Program for 2020-2021 will be developed once a new team structure is in place.

Community Strategic Plan: 2.2 Advocate for social inclusion and fairness

Delivery Program Objective: 2.2.1 Support and advocate for all community sectors

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.2.1.7 Adopt and implement the Community Inclusion Plan	Community Engagement	1. Adopt the Community Inclusion Plan by 31 October 2019	1. 100%	1. 80%	Behind schedule. The project has been delayed due to a number of staffing changes and the impact of other priorities (bushfire recovery and water restrictions). Following the November 2019 Council meeting, the draft Community Inclusion Plan was on Public Exhibition through to late February 2020. The draft Plan has been updated following analysis of the resulting community feedback and will be presented to an upcoming Councilor Briefing prior to being taken to Council for endorsement in Q4 2019/2020.
		2. Implement the Community Inclusion Plan actions	2. 100%	2. 100%	On target. Working with the community on resilience throughout and after the bushfires. Seniors Week Festival delivered Youth Leaders Program continuing Volunteer work continuing - Graffiti Blasters, Coastal Warriors, Corrections

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.1 Ensure access to community facilities and activities: including access to natural environment

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.1.1 CW Deliver the Disability Inclusion Action Plan in accordance with State Legislation	Community Engagement	1. Implement the actions as per the Disability Inclusion Action Plan	1. 100%	1. 100%	On target. Delivery of the Disability Inclusion Action Plan continues to be undertaken. The key project this year was the Short St toilet that opened in late 2019. Council was successful in receiving an 'Everyone can Play' Grant for Blair Reserve and work will commence shortly.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.1 Ensure access to community facilities and activities including access to natural environment

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.1.2 Manage Community Halls	Community Engagement	1. Manage Community Halls to current service standards	1. 100%	1. 100%	On target. Community Halls continue to be managed through multiple methods. This quarter has seen great results for the pilot model at Lake Cathie Community Hall. The management of the Lake Cathie Hall has been negotiated with the PMNC and is operating successfully. The PMNC are providing a receptionist, opening and closing the hall, greeting hirers and answering questions from prospective hirers. They are issuing the invoices and compiling remittances with income banked into Council's account monthly and a statement provided. They have also commenced their own programs in the hall.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.2 Provide a range of inclusive sporting and recreational opportunities and facilities to encourage a healthy and active lifestyle

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.2.1 Continue implementation of the Recreation Action Plan 2015-2025 (including Town Green Central and West - Preconstruction)	Recreation, Property and Buildings, (Project Delivery)	1. Implement the identified actions from the Recreation Action Plan	1. 100%	1. 90%	Monitoring required. Hastings Regional Sporting Facility - Stage 1 development: Detailed design for the facility is nearing completion. Design finalisation scheduled for June 2020. Sancroft/Thrumster Sports Fields: Project planning for detailed design of the facility has commenced. Hastings River, PMQ: Detailed design and approvals for new recreational boating facility: Detailed concept plans have been developed. Land acquisition discussions with adjacent land owners are ongoing and need to be resolved to allow for finalisation of this project. PMQ Coastal Walk upgrade: Construction of the upgrade for the segment between Charlie Upton Walk and Flagstaff Hill have commenced. Upgrade of Doctors Walk and Kenny Walk segments are scheduled for 2020. PMQ Dog Off-leash Park: Complete North Haven to Bonny Hills Coastal Walk upgrade: Quotations currently being sought. PMQ Aquatic Facility: Site selection process is complete with Macquarie Park being reconfirmed as the preferred site. Project planning for detailed design process has commenced. Steering Group has been established for this project. Wayne Richards Park Stages 3 and 4 - detailed design and approvals: Environmental issues will prevent all facilities identified in adopted Master Plan from being able to be provided. Project deferred to allow for further engagement with sporting stakeholder groups.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.2 Provide a range of inclusive sporting and recreational opportunities and facilities to encourage a healthy and active lifestyle

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		2. Town Green Central and West - Preconstruction	2. 100%	2. 100%	On target. Multi year project Design phase ongoing including extensive heritage and cultural assessments, Civil and landscape designs have now commenced with completion forecast prior to the end of the 2019/20 FY. Construction phase of this project is expected to commence in the 2020/21FY however is subject to additional funding being adopted by Council in 20/21 Operational Plan.
2.3.2.2 CW Deliver sporting facility renewal and upgrades program across the LGA	Recreation, Property and Buildings	1. Deliver renewal and upgrades as per schedule and reported according to seasonal sports	1. 100%	1. 100%	On target. Oxley Oval, Port Macquarie - sporting infrastructure upgrade: lighting upgrade complete. Clubhouse construction is well underway. Port Macquarie Hockey Facility - install lighting to field 2: complete Port Macquarie Regional Stadium - new training field and lighting: complete Charlie Watt Reserve, Telegraph Point - upgrade: lighting upgrades complete. Contractor engaged to install field drainage later in the calendar year. Andrews Park, Wauchope - lighting upgrade complete. Lake Cathie Sports Field - field surface upgrade and install irrigation: Irrigation installation complete; field reconstruction is well underway. Blackbutt Park, Wauchope - park furniture upgrade has commenced. Kendall Sports Ground - reserve upgrade has commenced. Lighting works may be delayed as a result of material supply issues out of China.
2.3.2.3 Manage the Mayor's Sporting Fund	Economic and Cultural Development	1. Distribute funds as required and coordinate fundraising events	1. 100%	1. 100%	On target. Correspondence prepared, cheques drawn and funds distributed. Database updated. Planning for first Fund Raising Event for 2020 commenced.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.2 Provide a range of inclusive sporting and recreational opportunities and facilities to encourage a healthy and active lifestyle

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.2.4 Undertake regional master planning for recreational facilities	Recreation, Property and Buildings	1. Commence review of Bonny Hills Reserves Master Plan 2. Complete Master Planning for Bain Park, Wauchope	1. 100% 2. 100%	1. 100% 2. 70%	On target. Bonny Hills Reserves Master Planning commenced Community Engagement underway Draft master plan to commence fourth quarter Behind schedule Draft master plan completed and scheduled for consideration at the June Council meeting. Delays as further clarification requested from Executive around staging plan, costings and funding.
2.3.2.6 CW Hastings River recreational boating improvements - Undertake design/pre-construction for provision of new facility as per Boating Needs Investigation	Recreation, Property and Buildings, (Project Delivery)	1. Continue to deliver project according to approved project plan (Hastings River recreational boating improvements)	1. 100%	1. 80%	Deferred. This project remains in the initiation phase. Design phase commencement is pending negotiations re land acquisition and traffic/intersection planning. No construction is proposed on this project during the 2019/20 FY, this project has been deferred from the 2019/20 program and is currently on hold.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.3 Develop and implement management of operational and maintenance programs for open space, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.3.01 CW Undertake the maintenance program for parks, reserves, sporting fields and beaches including parks signage	Recreation, Property and Buildings	1. Deliver maintenance program including beach cleaning and playground inspections according to approved maintenance schedules	1. 100%	1. 100%	On target. During the reporting period, staff focus has been on: - Mowing parks and reserves across the LGA for the summer season - sports field preparation for weekly fixtures of Summer sports - preparing sites for events. e.g markets, weddings etc - mowing of all cemeteries - Sportsfield preparation for State cup touch at Regional Stadium and Tuffins Lane - garden maintenance in the Port Macquarie CBD area including pruning, watering, weed treatment and mulching - formal inspection of all playgrounds with required maintenance and repairs - green waste removals - cleaning of bin hides and bubblers across the local government area. - inspections for Customer requests - Storm cleanup after rain events caused damage across various locations, This included asset repairs and debris cleanup from beaches - Implementation of level 4 water restrictions including all outdoor water facilities turned off and signage placed at all assets, then removal and change back to level 3 water restrictions - Additional watering of Cricket wickets due to level 3 and 4 water restrictions. - Filling of water tanks for community groups during water restrictions.
2.3.3.02 CW Undertake scheduled and reactive maintenance programs of all Council-owned buildings including office furniture replacement	Recreation, Property and Buildings	1. Deliver projects according to facilities works program	1. 100%	1. 100%	On target. Works are being carried out as per our current maintenance schedules and reporting mechanisms
2.3.3.03 CW Undertake building rectification works in line with Council Asset Management - multi-year project	Recreation, Property and Buildings	1. Deliver project according to approved project plan (building rectification works)	1. 100%	1. 100%	On target. All works are being carried out as per the Building Asset Management Plan's (BAMP) program.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.3 Develop and implement management of operational and maintenance programs for open space, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.3.04 CW Provide, maintain and manage public aquatic facilities	Recreation, Property and Buildings	1. Oversee the management of Council's public aquatic facilities in accordance with lease obligation checklist 2. Undertake annual off-season facility maintenance in accordance with approved program	1. 100% 2. 100%	1. 100% 2. 100%	On target. All four aquatic facilities were operational from 28 September until COB on the 23 March 2020, when they were required to be closed as a result of COVID-19 management directives. On target. Scheduled for delivery May/June 2020.
2.3.3.05 Deliver park furniture renewals across the local government area, including donated seats program	Recreation, Property and Buildings	1. Deliver Park furniture replacement program according to approved schedule	1. 100%	1. 100%	On target. Park furniture renewals commenced
2.3.3.06 CW Carry out playground equipment replacement program	Recreation, Property and Buildings	1. Deliver the Playground Equipment Replacement program according to approved schedule	1. 100%	1. 90%	Monitoring required. Blair Reserve - Detailed plan finalised, construction to commence fourth quarter of 2019-20. Reservoir Park-Project completed Feb 20. Scribbly Bark-Detailed plan, procurement finalised. Construction scheduled for fourth quarter 2019-20. Rocks Ferry Reserve - Community engagement finalised. Concept plan, procurement, construction scheduled for fourth quarter. Settlement Point Reserve - Construction commenced, completion in fourth quarter 2019-20. Monitoring required-Town Beach Park-Detailed plan finalised, procurement commenced. Construction scheduled for fourth quarter. Behind schedule-Riverview Reserve - Yet to commence. Land tenure issue to be resolved. Council to request to be appointed as Council Crown Land Manager of the site.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.3 Develop and implement management of operational and maintenance programs for open space, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.3.08 CW Deliver recreational walkway replacement program across the local government area	Recreation, Property and Buildings	1. Deliver Recreational walkway program according to approved project plan	1. 100%	1. 100%	On target. North Haven to Bonny Hills Walkway has planning commenced, procurement and construction planned for fourth quarter of 2019-2020. Blair Reserve, Sandhurst Reserve and Harry's Lookout Walkway Replacements has construction commenced to be completed fourth quarter of 2019-2020.
2.3.3.09 Implement maintenance programs for boat ramps, wharves and jetties	Recreation, Property and Buildings (Infrastructure Operations)	1. Deliver programs according to approved maintenance and schedule (for boat ramps, wharves and jetties)	1. 100%	1. 100%	On target. Works delivered on budget. Works schedule based on inspections and assessment criteria from Council's road and stormwater risk rating and road hierarchy systems.
2.3.3.10 Undertake the maintenance program for beaches	Recreation, Property and Buildings	1. Undertake beach and beach access maintenance as per program 2. Undertake inspections of beach access signs	1. 100% 2. 100%	1. 100% 2. 100%	On target. Beach accesses maintained and cleaned as required for Summer season. Detailed beach grooming undertaken at all high profile beaches. Storm debris cleaned up after flood events left a large amount of waste on the beaches. On target. Signs inspected, repaired and replaced as required.
2.3.3.11 CW Rocks Ferry Reserve - Riverbank revetment extension	Recreation, Property and Buildings (Project Delivery)	1. Deliver project according to approved project plan (Rocks Ferry Reserve)	1. 100%	1. 100%	On target. This project continues from 2017/18 FY. Construction practically complete during Oct 2018 within anticipated budget. Additional scope of works to extend rock armouring has been agreed to take advantage of remaining budget. The lead time of the approvals of the additional scope is expected to be 6 months. This project is forecast to be completed within the 2019/20 FY.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.3 Develop and implement management of operational and maintenance programs for open space, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.3.12 CW Sancroix/Thrumster Sports Fields - Detailed design and approvals - multi-year project	Recreation, Property and Buildings, (Project Delivery)	1. Deliver project according to approved project plan (Sancroix/Thrumster Sports Fields - design and approvals)	1. 100%	1. 85%	Behind schedule. This project continues from 2017/18 FY. This project was placed on hold pending the outcomes of the site selection for the Port Macquarie Aquatic Facility and confirmation from Football NSW on their preferred site location. These two items have now been confirmed and the design is expected to commence during 2020 with completion forecast for late 2020/21 FY. Engagement of Detailed Design expected by late 2020.
2.3.3.14 CW Undertake the Public Amenities Renewals Program	Recreation, Property and Buildings	1. Deliver project according to approved project plan (Public Amenities Renewals program)	1. 100%	1. 90%	Monitoring required. COVID-19 pandemic impacting on delivery of this project. Pilot Beach Amenities are planned for installation June 2020 there has been a delay in ordering kit due to a change in supplier management which will be resolved by the end of March. Supplier has informed possible delay in manufacturing due to COVID-19 pandemic.
2.3.3.15 CW Kendall Skatepark – renewal of facility at end of useful life – Design and construct	Recreation, Property and Buildings, (Project Delivery)	1. Deliver project according to approved project plan (Kendall Skatepark renewal)	1. 100%	1. 0%	Yet to commence. This project is yet to commence and is awaiting removal of the existing tennis courts by the tennis club to provide a site for the skatepark. This project is not expected to be commence prior to the 2020/21 FY.
2.3.3.16 Manage burial, cremation and memorialisation services at Innes Garden Memorial Park, Wauchope, Laurieton and other outlying cemeteries	Commercial Business Units	1. Carry out services in accordance with legislative and customer requirements	1. 100%	1. 100%	On target. All burial, cremation and memorialisation services carried out in accordance with legislative and customer requirements.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.3 Develop and implement management of operational and maintenance programs for open space, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.3.17 CW Carry out improvement and expansion works at Innes Garden Memorial Park, Wauchope and Laurieton cemeteries	Commercial Business Units	1. Deliver projects according to approved project plan (improvement and expansion works at cemeteries)	1. 100%	1. 80%	Behind schedule. Project Charter developed as the basis for future work to prepare a new Master Plan for the proposed expansion of Wauchope Cemetery. Project delayed due to sale processes associated with Innes Gardens Memorial Park.
2.3.3.18 Administration of public roads, public spaces, events and customer engagement: Section 138 Road Applications, Road Encroachments, Customer Enquiries, Statutory Road Functions, Road Policies	Infrastructure Planning	1. Deliver works in accordance with Council's Policies and Procedures	1. 100%	1. 90%	Monitoring required. Level of service for responding to applications and enquirers has slightly increased due to staff being approved to work additional hours in line with team's FTE allocation.
2.3.3.20 Develop Plans of Management for Council Crown Reserve Sites - Undertake plans of management as required under the Crown Lands Management Act	Recreation, Property and Buildings	1. Plans of Management for Council Crown Reserve Sites undertaken as required	1. 100%	1. 100%	On target. Land categorisation were finalised and endorsed at the December meeting of Council and will be submitted to the Minister for Housing, Property and Water for approval as the next stage of the project.
2.3.3.21 CW Kew Community Park - Construct new park	Recreation, Property and Buildings	1. Deliver project according to approved project plan (Kew Community Park - Construct new park)	1. 100%	1. 100%	Achieved. Project completed December 2019

Delivery Program Objective: 2.3.4 Plan, investigate, design and construct open spaces, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.4.02 CW Port Macquarie Coastal Walk — upgrade as per adopted master plan	Recreation, Property and Buildings, (Project Delivery)	1. Deliver project according to approved project plan (Port Macquarie Coastal Walk)	1. 100%	1. 100%	On target. Construction near completion on stage 1 of Charlie Uptin section of walk. Subsequent sections to continue with construction following the busier Christmas holiday period.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.4 Plan, investigate, design and construct open spaces, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.4.03 CW Wayne Richards Park — Stage 3 and 4 detailed design and approvals	Recreation, Property and Buildings, (Project Delivery)	1. Deliver project according to approved project plan (Wayne Richards Park — Stage 3 and 4 detailed design and approvals)	1. 100%	1. 90%	Behind schedule. (multi year project) Design underway for this multi year project which has been delayed due to complex environmental constraints. The project is expected to continue into the 2020/21 FY. The construction phase would then be subject to depot relocation and budget allocation. The project is currently on hold.
2.3.4.06 CW Flynn's Beach — upgrade seawall replacement - Stage 1 (multi-year project)	Recreation, Property and Buildings, (Project Delivery)	1. Deliver project according to approved project plan (Flynn's Beach — upgrade seawall - seawall replacement - Stage 1)	1. 100%	1. 100%	Achieved. Construction of this project commenced in early May 2019 with completion achieved in Dec 2019.
2.3.4.07 CW Googik Track - construct shared walkway/cycleway, Stage 2 - multi-year project -	Recreation, Property and Buildings	1. Deliver project according to approved project plan (Googik Track - construct shared walkway/cycleway, Stage 2)	1. 100%	1. 90%	Monitoring required. National Parks and Wildlife Service (NPWS) are finalising plans for the upgrade of the Googik Track segment connecting Lake Cathie with the Links Estate. NPWS had indicated that works were scheduled to commence early 2020. However, recent bushfire activity has impacted on this timeline.
2.3.4.08 CW Hastings Regional Sporting Complex Construction (multi-year project)	Recreation, Property and Buildings, (Project Delivery)	1. Deliver project according to approved project plan (Hastings Regional Sporting Complex Construction)	1. 100%	1. 95%	Monitoring required. This project continues from the 2017/18 FY. Design works are progressing towards an anticipated design completion in the third quarter of 2020. Construction works planning and associated phasing are currently being developed. This is a multiyear project and will continue into 2020/21 reporting period for the construction phase (pending funding).

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.4 Plan, investigate, design and construct open spaces, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.4.12 CW Port Macquarie Town Centre Master Plan (TCMP) improvements	Recreation, Property and Buildings	1. Deliver project according to approved project plan (PMQ TCMP Improvements)	1. 100%	1. 90%	Monitoring required. FORESHORE WALKWAY PRIORITY PROJECTS - Landscape design completed. - Geotechnical and Heritage Reports completed. - Detailed Surveys Completed. - Fishermen's Wharf under construction by Crown Lands. - Engineering services engaged. - Flood study in progress for William St Underpass GORDON STREET UNDERPASS - Behind Schedule - Preliminary design completed - Permit to work in Key Fish Habitat received. - 2 quotes received for modular boardwalk systems. - SEARS application determined that an EIS now required due to site partial inclusion in SEPP. - Quotes required for EIS to be obtained by end of April 2020 for TCMP Sub-committee Report for May 2020.
2.3.4.14 CW Port Macquarie Pool - Design Finalisation	Recreation, Property and Buildings, (Project Delivery)	1. Deliver project according to approved project plan (Port Macquarie Pool - Design Finalisation)	1. 100%	1. 90%	Monitoring required. This project has been delayed due to extensive community consultation that was undertaken to determine the preferred location of the Pool. With the pool site at Macquarie Park now confirmed the project planning of the aquatic facility project has now commenced with the establishment of a project steering group during Dec 2019. Project Plan awaiting approval and endorsement by Steering Group. Pre-construction works forecast to be complete mid 2022.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.4 Plan, investigate, design and construct open spaces, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.4.15 CW Mrs Yorks Garden – Concept Plan development	Recreation, Property and Buildings	1. Deliver project according to approved project plan (Mrs Yorks Garden – Concept Plan development)	1. 100%	1. 100%	On target. Concept plan finalised. Works to now be implemented by Friends of Mrs York's Garden. Environmental approvals to be obtained prior to commencement of works.
2.3.4.16 CW Continue installation of Town Village Entry Signage	Community Engagement	1. Deliver project according to approved project plan (Continue installation of Town Village Entry Signage)	1. 100%	1. 80%	Behind schedule. Location for the signage, and seeking approval from TfNSW underway. Engagement has been undertaken with the Tourism Association and the Chamber. The Tier two signs and key entrance signs are to be installed prior to 30 June 2020.
2.3.4.17 CW Lake Cathie Foreshore Reserve - Master plan implementation - Construction of Skate Facility	Recreation, Property and Buildings	1. Deliver project according to approved project plan (Lake Cathie Foreshore Reserve - Construction of Skate Facility)	1. 100%	1. 80%	Behind schedule. A community grant application has recently been announced as successful. Staff are now working with the community group to progress project planning now that the budget is confirmed.
2.3.4.18 CW Rainbow Beach Sports Fields	Recreation, Property and Buildings, (Project Delivery)	1. Deliver project according to approved project plan (Rainbow Beach Sports Fields)	1. 100%	1. 95%	Monitoring required. On target (revised). Design of the sports fields underway by outsourced consultancy. Design is expected to be completed Oct 2020 with construction commencing not before the 2021 calendar year.
2.3.4.19 CW Red Ochre Park - Develop new park facilities - Local Facilities	Recreation, Property and Buildings	1. Deliver project according to approved project plan (Red Ochre Park - Develop new park facilities - Local Facilities)	1. 100%	1. 100%	On target. Community engagement finalised and the draft concept plan completed. Procurement, construction plan and playground construction scheduled for fourth quarter

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.4 Plan, investigate, design and construct open spaces, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.4.20 CW Ruins Way Park - Develop new park facilities - Local Facilities	Recreation, Property and Buildings	1. Deliver project according to approved project plan (Ruins Way Park - Develop new park facilities - Local Facilities)	1. 100%	1. 90%	Monitoring required. Community engagement delayed due to resourcing constraints. Contractor availability also highlighted as an issue due to bushfires, weather and COVID-19. It is expected that construction will start in the fourth quarter but may not be completed by the end of the financial year.
2.3.4.21 CW Stuart Park – Regional Sporting Precinct - Stuart Park and Wood Street Upgrades	Recreation, Property and Buildings, (Infrastructure Delivery)	1. Deliver project according to approved project plan (Stuart Park – Regional Sporting Precinct)	1. 100%	1. 100%	On target. Multi-Purpose sports court complete January 2020. Perimeter pathway 95% complete with interfaces to be completed by June 2020. Sport lighting complete and handed over January 2020. Building works to existing amenities and new storage facility: Consultation complete, design complete, procurement complete for existing amenities rebuild / new storage facility by March 2020. Construction of Stuart park amenities commenced with target completion March 2020 / new storage facility yet to commence with target completion June 2020. Children's playground, off dog leash area and park furniture complete. General landscaping construction commenced target completion June 2020.
2.3.4.22 CW Parks and Gardens Future Designs - Preparation of engineering designs in advance of construction programmes for Parks and Gardens	Recreation, Property and Buildings	2. Deliver project according to approved project plan (Wood Street Road upgrade) 1. Deliver project according to approved project plan (Parks and Gardens Future Design)	2. 100% 1. 100%	2. 100% 1. 100%	On target. Woods street road works progress includes - Design complete - tender complete - Site establishment Jan.2020 - Pre start meeting 8/01/2020 On target.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.4 Plan, investigate, design and construct open spaces, recreational and community facilities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.4.23 CW Port Macquarie Town Signage - Installation of Signage in the Port Macquarie area	Community Engagement	1. Deliver project according to approved project plan (Port Macquarie Town Signage)	1. 100%	1. 80%	Behind schedule. Working with Recreation and Building Team and the Transport team to determine the location for the signage, and to seek approval from TfNSW. Engagement has been undertaken with the Tourism Association and the Chamber. The Tier One key entrance signs are to be installed prior to 30 June 2020.
2.3.4.24 CW Beechwood Tennis Courts - Upgrade Tennis Facility	Recreation, Property and Buildings	1. Deliver project according to approved project plan (Beechwood Tennis Courts - Upgrade Tennis Facility)	1. 100%	1. 100%	On target. A grant funding application submitted by the Beechwood Tennis Club under the NSW Government's Club Grants Program was successful in securing funding, in addition to Council's co-contribution, to progress this project. The commencement date for works is currently in the process of being confirmed.

Delivery Program Objective: 2.3.5 Plan and deliver innovative Library Services which cater for new technology and growing population

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.5.1 CW Provide a range of library programs and lending services across the local government area (including Library Furnishings, Fittings and Equip; Library Local Priority Grant)	Community Engagement	1. Annual library events program delivered 2. Increase Library membership	1. 100% 2. 100%	1. 75% 2. 100%	Behind schedule. Programs temporarily suspended because of the Covid-19 virus. On target. Current membership is 35,686 compared to 32,163 for the similar period last year.
2.3.5.2 CW Purchase of Library Books - multi-year project	Community Engagement	1. Complete book purchases	1. 100%	1. 75%	Behind schedule. Difficult to continue with book purchases.
2.3.5.4 Adopt and implement the Library Strategic Plan	Community Engagement	1. Adopt the Library Strategic Plan by 30 October 2019	1. 100%	1. 100%	Achieved.

Community Strategic Plan: 2.3 Provide quality programs, community facilities and public spaces, e.g. for example, Community community halls, parks and vibrant town centres

Delivery Program Objective: 2.3.5 Plan and deliver innovative Library Services which cater for new technology and growing population

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		2. Implement actions as per the Library Strategic Plan	2. 100%	2. 75%	Behind schedule. Difficult to implement plans in the current climate.
2.3.5.5 CW Implement Library Website Upgrade	Community Engagement	1. Library Website upgrades complete by December 2019	1. 100%	1. 100%	Achieved. The library web page now has 30,000 page views per month
2.3.5.6 CW Purchase and fit out new Community Van to provide services such as Library outreach, arts and cultural program and community engagement	Community Engagement	1. Service delivery program developed and implemented by 30 June 2020 2. Van purchased and fit out complete by 1 March 2020	1. 100% 2. 100%	1. 100% 2. 75%	On target. Up to the end of February. Behind schedule. Van was delivered late and is now being fitted out. Should be completed by the end of June 2020.
2.3.5.7 CW Deliver Special Library Projects to enhance library delivery program	Community Engagement	1. Special Library Projects planned, approved and implemented by 30 June 2020	1. 100%	1. 75%	Behind schedule. A number of projects have been put on hold.

Delivery Program Objective: 2.3.6 Support a range of inclusive community activities and programs

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.3.6.3 Finalise and implement the Port Macquarie Hastings Events Plan	Community Engagement	1. Implement actions relating to Community Events	1. 100%	1. 90%	On target. Seniors Week was a fabulous success with over 1,200 seniors attending to view the 80+ stalls at Port Panthers in early February 2020. All community events from mid March were cancelled or postponed due to COVID-19 pandemic.

Community Strategic Plan: 2.4 Empower the community through encouraging active involvement in projects, volunteering and events

Delivery Program Objective: 2.4.1 Work with the community to identify and address community needs, to inform Council processes, services and projects

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.4.1.1 Support and promote the Volunteer Program including the Graffiti Blaster Program	Community Engagement	1. Plan and coordinate a volunteer program across the LGA	1. 100%	1. 100%	On target. Continuing to support community-led volunteer programs and projects across the local area, including the Graffiti Blasters Program. A steady flow of new volunteer registrations have been received this quarter together with a strong maintenance of volunteer retention. New volunteer programs and project starting within the local are primarily environmental focused, with reserve maintenance programs and a GIS Digital Koala Food Tree program aimed at capturing and cataloguing historic (and recently) planted koala food trees. Within the Laurieton, Dunbogan and Kendall region, the shared pathways projects have seen significant construction with future planning and environmental studies being undertaken for further scope of works. In the Wauchope region, a volunteer group, Blazeaid set up camp to assist in the re-building of fences that were damaged in the recent fires. This program is continuing with high registrations for skilled volunteers and increasing rapidly, however the camp has now suspended work due to COVID-19. Other volunteer programs continue to see growth in registrations into the new year and Council is committed to support community-led volunteer programs that promote and increase participation and inclusion across the local government region.

Community Strategic Plan: 2.4 Empower the community through encouraging active involvement in projects, volunteering and events
Delivery Program Objective: 2.4.1 Work with the community to identify and address community needs, to inform Council processes, services and projects

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.4.1.2 Prioritise and commence implementation of agreed actions from the Customer Experience project	Customer Experience and Communications	1. Implement the agreed Customer Experience priorities for 2019-2020	1. 100%	1. 90%	Monitoring required. Planned project requires revision due to impact of Covid-19. It is anticipated that deliverables will be met including delivery of knowledge management system.

Community Strategic Plan: 2.5 Promote a creative and culturally rich community
Delivery Program Objective: 2.5.1 Support cultural activities within the community

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.5.1.1 Implement the Cultural Plan	Economic and Cultural Development	1. Implement Cultural Plan actions	1. 100%	1. 100%	On target. Final inspections were conducted of two of the three Local Heritage Assistance Grants, both were approved for completion; the final project is on track for completion by deadline. - Planning is well underway for ArtWalk 2020, this includes submissions of two funding applications, site mapping, collateral and web development. The date has been pushed back to October as a result of COVID-19 travel bans. - The Public Art Policy received 4 positive submissions whilst on display and has since been adopted by Council. - The Cultural Economy Plan is well progressed including delivery of a Creative Industries survey, Cultural and Creative Industries Mapping, Skills Audit, Venue Mapping and a series of themed round table discussions. A findings report has been received and the final report including strategies and actions are in development now based on insights and findings generated by the above. - Bicentenary celebration planning continues with the Cultural Event Officer working with the working group to define event inclusions and budget.
2.5.1.2 CW Undertake Glasshouse back of house maintenance	Commercial Business Units	1. Undertake Glasshouse back of house maintenance as required	1. 100%	1. 100%	On target. Planned preventative maintenance on the building and equipment included: Electrical test and tag on 1,700 items Repairs to theatre seats Maintenance and cleaning of all theatre lights and venue projectors Studio rigging and lights cleaned and repaired Meeting rooms painted.

Community Strategic Plan: 2.5 Promote a creative and culturally rich community
Delivery Program Objective: 2.5.1 Support cultural activities within the community

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
2.5.1.3 Manage the delivery of a range of high quality performing and visual arts events at the Glasshouse in consideration of Council's Cultural Plan	Commercial Business Units	1. Deliver the exhibition program as per the annual gallery program (20 exhibitions)	1. 100%	1. 100%	On target. As per the annual Visual Arts Program, the Glasshouse Regional Gallery presented the following exhibitions: Reality in Flames - Australian War Memorial Clay Intersections - Australian Design Centre Northern Exposure 6 - showcasing 63 local artists Arcadia - Laura Jones Duality - Asher Milgate The Glasshouse was closed to the public on Monday 23 March 2020 in response to the Public Health (COVID-19 Restrictions on Gathering and Movement) Order 2020 under the Public Health Act 2010.
		2. Deliver the performing arts program as per the annual season launch (15 events)	2. 100%	2. 100%	On target. The Glasshouse Performing Arts Program presented the following events as per the 2020 Theatre Program: Bennelong - Bangarra Dance Theatre H.M.S. Pinafore The Glasshouse was closed to the public on Monday 23 March 2020 in response to the Public Health (COVID-19 Restrictions on Gathering and Movement) Order 2020 under the Public Health Act 2010.

COMMUNITY THEME 3 Your Business and Industry

What we are trying to achieve

The Port Macquarie-Hastings region is a successful place that has a vibrant, diversified and resilient regional economy for people to live, learn, work, play and invest.

Community Strategic Plan: 3.1 Embrace business and a stronger economy

Delivery Program Objective: 3.1.1 Assist the growth of local business and industry, ensuring this is a central consideration of Council activities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.1.1.1 Implement actions from the 2017-2021 Economic Development Strategy to lead, create and proactively support an environment that stimulates sustainable industry, business and investment growth	Economic and Cultural Development	1. Implement actions from the Economic Development Strategy	1. 100%	1. 100%	On target. Smart Community Roadmap project plan developed and commenced. The Hub Business and Co-working Centre continued a strong growth trajectory, with further collaboration with CSU to develop the Port Macquarie Innovation Centre as part of CSU Stage 2. Submission made to the NSW Small Business Strategy 2020 review outlining opportunities to enhance support to business located in the Port Macquarie-Hastings LGA.
		2. Undertake and report on an annual business confidence survey	2. 100%	2. 100%	Achieved. Business Confidence Survey completed in August 2019 with over 400 survey responses. Results published in October 2019 and shared with the Economic Development Steering Group, the Construction Industry Action Group, and local business networks.

Community Strategic Plan: 3.1 Embrace business and a stronger economy

Delivery Program Objective: 3.1.2 Optimise the use of appropriately zoned land for business uses

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.1.2.1 Finalise Local Environmental Plan (LEP) and Development Control Plan (DCP) amendments in relation to a business park near Port Macquarie Airport (UGMS Action 15)	Development Assessment	1. Final report to Council re Local Environmental Plan (LEP) and Development Control Plan (DCP) amendments by 30 December 2019	1. 100%	1. 100%	On target. Consultants preparing the Local Housing Strategy for the LGA have completed preliminary findings. Project to be placed on hold due to the COVID-19 pandemic, and stakeholder and community engagement which is the next phase of the project, will be undertaken when Federal and State Government restrictions arising from the pandemic are lifted.
3.1.2.2 Review and prepare planning proposals for specific sites within the Port Macquarie-Hastings Local Government Area based on priorities as determined by Council	Land Use Planning (Development Assessment)	1. Report to Council bi-annually on progress of the progress and status of site specific amendments	1. 100%	1. 100%	On target. The next progress report on the status of site specific Planning Proposal requests to amend the Local Environmental Plan is due to be presented to Council in June 2020.

Delivery Program Objective: 3.1.3 Implement Major Events Strategy

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.1.3.2 Finalise and implement a new Port Macquarie-Hastings Events Plan	Economic and Cultural Development	1. Implementation of Events Plan actions relating to 'Major Events' 2. Successful distribution of Events Grants and Sponsorships	1. 100% 2. 100%	1. 100% 2. 100%	On target. High priority actions from The Events Plan have been completed including engagement in the form of 276 surveys of our community on how they feel about community events, particularly Council events. The results are currently being reviewed. On target. Council supported 5 major events during the January - March 2020 quarter. These events resulted in a combined economic impact of almost \$18.2 million for our community. The Event Sponsorship Program has awarded funding to successful recipients for events held in the second half of 2020.

Community Strategic Plan: 3.1 Embrace business and a stronger economy

Delivery Program Objective: 3.1.4 Implement the Destination Management Plan

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.1.4.1 Work with stakeholders to implement actions from the Destination Management Plan in accordance with the identified strategic outcomes	Economic and Cultural Development	1. Implement actions within the Destination Management Plan (DMP)	1. 100%	1. 100%	On target. Implementation ongoing. Some actions have included; A summer social media campaign to encourage visitation to the region after the bushfires to counteract negative sentiment from media coverage. The annual Public Relations Programme delivered a significant amount of coverage and had featured on Lifestyle.com.au. This generated a front page story on the site which was viewed by 1.2 million people each day. Other coverage included a feature in Marie Claire, inclusion in a recovery feature in Escape Magazine syndicated nationally, destination feature on the Today show weather crosses, Traveller section in SMH, The Age and Sun Herald and a facilitated interview with the Koala Hospital syndicated nationally. Ongoing challenges relating to Bushfires Recovery and the arrival of COVID-19 precipitated the need for ongoing industry communications including updates on the fast moving situation and Council response. The Draft revised Destination Management Plan came off public exhibition in February 2020. 11 submissions were received and are currently under review.

Community Strategic Plan: 3.1 Embrace business and a stronger economy

Delivery Program Objective: 3.1.4 Implement the Destination Management Plan

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		2. Increase new monthly visits to the website by more than 15% in 12 months	2. 100%	2. 50%	Behind schedule. Visits to the destination website for the third quarter show an increase of 1.38% year on year. This represents an increase in users from 82,182 to 83,317. For the year to date, the growth in visitation was 269,665 to 279,665 approximately 3.82% of the required 15%. Noting the COVID-19 travel bans and self-isolation requirements, this increase is a positive outcome of the strategy deployed to maintain destination awareness without encouraging travel. The annual target is unlikely to be achievable despite additional marketing campaign activity to maintain awareness and provide inspiration for travel when it is safe. A strategic campaign is being developed to continue building awareness and looking to drive visitation when the crisis is over.

Community Strategic Plan: 3.2 Create vibrant and desirable places

Delivery Program Objective: 3.2.1 Support vibrant commercial, tourism, recreational and or community hubs across the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.2.1.2 Support towns and villages initiatives that will provide activation and economic return	Economic and Cultural Development	1. Identify initiatives and implement (or support implementation) with stakeholder support	1. 100%	1. 100%	On target. Bushfire recovery initiatives prioritised, including a partnered approach to accessing bushfire recovery funding, developing the #supportlocalpmh brand and communications approach, and advocating for industry support via the MNC Bushfire Recovery Business and Tourism Subcommittee.

Community Strategic Plan: 3.2 Create vibrant and desirable places

Delivery Program Objective: 3.3.1 Develop, manage and maintain Port Macquarie Airport as a key component of the regional transport network and continue to grow the airport's contribution to the regional economy

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.3.1.1 Continue to monitor, plan and implement the Port Macquarie Airport Master Plan to meet demand and regulatory requirements - multi-year project	Commercial Business Units	1. Deliver identified actions from the Airport Master Plan according to approved project plan	1. 100%	1. 100%	On target. Terminal Building Upgrade - completed in November 2019. Terminal Car Park second exit lane - completed in November 2019. Parallel Taxiway - concept design finalised. Tender for environmental impact assessment (EIS) awarded, project continuing. Biodiversity Certification Agreement - implementation continuing post approval. EPBC Act Referral - Preliminary Documentation finalised for DoTEE approval. Decision pending submission of updated local information. Airport Business and Technology Park - Gateway Determination for Planning Proposal issued by NSW DPIE in December 2019. Draft Development Control Plan (DCP) endorsed by Council in December 2019 for public exhibition 29 January to 26 February 2020. To be reported to a future meeting of Council.
3.3.1.2 Support, facilitate and advocate for regular public transport (RPT) airline services at Port Macquarie Airport	Commercial Business Units	1. Increase in passenger numbers compared to previous year	1. 100%	1. 90%	Monitoring required. Based on year on year figures, passenger numbers over the past 12 months (April 2019 to March 2020) are 0.9% down compared to previous 12 months (April 2018 to March 2019), however, passenger numbers for the month of March 2020 are down 37.7% on March 2019 due to the COVID-19 Pandemic, the full impact of year on year figures will be known as at the end of June 2020 reporting period.
3.3.1.3 CW Port Macquarie Airport Terminal Upgrade - finalise construction - multi-year project	Commercial Business Units, (Project Delivery)	1. Finalise construction of Airport Terminal Upgrade	1. 100%	1. 100%	Achieved. Terminal Building Upgrade completed in November 2019.

Community Strategic Plan: 3.2 Create vibrant and desirable places**Delivery Program Objective:** 3.3.1 Develop, manage and maintain Port Macquarie Airport as a key component of the regional transport network and continue to grow the airport's contribution to the regional economy

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.3.1.4 CW Port Macquarie Airport Parallel Taxiway Stage 1 and General Aviation pavement renewal – finalise detailed design	Commercial Business Units (Project Delivery)	1. Finalise detailed design of Airport Parallel Taxiway Stage 1 and General Aviation pavement renewal	1. 100%	1. 100%	On target. Parallel Taxiway concept design finalised. Tender for environmental impact assessment (EIS) and Development Application (DA) awarded, project continuing.
3.3.1.5 Continue to monitor, plan and implement the Port Macquarie Airport Biodiversity Certification Strategy and related environmental approvals - (multi-year project)	Commercial Business Units, Environment and Regulatory Services	1. Deliver identified actions from the Biodiversity Certification Strategy and related environmental approvals according to approved project plan	1. 100%	1. 100%	On target. Biodiversity Certification Agreement – implementation continuing post approval. EPBC Act Referral - Preliminary Documentation finalised for DoTEE approval. Decision pending submission of updated local information.
3.3.1.6 CW Operate and maintain Port Macquarie Airport in accordance with regulatory and safety requirements	Commercial Business Units	1. Carry out daily aerodrome inspections according to regulatory requirements 2. Carry out maintenance / refurbishment of Council-owned hangars according to approved project plan 3. Ensure airport operational manuals are reviewed by 30 June	1. 100% 2. 100%	1. 100% 2. 100%	On target. All inspections carried out in accordance with regulatory requirements. On target. Hangar maintenance undertaken as required.
3.3.1.7 Finalise development planning for the Airport Business Park	Strategy, (Commercial Business Units)	1. Finalise development planning by 31 December 2019 according to approved project plan	3. 100%	3. 100%	On target. Airport Operations Manual and Transport Security Program updated progressively throughout the year as required.
			1. 100%	1. 100%	On target. The Airport Business Park planning is nearing completion. There have been some delays with probity advice. It is planned to go to the May 2020 Ordinary Council Meeting but the Covid-19 management may impact upon this.

Community Strategic Plan: 3.3 Embrace opportunity and attract investment to support the wealth and growth of the community

Delivery Program Objective: 3.3.2 Promote investment, education and lifestyle opportunities

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.3.2.1 Promote local growth and opportunities within and outside the region	Economic and Cultural Development	1. Deliver investment attraction messaging and collateral	1. 100%	1. 50%	Behind schedule. Updated investment attraction prospectus designed and printed, opportunities for distribution to target markets being identified in context of COVID-19 constraints. Interviews for two further videos and five written articles in the 'live, work, invest here' series have been completed. Key investment attraction exhibitions postponed due to COVID-19, planning underway for attendance at future exhibition opportunities.
		2. Include broader place opportunity messaging through marketing channels	2. 100%	2. 100%	On target. #SupportlocalPMH bushfire recovery campaign developed and delivered. Interviews for two further videos and five written articles in the 'live, work, invest here' series have been completed.

Community Strategic Plan: 3.4 Partner for success with key stakeholders in business, industry, government, education and the community

Delivery Program Objective: 3.4.1 Foster partnerships with higher education institutions through research and development, innovation and local skills development

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.4.1.1 Partner with local education institutions on initiatives that will support local economic and skills growth	Economic and Cultural Development	1. Identify initiatives and implement (or support implementation) with stakeholder support	1. 100%	1. 100%	On target. Port Macquarie Health and Education Precinct Masterplan implementation work progressing, with report scheduled for May Council meeting; engagement with local Education and Skills Forum and support for pilot program funding application continues; support for CSU Innovation Hub development and business plan; support for Sovereign Hills Co-lab and potential Camden Haven co-working arrangement with Chamber of Commerce.

Community Strategic Plan: 3.4 Partner for success with key stakeholders in business, industry, government, education and the community

Delivery Program Objective: 3.4.2 Support local business networks

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.4.2.1 Work closely with local business networks and organisations to build their capacity and facilitate the growth of existing enterprises.	Economic and Cultural Development	1. Ongoing engagement with, and support for local business networks individually and collectively	1. 100%	1. 100%	On target. The Business Hub is meeting regularly, and engagement with local Chambers of Commerce and other industry representative groups is ongoing.

Delivery Program Objective: 3.4.3 Encourage innovation that will support our growth as a regional city including smart community technology

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
3.4.3.2 Prioritise, advocate and implement projects that enhance the local digital environment.	Economic and Cultural Development	1. Engagement with local business, entrepreneurs and co-workers via The Hub pop-up co-working space 2. Smart City Strategy developed by 30 June 2020 3. Support the delivery of projects which enhance local digital engagement, smart work hubs and 'smart' technology roll out	1. 100% 2. 100% 3. 100%	1. 100% 2. 60% 3. 100%	On target. Management and engagement via the Hub Business and Co-working Centre; monthly Hub open nights and Innovate PMQ meetings; continued until Hub closure on 26 March due to COVID-19. Behind schedule. COVID-19 and change in engagement approach for this and Community Strategic Plan project (with which this project was aligned) has required adjustment to the project scope. The Project will now focus on benchmarking, limited targeted engagement and the development of a 'Smart Community Framework' which can be further developed as a roadmap/strategy in the future. On target. Business Planning support for CSU Innovation Hub as part of Stage 2B campus development; on-going management of the Hub Business and Co-working Centre; promotion of free public wifi options; commencement of smart communities framework project.



Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.1 Plan, investigate, design and construct water supply assets ensuring health, safety, environmental protection and security of supply for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.1.01 CW Commencement of the construction of the Sancroix Reservoir to Area 13 Thrumster trunk main (DN750)	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Sancroix Reservoir to Area 13)	1. 100%	1. 75%	Behind schedule. The design phase for this project is complete however, the project has been placed on hold pending due to a development application for a new service centre which being lodged on one of the lots that the pipeline is proposed to pass through. Given the uncertain timeframe to resolve the issues pertaining to the lot with the proposed service centre, Council will look into alternative options to traverse this portion of land. If an alternative is variable, stakeholder consultation will need to be undertaken prior to moving into the tender phase. The re-commencement of the project will be subject to negotiations with the landowner to ensure that unnecessary re-work is not undertaken. These works are now expected to be complete in the 2020/21 FY.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.1 Plan, investigate, design and construct water supply assets ensuring health, safety, environmental protection and security of supply for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.1.04 CW Installation of new water supply services to residential and business premises to cater for new development	Infrastructure Operations	1. Deliver project according to approved project plan (new water supply services to residential and business premises)	1. 100%	1. 100%	On target. Installation of new water supply services being carried out in response to development applications.
4.1.1.13 CW Commence construction of Area 14 reclaimed outlet trunk main (DN250), Bonny Hills	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Area 14 Reclaimed trunk main)	1. 100%	1. 100%	Achieved. Construction commenced in early 2019 on this multi year project. This project comprises both the inlet and outlet mains for the reclaimed water network connection between the Grants Head reservoir and the Bonny Hills development Area 14. This project was completed in Dec 2019.
4.1.1.16 CW Thrumster Reclaimed Water Interim Supply - Rising Main to Thrumster Reservoir - undertake construction	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Thrumster Reclaimed Water Interim Supply)	1. 100%	1. 100%	On target. Design completion achieved during Nov 2019, on this multi year project. Construction tender awarded, This project is programmed to commence construction in Apr 2020 and continue into the 2020/21 reporting period.
4.1.1.17 CW Beechwood Rosewood Reservoir - Beechwood connection - Undertake Construction/Delivery of Voluntary Planning Agreement (VPA) Council funded works	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Beechwood Rosewood Reservoir)	1. 100%	1. 100%	Achieved. This project was completed in Dec 2019.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.1 Plan, investigate, design and construct water supply assets ensuring health, safety, environmental protection and security of supply for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.1.18 CW Trunkmain Augmentation - Between Sancrox Reservoir and Wauchope	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Water Trunkmain Augmentation - Between Sancrox Reservoir and Wauchope)	1. 100%	1. 90%	Monitoring required. This project has reached the finalisation of the design phase during Dec 2019. During the previous reporting period the environmental assessment pathway for the proposed watermain was reviewed and the need for an Environmental Impact Statement (EIS) and Development Application (DA) was confirmed to be required for a portion of the proposed route. Construction tender awarded Mar 2020. Works to commence Apr 2020. This project will continue into the 2020/21FY.
4.1.1.26 CW Construction of the Southern Arm Trunk Main (DN750) - Pacific Hwy to Bonny Hills	Infrastructure Operations, (Project Delivery)	1. Deliver programs according to approved schedule (Construction of the Southern Arm Trunk Main)	1. 100%	1. 85%	Behind schedule. Project pre-construction phase on hold awaiting the completion of property acquisitions along Houston Mitchell Drive. Council is currently negotiating with NPWS regarding land acquisition required to install the pipeline in the proposed easement. Project not expected to be re-commenced until Mid 2020 with construction expected to span over future FY's subject to future funding allocation(s).
4.1.1.27 CW Preconstruction of a Water treatment/Filtration Plant at Cowarra Dam	Infrastructure Planning	1. Deliver programs according to approved schedule (Preconstruction of a Water treatment/Filtration Plant at Cowarra Dam)	1. 100%	1. 90%	Monitoring required. Public Works Advisory engaged to undertake technical scoping study for the treatment plant. Program was delayed due to waiting on outputs from the Integrated Water Cycle Management (IWCN) project. Outputs being completed with work on scoping study recommencing. Scoping study completion expected by the end of 2020.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.1 Plan, investigate, design and construct water supply assets ensuring health, safety, environmental protection and security of supply for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.1.28 CW Pre-Construction Works - Trunk Main from Bonny Hills to Kew (Area 12) Reservoir - Stage 1	Infrastructure Operations, (Project Delivery)	1. Deliver programs according to approved schedule (Pre-Construction Works - Trunk Main from Bonny Hills to Kew (Area 12) Reservoir - Stage 1)	1. 100%	1. 90%	Monitoring required. Planning works forecast to commence in mid 2020 with works expected to carry over into future FY's.
4.1.1.29 CW Marbuk Motorised Valve - Relocation	Infrastructure Operations	1. Deliver programs according to approved schedule (Marbuk Motorised Valve - Relocation)	1. 100%	1. 0%	Deferred. Planning works forecast to commence in mid 2020 with works expected to carry over into future financial years. Project has been moved into the 2020/2021 Operational Plan.
4.1.1.31 CW Water SCADA - Replacement	Infrastructure Operations	1. Deliver programs according to approved schedule (Water SCADA - Replacement)	1. 100%	1. 100%	On target. Detailed Project plan completed and set for approval.

Delivery Program Objective: 4.1.2 Develop and implement annual maintenance and preventative works program for water supply assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.2.1 CW Conduct water asset replacement and renewal programs for live water mains, water meters, renewals and minor works and switchboards	Infrastructure Operations	1. Deliver programs according to approved schedule (Live water mains, water meters, renewals and minor works, pumps, switchboards and flow meters)	1. 100%	1. 100%	On target. Water Supply infrastructure renewals being carried out as required.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.2 Develop and implement annual maintenance and preventative works program for water supply assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.2.2 CW Annual Chemical Dosing Systems Upgrades	Infrastructure Operations	1. Deliver project according to approved project plan (Annual Chemical Dosing Systems Upgrades)	1. 100%	1. 100%	On target. Sourcing alternative quotes for a sodium hypochlorite dosing package for the Telegraph Point Water Treatment Plant as the chlorine gas system proved not to be feasible. Additional options for in-house delivery are being explored.

Delivery Program Objective: 4.1.3 Plan, investigate, design and construct sewerage assets ensuring health, safety, environmental protection and the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.3.01 CW Commence construction of the Port Macquarie Sewer rising main (PMSP71), Port Macquarie	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Port Macquarie Sewer Pump Station 71)	1. 100%	1. 85%	Behind schedule. This project continues from 2017/18 FY and is a multi year project. Detailed design phase has reached completion and construction phase has commenced with the advertisement of a construction tender in Dec 2019. Construction contract awarded in Feb 2020 with construction continuing into 20/21 FY.
4.1.3.03 CW Small Towns Sewerage Scheme Construction - Long Flat, Comboyne, Telegraph Point (multi-year project)	Infrastructure Operations, (Project Delivery)	1. Deliver project for Comboyne Sewerage Scheme according to approved project plan 2. Deliver project for Long Flat Sewerage Scheme according to approved project plan	1. 100% 2. 100%	1. 100% 2. 100%	On target. This project continues from previous FY's. Ledonne were engaged to undertake the works in August 2018 and have progressed with installation of pipework and are nearing completion with construction of the STP. Construction completion of the Comboyne scheme is expected in July 2020. On target. This project continues from previous FY's. Ledonne were engaged to undertake the works in August 2018 and have progressed with installation of pipework and commenced early works for the construction of the STP. Construction completion of the Long Flat scheme is expected in Sept 2020.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.3 Plan, investigate, design and construct sewerage assets ensuring health, safety, environmental protection and the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		3. Deliver project for Telegraph Point Sewerage Scheme according to approved project plan	3. 100%	3. 100%	On target. This project continues from previous FY's. Ledonne were engaged to undertake the works in August 2018 and have progressed with installation of pipework and are nearing completion with construction of the STP. Construction completion of the Telegraph Point scheme is expected in April 2020.
4.1.3.06 CW Area 15 (Lakewood/Kew) - sewerage upgrade to provide for future development - multi-year project	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Area 15 (Lakewood/Kew) - sewerage upgrade)	1. 100%	1. 100%	On target. (to continue through into 2020/21) PMHC partnering with NSW Public Works Advisory for the delivery of this project. NSW Public Works Advisory progressing with project management for the detailed design and delivery of this STP upgrade. The construction phase of this project is estimated to commence not before 2021 based on current project status.
4.1.3.15 CW Commencement of the construction of the Area 14 reclaimed Inlet trunk main (DN250), Bonny Hills	Infrastructure Operation, (Project Delivery)	1. Deliver project according to approved project plan (Reclaimed Water - Area 14 Reclaimed Trunk Main)	1. 100%	1. 100%	Achieved. Project complete. Construction works have been progressing well with the project reaching completion ahead of schedule in December 2019.
4.1.3.17 CW Construction of Sewer Rising Main from Camden Haven Sewer Pump Station #1 to Dunbogan Bridge and Sewer Rising Main Extension to Dunbogan Sewer Treatment Plant Inlet	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Sewer Rising Main from Camden Haven Sewer Pump Station #1)	1. 100%	1. 100%	Achieved. This project incorporated the upgrade to the sewer rising main and water main servicing the Dunbogan STP. Completion ahead of program in May 2019.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.3 Plan, investigate, design and construct sewerage assets ensuring health, safety, environmental protection and the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.3.18 CW Preconstruction of Thrumster Sewerage treatment Plant (Area 13) - Phase 1 - 20000EP	Infrastructure Operations	1. Deliver project according to approved project plan (Preconstruction of Thrumster Sewerage Treatment Plant (Area 13))	1. 100%	1. 50%	Behind schedule. This project has been included as a high priority with Integrated Water Cycle Management (IWCN) project engagement with Public Works Advisory and includes Environmental Impact Statement and feasibility assessment of different options for Thrumster and the Port Macquarie Sewer Treatment Plant that can cater for growth in the Port Macquarie area.
4.1.3.21 Commence Port Macquarie Sewerage Pumping Station (SPS) #64 Electrical upgrade works	Infrastructure Operations	1. Deliver project to approved project plan (Port Macquarie Sewerage Pumping Station (SPS) #64 Electrical upgrade works)	1. 100%	1. 100%	Achieved. Upgrade works complete.
4.1.3.22 CW Construction of Kew Sewer Treatment Plant (STP) Upgrade	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Construction of Kew Sewer Treatment Plant (STP) Upgrade)	1. 100%	1. 100%	On target. (to continue through into 2020/21) PMHC partnering with NSW Public Works Advisory for the delivery of this project. NSW Public Works Advisory progressing with project management for the detailed design and delivery of this STP upgrade. The construction phase of this project is estimated to commence not before 2021 based on current project status.
4.1.3.23 CW Annual Energy Efficiency Initiatives allocation	Infrastructure Operations	1. Deliver project according to approved project plan (Annual Energy Efficiency Initiatives allocation)	1. 100%	1. 50%	Behind schedule. Planning and scoping complete. Procurement process underway, the project is now expected to be completed by end of the 2020 calendar year.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.3 Plan, investigate, design and construct sewerage assets ensuring health, safety, environmental protection and the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.3.24 CW Inlet Works Replacement for Port Macquarie Sewer Treatment Plants (STP)	Infrastructure Operations	1. Deliver project according to approved project plan (Inlet Works Replacement for Port Macquarie Sewer Treatment Plants)	1. 100%	1. 75%	Behind schedule. Scope reduced for 2019/20FY. Contractor being finalised for lid. Planning for ancillary structures progressing.
4.1.3.25 CW Long Term Asset Management Systems - Stage 1 - Strategic Asset Data and System Review	Infrastructure Planning	1. Deliver project according to approved project plan (Long Term Asset Management Systems - Stage 1 - Strategic Asset Data and System Review)	1. 100%	1. 100%	On target. Scoped had to be revised to meet NSW Gov Safe and Secure Funding criteria to maximise grant funding allocation. Funding deed has been signed by Dept Planning, Environment and Industry. Public Works Advisory has been engaged and is underway. Water Strategy analysis complete.
4.1.3.26 CW Preconstruction works for upgrade of Lake Innes Sewerage Pump Station #71 (PMSPS71)	Infrastructure Operations, (Project Delivery)	1. Deliver project according to approved project plan (Preconstruction works for upgrade of Lake Innes Sewerage Pump Station #71 (PMSPS71))	1. 100%	1. 100%	On target (revised). Project planning underway for this pumps station upgrade. This is a multiyear project and will continue into 2020/21 FY.

Delivery Program Objective: 4.1.4 Develop and implement annual maintenance and preventative works program for sewerage assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.4.1 CW Programmed replacement of Sewer Pumps and Electrical switchboards at Sewage Pump Stations	Infrastructure Operations	1. Deliver project according to approved project plan (Programmed replacement of Sewer Pumps and Electrical switchboards at Sewage Pump Stations)	1. 100%	1. 100%	On target. Renewal programs being carried out in accordance with plans.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.4 Develop and implement annual maintenance and preventative works program for sewerage assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.4.4 CW Carry out programmed replacement of Sewer Treatment Plant (STP) electrical and mechanical assets	Infrastructure Operations	1. Deliver project according to approved project plan (Carry out programmed replacement of Sewer Treatment Plant electrical and mechanical assets)	1. 100%	1. 100%	On target. Electrical and mechanical asset replacement being undertaken as required.
4.1.4.5 CW Conduct sewer assets replacement and maintenance programs for Sewer Rehabilitation and Relining Works	Infrastructure Operations	1. Deliver project according to approved project plan (Conduct sewer assets replacement and maintenance program)	1. 100%	1. 100%	On target. Infrastructure rehabilitation being carried out as required.

Delivery Program Objective: 4.1.5 Work towards planning, investigation, design, construction of stormwater assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.5.06 CW Continue design and construction for Black Swan Terrace - Stormwater detention facility (multi-year project)	Infrastructure Planning	1. Deliver project according to approved project plan (Black Swan Terrace - Stormwater detention facility)	1. 100%	1. 50%	Behind schedule. Final design being finished, however is behind schedule. Consultant failing to meet milestones. An additional consultant has been engaged via a RFQ process to deliver Stage 2 of the design by May 2020 in order to progress this project while discussion with the initial consultant regarding a lack of delivery are on-going. Final warning issued to consultant to have all design deliverables handed over to Council by end of April and contract to be terminated. Design will be completed by Council by end of June.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management
Delivery Program Objective: 4.1.5 Work towards planning, investigation, design, construction of stormwater assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.5.08 CW Stormwater Remediation Panorama Drive Bonny Hills - Detailed Designs of remedial options	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Stormwater Remediation Panorama Drive Bonny Hills)	1. 100%	1. 100%	Achieved. This project involves the development of a concept design only to address stormwater issues at this location. Design phase complete.
4.1.5.09 CW Investigation of Stormwater Remediation Options - Bellbowrie/Bay Street Catchment	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Investigation of Stormwater Remediation Options - Bellbowrie/Bay Street Catchment)	1. 100%	1. 85%	Behind schedule. This design only project is underway and progressing towards completion by end of the financial year. The design has been more complex than initially expected with multiple options required to be tested to develop a solution.
4.1.5.10 CW Stormwater Remediation Designs –Design of drainage improvement works	Infrastructure Planning	1. Deliver project according to approved project plan (Stormwater Remediation Designs –Design of drainage improvement works)	1. 100%	1. 100%	On target. Design works undertaken when required.
4.1.5.11 CW Detailed Designs of Stormwater Remediation measures identified in the Westport Stormwater Management Plan including Gordon Street to Buller Street Port Macquarie works	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Detailed Designs of Stormwater Remediation measures identified in the Westport Stormwater Management Plan)	1. 100%	1. 100%	On target. Multi year project. Calibre engaged to undertake detailed stormwater catchment analysis and detailed designs. Designs are progressing well and project is on track for completion in early 2020.
4.1.5.12 CW Stormwater Remediation - 35 Hart Street - Investigation of stormwater remediation - Planning and Designs	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Stormwater Remediation - 35 Hart Street)	1. 100%	1. 100%	On target (revised). Planning and design for this project has been deferred into the 20/21 FY.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.5 Work towards planning, investigation, design, construction of stormwater assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.5.13 CW Stormwater Remediation - 31 Calwalla and Dilladerry Cres - Overflow swale plus system augmentation	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Stormwater Remediation - 31 Calwalla & Dilladerry Cres)	1. 100%	1. 100%	Achieved. Construction of Calwalla Crescent now complete. Works at Dilladerry Crescent are currently behind schedule awaiting the outcomes of an easement acquisition prior to constructing the works. Works are expected to re-commence in Feb 2020.
4.1.5.14 CW Stormwater Remedial Works - 741 Beechwood Road	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Stormwater Remedial Works - 741 Beechwood Road)	1. 100%	1. 100%	On target. All planning complete. Contractors engaged, works planned to commence late April/May for completion in early June 2020.

Delivery Program Objective: 4.1.6 Develop and implement annual maintenance and renewal programs for stormwater assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.6.02 Undertake annual canal maintenance for Settlement Shores and Broadwater canals as required	Infrastructure Planning, (Project Delivery)	1. Undertake canal maintenance works in accordance with the rolling priority program and risk management processes	1. 100%	1. 100%	On target. Public Works Advisory (PWA) have been engaged to manage the project on behalf of Council. PWA have engaged Birdon to undertake the works and have commenced in Dec 2019 following community consultation process. The works are forecast to be complete by mid 2020.
4.1.6.05 Settlement Shores canals - Major Maintenance and Dredging	Infrastructure Planning, (Project Delivery)	1. Deliver project to approved project plan (Settlement Shores Canals Major Maintenance and Dredging)	1. 100%	1. 100%	On target. Public Works Advisory (PWA) have been engaged to manage the project on behalf of Council. PWA have engaged Birdon to undertake the works and have commenced in Dec 2019 following community consultation process. The works are forecast to be complete by mid 2020.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management
Delivery Program Objective: 4.1.6 Develop and implement annual maintenance and renewal programs for stormwater assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.6.07 CW Carry out the Stormwater Renewal Program	Infrastructure Operations	1. Deliver program according to approved schedule (Stormwater Renewal)	1. 100%	1. 100%	On target. The 2019-2020 Stormwater Renewal is currently in the construction phase with the programme to include the following projects: Stormwater Relining Planning Phase: Indicative Dates for construction subject to contractor availability and planning constraints * Longworth Rd, Dubbogun (April 2020) * Black Swan Terrace, West Haven (May 2020) * 230 Hastings River Dr, Port Macquarie - deferred to 20-21 due to limited funding Completed Works: * Fairmont Gardens, Wauchope * 122 Hibbard Dr, Port Macquarie.
4.1.6.09 CW Construction of Stormwater Flooding Mitigation measures - Rodley Street Bonny Hills	Infrastructure Planning, (Project Delivery)	1. Deliver project to approved project plan (Stormwater Flooding Mitigation measures - Rodley Street Bonny Hills)	1. 100%	1. 100%	Achieved. Construction commenced in May 2019 and is currently pending electrical utility service relocations that have been delayed and postponed by the electrical service provider due primarily to the bush fires and subsequent emergency works.
4.1.6.18 Carry-out stormwater maintenance program including inspections, monitoring and repair works	Infrastructure Operations	1. Deliver project to approved project plan (Stormwater maintenance program)	1. 100%	1. 100%	On target. Works delivered on budget. Works schedule based on inspections and assessment criteria from Council's road and stormwater risk rating and road hierarchy systems.
4.1.6.19 Carry-out stormwater engineering investigations in response to identified issues from both reactive and proactive inspections	Infrastructure Planning	1. Engineering Investigations completed for all complex issues raised	1. 100%	1. 95%	On target. Investigations undertaken on reactive basis only. Decrease in resources in the Stormwater Section due to the Emergency Water Security project. Stormwater Engineer involvement in that project will be reviewed in June 2020.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.6 Develop and implement annual maintenance and renewal programs for stormwater assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.6.20 Stormwater Asset Management Condition Rating of stormwater assets via CCTV inspections, including of newly constructed works	Infrastructure Operations	1. In accordance with adopted programs and proactive maintenance requirements based on risk	1. 100%	1. 100%	On target. Works delivered on budget. Works schedule based on inspections and assessment criteria from Council's road and stormwater risk rating and road hierarchy systems.
4.1.6.21 Develop Urban Stormwater Catchment Management Plans for each of the 62 sub-catchments	Infrastructure Planning	1. Deliver project according to approved project plan (Develop Urban Stormwater Catchment Management Plans)	1. 100%	1. 0%	Deferred. Project fully carried forward to 2020/21 Operational Plan due to other higher priority projects.

Delivery Program Objective: 4.1.7 Develop and implement effective waste management strategies

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.7.01 CW Kingfisher Waste Depot - Commence construction for expansion - multi-year project	Commercial Business Units, (Project Delivery)	1. Deliver project according to approved project plan (Kingfisher Waste Depot - Commence construction for expansion)	1. 100%	1. 90%	Monitoring required. Works commenced late 2019 following issue of the Construction Certificate. Works are forecast to take approximately six to seven months and will be completed mid-late 2020 (subject to weather).
4.1.7.02 Deliver primary school waste education program	Commercial Business Units	1. Primary school education Program delivered by 30 June 2020	1. 100%	1. 100%	On target. School program developed. Implementation commenced, however is at risk and is dependant on COVID 19 outcomes.
4.1.7.03 Develop Pre-school waste education program	Commercial Business Units	1. Pre-school waste education program delivered by 30 June 2020	1. 100%	1. 100%	On target. Pre-school program developed. Implementation commenced, however is at risk and is dependant on COVID 19 outcomes.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management
Delivery Program Objective: 4.1.7 Develop and implement effective waste management strategies

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.7.04 Develop Event Waste Management Guidelines	Commercial Business Units	1. Event Waste Management Guidelines developed by 30 June 2020	1. 100%	1. 100%	On target. The Draft Development Public Place and Events Waste Minimisation and Management Policy including event requirements was placed on public exhibition until 31 January 2020. Policy was reviewed based on submissions received. A further report is to be presented to the Ordinary Council Meeting in May 2020.
4.1.7.05 Deliver efficient domestic waste collection services	Commercial Business Units	1. Domestic waste collection services delivered as required	1. 100%	1. 100%	On target. Domestic waste collection services delivered as required.
4.1.7.06 Ensure effective recycling & recovery of domestic waste through Material Recovery Facility (MRF)	Commercial Business Units	1. Recovery of domestic waste through Organic Recovery Facility complete by 30 June 2020	1. 100%	1. 100%	On target. Recovery of domestic waste through MRF continuing as required.
4.1.7.07 Ensure effective recycling & recovery of organic waste through Organic Recovery Facility (ORF)	Commercial Business Units	1. Recovery of domestic waste through Organic Recovery Facility complete by 30 June 2020	1. 100%	1. 100%	On target. Recovery of domestic waste through Organic Recovery Facility continuing as required.
4.1.7.08 Deliver efficient commercial waste collection services	Commercial Business Units	1. Delivery commercial waste collection services as required	1. 100%	1. 100%	On target. Commercial waste collection services delivered as required.
4.1.7.09 Ensure effective operation of all Waste Transfer Stations	Commercial Business Units	1. Operation of all Waste Transfer Stations undertaken as required	1. 100%	1. 100%	On target. Waste Transfer Stations operations undertaken as required.
4.1.7.10 Ensure effective disposal of waste to landfill	Commercial Business Units	1. Capture the tonnage of waste to landfill for environmental reporting	1. 100%	1. 100%	On target. Reporting completed as required.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.7 Develop and implement effective waste management strategies

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.7.11 Ensure effective operation of Cairncross waste management facility	Commercial Business Units	1. Operation of Cairncross waste management facility undertaken as required	1. 100%	1. 100%	On target. Cairncross waste management facility operations undertaken as required.
4.1.7.12 Deliver efficient public place waste collection services	Commercial Business Units	1. Public place waste collection services undertaken as required	1. 100%	1. 100%	On target. Public place waste collection services undertaken as required.
4.1.7.13 Address illegal dumping and provide clean up programs	Commercial Business Units	1. Illegal dumping and clean up programs delivered by 30 June 2020	1. 100%	1. 100%	On target. Illegal dumping and clean up programs being implemented.
4.1.7.14 Commence Multi Unit Dwelling Organics Recovery Project	Commercial Business Units	1. Deliver project according to approved project plan (Multi Unit Dwelling Organics Recovery Project)	1. 100%	1. 100%	On target. Project planning complete. Contract details with consultant being finalised.
4.1.7.15 Kingfisher Waste Transfer Station - Gas Investigation Risk Analysis (CSU Rezoning)	Commercial Business Units	1. Deliver projects according to approved Office of Environment and Heritage (OEH) project plans	1. 100%	1. 100%	On target. Final gas investigation study issued to the Environmental Protection Agency (EPA) for comment.
4.1.7.16 Dunbogan Landfill Site - Gas Investigation Risk Analysis (Subdivision)	Commercial Business Units	1. Deliver projects according to approved Office of Environment and Heritage (OEH) project plans	1. 100%	1. 100%	On target. Gas bores installed and 12 month monitoring program commenced.
4.1.7.17 Cairncross Trial Gas Extraction System - Finalisation of Trial	Commercial Business Units	1. Deliver projects according to approved Office of Environment and Heritage (OEH) project plans	1. 100%	1. 100%	On target. Contractor now engaged, however, project commencement is pending due to COVID 19 issues.

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.7 Develop and implement effective waste management strategies

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.7.18 Undertake Waste Education and Marketing campaigns	Commercial Business Units	1. Waste Education and Marketing campaigns delivered according to approved programs	1. 100%	1. 100%	On target. The annual education program underway.
4.1.7.19 Kingfisher Community Recycling Centre - Stage 1 - Scoping Study	Commercial Business Units	1. Deliver projects according to approved Office of Environment and Heritage (OEH) project plans	1. 100%	1. 0%	Deferred. Project deferred in 2019-2020, to be reviewed and considered for inclusion if required in the 2020-2021 Operational Plan (see February 2020 Monthly Budget adjustment).
4.1.7.20 Deliver "Better Waste and Recycling" Initiatives (Office of Environment and Heritage)	Commercial Business Units	1. Deliver projects according to approved Office of Environment and Heritage (OEH) project plans	1. 100%	1. 100%	On target. Projects identified and commenced.
4.1.7.21 CW Cairncross Waste Management Facility (WMF) Improvements - Stage 1 - Lunchroom Facilities & Amenities	Commercial Business Units	1. Deliver project according to approved project plan (Cairncross Waste Management Facility (WMF) Improvements)	1. 100%	1. 0%	Deferred. Project deferred in 2019-2020, to be reviewed and considered for inclusion if required in the 2020-2021 Operational Plan (see February 2020 Monthly Budget adjustment).
4.1.7.22 CW Cairncross Landfill Covers - Transportable light weight covers to temporarily cover landfill on a daily basis	Commercial Business Units	1. Deliver project according to approved project plan (Cairncross Landfill Covers)	1. 100%	1. 0%	Deferred. Project deferred in 2019-2020, to be reviewed and considered for inclusion if required in the 2020-2021 Operational Plan (see February 2020 Monthly Budget adjustment).
4.1.7.23 CW Cairncross Recycling Industrial Zone Improvements - Concrete Processing Facility Establishment Stage 1 - EIS, Design, Planning & Approvals	Commercial Business Units	1. Deliver project according to approved project plan (Cairncross Recycling Industrial Zone Improvements - Concrete Processing Facility Establishment Stage 1)	1. 100%	1. 0%	Deferred. Project deferred in 2019-2020, to be reviewed and considered for inclusion if required in the 2020-2021 Operational Plan (see February 2020 Monthly Budget adjustment).

Community Strategic Plan: 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management

Delivery Program Objective: 4.1.7 Develop and implement effective waste management strategies

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.1.7.24 CW Cairncross Recycling Industrial Zone Improvements - Electricity distribution, metering and DA amendments	Commercial Business Units	1. Deliver project according to approved project plan (Cairncross Recycling Industrial Zone Improvements - Electricity distribution, metering and DA amendments)	1. 100%	1. 75%	Behind schedule. High Voltage (HV) system design completed pending submission to Essential Energy for review / certification.
4.1.7.25 Obtain carbon credits for Waste Diversion to Organic Recycling Facility	Commercial Business Units	1. Capture carbon credit data for reporting purposes	1. 100%	1. 100%	On target. Audit undertaken. Works ongoing for submission of carbon credits and expected to be finalised by June 2020.
4.1.7.26 CW Cairncross Waste Depot - Facility Upgrade and Expansion Approvals	Commercial Business Unit	1. Deliver project according to approved project plan (Cairncross Waste Depot - Facility Upgrade and Expansion Approvals)	1. 100%	1. 100%	On target. Development consent received. Project plan now finalised. Request for tender for detail designs are underway.

Community Strategic Plan: 4.2 Aim to minimise the impact of natural events and climate change, for example, floods, bushfires and coastal erosion

Delivery Program Objective: 4.2.1 Develop and implement Coastal, Estuary, Floodplain, and Bushfire management plans

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.2.1.01 Deliver annual bushfire risk mitigation works on Council land in accordance with the Bush Fire Risk Management Plan (adopted by NSW Rural Fire Service)	Environment and Regulatory Services	1. 100% of fire trails on Council land inspected as per legislation (annually)	1. 100%	1. 100%	On target. Inspections are underway with all to be completed by the end of the 2019-20 FY. Draft Fire access and fire trail plan yet to be adopted and legislative requirements linked to this plan.

Community Strategic Plan: 4.2 Aim to minimise the impact of natural events and climate change, for example, floods, bushfires and coastal erosion

Delivery Program Objective: 4.2.1 Develop and implement Coastal, Estuary, Floodplain, and Bushfire management plans

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		2. 100% of on-ground works completed	2. 100%	2. 100%	On target. Draft Bush Fire Risk Management Plan will provide annual works program for implementation. Current program from Bushfire Risk Information Management System and previous annual works program. Funding allocation notification received and works scheduled to council contractors. On ground works underway.
		3. 12 APZ's (Asset Protection zones) inspected per month	3. 100%	3. 90%	Monitoring required. APZ's inspected in Laurieton, Lake Cathie, Bonny Hills, Wauchope and Port Macquarie. To date, a total of 90 APZ have been inspected from 1 July 2019 to 31 March 2020, which is slightly below the set target of 12 per month. This period of time is when the RFFF bid estimates need to be put into the State bidding database which takes significant time.
		4. Grant applications lodged and acquitted annually	4. 100%	4. 100%	On target. Community programs are delivered primarily by RFS and NSW Fire & Rescue with support by Council as req.
		5. Two strategic fire advantage zone (SFAZ) burns planned and implemented	5. 100%	5. 100%	On target. Planning is completed for two SFAZ burns and will be implemented when weather is suitable and resources.
4.2.1.02 Complete Flying Fox Camp Management Plan for Kooloonbung Creek in consultation with community & commence implementation of actions within the management plan	Environment and Regulatory Services	1. Flying Fox Management Plan complete	1. 100%	1. 100%	On target. Final grant funding report provided to funding body. Numerous actions completed out of the Camp Management Plan.
4.2.1.03 Implement mitigation actions from Hastings River Flood Plain Risk Management Plan: Stage 1: Hibbard Floodway Investigation Area - develop a specific Flood Study	Environment and Regulatory Services	1. Hibbard Flood Study developed	1. 100%	1. 0%	Deferred. Work will not be completed this financial year. Changes to due Council resolution to alter flood levels based on climate change has altered delivery of the project.

Community Strategic Plan: 4.2 Aim to minimise the impact of natural events and climate change, for example, floods, bushfires and coastal erosion

Delivery Program Objective: 4.2.1 Develop and implement Coastal, Estuary, Floodplain, and Bushfire management plans

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.2.1.04 Implementation of flood mapping updates associated with Hastings River Flood Study	Environment and Regulatory Services	1. GIS flood mapping completed & available to community	1. 100%	1. 0%	Deferred. Work will not be completed this financial year. Changes to due Council resolution to alter flood levels based on climate change has altered delivery of the project.
4.2.1.05 Continue to ensure development compliance to achieve sound environmental outcomes - Vegetation Management Plans, Koala Plans of Management developed, registered, implemented and monitored	Environment and Regulatory Services	1. Establish a centralised compliance register for environmental outcomes associated with development	1. 100%	1. 100%	On target. For the Vegetation Management Plan review.
4.2.1.06 Development of environmental program of works (registration, implementation, monitoring) to ensure compliance to Airport biocertification	Environment and Regulatory Services	1. Implementation of Airport biocertification works commenced	1. 100%	1. 100%	On target. Works are being completed as per Biocertification Plan.
4.2.1.07 Continue to provide environmental impact or conditions advice on proposed development or proposed construction works	Environment and Regulatory Services	1. Number of REFs and DAs environmental advice has been provided	1. 100%	1. 100%	On target. Works are ongoing.
4.2.1.08 Continue to implement the Floodplain Risk Management Process for the Wrights and Yarrabee Creeks - develop a Floodplain Risk Management Study	Environment and Regulatory Services	1. Floodplain Risk Management Study is developed	1. 100%	1. 0%	Deferred. Work will not be completed this financial year. Changes to due Council resolution to alter flood levels based on climate change has altered delivery of the project.

Community Strategic Plan: 4.2 Aim to minimise the impact of natural events and climate change, for example, floods, bushfires and coastal erosion

Delivery Program Objective: 4.2.1 Develop and implement Coastal, Estuary, Floodplain, and Bushfire management plans

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.2.1.09 Continue to develop a Flood Study for the North Brother Local Catchments - facilitation of stormwater remediation	Environment and Regulatory Services, (Infrastructure Planning)	1. Development of a North Brother Flood Study underway to facilitate future stormwater remediation	1. 100%	1. 90%	Monitoring required. Working Draft Options Report was reported to the Coast, Estuary and Floodplain Advisory Sub Committee in January 2020, at which time a follow-up meeting to review the plan in detail was scheduled for March. At the March meeting, a shortlist of priority options was discussed and agreed. Jacobs is currently modelling these short-listed options, with a further report to be presented to Council in the near future. This next report was intended to be reported to Council to be put on public exhibition for two months (as per committee recommendation), however the time frame for exhibition is currently unclear given current COVID-19 restrictions on public gatherings. The next milestone is the completion of the development of management options and schemes which is scheduled to be completed by 20 July 2020, including a consultation period.
4.2.1.10 Undertake development of Coastal Management Program for the LGA - STAGE 1 Develop a Scoping Study to enable state funding for coastal & estuarine management	Environment and Regulatory Services	1. Development of a Scoping Study for Coastal Management Program	1. 100%	1. 100%	On target. To be presented to Council in draft form at May 2020 Ordinary Council Meeting.
4.2.1.11 CW Continue to implement Strategies of Lake Cathie Coastal Zone Management Plan (CZMP) - Stormwater Redirection (Illaroo Rd to Lake Cathie)	Environment and Regulatory Services	1. Completion of redirection of stormwater infrastructure from Illaroo to Lake Cathie as per Lake Cathie Coastal Zone Management Plan	1. 100%	1. 25%	Behind schedule. Work on this project is now on Aboriginal Archaeological Heritage Assessment and asbestos removal.

Community Strategic Plan: 4.2 Aim to minimise the impact of natural events and climate change, for example, floods, bushfires and coastal erosion

Delivery Program Objective: 4.2.1 Develop and implement Coastal, Estuary, Floodplain, and Bushfire management plans

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.2.1.12 Undertake a review of the existing Lake Cathie Opening Strategy in consultation with the NPWS; the OEH; NSW Fisheries, DPI, and community incl Revive Lake Cathie Community Group	Environment and Regulatory Services	1. Consultation undertaken with stakeholders and report provided to Council by 30 June 2020	1. 100%	1. 50%	Behind schedule. A review of the Lake Cathie Entrance Opening Strategy will be undertaken as part of the 2020-2021 Operational Plan under the Coastal Management Plan. This information will be provided to Council at the May Ordinary Council Meeting in full detail.

Community Strategic Plan: 4.3 Facilitate development that is compatible with the natural and built environment

Delivery Program Objective: 4.3.1 Undertake transparent and efficient development assessment in accordance with relevant legislation

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.3.1.1 Ensure development assessment, building certification and subdivision certification activities are completed efficiently and in accordance with legislation	Development Assessment	1. Capture the number of applications and processing times, together with a commentary on development trends and report to Council quarterly	1. 100%	1. 100%	On target. Determined applications for July to March period include: 609 Development Applications with an average processing time of 43 days, 98 s96 Modifications with an average processing time of 44 days, 329 Building Construction Certificates with an average processing time of 9 days and 65 Complying Development Certificates with an average processing time of 14 days.
4.3.1.2 Ensure the Development Assessment Panel operates in accordance with their charter and all applications are accurately determined	Development Assessment	1. Have no successful legal appeals relating to process errors	1. 100%	1. 100%	On target. No legal appeals have been received from July 2019 to March 2020.

Community Strategic Plan: 4.4 Plan for integrated transport systems that helps people get around and link our communities

Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.02 Develop a Regional Integrated Transport Strategy - multi-year project	Infrastructure Planning	1. Deliver project according to approved project plan (Develop a Regional Integrated Transport Strategy)	1. 100%	1. 80%	Behind schedule. Project has been delayed due to other priority projects. Continuing to work with Transport for NSW around funding options to outsource resourcing. Project planning for outsourcing the delivery is anticipated to be complete in April 2020 with and RFQ engagement of a consultant in June 2020. Programme impacted by COVID-19 since last quarter.
4.4.1.03 CW Footpath, Cycleway and Pedestrian works	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Footpath, Cycleway and Pedestrian works)	1. 100%	1. 100%	On target. This footpath and bus shelter program has commenced in Dec 2019 in accordance with the project plan and is expected to be complete by mid 2020.
4.4.1.05 CW Wauchope Main Street, Improvements to pedestrian amenity - Stage 1 Construction - multi-year project	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Wauchope Main Street- Improvements to pedestrian amenity)	1. 100%	1. 100%	Achieved. Construction works have reached completion with the official opening held November 2019 following completion of the RMS pavement rehabilitation works throughout the Wauchope main street.
4.4.1.10 CW Lake Road - continuation of detailed design of dual lanes - Jindalee to Fernhill intersections and Chestnut Road to Ocean Drive - multi-year project	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Lake Road - continuation of detailed design of dual lanes)	1. 100%	1. 75%	Behind schedule. This design only project continues from 2017/18 FY. Design is now progressing towards anticipated completion in Jun 2020 due to additional traffic study investigations required to inform the detailed designs.

Community Strategic Plan: 4.4 Plan for integrated transport systems that helps people get around and link our communities

Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.12 CW Beechwood Road - continue the design for Stages 5 and 6 of Beechwood Road reconstruction - Riverbreeze to Waugh Street - multi-year project	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Beechwood Road - Stages 5 and 6 of Beechwood Road reconstruction (Riverbreeze to Waugh Street))	1. 100%	1. 85%	Behind schedule. This design is now progressing with the required additional flood modelling that was previously causing delays now completed. Design completion is now expected in mid 2020.
4.4.1.13 CW Hastings River Drive - Hughes Place to Boundary Street upgrade - multi-year project	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Hastings River Drive - Hughes Place to Boundary Street upgrade)	1. 100%	1. 85%	Behind schedule. This project continues from 2017/18 FY. Consultants engaged to undertake detailed design and environmental approvals. Concept design has been issued with final design expected to be complete in early 2020. The contractor has experienced some delays in meeting scheduled progress with completion now expected in Sept 2020. The construction of this segment of Hastings River Dr is subject to additional funding being allocated/secured.
4.4.1.21 CW Dunbogan Bridge - Reid Street - undertake substructure rehabilitation - multi-year project	Infrastructure Planning	1. Deliver project according to approved project plan (Dunbogan Bridge - Reid Street)	1. 100%	1. 100%	On target. Construction works complete. Project closure reporting underway with project complete by end May 2020.
4.4.1.22 CW Kindee Bridge - structural repairs and Bridge Replacement optioneering - multi-year project	Infrastructure Planning	1. Deliver project according to approved project plan (Kindee Bridge - structural repairs and bridge replacement optioneering)	1. 100%	1. 100%	On target. Initial repairs and detailed investigations complete. Stage 2 works planned to commence in fourth quarter of 2019-2020. Programme impacted by recent fires and floods. Replacement Options complete, except community consultation, which has been impacted by COVID-19.

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Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.29 CW Diamond Head Rd/The Boulevard Flood Access Stage 1A	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Diamond Head Rd/The Boulevard Flood Access Stage 1A)	1. 100%	1. 100%	On target. This multi year project continues from 2017/18 FY and had grant funding for construction announced in early 2019. Eire Construction awarded tender at September 2019 Council meeting with expected construction completion Apr 2020.
4.4.1.31 CW Deliver Bold Street Pedestrian Crossing Laurieton	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Bold Street - Pedestrian Crossing Laurieton)	1. 100%	1. 85%	Behind schedule. Design completion was delayed as a result of the May 2019 Ordinary Council meeting where it was requested to undertake further investigation into the most suitable location for the crossing. Additional design works were subsequently undertaken and a determination for the crossing location was made at the September 2019 Ordinary Council meeting. A revised design is now being developed to suit the new crossing location with construction estimated to be completed by June 2020 in accordance with revised NSW State Govt. funding requirements.
4.4.1.32 Continue corridor planning - Kendall Road - Ocean Drive - Hastings River Drive regional road corridor (MR538 /MR600) - multi-year project	Infrastructure Planning	1. Corridor planning - Kendall Road - Ocean Drive- Hastings River Drive regional road corridor commenced	1. 100%	1. 100%	On target. Request for quotation for suitable Contractor to assist with the project issued in March 2020, appointment expected in April 2020.

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Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.33 CW Continue detailed designs - north of Miala Street to Orana Drive Lake Cathie	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Detailed designs - north of Miala Street to Orana Drive Lake Cathie)	1. 100%	1. 100%	Achieved. The detailed concept designs are complete (pending construction funding allocation). This design only project continues from 2017/18 FY. The Council at the December 2018 Ordinary Meeting resolved to revise the concept design to include on-street parking. Following this the detailed concept design has since been finalised with a community update also distributed in Feb 2020. Further project progression is pending construction funding source confirmation.
4.4.1.34 CW Kew Main Street Upgrade	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Kew Main Street Upgrade)	1. 100%	1. 100%	On target. This project has continues from the 2017/18 FY following the announcement of funding from the Federal Government. The project is currently in the design phase with community consultation being undertaken on the initial concept design. The detailed design and environmental approvals will commence following completion of community consultation and are forecast to be completed in late 2020 with construction works to be completed by the end of the 2020/21 FY.

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Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.37 CW Local Roads Proactive Transport Program	Infrastructure Planning	1. In accordance with adopted programs and preventative maintenance requirements (Local Roads Proactive Transport Program)	1. 100%	1. 100%	On target. The 2019-20 Road Rehabilitation and Resealing Programme is currently in the planning and delivery phase with the programme to include the following projects: Planning Phase (Road Resurfacing and Rehabilitation): * Ocean Dr, Laurieton (Kew Rd to Henry Kendall) * Widderson St, Port Macquarie (Oxley Hwy to Hastings River Dr) * Comboyne Rd, Byabarra (Oxley Hwy to Hartys Creek) The rehabilitations and asphalt resurfacing will commence in April with completion programmed for by June 2020 (weather and resources permitting): Road Resealing: Completed Works * Matthew Flinders Dr, Port Macquarie * Bago Rd, Herons Creek (Milligans to Pacific Hwy) * Lighthouse Beach Local Streets, Port Macquarie * Long Flat Local Roads, Long Flat, Kindee, Forbes River Planned Works Indicative dates are subject to contractor availability, planning constraints and sufficient pavement temperature: * Captain Cook Bicentennial Dr, Laurieton (April 2020) * Ocean Dr, North Haven to Bonny Hills (April 2020)
4.4.1.42 CW John Oxley Drive Upgrade – Detailed Design – The Ruins Way to Wrights Road (Oxley Highway)	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (John Oxley Drive Upgrade)	1. 100%	1. 100%	On target (multi year project) Hopkins Consulting have been engaged to undertake the detailed design and environmental approvals works for the project and have been progressing the field investigations and traffic studies in accordance with the approved program. The design phase is expected to extend into the 20/21 financial year.

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Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.44 Conduct sealed road network condition survey	Infrastructure Planning	1. Undertake condition rating of Council's transport assets by 30 June 2020	1. 100%	1. 100%	On target. FWD strength testing complete. Results currently being inputted into Pavement Management System.
4.4.1.45 CW Ocean Drive duplication - Matthew Flinders Drive to Greenmeadows - multi-year project	Infrastructure Planning	1. Deliver project according to approved project plan (Ocean Drive duplication - Matthew Flinders Drive to Greenmeadows)	1. 100%	1. 0%	Behind schedule. Delayed as project delivery methodology and funding arrangements have not been determined with Transport for NSW (TfNSW). Discussions are ongoing with TfNSW around finalising the Business Case and testing the revised cost estimate, noting there is a significant funding gap between available budget and the TfNSW estimated project cost. Further review is required to determine the way forward for this project.
4.4.1.46 CW Design and investigations for Gordon Street Pavement Reconstruction and Service Relocations - between Ocean Drive and Horton Street	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Design and investigations for Gordon Street Pavement Reconstruction)	1. 100%	1. 100%	On target (multi-year project). Design progressing well. Construction phase of the project is expected to occur in future financial years subject to funding availability.

Community Strategic Plan: 4.4 Plan for integrated transport systems that helps people get around and link our communities

Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.48 Development Contribution Plan (Roads) Review and Update	Infrastructure Planning	1. Deliver project according to approved project plan (Development Contribution Plan (Roads) Review and Update)	1. 100%	1. 0%	Deferred. Project scoping has been deferred to other higher priority program activities. Planning commenced on producing interim contributions plan, which is currently being reviewed by the Contributions Planning Team. The re-initiation of this project is pending the successful appointment of the Transport and Stormwater Planning Manager within the Infra Planning Group, which is anticipated to occur as early as June 2020. Recruitment process has commenced with candidates being short listed. Once re-initiated project planning with the Strategy Group will be completed within three months.
4.4.1.49 CW Transport and Traffic various design works - additional Transport and Stormwater Designs	Infrastructure Planning	1. Deliver project according to approved project plan (Transport and Traffic various design works - additional Transport and Stormwater Designs)	1. 100%	1. 100%	On target. Design work continuing on Kew Main Street and various intersection across the LGA.
4.4.1.51 CW Installation of new bus shelters as per the Community Passenger Transport Infrastructure Grant Scheme (CPTIGS) Program	Infrastructure Operations	1. Bus shelter installations completed as per the program	1. 100%	1. 100%	Achieved. The CPTIGS Programme is complete. New shelters installed at Ron Banks Road (at Bago Road) Herons Creek, Cameron St Wauchope, Ocean Dr (Links Cr) Port Macquarie, Laurie St (Bold St) Laurieton and The Jib (Doncaster Ave) Port Macquarie. Bus stop hardstand areas installed at Home St Port Macquarie, Home St (Cross St) Port Macquarie, Savoy St Port Macquarie and Savoy St (Narani Cr) Port Macquarie.

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Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.52 AUS-SPEC Review - Undertake a comprehensive review of Councils full suite of design and construction specifications - multi-year project	Infrastructure Planning	1. Deliver project according to approved project plan (AUS-SPEC Review)	1. 100%	1. 40%	Behind schedule. Implementation of revised specifications have been delayed by other higher priority projects. The re-initiation of this project is pending the successful appointment of the Transport and Stormwater Planning Manager within the Infra Planning Group, which is anticipated to occur as early as June 2020. Recruitment process has commenced with short listed candidates needing to be interviewed face to face. Once re-initiated the new specifications would be completed in approximately six months.
4.4.1.53 Settlement Point Ferry and Hibbard Ferry - upgrade to ferry access and the installation of extra signage	Infrastructure Operations	1. Deliver project according to approved project plan (Settlement Point Ferry and Hibbard Ferry - upgrade to ferry access and the installation of extra signage)	1. 100%	1. 100%	On target. This program is on track with upgrades of the road service being completed. Signage upgrade has also been completed.
4.4.1.55 CW Beach to Beach - shared path project at Camden Haven	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Beach to Beach - shared path project at Camden Haven)	1. 100%	1. 90%	On target. Final section of path installation is pending an environmental approval which is expected to be resolved by mid 2020.
4.4.1.57 CW Lighthouse Road Tourism Connectivity Project - Commence Lighthouse road east upgrades - Matthew Flinders Drive to The Lighthouse	Infrastructure Planning	1. Deliver project according to approved project plan (Commence Lighthouse Road east upgrades - Matthew Flinders Drive to The Lighthouse)	1. 100%	1. 100%	Achieved.

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Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.59 CW Gordon/Horton Street - intersection upgrade - details designs	Infrastructure Planning	1. Deliver project according to approved project plan (Gordon/Horton Street - intersection upgrade - details designs)	1. 100%	1. 100%	On target. Design consultant has been appointed and design is now underway. Completion planned for end June 2020.
4.4.1.60 Ferry Management - Slipping Settlement Point Ferry (21 Vehicle)	Infrastructure Operations	1. Undertake slipping of Settlement Point Ferry	1. 100%	1. 100%	Achieved. Slipping program finalised with in the estimated period and under budget by 10%.
4.4.1.61 CW Continuation of Bago Road Rehabilitation (Milligan's Rd to Bluewater Cres)	Infrastructure Planning	1. Deliver project according to approved project plan (Bago Road Rehabilitation - Milligan's Rd to Bluewater Cres)	1. 100%	1. 100%	On target. Works underway with the majority of the pavement works complete. Final seal and AC surfacing planning for in the coming months.
4.4.1.62 CW Reconstruction of The Ruins Way (Major Innes Road to Sitella St)	Infrastructure Planning	1. Deliver project according to approved project plan (Reconstruction of The Ruins Way (Major Innes Road to Sitella St))	1. 100%	1. 100%	On target. Design review and finalisation nearing completion. Scope has increased with additional Federal Grant funding being available to resurface Major Innes Drive and more of The Ruins Way. Resurfacing works planned to commence in April with reconstruction works commencing in July/August 2020.
4.4.1.63 CW Pembroke Road - Stoney Creek Bridge Upgrade - Detailed Design	Infrastructure planning	1. Deliver project according to approved project plan (Pembroke Road - Stoney Creek Bridge Upgrade - Detailed Design)	1. 100%	1. 85%	Behind schedule. Detailed design component of project deferred to 2020/21 Operational Plan due to other higher priority projects. Strategic alignment and options study underway. Consultation with property owners delayed due to COVID-19.
4.4.1.64 CW Koala Street Upgrade - Concept Design	Infrastructure Planning	1. Deliver project according to approved project plan (Koala Street Upgrade - Concept Design)	1. 100%	1. 50%	Behind schedule. Works have not commenced due to resource availability. Consideration is being given to defer this project to outer years.

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Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.65 CW Scrubby Creek Bridge - Detailed Design	Infrastructure Planning	1. Deliver project according to approved project plan (Scrubby Creek Bridge - Detailed Design)	1. 100%	1. 100%	On target. Design works underway, geotechnical investigation has been completed. Procurement of major bridge components is underway. Construction works planned to commence in July 2020.
4.4.1.66 CW Kindee Bridge Upgrade Detailed Design	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Kindee Bridge Upgrade - Detailed Design)	1. 100%	1. 75%	Behind schedule. Minimal planning has been undertaken due to resource availability.
4.4.1.67 Orbital Strategic Business Case	Infrastructure Planning	1. Deliver project according to approved project plan (Orbital Strategic Business Case)	1. 100%	1. 100%	On target. Traffic analysis stage underway and on programme.
4.4.1.68 CW Pedestrian Refuge - Hayward Street - West of Horton Street - Construction	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Pedestrian Refuge - Hayward Street - West of Horton Street - Construction)	1. 100%	1. 100%	Achieved. Project complete. Works commenced and successfully finalised during Nov 2019.
4.4.1.69 CW Pedestrian Refuge - Gordon Street & Hollingworth Street - West of Horton Street - Construction	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Pedestrian Refuge - Gordon Street & Hollingworth Street - West of Horton Street - Construction)	1. 100%	1. 100%	On target. Project planning has been completed and the current design is being reviewed and updated with construction forecast to commence in February 2020. Construction is expected to take 8 weeks with completion in April 2020.

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Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.70 CW Pedestrian Refuge - Horton Street - Clarence Street and William Street - Detailed Design and Construction	Infrastructure Planning, (Project Delivery)	1. Deliver project according to approved project plan (Pedestrian Refuge - Horton Street - Clarence Street and William Street - Detailed Design and Construction)	1. 100%	1. 0%	Deferred. This project has been deferred from the current 2019-2020 program and will be undertaken as part of the 2020-2021 Operational Plan.
4.4.1.71 Work with National Parks and Wildlife Services to adjust road boundaries	Infrastructure Planning	1. Boundary adjustments commenced	1. 100%	1. 0%	Behind schedule. Discussion have been initiated with NPWS for the adjustment of road boundaries, however still no response. Follow up has been delayed. Follow up with relevant NPWS staff will occur in April 2020. An email was sent to Allan Peatman (NPSW Team Leader - Land Information Reserve Establishment) on 6 April 2020. A phone call will follow on 29 April 2020.
4.4.1.72 Revise and update the Transport Asset Management Plan	Infrastructure Planning	1. Updated Transport Asset Management Plan	1. 100%	1. 0%	Behind schedule. Commencement delayed due to the need to complete the Service Review for Asset Management and Rural Roads. This project will be deferred to commence following the completion of the services reviews in the 20/21 FY.
4.4.1.73 CW Telegraph Point - Pedestrian Safety Upgrades	Infrastructure Planning	1. Deliver project according to approved project plan (Telegraph Point - Pedestrian Safety Upgrades)	1. 100%	1. 100%	On target. All major works complete. Finishing works underway with completion planned for end of April 2020. Project close out by end May.
4.4.1.75 CW Pembroke Road - Safety Improvements	Infrastructure Planning	1. Deliver project according to approved project plan (Pembroke Road - Safety Improvements)	1. 100%	1. 100%	On target. Project Planning complete, works scheduled for May 2020.

Community Strategic Plan: 4.4 Plan for integrated transport systems that helps people get around and link our communities

Delivery Program Objective: 4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.1.76 CW Rawdon Island - Safety Improvements	Infrastructure Planning	1. Deliver project according to approved project plan (Rawdon Island - Safety Improvements)	1. 100%	1. 100%	On target. Project planning completed. Works scheduled to be completed by June 2020.

Delivery Program Objective: 4.4.2 Develop and implement annual maintenance and renewal programs for transport assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.2.1 CW Undertake road resurfacing and rehabilitation works throughout the local government area in accordance with the rolling priority program and roads maintenance hierarchy	Infrastructure Operations	1. In accordance with adopted programs and preventative maintenance requirements (Road resurfacing works)	1. 100%	1. 100%	On target. The 2019-20 Road Rehabilitation and Resealing Programme is currently in the planning and delivery phase with the programme to include the following projects: Planning Phase (Road Resurfacing and Rehabilitation): * Ocean Dr, Laureton (Kew Rd to Henry Kendall) * Widderson St, Port Macquarie (Oxley Hwy to Hastings River Dr) * Comboyne Rd, Byabarra (Oxley Hwy to Hartys Creek) The rehabilitations and asphalt resurfacing will commence in April with completion programmed for by June 2020 (weather and resources permitting). Road Resealing: Completed Works * Matthew Flinders Dr, Port Macquarie * Bago Rd, Herons Creek (Milligans to Pacific Hwy) * Lighthouse Beach Local Streets, Port Macquarie * Long Flat Local Roads, Long Flat, Kindee, Forbes River Planned Works Indicative dates are subject to contractor availability, planning constraints and sufficient pavement temperature: * Captain Cook Bicentennial Dr, Laureton (April 2020) * Ocean Dr, North Haven to Bonny Hills (April 2020).

Community Strategic Plan: 4.4 Plan for integrated transport systems that helps people get around and link our communities

Delivery Program Objective: 4.4.2 Develop and implement annual maintenance and renewal programs for transport assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.2.2 Carry out annual unsealed road maintenance program including resheeting, grading, drainage and vegetation and rural roadside vegetation clearing	Infrastructure Operations	1. In accordance with adopted programs and preventative maintenance requirements (annual unsealed road maintenance program)	1. 100%	1. 100%	On target. Works delivered on budget. Works schedule based on inspections and assessment criteria from Council's road and stormwater risk rating and road hierarchy systems.
4.4.2.3 Carry out annual sealed road maintenance program including resurfacing, jetpatching, heavy patching and installation of roadside furnishings	Infrastructure Operations	1. In accordance with adopted programs and reactive maintenance requirements based on risk (annual sealed road network maintenance program)	1. 100%	1. 100%	On target. Works delivered on budget. Works schedule based on inspections and assessment criteria from Council's road and stormwater risk rating and road hierarchy systems.
4.4.2.4 Undertake bridges and culverts maintenance and repair program including inspections, monitoring and bridge repair works	Infrastructure Operations	1. In accordance with adopted programs and reactive maintenance requirements based on risk (bridges and culverts maintenance and repair program)	1. 100%	1. 100%	On target. Works delivered on budget. Works schedule based on inspections and assessment criteria from Council's road and stormwater risk rating and road hierarchy systems.
4.4.2.5 Carry out reactive maintenance to Koala Food Trees and Koala Fencing on Link Rd (Ocean Dr)	Infrastructure Operations	1. In accordance with adopted programs and reactive maintenance requirements based on risk (reactive risk maintenance to Koala Food Trees and Koala Fencing)	1. 100%	1. 100%	On target. Works delivered on budget. Works schedule based on inspections and assessment criteria from Council's road and stormwater risk rating and road hierarchy systems.

Community Strategic Plan: 4.4 Plan for integrated transport systems that helps people get around and link our communities

Delivery Program Objective: 4.4.2 Develop and implement annual maintenance and renewal programs for transport assets

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.2.6 Bridgeworks and Road Rehabilitation Program - Undertake regular bridge and geotechnical road pavement tests to inform and develop programme	Infrastructure Operations	1. Deliver project according to approved project plan (Bridgeworks and Road Rehabilitation Program)	1. 100%	1. 100%	On target. Works delivered on budget however there is a major risk that this budget will be exhausted before June 30 due to the damage sustained during the February Flood Disaster. Works schedule based on inspections and assessment criteria from Council's road and stormwater risk rating and road hierarchy systems.

Delivery Program Objective: 4.4.3 Develop and implement traffic and road safety programs

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.4.3.1 Develop a Road Safety Action Plan and undertake associated safety education and awareness programs identified in the plan	Infrastructure Planning	1. Undertake road safety educational programs	1. 100%	1. 100%	On target. The following two projects will be delivered in 2019/20 in accordance with Transport for NSW and Roads and Maritime Services guidelines: - Speed on Country Roads - Shared Path Education Campaign.
4.4.3.2 Install and maintain street lights in accordance with identified priorities	Infrastructure Planning	1. Deliver street lighting program according to approved schedule and prioritisation	1. 100%	1. 100%	On target. Upgrade investigation, design and delivery undertaken in accordance with program.

Community Strategic Plan: 4.5 Plan for integrated and connected communities across the Port Macquarie-Hastings area**Delivery Program Objective:** 4.5.1 Carry out strategic planning to manage population growth and provide for co-ordinated urban development

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.5.1.07 Review Local Environmental Plan (LEP) and Development Control Plan (DCP) provisions to promote development of the Yippin Creek Urban Release Area (UGMS Action 4)	Strategy	1. Report to Council regarding draft planning outcomes by 30 June 2020	1. 100%	1. 100%	On target. Stormwater and flooding studies will be completed toward the end of May 2020. Traffic studies and update to landowners will be in May 2020. It is intended to go to the June 2020 Ordinary Council Meeting with a status update subject to the Covid-19 response and impact on Ordinary Council Meeting reports.
4.5.1.08 Progress Council led precinct planning for the proposed Health and Education Precinct (UGMS Action 13)	Strategy	1. Undertake support studies for a planning proposal in consultation with stakeholders by 30 June 2020	1. 100%	1. 100%	On target. Work continues with the HEP consortium on the approach to develop the precinct in the quickest way possible to ensure success. A report is due to go to the April/May 2020 Council meeting.
4.5.1.09 Complete a review of the Port Macquarie-Hastings Development Control Plan (UGMS Action 32)	Strategy	1. Adoption of DCP amendments by 30 June 2020	1. 100%	1. 90%	Monitoring required. Progress is slightly below target due to resourcing constraints. A report is planned to go to the June 2020 Council Meeting. It assumes Covid-19 does not impact presentation of the report.
4.5.1.10 Review LEP and DCP provisions to promote appropriate housing choice options (UGMS Action 1)	Land Use Planning (Development Assessment)	1. Completion of support studies for a planning proposal by 30 June 2020	1. 100%	1. 100%	On target. Consultants preparing the Local Housing Strategy for the LGA have completed preliminary findings. Project to be placed on hold due to the COVID-19 pandemic, and stakeholder and community engagement which is the next phase of the project, will be undertaken when Federal and State Government restrictions arising from the pandemic are lifted.

Community Strategic Plan: 4.5 Plan for integrated and connected communities across the Port Macquarie-Hastings area**Delivery Program Objective:** 4.5.1 Carry out strategic planning to manage population growth and provide for co-ordinated urban development

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.5.1.11 Investigate the capacity of land at Ocean Dr/Houston Mitchell Dr for light industrial use and at Ocean Dr/Bonny View Dr for light industrial development or for use as a school (UGMS Act 17)	Land Use Planning (Development Assessment)	1. Final report to Council re Local Environmental Plan (LEP) and Development Control Plan (DCP) amendments by 30 June 2020	1. 100%	1. 90%	Monitoring required. The Planning Proposal and draft Development Control Plan provisions for the rezoning of land at the intersection of Ocean Drive and Houston Mitchell Drive, Bonny Hills for light industrial and environmental purposes was publically exhibited in late 2019. A large number of submissions were received which are currently under review and it is anticipated a report will be presented to Council in mid-2020.
4.5.1.14 Review the Port Macquarie-Hastings Heritage Inventory (UGMS Action 31)	Strategy	1. Complete Stage 2 of the Heritage Inventory review and report to Council by 30 June 2020	1. 100%	1. 0%	Yet to commence. This work may be informed by the in progress Housing Strategy and that work is a predecessor to completion of this item. This work may be a subset of the outcomes of the Housing Strategy.
4.5.1.15 Preparation of an Outline Plan (Stage 1 investigations) for the Fernbank Creek and Sancroix potential future growth areas (UGMS Action 6)	Strategy	1. Report to Council regarding progress of the Outline Plan and key support studies in consultation with landowners by 30 June 2020	1. 100%	1. 100%	On target. Report to March 2020 Ordinary Council Meeting. Structure Plan has commenced following exhibition feedback. Will report the status of progress to the July 2020 Ordinary Council Meeting subject to Covid-19 impact on Ordinary Council Meeting reports.
4.5.1.16 Undertake a review of the current Development Contributions Deferral Scheme	Strategy	1. Review of the current Development Contributions Deferral Scheme commenced and reported to Council by 30 June 2020	1. 100%	1. 0%	Yet to commence. Resourcing is an issue with this project. Covid-19 response has delayed recruitment indefinitely. The planning of the work has commenced but it is at risk of completion by 30 June 2020.

Community Strategic Plan: 4.5 Plan for integrated and connected communities across the Port Macquarie-Hastings area

Delivery Program Objective: 4.5.2 Plan for infrastructure that supports population growth

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.5.2.2 Continue the review of the Major Roads Contributions Plan for completion in 2020-2021 (UGMS Action 23)	Strategy	1. Complete review of draft works program for review of the Major Roads Contributions Plan by 30 June 2020	1. 100%	1. 0%	Behind schedule. Project scoping has been delayed due to resourcing issues and other higher priority program activities. Planning commenced on producing interim contributions plan. Refer to OP action - 4.4.1.48.

Community Strategic Plan: 4.6 Restore and protect natural areas

Delivery Program Objective: 4.6.1 Develop and implement a range of programs for the environmental management of lands within the local government area

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.6.1.01 Undertake strategic biosecurity (weed management) program to restore and conserve the natural environment of the Mid North Coast	Environment and Regulatory Services	1. 2,300 km of Council roads managed for roadside weeds 2. 28 km of 70 km network of priority riparian zones managed for invasive weeds 3. 65 ha of 363 ha area of coastal dune system managed for Bitou Bush 4. 680 ha of Council assets managed for invasive weeds	1. 2,300km 2. 28km 3. 65ha 4. 680ha	1. 1,448km 2. 35km 3. 55ha 4. 551ha	On target. The total distance managed from 1 July 2019 to 31 March 2020 is 1447.5 km. Drought and bushfire has delayed growth. On target. The annual target has been met by 2019-2020 financial year end as work is seasonal in this field. On target. Additional contractor work will be undertaken in last quarter of the 2019-2020 financial year ensuring the annual target is achieved. On target. For the period from 1 July 2019 to 31 March 2020, 550.6 ha of land has been inspected. The remaining 130 ha will be completed by 2019-2020 financial year end.

Community Strategic Plan: 4.6 Restore and protect natural areas

Delivery Program Objective: 4.6.1 Develop and implement a range of programs for the environmental management of lands within the local government area

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
		5. 70 days per annum undertaking management of high priority weeds on high risk sites within drainage network 6. 75 properties > 1 ha inspected for invasive weeds	5. 70d 6. 75#	5. 33d 6. 41#	On target. However, due to bushfire issues and reduced site access, slightly below expected progress to date. The target will be met by the 2019-2020 financial year end as this will be focused over the next quarter. Monitoring required. Bushfire issues and limited site access have impacted the ability to undertake inspection, however the annual target is expected to be met by financial year end as this is a priority.
4.6.1.02 Undertake aquatic weed control program to restore and conserve the natural environment of the Mid North Coast	Environment and Regulatory Services	1. Riparian land managed for aquatic weed invasion	1. 100%	1. 100%	On target. Works are ongoing.
4.6.1.05 Implement the Bushland Regeneration Management Program and collaborate with various community groups (e.g. Landcare)	Environment and Regulatory Services	1. 10% of sites to a Tier 3 level (Tier 3 Sites are self-sustaining with little to no management intervention required) 2. 40% of sites to a Tier 1 level (Tier 1 - Strategic weed removal to ensure that weeds do not out compete, suppress or prevent the growth of native vegetation). 3. 50% of sites to a Tier 2 level (Tier 2 - Bushland sites are managed in a way as to encourage natural regrowth via minimal weed removal)	1. 10% 2. 40% 3. 50%	1. 10% 2. 40% 3. 50%	On target. On target. On target.

Community Strategic Plan: 4.6 Restore and protect natural areas

Delivery Program Objective: 4.6.1 Develop and implement a range of programs for the environmental management of lands within the local government area

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.6.1.06 Inform and educate residents, industry and community groups about Council's tree management requirements within the Port Macquarie-Hastings 2013 Development Control Plan (DCP)	Recreation, Property and Buildings	1. Develop and implement educational material and delivery program 2. Provide advice in accordance with service standards and industry best practice	1. 100% 2. 100%	1. 100% 2. 96%	On target. Educational material delivered via correspondence and conversations regarding different legislative requirements, including civil advice letters, Local Land Services, Office of Environment and Heritage jurisdiction, meetings with contractors and residents regarding Development Control Plan provisions and application process. Behind target. For the period from 1 July 2019 to 31 March 2020 the total number of CRM's received was 1,070. 644 (Public), 143 (Private), 198 (Storm), and 85 (Illegal tree removal/pruning). Additional information: 367 enquires (204 public phone and 163 private phone and email enquires). This does not include calls transferred from call centre to mobile or landline. In addition, there were 172 internal. On target. 85 illegal tree incidents reported and investigated from 1 July 2019 to 31 March 2020.
4.6.1.07 Improve mapping of Bushland Regeneration sites for community access	Environmental and Regulatory Services	3. Undertake investigations in relation to all reported illegal tree works 1. Bushland Mapping and site surveying undertaken	3. 100% 1. 100%	3. 100% 1. 100%	On target.
4.6.1.08 Commence implementation of identified actions from the adopted Koala Population Recovery Strategy (UGMS Action 29)	Environment and Regulatory Services	1. Implementation of management actions outlined in the Koala Population Recovery Strategy	1. 100%	1. 100%	On target. Work is continuing on asset maintenance such as fence repairs and koala road strike initiatives.

Community Strategic Plan: 4.6 Restore and protect natural areas**Delivery Program Objective:** 4.6.1 Develop and implement a range of programs for the environmental management of lands within the local government area

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.6.1.09 Complete preparation of a Comprehensive Koala Plan of Management (CKPoM) for coastal areas in the Port Macquarie-Hastings	Strategy	1. Report CKPoM to Council for adoption by 31 December 2019	1. 100%	1. 80%	Behind schedule. Report went to the November 2019 Ordinary Council Meeting. A new SEPP has been issued subsequently. The State then much later provided guidance paper on the SEPP. The implications are not clear and puts this item at risk. A report will go to the May 2020 Ordinary Council Meeting detailing the impact of the new SEPP and guidance papers on the production schedule for the Coastal Koala Plan of Management.
4.6.1.11 CW Implement mitigation actions from Hastings River Flood Plain Risk Management Plan: Stage 4: Install river stream flow gauges & rainfall gauges to inform floodplain modelling	Environment and Regulatory Services	1. Installation of stream gauges	1. 100%	1. 100%	Achieved. Project complete.

Community Strategic Plan: 4.7 Provide leadership in the development of renewable energy opportunities**Delivery Program Objective:** 4.7.1 Promote renewable energy outcomes within Council

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.7.1.02 CW Install solar energy systems at the Kew Waste Transfer Station	Commercial Business Units	1. Deliver project according to approved project plan (Install solar energy systems at the Kew Waste Transfer Station)	1. 100%	1. 0%	Deferred. Project deferred in 2019-2020, to be reviewed and considered for inclusion if required in the 2020-2021 Operational Plan (see February 2020 Monthly Budget adjustment).

Community Strategic Plan: 4.7 Provide leadership in the development of renewable energy opportunities
Delivery Program Objective: 4.7.1 Promote renewable energy outcomes within Council

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.7.1.04 CW Undertake LED lighting upgrade to Council Office and other public buildings	Recreation, Property and Buildings	1. Complete LED lighting upgrade to offices and other buildings	1. 100%	1. 90%	Monitoring required. Due to COVID-19 Glasshouse - 100 Clevertonics light fitting have been ordered, waiting to confirm stock available in Australia, will start installation through April with any fittings we can get. Wauchope Indoor Stadium - light fitting have been ordered, waiting to confirm stock available in Australia, will start installation through April with any fittings we can get.
4.7.1.06 CW Install solar energy systems at selected existing Council facilities	Recreation, Property and Buildings	1. Install solar energy systems at identified Council facilities	1. 100%	1. 90%	Monitoring required We have a carry over from last year due to Council's internal review on PV procurement which delayed these projects. Currently there are three projects for delivery, Kendall, Laurieton and Wauchope Pools, all prelim works are completed. Approval has been sort from Local Government Procurement approved contractor (Autonomous Energy) which have been engaged to review current documents and provide price for installation as soon as possible. There is a medium possibility due to stock and staff availability that these projects could carry into July-August 2020
4.7.1.08 Continue to implement and monitor the Long Term Energy Strategy	Strategy	1. Provide six monthly update reports to Council on the status of the Long Term Energy Strategy	1. 100%	1. 100%	On target. A Councillor Briefing was provided on 1 April 2020. 6 Monthly update reports tabled at the November 2019 Ordinary Council Meeting and May 2020 Ordinary Council Meetings, subject to availability to Council on Covid-19 impact

Community Strategic Plan: 4.8 Increase awareness of issues affecting our environment, including the preservation of flora and fauna
Delivery Program Objective: 4.8.1 Ensure all Council operations comply with environmental standards and regulations

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.8.1.1 Operate and maintain water treatment plants in accordance with adopted maintenance programs and scheme requirements	Infrastructure Operations	1. Monitor plants continuously with plant breakdowns attended to within 24 hours	1. 100%	1. 100%	Achieved. All Water Treatment Plants monitored continuously by Council's remote water monitoring system (SCADA C).
4.8.1.2 Operate the water supply network to ensure public health and safety	Infrastructure Operations	1. Ensure any public health and safety issues in relation to water supply are responded to in line with service standards	1. 100%	1. 100%	On target. Enquiries responded to in accordance with service standards.
4.8.1.3 Maintain and operate storage dams in accordance with Australian National Committee On Large Dams (ANCOLD) guidelines	Infrastructure Operations	1. Ensure any issues in relation to the operation and maintenance of storage dams are handled in line with ANCOLD guidelines	1. 100%	1. 100%	On target. Renewal programs being carried out in accordance with plans.
4.8.1.4 Operate and maintain sewerage treatment plants in accordance with environmental licences, adopted maintenance programs and scheme requirements	Water and Sewer	1. Monitor plants continuously with plant breakdowns attended to within 24 hours	1. 100%	1. 100%	Achieved. All Wastewater Treatment Plants monitored continuously by Council's remote water monitoring system (ClearSCADA).
4.8.1.5 Operate the sewerage network to ensure service delivery meets public health and safety requirements	Infrastructure Operations	1. Ensure any public health and safety issues in relation to sewerage network are responded to in line with service standards	1. 100%	1. 100%	On target. Enquiries responded to in accordance with service standards. Three reportable surcharges occurred in this quarter.

Community Strategic Plan: 4.8 Increase awareness of issues affecting our environment, including the preservation of flora and fauna

Delivery Program Objective: 4.8.2 Increase community awareness and enable access to the natural environment

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.8.2.1 Deliver bushfire preparedness and planning programs to the community	Environment and Regulatory Services	1. All community enquires relating to bushfire requests are responded to within the 7 day service standard 2. Bushfire preparedness and planning program delivered	1. 100% 2. 100%	1. 100% 2. 100%	On target. Customer requests are responded to within 7 days. On target. Community programs are delivered primarily by RFS and NSW F +R with support by Council as required.

Delivery Program Objective: 4.8.3 Promote Biodiversity Programs

Operational Plan Activity 2019 - 2020	Lead Responsibility	Success Measures	Target	YTD Actual	Comment on Progress
4.8.3.1 Commence implementation of identified actions from the adopted Biodiversity Strategy	Environment and Regulatory Services	1. Implementation of management actions of Biodiversity Strategy	1. 100%	1. 80%	Behind schedule. Due to the bushfire crisis. Work on the Feral Deer Program was delayed due to resourcing issues.

3 Your Business and Industry

What we are trying to achieve

A region that is a successful place that has vibrant, diversified and resilient regional economy that provides opportunities for people to live, learn, work, play and invest.

What the result will be

We will have:

- A strong economy that fosters a culture supportive of business and ensures economic development of the region
- Townships, villages and business precincts that are vibrant commercial, cultural, tourism, recreational and/or community hubs
- A region that attracts investment to create jobs
- Partnerships that maximise economic return and create an efficient and effective business environment

How we will get there

- 3.1 Embrace business and a stronger economy
- 3.2 Create vibrant and desirable places
- 3.3 Embrace opportunity and attract investment to support the wealth and growth of the community
- 3.4 Partner for success with key stakeholders in business, industry, government, education and the community



TOWN CENTRE MASTER PLAN SUB-COMMITTEE CHARTER

Adopted: XXX

1.0 OBJECTIVES

- To advise Council on projects and issues which support and affect the continued development of the Port Macquarie Town Centre using funding from the Town Centre Master Plan Reserve.

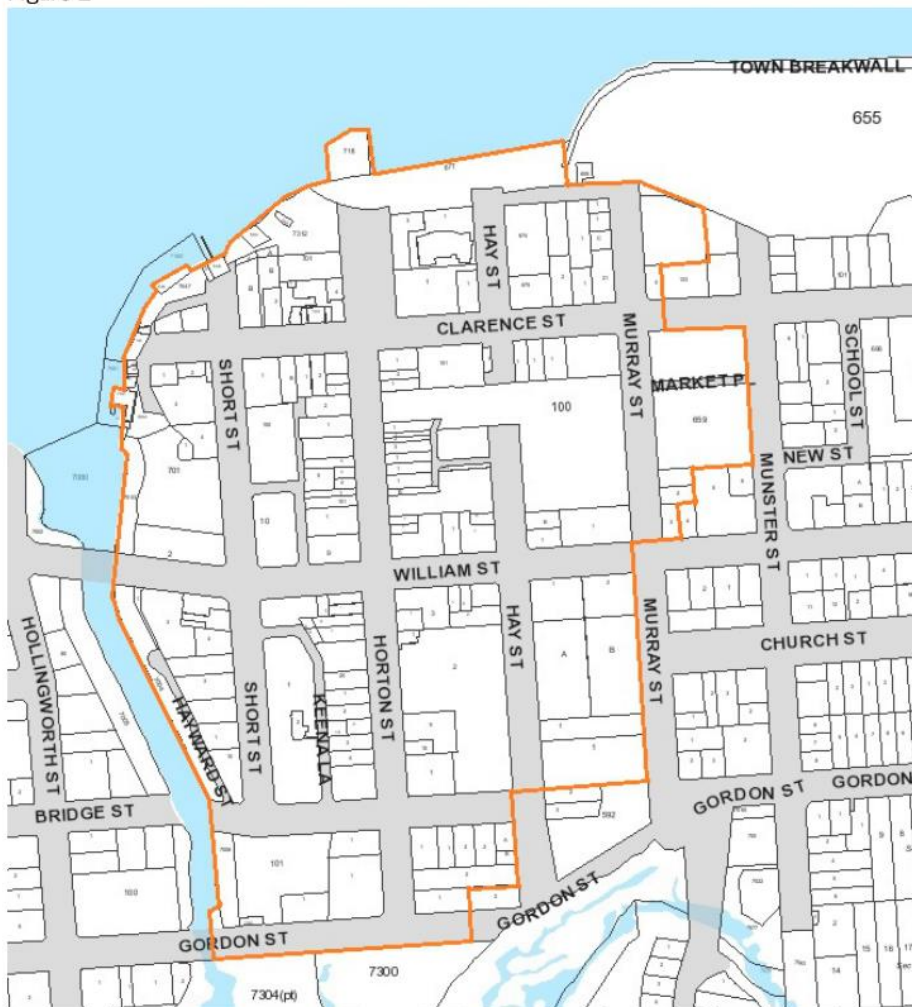
2.0 KEY FUNCTIONS

The key functions of the Sub-Committee are to:

- Make recommendations to Council regarding the development, review and amendment as required of the Town Centre Master Plan
- Make recommendations to Council on works priorities - Capital and maintenance - for the implementation of the outstanding projects and upgrades identified in the Town Centre Master Plan Review adopted in 2014.
- Act as a communication conduit between Council and the CBD stakeholders in respect to the Town Centre Master Plan
- Present to Council an annual Works Program and Budget in December, to be considered by Council as part of the annual Operational Plan
- Maintain an awareness of the capital expenditure of Town Centre Master Plan Reserves and make recommendations to Council regarding such expenditure.
- Raise funds other than rates and loans to fund the objectives of the Sub-Committee through partnerships with other stakeholders
- Make recommendations to the relevant Director in relation to purchasing, manufacturing, obtaining and supplying material for the promotion of the CBD from any external funds raised by the Sub-Committee
- Advocate for the Town Centre Master Plan and promote the advantages of the CBD to the wider community

Generally, the Sub-Committee will work within the adopted TCMP boundary highlighted in Figure 1, however there will be projects which will extend beyond these boundaries from time to time, in meeting the implementation of the adopted Town Centre Master Plan.

Figure 1



3.0 MEMBERSHIP

3.1 Voting Members

- Councillor & Alternate (resolved by Council)
- Director Strategy and Growth
- Senior Landscape Architect- Council
- 2 CBD Commercial Property Owners
- 2 CBD Traders
- 1 Greater Port Macquarie Tourism representative
- 1 Port Macquarie Chamber of Commerce representative
- 3 Community members

3.2 Non-Voting Members

- There may be occasions where other attendees are required at Sub-Committee meetings, such as funding partners, independent people, other levels of government, client side project managers (if

applicable), stakeholder engagement specialists and other Council staff. Such people will be invited to Sub-Committee meetings on an as needs basis.

3.3 Obligations of Members

- As per Section 226 (c) of the NSW Local Government Act 1993, the Mayor is the principal spokesperson for the governing body and Councillors that are members of a Sub-Committee are to obtain the Mayor's agreement to make media and other statements. Further, only the Mayor, or a Councillor with the Mayor's agreement and otherwise in accordance with Council policies and procedures, may release Council information through media statements or otherwise, and the release of such information must be lawful under the Council adopted Code of Conduct. Council Officers that are members of Sub-committees are bound by the existing operational delegations in relation to speaking to the media.
- All Sub-Committee members are not permitted to speak to the media as representatives of the Sub-Committee unless approved by the Chairperson (prior to this from the Mayor as above)
 - Where approval has been granted by the Chairperson, the views and opinions expressed are those of the Town Centre Master Plan Sub-Committee and not of Port Macquarie-Hastings Council
- A Councillor or a non-Council member as a member of a Sub-Committee or the Sub-Committee itself has no delegation or authority to make decisions on behalf of Council, nor to direct the business of Council. The only decision making power open to Councillors is through formal resolutions of Council.
- A Councillor or a non-Council member as a member of a Sub-Committee or the Sub-committee itself cannot direct staff and must abide by the decisions of Council and the policies of Council.
- All Sub-Committee members must comply with Council's Code of Conduct and relevant Council policies and procedures with particular reference to Council's Work Health and Safety Policy.

3.4 Member Tenure

- Non Council members will be appointed for a two-year term.

3.5 Appointment of Members

- Council, by resolution duly passed, will appoint members to the Sub-Committee following an advertised expression of interest.

4.0 TIMETABLE OF MEETINGS

- Meetings of the Sub-Committee shall be held monthly at a date convenient to Sub-Committee members. During election caretaker mode, the Sub-Committee may be suspended until after the election, once Councillor representation is resolved by Council.

5.0 MEETING PRACTICES

5.1 Decision Making

- Recommendations of the Sub-Committee shall be made by consensus. If consensus is not reached, the item may be reported to Council for determination or deferred pending further information and debate.
- The Chairperson shall not have a casting vote.
- Recommendations to Council are to be made through the relevant Director, who will determine under delegation, the process for implementation.

5.2 Quorum

- A quorum must include a minimum of one (1) Councillor or one (1) Council Executive staff member being present. The quorum for the Steering Group will be met if half of the members plus one are present.

5.3 Chairperson and Deputy Chairperson

- The Chairperson shall be the Councillor, duly appointed by Council resolution.
- At all meetings of the Sub-Committee, the Chairperson shall occupy the Chair and preside. In the absence of the Chairperson, the alternate Councillor will preside at the Meeting.
- In the absence of the Chairperson and alternate Councillor, as the Sub-Committee's first item of business, the Sub-Committee shall elect one of its members to preside at the Meeting (elected chair must be a Council representative)

5.4 Secretariat

- The incumbent Council Director is responsible for ensuring the Sub-Committee has adequate secretariat support. The secretariat will ensure that business papers and supporting papers are circulated at least three (3) days prior to each meeting. Minutes shall be circulated to members within seven (7) days of the meeting having taken place.
- The incumbent Council Director will coordinate a review of the Charter within 12 months of a new Council term and present to Council for adoption.

5.5 Recording of decisions and explicit discussions on risks

- Minutes of Sub-Committee meetings shall include the decisions made, relevant details of discussions and the nature of any dissenting views expressed by members.

6.0 CONVENING OF "OUTCOME SPECIFIC" WORKING GROUPS

- The Sub-Committee can at times request a working group to be convened, for a limited period of time, for specific actions. These specifics will be minuted clearly. The working group will report back to the Sub-Committee with outcomes.

7.0 CONFIDENTIALITY AND CONFLICT OF INTEREST

- Councillors, Council staff and members of this Sub-Committee must comply with the applicable provisions of Council's Code of Conduct in carrying out their functions as Council Officials. It is the personal responsibility of Council Officials to comply with the standards in the Code of Conduct and regularly review their personal circumstances with this in mind.
- Sub-Committee members must declare any conflict of interests at the start of each meeting or before discussion of a relevant item or topic. Details of any conflicts of interest should be appropriately minuted.
- Where members or invitees at Sub-Committee meetings are deemed to have a real or perceived conflict of interest, it may be appropriate they be excused from Sub-Committee deliberations on the issue where the conflict of interest may exist.
- Any independent members of the Sub-Committee will be required to complete a confidentiality agreement that will cover the period of their membership of the Sub-Committee.

4 Your Natural and Built Environment

What we are trying to achieve

A connected, sustainable, accessible community and environment that is protected now and into the future.

What the result will be

We will have:

- Effective management and maintenance of essential water, waste and sewer infrastructure
- A community that is prepared for natural events and climate change
- Sustainable and environmentally sensitive development outcomes that consider the impact on the natural environment
- Accessible transport network for our communities
- Infrastructure provision and maintenance that meets community expectations and needs
- Well planned communities that are linked to encourage and manage growth
- Accessible and protected waterways, foreshores, beaches and bushlands
- An environment that is protected and conserved for future generations
- Renewable energy options that are understood and accessible by the community

How we will get there

- 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management
- 4.2 Aim to minimise the impact of natural events and climate change, for example, floods, bushfires and coastal erosion
- 4.3 Facilitate development that is compatible with the natural and built environment
- 4.4 Plan for integrated transport systems that help people get around and link our communities
- 4.5 Plan for integrated and connected communities across the Port Macquarie-Hastings area
- 4.6 Restore and protect natural areas
- 4.7 Provide leadership in the development of renewable energy opportunities
- 4.8 Increase awareness of issues affecting our environment, including the preservation of flora and fauna



Authorised by: Council
Authorised date: DD/MM/YYYY
Effective date: DD/MM/YYYY
Next review date: DD/MM/YYYY
File Number: D2020/048521

Developments, Public Place & Events - Waste Minimisation and Management Policy

1. INTRODUCTION

This policy incorporates waste management considerations into the development and event assessment processes in order to increase waste diversion from landfill and promote effective waste management principles, as detailed in the attached policy.

Refer: 1.1 Background and 1.2 Purpose

2. POLICY STATEMENT AND SCOPE

To minimise waste and establish waste management requirements for developments, public places and events, as detailed in the attached policy and consistent with Council's Waste Strategy 2017-2024.

Refer: 1.3 Objectives and 1.4 Policy Scope

3. RESPONSIBILITIES AND AUTHORITIES

The Group Manager Commercial Business Units. Other roles and responsibilities are detailed in the attached policy.

Refer: 1.6 Responsibilities and Authorities

4. REFERENCES

Relevant Council policies and external legislation are noted in the attached policy.

Refer: 1.5 Relationship with Other Plans and Legislation and 6. References

5. DEFINITIONS

Definitions are detailed in the attached policy.

Refer: 1.8 Definitions

6. PROCESS OWNER

The Group Manager Commercial Business Units

7. AMENDMENTS

Nil



PORT MACQUARIE-HASTINGS COUNCIL

DEVELOPMENTS, PUBLIC PLACE & EVENTS WASTE MINIMISATION AND MANAGEMENT POLICY

PORT MACQUARIE-HASTINGS COUNCIL DEVELOPMENTS, PUBLIC PLACE & EVENTS WASTE MINIMISATION AND
MANAGEMENT POLICY

AMENDMENTS

Version No.	Date	Amendments	Amended by
1	02/10/2019	Policy creation	Sean McKinnon
2	26/03/2020	Review following public exhibition	Michael Magalhaes

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1 INTRODUCTION

1.1 BACKGROUND

Council implemented the *Waste Strategy (Strategy) 2017 - 2024* in 2017 to provide a framework for all of Council's waste and resource management activities over an eight (8) year period. This Strategy aligns with the *NSW Waste and Resource Recovery Strategy 2014 - 2021*.

One of the key actions from the Strategy is to incorporate waste management considerations into the developments and events assessment processes in order to increase waste diversion from landfill and promote effective waste management principles for our community.

1.2 PURPOSE

The purpose of this Policy is to specify requirements for the minimisation, storage, collection and disposal of waste for developments requiring development consent or *Local Government Act* approvals such as section 68 applications (relating to public place or public event waste management).

1.3 OBJECTIVES

The primary objectives of this Policy are to:

- (i) Reduce waste to landfill.
- (ii) Maximise source separation of general waste, recycling and food and garden organics.
- (iii) Embed circular economy principles by supporting the minimisation of waste and promoting the continual use of resources.
- (iv) Establish standard provisions for determining waste management requirements in developments.
- (v) Ensure developments are designed with adequate storage, access and management of waste.
- (vi) Embed sustainable and effective waste management practices at public places and at public events.

Sections in this Policy also have specific objectives related to that section.

1.4 POLICY SCOPE

This Policy applies to all land within the Port Macquarie-Hastings Local Government Area (LGA). This Policy applies to development applications and approvals required under the *Local Government Act 1993* such as section 68 applications (where relating to public event waste management).

1.5 RELATIONSHIP WITH OTHER PLANS AND LEGISLATION

This Policy should also be read in conjunction with the relevant provisions of the following:

- *Protection of the Environment Operations Act 1997*
- *Protection of the Environment Operations (Waste) Regulation 2014*
- *Waste Avoidance and Resource Recovery Act 2001*
- *Environmental Planning & Assessment Act 1979* (EP&A Act)
- *Port Macquarie-Hastings Council Waste Strategy 2017 - 2024*
- *National Waste Policy, Less Waste More Resources, 2018*

This Policy does not override or contravene any requirements as specified in the *Building Code of Australia*.

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1.6 RESPONSIBILITIES AND AUTHORITIES

The Group Manager Commercial Business Units is responsible and accountable for:

- Implementing and communicating this Policy
- Monitoring compliance with this Policy
- Ensuring this Policy is reviewed periodically and updated as required

The Group Manager Development Assessment, Group Manager Infrastructure Planning, and Group Manager Recreation Property and Buildings are responsible for ensuring that development applications and Section 68 applications adhere to this Policy.

1.7 PROCESS OWNER

The Group Manager Commercial Business Units is the process owner and should be contacted for any information in relation to this Policy.

1.8 DEFINITIONS

Bin enclosure: a structure that surrounds and hides the view of a mobile garbage bin.

Circular Economy: at the broadest level, a circular economy aims to change the patterns of natural resource use in the economy in order to achieve sustainable growth by slowing, narrowing or closing material loops.

Compostable Products: material that is able to be processed through Council's Organics Resource Recovery Facility (must meet AS 4736-2006 and not include PLA lining) or another approved facility (in this second case the Event Waste Management Plan must inform which facility will be processing the compostable material).

Food and garden organics: waste that is able to be composted at Council's Organics Resource Recovery Facility or another approved facility. Materials may include fruit and vegetable scraps, meat, grass clippings and prunings.

General waste: waste that is sent to landfill for disposal.

Gross floor area: as defined in the EP&A Act.

High-density residential developments: developments that contain four (4) or more levels.

Large event: an event that expects 1000 or more attendees.

Mixed-use: development which comprises two (2) or more different land uses, either within a single building or multiple buildings of different uses within a distinct development site.

Multi-unit Dwelling (MUD): any development that contains more than one (1) dwelling.

Onsite waste collection: when a collection vehicle enters the property and collects waste within the property boundary.

Private roads: roads that are privately owned and may not allow general public access.

Private waste collection service: a waste collection service provided by someone other than Council or Council's waste collection contractor.

Public place waste bin: a permanent bin, that may include a bin enclosure, that is located in a public place such as a park or road reserve for use by the general public.

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Recyclable: material that is able to be recycled at Council's Material Recovery Facility (MRF) or another approved facility.

Recycling: processing of waste into new materials or resources that is able to be processed through Council's Material Recovery Facility or another approved facility. Materials may include paper, cardboard, plastic containers, glass bottles and steel and aluminum cans.

Waste bin: a mobile garbage bin that may or may not have a bin enclosure and can either be general waste, recycling or food and garden organics.

Waste bin station: a designated area at an event at which more than one (1) waste bin is located.

Waste bin storage area: an area or areas within the development where waste bins are stored and may not necessarily be the collection point.

Waste hierarchy: an order of preference for the management of waste, with avoidance being the most preferred option, followed by reduction, followed by reuse, followed by recycling, followed by recovery and with disposal being the least preferred option.

Waste storage area: an area or areas within the development where waste bins and/or bulky waste are stored.

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2 DEVELOPMENT APPLICATIONS

This section applies to all development applications made under the *Environmental Planning and Assessment Act (1979)* (EP&A Act).

2.1 OBJECTIVES

- (i) Minimise adverse social and environmental impacts associated with waste management.
- (ii) Waste is managed, transported and disposed of in a lawful manner.
- (iii) Waste generation during ongoing use of the site/premises is minimised.
- (iv) Source separation of waste is maximised.
- (v) The design of developments are compatible with waste services available within the LGA and the Building Code of Australia (BCA).
- (vi) Sufficient space is provided in the development for the storage and movement of waste.
- (vii) To ensure that waste bin collection points are provided and are accessible for users and waste collection contractors.
- (viii) Waste bin collection points are designed to ensure adequate traffic and pedestrian safety.
- (ix) High density developments are of a quality design and waste management is integrated effectively into the overall development.
- (x) Waste storage areas and collection points are accessible to both occupants and waste collection contractors.
- (xi) Increase the consideration of waste management early in the building design ensuring separation of waste streams to assure landfill diversion and avoid cross contamination between waste streams
- (xii) Reduce contamination in recoverable material.

2.2 WASTE MINIMISATION, SEPARATION AND MANAGEMENT PROVISIONS

- (i) Building designs must have regard to the minimisation and management of waste by addressing source separation, space, storage, amenity and collection.
- (ii) All development applications, including the ongoing use of a site/premises, must clearly demonstrate:
 - the expected volume and type of all waste (i.e. general waste, recycling, food and garden organics) to be generated by the development
 - that on-site waste storage and collection services provide for maximised source separation and recovery of materials i.e. an allocation must be made for an area for the storage and collection of general waste, recycling and food and garden organics
 - that ease of use, movement and handling of waste for the development is provided
 - that operational procedures for ongoing waste management when the development is complete are detailed
- (iii) All developments that involve the installation of public place waste bins must adhere to Section 3 of this Policy.
- (iv) All events that require development consent must adhere to Section 4 of this Policy.
- (v) Waste management systems and collection areas must be compatible with standard collection services available within the LGA.

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2.3 WASTE STORAGE PROVISIONS

- (i) The development must have a designated waste bin storage area(s) and show if they are communal or individual.
- (ii) The waste bin storage area(s) must be of sufficient size to accommodate general waste, recycling, and food and garden organics waste bins of a capacity to cater for the development. Refer to indicative bin sizes and waste generation rates shown in Section 5 to calculate size.
- (iii) The waste bin storage area location(s) shall clearly be shown on the development plans.
- (iv) The waste bin storage area(s) must be located and designed in a manner which reduces adverse impacts upon neighbouring properties and upon the appearance of the premises when viewed from the public domain.
- (v) For mixed-use development, separate waste storage areas must be provided separating residential and commercial and industrial waste.
- (vi) Where communal waste storage for Multi-unit Dwelling (MUD) developments is provided, the development must include a communal general waste, recycling, and food and garden organics storage area designed and constructed in accordance with the *NSW EPA Better practice guide for resource recovery in residential developments - Appendix C*.
- (vii) Where communal waste storage areas are proposed for MUD developments, additional space for the storage of bulky waste items must also be provided. As a minimum the following must be used to calculate the space for bulky waste storage:
 - 10.0m² of storage space for developments up to 40 units and then 2m² for every additional 10 units
 - Commercial and industrial waste must be segregated from residential waste
- (viii) Standard signage (i.e. wall posters, bin stickers) must be displayed in waste storage areas and on waste bins indicating the appropriate use of each waste stream.
- (ix) Waste bin storage areas in MUD developments must be located within the development and must not be more than a horizontal 30m distance from residential dwellings.

2.4 WASTE COLLECTION PROVISIONS

- (i) Collection point(s) for the collection of waste bins must be provided for the development and be clearly shown on the development plans.
- (ii) Where site characteristics (e.g. trees, access), number of bins and length of street frontage allow, waste bins may be collected from a kerbside location in accordance with the following:
 - A kerbside collection for up to a maximum of six (6) units
 - Developments exceeding six (6) units must provide private onsite collection
- (iii) Where kerbside bin collection is not appropriate due to site characteristics, onsite collection must be arranged. Waste bins that are collected onsite are to be collected from a designated storage point(s) or from an onsite temporary holding area located immediately inside the property boundary and close to a property entrance.
- (iv) Where onsite collection is determined necessary, the development must be designed to allow for onsite access by waste collection vehicles in accordance with the following:
 - The site must be designed to allow waste collection vehicles to enter and exit the site in a forward direction only
 - Waste collection vehicles must not impede general access to or from the site
 - Access driveways and internal (including private) roads must be designed in accordance with *Australian Standard 2890.2 Parking Facilities – Off-Street Commercial Vehicle Facilities – 2018* and PMHC AUSPEC specification

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- (v) For developments with private roads, a private waste collection service must be provided. An easement must be created to allow waste collection contractors to access the development.

2.5 HIGH-DENSITY RESIDENTIAL (INCLUDING MIXED-USE) PROVISIONS

This sub-section applies to developments containing four (4) or more levels.

- (i) Developments must be provided with a suitable system for the transportation of waste from each floor to onsite waste storage and collection areas.
- (ii) Waste chutes must not be used for recyclable materials unless sufficient justification for suitability and effectiveness is provided.
- (iii) Waste chutes must be clearly labelled to encourage proper use.
- (iv) Interim disposal facilities for recyclables must be provided at each point of access to the waste chute system.
- (v) An easily accessible and unobstructed path of travel (as per *Australian Standard 1428 Design for Access and Mobility - 2009*) must be provided from the communal waste storage area(s) or room(s) to:
 - the entry to any unit/tenancy
 - the principal entrance to each residential building
 - the point at which waste bins are collected
 - the onsite path of travel for waste collection vehicles (if collection is to occur onsite), taking into account accessibility, width, height and grade
- (vi) The development must include a communal general waste, recycling, and food and garden organics waste storage area(s) designed and constructed to allow sufficient space for all waste bins and bulky waste storage. Refer to *NSW EPA Better practice guide for resource recovery in residential developments -Appendix C* and indicative bin sizes and waste generation rates shown in Section 5.
- (vii) Nominated waste bin collection points must ensure adequate traffic and pedestrian safety.
- (viii) The travel path(s) for moving waste bins from the storage area to the identified collection point (if collection is to occur away from the storage area) are to be clearly shown on development plans.

2.6 CONSTRUCTION WASTE MANAGEMENT PROVISIONS

- (i) Construction waste must be separated into the following streams:
 - General waste
 - Green waste/vegetation/untreated timber (as required)
 - Scrap metal/aluminium
 - Bricks and concrete
 - Other as appropriate (e.g. paints, batteries, hazardous waste, etc.)
- (ii) Separate waste bins must be provided on the construction site to cater for each waste stream, or, waste material must be transported to a specified licensed facility to be sorted into recoverable waste streams (evidence of this alternative must be provided to Council).
- (iii) Development plans must clearly show proposed bin locations on the construction site and nominate collection frequencies.

3 PUBLIC PLACE WASTE MANAGEMENT

This section applies to development applications made under the *Environmental Planning and Assessment Act (1979)* (EP&A Act), such as when a public reserve is being constructed in conjunction with a subdivision.

In addition, this section applies to upgrades to existing streets, parks and other Council managed land.

Figure 1 below shows the standard public place bin enclosures that are used throughout the LGA.



Figure 1: PMHC Standard Bin Enclosures

3.1 OBJECTIVES

- (i) The type and number of public place waste bins are appropriate for the anticipated level of usage.
- (ii) The location of the public place waste bins does not disturb traffic flow or pedestrian movement.
- (iii) The public place waste bins are clearly visible.
- (iv) The size and type of public place waste bins are appropriate for the location.
- (v) Bin enclosures are of a high quality design, and include general waste and recycling (where appropriate).
- (vi) Public place waste bins are located having regard for neighbouring development and adjacent infrastructure including seats, light poles, footpaths, etc.
- (vii) Bin enclosures include information signs on the waste types accepted in each bin.

3.2 DEVELOPMENT PROVISIONS

- (i) Public place waste bins must be shown on the application plans accompanying the development.
- (ii) The location of public place waste bins must consider the impacts on neighbouring properties, the potential for illegal dumping and vandalism of bins.
- (iii) Public place waste bins must have a bin enclosure.
- (iv) The size and type of public place waste bin enclosures shall accommodate either 140 litre or 240 mobile garbage bins (MGB).
- (v) Bin enclosures should be lockable and constructed to prevent unauthorised access. The key for bin enclosures must be Council standard waste bin keys. Exceptions will be evaluated on a case by case basis.
- (vi) Bin enclosure styles are subject to Council approval.

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- (vii) Bin enclosures must incorporate red colour on the hoods for general waste and yellow colour on the hoods for recycling.
- (viii) All public place waste bins must be located to ensure easy access for waste collection. All public place waste bins must be:
 - located adjacent to a trafficable path, access way, road or street to allow ease of collection by a waste vehicle
 - located so that waste collection vehicles do not travel on grassed areas
 - located so that the bin enclosure door can open 180 degrees
- (ix) All bin enclosures must be installed to provide a 50mm gap between the bottom of the bin enclosure and the finished ground surface.
- (x) All bin enclosures or public place bins (should a bin enclosure not be used) must include information signs on the waste types accepted in each bin.

4 EVENT WASTE MANAGEMENT

This section applies to events held on public reserves and roads that require approval under the *Local Government Act 1993* and/or development applications under the *Environmental Planning and Assessment Act (1979)* (EP&A Act).

4.1 OBJECTIVES

- (i) Waste streams are separated so that:
 - general waste generation is minimised
 - recycling recovery is maximised
 - food and garden organics recovery (as appropriate) is maximised
 - contamination of waste streams is minimised.
- (ii) Events provide sufficient size, type and number of waste bins.
- (iii) Events have waste systems that encourage and make it easy for attendees and stallholders to recycle and dispose of waste materials responsibly.
- (iv) Events implement waste avoidance strategies following the waste hierarchy principles that encourage stakeholders and vendors to avoid originating waste altogether (1st level priority) or use reusable (2nd level priority), recyclable (3rd level priority) or compostable (4th level priority) catering products and packaging.
- (v) Events have waste management systems that minimise cross contamination between general waste, recycling, and food and garden organics (as appropriate).

4.2 EVENT PROVISIONS

4.2.1 ALL EVENTS

- (i) A detailed Event Waste Management Plan (EWMP) must be prepared, submitted and approved by Council no less than two (2) weeks before the event commences.
- (ii) The EWMP must include, as a minimum, the following information:
 - Event site boundaries
 - Venue/site constraints
 - Expected crowd numbers
 - Access/egress points
 - Type of event (e.g. food/beverage festivals, farmers markets, performance events, sports, etc.)
 - Number per type (e.g. food, clothing, etc.) and location of stalls
 - Main crowd gathering areas
 - Size (litres) and number of general waste bins, recycling bins, and food and garden organics bins as well as justification for these
 - Waste bin station areas
 - Waste bin cap/hood details
 - Waste collection contractor details
 - Waste collection frequency during and after the event for all waste streams i.e. general waste, recycling and food and garden organics

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- What initiatives are in place to avoid originating waste altogether (1st level priority) or minimise (2nd level priority) the use of non-reusable packaging (e.g., non-reusable plastic bags or containers) or materials (e.g. straws, polystyrene plates/ cups, cutlery, plastic cups)
- A statement confirming that photos (minimum of two) will be emailed to Council's waste services after or during the event, showing the waste set ups and initiatives (e.g. waste bin station areas, other as appropriate).
- (iii) Waste bins and waste bin station areas must have clear and consistent signage (with information on the type and list of waste that can be go in each bin) and colouring (i.e. red, yellow and green) to encourage proper waste disposal.
- (iv) Recycling bins and food and garden organics bins must be accompanied by at least one general waste bin which will form a waste bin station.
- (v) All events (not exceeding the food waste threshold - refer to point viii) below) must provide general waste and recycling waste bins. Food and garden organics bins are optional.
- (vi) All events (that exceed the food waste threshold - refer to point viii) below) must provide general waste, recycling, and food and garden organics bins.
- (vii) Public place waste bins within the event boundaries must not be used during the event or for post-event clean up or for the calculation of event bin numbers.
- (viii) The method for calculating the food waste threshold and the number of organics bins is as follows.
 - Should the event serve meals or sell food products and have 200 or more expected attendees the food threshold is achieved. A minimum of one 240L food and garden organics bin per 5 food stalls is to be located away from the public (only for stallholders, vendors and caterers use) and a minimum of one 240L food and garden organics bin per 500 attendees is to be located at strategic points as part of a bin station.
 - Should the event not serve meals or sell food products, or have less than 200 expected attendees the food threshold is not achieved. In this case, food and garden waste bins are optional.
 - The exact number of food and garden waste bins will be assessed by Council on a case by case basis upon assessment of the EWMP, to adjust for the specific nature and circumstances of each event.
- (ix) The method for calculating the number of general waste and recyclables bins to be provided for all events is as follows:
 - For events where food or beverages are provided, a minimum of one (1) litre per attendee per meal is applicable. Multiply the number of attendees by the number of meals to obtain the expected litres of waste. Divide this number by 240 litres (a standard bin) to determine the number of bins. Divide the total number of bins by two (2) to determine the minimum number of bin stations.
 - For events where food or beverages is not provided, a minimum of one (1) litre of waste per attendee is applicable. Multiply the number of attendees by one (1) to obtain the expected litres of waste. Divide this number by 240 litres (a standard bin) to determine the number of bins. Divide the total number of bins by two (2) to determine the minimum number of bin stations.
 - The exact number of bin stations will be assessed by Council on a case by case basis upon assessment of the EWMP, to adjust for the specific nature and circumstances of each event.

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4.2.2 LARGE EVENTS (1000 PEOPLE OR MORE)

For large events the following additional requirements apply:

- (i) Large events that serve meals or sell food products must ensure all stallholders, vendors and caterers use reusable, recyclable and/or compostable packaging and materials without compromising public health and safe food handling regulations.
- (ii) Large events must have staff providing advice to attendees at waste bin stations to minimise cross contamination between general waste, recycling, and food and garden organics. A minimum ratio of one (1) staff member to two (2) waste bin stations is recommended.

4.3 MONITORING AND COMPLIANCE

To assure that the prescriptions set above are effectively implemented the following applies:

- (xiii) Event organisers must email photos (minimum of two) to Council's Waste Services after or during the event, showing the waste set ups and initiatives (e.g. waste bin station areas, other as appropriate).
- (xiv) Should non-conformances to the prescriptions of Section 4 of this policy be detected during the event by attendees, stallholders or others and communicated to Council, event organizers will be contacted by Council's Waste Services to present corrective actions to the non-conformances raised. These corrective actions are to be included in the Event Waste Management Plan (EWMP) to be presented prior to the next event.
- (xv) Council officers may inspect events and raise non-conformances that would then be treated as per point ii) above.

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5 WASTE GENERATION RATES

Table 1: Commercial/Industrial waste generation rates

Premises type	Generation Rates (Litres per 100 m ² gross floor area ⁽¹⁾ per day)		
	General Waste (Red bin)	Recycling (Yellow bin)	Food & garden organics (Green bin)
Café	150L/100 m ²	200L/100 m ²	240L/100 m ²
Office	10L/100 m ²	10L/100 m ²	10L/100 m ²
Restaurant	200L/100 m ²	200L/100 m ²	300L/100 m ²
Retail (non-food)	50L/100 m ²	50L/100 m ²	NA
Supermarket	240L/100 m ²	240L/100 m ²	300L/100 m ²
Take-away (pre-packaged food only)	150L/100 m ²	150L/100 m ²	NA
Tourist accommodation / Motel	10L/100 m ²	10L/100 m ²	NA

Note:

(1) - Gross Floor Area (GFA) as defined in the EP&A Act.

Table 2: Multi-Unit Dwelling waste generation rates

Waste Stream	Dwelling Size	Waste Generation Rate/Minimum Storage Requirement
General waste These figures reflect a standard domestic collection service (i.e. 3 waste streams separated).	1 bedroom	70L/fortnight
	2 bedroom	140L/fortnight
	3+ bedroom	240L/fortnight
Commingled recycling	1 bedroom	80L/fortnight
	2 bedroom	120L/fortnight
	3+ bedroom	240L/fortnight
Food and garden organics waste	1 bedroom	40L/week
	2 bedroom	60L/week
	3+ bedroom	80L/week

Table 3: Typical Bin sizes

Bin size (capacity)	Height (mm)	Width (mm)	Depth (mm)	Footprint (m ² /bin)
140 litre	920mm	540mm	620mm	0.34m ²
240 litre	1040mm	580mm	730mm	0.43m ²
360 litre	1100mm	650mm	920mm	0.60m ²
660 litre	1200mm	1360mm	780mm	1.07m ²
1100 litre	1390mm	1360mm	1070mm	1.46m ²

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6 REFERENCES

- City of Melbourne (2017), *Guidelines for Preparing a Waste Management Plan 2017*
- NSW Department of Environment & Conservation (2007), *Waste Wise Events Guide*
- NSW Department of Environment & Climate Change (2008), *Model Waste Not DCP Chapter, A Site Waste Minimisation and Management Chapter for Consolidated Development Control Plans*
- NSW EPA (2019), *Better Practice guide for resource recovery in residential developments*
- NSW EPA (2012), *Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities*
- NSW EPA (2015), *Pilot generator site-based audit, Commercial and industrial waste stream in the metropolitan levy areas of New South Wales, Main report*
- PMHC Standard Bin Enclosures: <https://www.unisitegroup.com.au/products/bins-and-enclosures>
- Australian Government, Department of the Environment and Energy (2018), *National Waste Policy 2018*
- APCO (2018), *Biodegradable & Compostable Packaging Working Group 2018*

Summary Report

09 July 2009 - 02 February 2020

Port Macquarie-Hastings Council Have Your Say

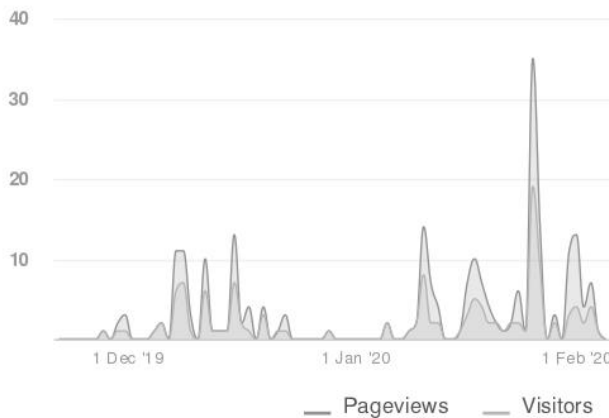
PROJECTS SELECTED: 1

Draft Waste Minimisation and Management Policy

FULL LIST AT THE END OF THE REPORT



Visitors Summary



Highlights

TOTAL VISITS	140	MAX VISITORS PER DAY	19
NEW REGISTRATIONS	3	ENGAGED VISITORS	2
		INFORMED VISITORS	46
		AWARE VISITORS	118

Port Macquarie-Hastings Council Have Your Say : Summary Report for 09 July 2009 to 02 February 2020

PARTICIPANT SUMMARY

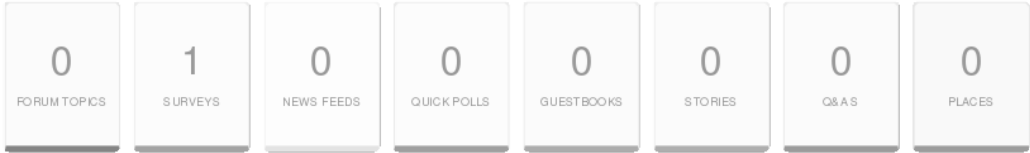
ENGAGED	2 ENGAGED PARTICIPANTS				TOP PROJECTS	
		Registered	Unverified	Anonymous		Participants (%)
INFORMED		Contributed on Forums	0	0	0	
		Participated in Surveys	2	0	0	
		Contributed to Newsfeeds	0	0	0	
		Participated in Quick Polls	0	0	0	
AWARE		Posted on Guestbooks	0	0	0	
		Contributed to Stories	0	0	0	
		Asked Questions	0	0	0	
		Placed Pins on Places	0	0	0	
		Contributed to Ideas	0	0	0	
				* A single engaged participant can perform multiple actions		
* Calculated as a percentage of total visits to the Project						

ENGAGED	46 INFORMED PARTICIPANTS				TOP PROJECTS		
					Participants	Participants (%)	
INFORMED		Viewed a video				0	
		Viewed a photo				0	
		Downloaded a document				41	
		Visited the Key Dates page				0	
AWARE		Visited an FAQ list Page				0	
		Visited Instagram Page				0	
		Visited Multiple Project Pages				38	
		Contributed to a tool (engaged)				2	
					* A single informed participant can perform multiple actions		
* Calculated as a percentage of total visits to the Project							

ENGAGED	118 AWARE PARTICIPANTS				TOP PROJECTS		
					Participants	Participants	
INFORMED		Visited at least one Page				118	
AWARE							
				* Aware user could have also performed an Informed or Engaged Action			
* Total list of unique visitors to the project							

Port Macquarie-Hastings Council Have Your Say : Summary Report for 09 July 2009 to 02 February 2020

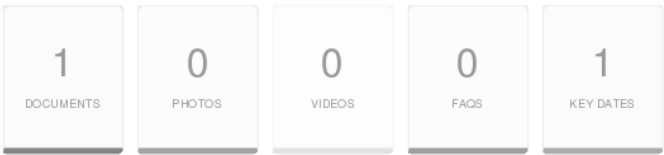
ENGAGEMENT TOOLS SUMMARY



SURVEYS SUMMARY		TOP 3 SURVEYS BASED ON CONTRIBUTORS	
1	Surveys	2 Contributors to Draft Waste Minimisation and Management Policy submission	
2	Contributors		
2	Submissions		

Port Macquarie-Hastings Council Have Your Say : Summary Report for 09 July 2009 to 02 February 2020

INFORMATION WIDGET SUMMARY



DOCUMENTS	TOP 3 DOCUMENTS BASED ON DOWNLOADS
<div>1Documents</div> <div>41Visitors</div> <div>45Downloads</div>	<div>45Downloads</div> <div>Draft Waste Minimisation and Management Policy</div>

KEY DATES	TOP 3 KEY DATES BASED ON VIEWS
<div>1Key Dates</div> <div>0Visitors</div> <div>0Views</div>	<div>0Views</div> <div>Draft Waste Minimisation and Management Policy</div>

Port Macquarie-Hastings Council Have Your Say : Summary Report for 09 July 2009 to 02 February 2020

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
www.pmhc.nsw.gov.au	20
m.facebook.com	19
www.facebook.com	8
www.google.com	5
www.google.com.au	4
www.bing.com	2
l.facebook.com	1
mail.google.com	1
pmhc.createsend.com	1

Port Macquarie-Hastings Council Have Your Say : Summary Report for 09 July 2009 to 02 February 2020

SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Draft Waste Minimisation and Management Policy	118	46	2

[REDACTED]

From: Tim Walker <TimW@HastingsCoop.com.au>
Sent: Tuesday, 14 January 2020 2:59 PM
To: [REDACTED]
Subject: RE: Draft Waste Minimisation and Management Policy - Public Exhibition

Hi [REDACTED]
Thanks, there is some great ideas amongst your plan.

Kind regards,
Tim

Tim Walker
Hastings Co-op Bago Bluff Branding, Hastings Co-op Community Engagement & Events
Manager
Hastings Co-operative Ltd
Corporate Centre
Level 1 No: 9-13 High Street, Wauchope
PH| 02/6588-8912 DIRECT or 02/6588-8999 MAIN SWITCH
FAX| 02/6588-8977
MB| 0457-766-965
W| www.hastingscoop.com.au



"Working together for a better tomorrow"

From: [REDACTED] <[REDACTED]@pmhc.nsw.gov.au>
Sent: Tuesday, 14 January 2020 2:35 PM
Subject: Draft Waste Minimisation and Management Policy - Public Exhibition

[REDACTED]

From: Port Macquarie-Hastings Council Have Your Say
<notifications@engagementhq.com>
Sent: Tuesday, 21 January 2020 5:02 PM
To: [REDACTED]
Subject: wauchopeparkrun completed Draft Waste Minimisation and Management Policy submission

wauchopeparkrun just submitted a submission 'Draft Waste Minimisation and Management Policy submission' with the responses below.

Name

Tracey Eastwood

Address

68 Hartys Plains Rd Brombin

Email

wauchope@parkrun.com

Please share your comments on the draft Policy here.

I am the event director for Wauchope parkrun, a free community event held every Saturday at Rocks Ferry Reserve for one hour. We are not a food focussed event and do not sell anything. Participants will bring a water bottle and possibly a snack for their children but I do not see this warranting a special bin. If the event incurs costs like a bin (which we do not need) we may have to shut it down. One thing that is not mentioned in the draft document is dog litter bins. We are always picking up dog poo prior to the event and also have dogs that generate some so a public receptacle down at Rocks Ferry for this would be useful.

If you have any files or images that support your views, upload them here.

No Answer

[REDACTED]

From: Port Macquarie-Hastings Council Have Your Say
<notifications@engagementhq.com>
Sent: Wednesday, 29 January 2020 8:33 AM
To: [REDACTED]
Subject: Stewart Clark completed Draft Waste Minimisation and Management Policy submission

Stewart Clark just submitted a submission 'Draft Waste Minimisation and Management Policy submission' with the responses below.

Name

Stewart Clark- DONE COffee

Address

UNIT 1, 22 Merrigal Road

Email

stew@done.coffee

Please share your comments on the draft Policy here.

To Whom it May Concern My Name is Stewart Clark and i am the Owner of Doppio or Nothing Espresso (DONE COFFEE). We are a local business that is in our 16th year of trade, and employ four staff and many more during peak seasons throughout the year. We distribute coffee, Biopak packaging and other cafe and hospitality products, work with local and national events, consult to our customers/ event organisers and conduct training in the art of espresso coffee and running a hospitality business. Our motto is 'Customised Hospitality Solutions'. I would like to congratulate the PMHC on focusing on waste minimisation in the LGA as the cheapest time for us all as a community to start to minimise waste is now. I am placing a submission on the Draft Waste Minimisation Policy as it plays a huge part of our business, not only for the events we do, the products we sell, but mainly for the cost to our customers on a daily basis. As a responsibility to our customers and the community, we at DONE Coffee, feel that we should try to help to have other waste initiatives that are low cost, simple, scalable and achievable time and time again. Below are some points we would like to raise. The definitions in the policy are only relating to waste that is processed in recovery facility- Compostable: material that is able to be processed through Council's Organics Resource Recovery Facility or another approved facility. Food and garden organics: waste that is able to be composted at Council's Organics Resource Recovery Facility or another approved facility. Materials may include fruit and vegetable scraps, meat, grass clippings and prunings. Recyclable: material that is able to be recycled at Council's Material Recovery Facility (MRF) or another approved facility. Recycling: waste that is able to be recycled at Council's Material Recovery Facility or another approved facility. Materials may include paper, cardboard, plastic containers, glass bottles and steel and aluminum cans. I feel that these topics should be redefined to accommodate the FUTURE processing of 'Commercially Compostable' products certified to Australian standards (AS4736) as there is a huge wave of support driven by the industry in Australia to use rapidly renewable sustainable resourced single use packaging products. We have distributed Biopak packaging for the past 10 years and the uptake of the product Australia wide, due to is certifications of 'Commercially and Home composability', transparency and willing to provide solutions themselves to ensure waste from events and hospitality industry is processed and composted correctly. The public are willing to pay extra for a product like this - ie Ken Little Fruit and Veg converted to a sugarcane based packaging and recyclable lid 6 months ago, to almost halve its use of plastic. He put it out there to his loyal customers on social media that there may be a small rise in price and the public opened it with open arms. The only problem was that it would not be accepted by our

local Waste services for recycling or composting or recognition of the Australian Standards the product, and many other products on the market have. The loop needs to be closed and the gap is our processing facilities and contractors. The Sydney Cricket Ground just started using BIOPAK for the whole facility. I was lucky enough to be involved in the initial meeting. This was mentioned in the CEO's newsletter recently- I hope the many of you who attended the Test had a wonderful experience and took advantage of some of the customer service innovations we have implemented. It was the first major event with our new food and beverage packaging suppliers Biopak, with their compostable containers significantly reducing our waste. I would hope that the PMHC could be the first regional area in Australia to implement a full single use packaging composting service. We at DONE coffee will help anyway we can. **EVENT WASTE MINIMISATION POLICY** We feel the definition of a large event with numbers should be increased from 500 people to a number of 2000. The glasshouse has weekly shows with more than 500 people and if planning for bigger events such as State touch is based on this small number, the management of the waste will not be adequate in my view. We have been involved in International sporting events such as the WSL Quiksilver Pro Surfing event at Snapper Rocks for the past 8 years. Over the past 2 years they have implemented a no plastic policy and every year they move closer to have a waste free event. **THE PORT MACQUARIE MARINA FOOD MARKET 2019/ OYSTERS IN THE VINES 2019/ BEER AND CIDER FESTIVAL 2020** We have been associated with these three local events recently. We supported the organisers by working with all of the vendors to ensure they were using a Biopak product or another suitable commercially compostable product. We wanted to prove that the event can have its waste dramatically reduced. We have a strong network of willing businesses outside of the LGA that jumped at the chance to work with us on this initiative. We collected all of the used/soiled single use packaging into huge bannered bins onsite using bulka bags. All packaging/food waste including Oyster shells (which can not be processed at our local composting facility), any green waste from the vendors was collected on the day and in a composting facility in Newcastle in record time. The Green Helping Hand (composters) collected the waste and composted it. Done Coffee built the waste stations, monitored the waste during the event. Event organisers saw the benefit of the ease and reduced waste cost for the events. The participation/feedback from the public at the events was great. The bin cap and hood details for events within the draft policy only apply to JR Richards collection scheme. The policy should cater for all waste collection companies and solutions, to allow the use of other collection devices. Ie Bulka Bags, Skip Bins etc etc. The policy has been solely developed around JR Richards. We also worked with local businesses **PORT PLASTICS AND TOOLING** and **HASTINGS BLUE BINS** to recover the Biopak PLA clear cups that were collected on the run and bike leg of the **IRONMAN PORT MACQUARIE 2020**. Just before the event, I worked with Richard from Port Plastics and tooling to see if he could process PLA which is a cornstarch based commercially compostable bioplastic. We were successful. When we saw the 12 cubic meters of PLA collected from the event, we wanted to process it locally. We are doing this, reducing waste that would have ended up in landfill, as our local facilities cannot recycle it or compost it, and we will reduce the 'Plastic Miles' (cost) of what we produce making it a sustainable locally processed, manufactured product. Feel free to discuss this with me further. **DONE COFFEE 'MILK BOTTLES ONLY COLLECTION SERVICE'** Waste costs to businesses is a growing 'unquestioned' cost in our area. We work with over 140 businesses between Forster and Coffs Harbour and the same comment is made daily, 'everything is so expensive and getting dearer by the day'. The way we thought we could help our customers is by reducing waste costs that they incur daily was to collect their milk bottles. This is collecting a valuable resource that may end up in landfill if it is not clean or processed correctly by current contractors. Below is what we do- This is a **FREE** service we provide to cafes and any businesses who are willing to jump on board. We process the resource at Port Plastics and tooling. We have done nearly 600 collections since the first of August 2019. Collected/ processed nearly 6 tonne of resources. Solely finance by Done Coffee and Port Plastics and tooling. We are waiting on new equipment to arrive to increase production- solely financed by the above businesses. Reducing recyclable waste locally Reducing businesses waste costs Creating jobs 60 businesses including, cafes, clubs, schools, restaurants and growing daily. This momentum is growing quickly and we need some help. Is there a way council can help us with assistance with capital equipment. We could do alot more locally and it is directly inline with the Waste minimisation strategy. Please feel free to contact me anytime on 0402087790 or by email stew@done.coffee. To see how our initiatives have worked, please visit our instagram pages- [@doppioornothing](#) [@done_recycled_or_composted](#) Cheers Stewart Clark DONE Coffee

If you have any files or images that support your views, upload them here.

No Answer

From: [Rachel Sheppard](#)
To: [Council](#)
Subject: Have your say submission: Draft Waste Minimisation and Management Policy
Date: Thursday, 30 January 2020 10:28:23 PM

To Whom It May Concern:

Thank you for the opportunity to give input regarding the Draft Waste Minimisation and Management Policy. I make this input from the understanding that we are in a climate emergency, and that in all council operations there is the opportunity to plan to proceed in ways that make the emergency better or worse. PMHC has a reputation for progressive waste management, and I see the opportunity for this reputation to continue into the future, by embedding climate safe operations into policy.

My general input as a lay person, is that the Draft Waste Policy seems quite comprehensive and progressive. My suggestions generally centre on the question of maximising the policy impact in real life.

Monitoring and enforcement of waste management processes

I note there is not a clear mechanism for monitoring or enforcing the policy, nor clear incentives for entities to follow the policy, or ramifications for failing to do so. In the absence of clear mechanisms to require entities to follow policy, this stands to be a policy without any teeth. This seems critical.

Use of case examples

It would be helpful if the plan could provide case examples to help illustrate how to meet the requirements in the spirit and letter intended. For instance, 4.5.i states High density residential Developments “must be provided with a suitable system for the transportation of waste from each floor to onsite waste storage and collection areas”. Providing an example or examples of how to do this would likely go a long way to help interested parties meet the requirements. Other items where examples could be valuable include

4.1.iii. Waste generation during ongoing use of the site/premises is minimised.

4.1.xi Increase the consideration of waste management early in the building design ensuring separation of waste streams.

Complexity of having recyclable AND compostable items at food events

3.2.vi. I note that while the events waste management is laudable, it will require lots of time and energy and likely costs on the part of organisers, staff on the day, and patrons. If any of these points fail, then the whole system fails. And...well... festival goers are there to have fun. From a climate change perspective, the worst outcome would be for both recyclable and compostable items to end up in landfill. One solution to simplify the processes is for organisers to choose products that are either recyclable OR compostable, such that confusion and unnecessary landfill are minimised.

Impact of waste management at events versus large scale construction.

Waste management at events requires a lot of planning and effort from various levels of people. However, it may produce an impact that - compared to construction - may be relatively small. Ensuring that marketable waste construction materials (e.g. treated timber) are appropriately diverted, has the possibility of redirecting large masses of material away from landfill and toward markets for these materials. From a climate change perspective this is relevant for several reasons, include economic reasons. As it becomes more apparent that we can't continue using unsustainable construction materials, the reality is that many materials (especially materials associated with high CO2 emissions) will

become more expensive. There will be a growing market for the use of reclaimed materials as the most sustainable AND cost efficient. It would be great for the Draft Waste Policy to include some incentives or processes to support local businesses to start making a transition to more sustainable and economical operations by identifying and appropriately directing marketable waste.

Need to actively lobby federal and state government for climate action or this plan becomes pointless

It is financially untenable for councils to continue meeting the needs of residents when federal inaction on climate change is leaving local communities vulnerable to various problems that were predicted and are now coming to fruition. When progressive councils like PMHC seek to institute climate safe policies and procedures, such as this Draft Waste Policy, its efforts are entirely undermined when resources aren't available to implement them due to cost shifting, restructures, or simple lack of acknowledgement that climate change is a significant factor driving an increased work load.

Then there is the issue of the relevance of this type of policy if scientist/expert predictions regarding climate change bear themselves out. **The climate driven problems we are already seeing include increasing intensity and frequency of natural disasters (fires, droughts, floods), more intense storms, and water shortages.** Notably, other predictions from subject matter experts include epidemics, food shortages, and societal upheaval due to scarce food/water.

And so I make the point that for this draft plan to have the opportunity to operate as intended in the future, council will also need to lobby state and federal governments to take the action needed to secure a safe future for our country and our local community. We need council action to help our community adapt to new climate conditions. But we need action at ALL levels to ensure we do not make the emergency worse.

Thank you again for the opportunity to make a submission. Please do contact me if you would like to discuss this further.

Regards,

Rachel Sheppard

Attachment 1 – Submissions, internal feedback and staff comment

Note: a discussion around the key issues raised in the table below is in Attachment 2.

External submission	
Michelle Love - Love Project Management	<p>a) Tree Management - Private Land 2.6.2.3 (c) Current ratio for replacement trees is 1:1, but the draft DCP proposes a ratio for replacement trees at 2:1. This is not supported, particularly with the required offset plantings to be at a ratio of 10m spacing.</p> <p>Submission acknowledges that a Complying Development Certificate (CDC) has an offset ratio of 2:1 for the removal of any level of koala browse trees, which is considered to be more achievable when the tree removal is part of the overall review of the development on the property.</p> <p>Suggested alternative would be for Council to permit replacement planting within Council owned properties, which requires Council to become the custodian and responsible for life long management of the offset planning areas.</p> <p>b) Window Screening - Development Provision 3.2.2.10 (c) The requirement for privacy screens does not have regard to other factors which may provide privacy screening, such as variations in topography/retaining walls/boundary fencing/existing adjoining development.</p> <p>The proposed update to the third dot point changes the intent of the provision from 'the' window to 'any' window; the first two dot points are read in conjunction such that the provisions require both matters to be satisfied before the requirement for a privacy screen is an essential requirement, and the third dot point is now just another requirement where a privacy screen would be required.</p> <p>Don't support changes to dot point 3.</p> <p>c) Rear Setbacks 3.2.2.4 Minimum rear boundary setback of 4m has been reduced to 3m for single storey dwellings but there is no setback specified for two storey dwellings. A rear boundary setback from two storey dwellings should be included for clarity.</p> <p>d) Numbering A numbering system would benefit the usability of the document.</p>
Response/Comment:	<p>Issues (a) As identified within the submission, the 2:1 ratio is the requirement for CDC's. Where possible, this amendment aims to align provisions with CDC's and SEPPs. By updating this provision, there is more transparency in the Development Application process as council planners are already requiring this ratio as part of development consents.</p> <p>Of relevance, a DCP is a guiding document and if a DA is lodged with an ecological report that provides evidence through the five part test that</p>

	<p>this requirement can be reduced, that evidence can be considered having regard to the DCP provision.</p> <p>Issue (b) is discussed at No.9 in Attachment 2 – Key issues</p> <p>Issue (c) is noted, however the second storey setbacks have not been fully considered so it is suggested to leave the provision alone until the stage 2 comprehensive review of the DCP.</p> <p>Issue (d) is noted - a fully formatted document is provided at Attachment 3, which includes a numbering system to improve usability of the document.</p>
Melissah Osland - Hopkins	<p><i>a) Tree Management Private Land - 2.6.3.2 (c)</i> Understand that 2:1 koala habitat tree compensation is required by the DA process and that this will be included in the amended DCP. The Area 13 KPOM, which applies to Sovereign Hills requires 4:1 koala compensation planting. Recommend that the amended DCP should state that the DCP replanting requirement only applies where there is no applicable KPOM.</p> <p><i>b) Rear Setback - 3.2.2.4 (a)</i> Reduction of minimum rear setback from 4m to 3m for single storey dwellings is supported.</p> <p><i>c) Subdivision - 3.6.3.4 (a - b)</i> Deletion of the provision related to lot size relative to gradient is supported. It is achievable to design houses on slopes of 11 - 20%.</p>
Response/ Comment:	<p>Issue (a) is discussed at No.3 in Attachment 2 - Key issues.</p> <p>Issue (b) is noted, however the second storey setbacks has not been fully considered so it is suggested to leave the provision alone until the stage 2 comprehensive review of the DCP.</p> <p>Issue (c) is noted.</p>
Internal feedback	
	<p><i>a) Cut and Fill Regrading 2.3.3.2 (b)</i> There may need to be a definition for 'certified' as used in this clause. ie. Certified as a member of the Institute of Engineers Australia (MIEA) or on the National Engineering register. This will be needed for a certifier looking after construction to ensure compliance with the DCP is maintained.</p> <p><i>b) Waste Management and Minimisation (replacing DCP 2013 provisions 3.3.2.46, 3.4.3.24, 3.4.3.25, 3.4.3.26, 3.5.3.10)</i></p> <p>Please add an extra bullet point under Objective that would read as:</p> <ul style="list-style-type: none"> to embed circular economy principles by supporting the minimization of waste and promoting the continual use of resources. <p>The name of the waste policy will most probably change from "Waste Minimization and Management Policy" to "Developments, Public Place & Events - Waste Minimization and Management Policy". This is yet to be fully confirmed but I will advise you as soon as the review is complete.</p>

	<p><i>c) Ancillary Development - 3.2.2.1 (a)</i></p> <p>Suggest deleting dot point 3, stating that the maximum area of the building should be 60m². Dot point 4 covers off on dot point 3 and there is therefore a duplication.</p> <p><i>d) Front Setbacks 3.2.2.2 (Table 3.2-1)</i></p> <p>May need to better define frontages to streets as primary road frontage and secondary road frontage.</p> <p><i>e) Front Setbacks 3.2.2.3 (a)</i></p> <p>The term 'must' implies no flexibility in varying this requirement. Previously this could be varied if meets the performance provisions.</p> <p><i>f) Front Setbacks 3.2.2.3 (e)</i></p> <p>Why for single storey only? This should apply whether single or multi storey and remain as is.</p> <p><i>g) Side and Rear Setbacks 3.2.2.4 (a)</i></p> <p>Why is there only a minimum rear setback to single storey dwellings only? This will permit multi storey development to encroach closer than 3m. Suggest this change is removed.</p> <p><i>h) Side and Rear Setbacks - 3.2.2.4 (a + c)</i></p> <p>The setbacks in point (a) and (c) should be consistent.</p> <p><i>i) Side and Rear Setbacks - 3.2.2.5 (a - c)</i></p> <p>The SEPP Housing Code CDC provisions do not have any wall articulation requirements so it is hard to enforce/argue this point. Ideally this clause would be removed all together. The clause is currently not enforced and is varied on most applications.</p> <p>If the clause is to be retained, it should only apply to dwellings greater than one storey and even then, only if they reduce the side boundary setbacks below 3m.</p> <p><i>j) Side and Rear Setbacks 3.2.2.5 (a)</i></p> <p>Is this meant to be < 1m, not greater? Suggest this change be removed entirely as existing provisions worked well.</p> <p><i>k) Side and Rear Setbacks 3.2.2.5 (c)</i></p> <p>Most residential buildings exceed 4.5m to the ridge height, even single storey. This would still apply to 95% of residential buildings. Suggest this Clause be removed entirely as there is no long wall articulation requirement specified under the SEPP Housing Code - CDC provisions.</p> <p><i>l) Private Open Space 3.2.2.6 (a)</i></p> <p>The provision should be made clearer by updating it to distinguish between private and principal private open space.</p> <p><i>m) Public Domain and Fencing 3.2.2.7 (b and c)</i></p>
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	<p>Remove reference to solid front fences and have standard requirements for all front fences to meet, regardless of construction materials.</p> <p>Please clarify the 25% transparency clause at dot point 2 of clause 3.2.2.7 (c). Solid fence construction should be permitted to a height of 1.2m and above this height (to max 1.8m high) should be transparent to 25%. The SEPP Code requirements are listed below for consideration:</p> <ul style="list-style-type: none"> • <i>be open for at least 20% of the area of the fence that is more than 400mm above ground level (existing), with any individual solid element of the fence above that height being no more than 350mm wide with a minimum aperture of 25mm, and</i> • <i>be designed so as not to restrict the flow of any floodwater.</i> <p>Option to consider an explanatory Figure to assist in explaining these provisions, as it can be a bit confusing to read.</p> <p><i>n) Bulk and Scale 3.2.2.10 (a)</i></p> <p>Need to clarify/define what rooms constitute a 'primary indoor living area'. There is no definition in the DCP, LEP or SEPP.</p> <p>Delete 'other floor windows within a 12m radius' as this just adds confusion and is irrelevant. Clarify in this Clause the windows requiring screening, as per next Clause below (Point 1 and 3 only). Retain reference to Deck screening with the following amendments - Privacy protection should be provided from Decks where greater than 3m², >1m above ground level and within the 9m (windows) and 12m (private open space) radius as specified above.</p> <p><i>o) Bulk and Scale 3.2.2.10 (c - d)</i></p> <p>Privacy screens should only be required where direct views between primary indoor and outdoor living areas are compromised as per the previous Clause. This Clause is overcomplicating privacy protection and should only specify how privacy protection must be achieved, i.e. specify Privacy Screen height and transparency in accordance with the SEPP Code provisions.</p> <p><i>p) Bulk and Scale - 3.2.2.10</i></p> <p>Clause (d) relating to screening requirements for balconies, decks, patios, pergolas, terraces or verandahs should be maintained as it is required under the SEPP Housing Code CDC provisions and this administrative amendment is to align these provisions.</p>
Response/ Comment:	These issues are addressed in Attachment 2 – Key issues

Attachment 2 - Key issues

1. Part A – Introduction - A6 Definitions

Council staff comment: Comments raised during the exhibition period have resulted in the recommendation for two additional definitions. One is to clarify what is meant by the widely used term 'indoor living room' and the other to clarify who is determined to be a 'certified practicing engineer'.

2. Part B General Provisions - B2 Environmental Management - Waste Management and Minimisation

Replacing current DCP 2013 provisions 3.3.2.46, 3.4.3.24, 3.4.3.25, 3.4.3.26, 3.5.3.10 - The Waste Management and Minimisation Policy went on public exhibition late last year for the same timeframe as the draft DCP 2013. As a result of submissions made, there are some minor updates proposed to the wording in the Draft DCP, which include adding an additional objective and updating the name of the policy.

Council staff comment: Update the Waste Management and Minimisation section of the draft DCP as requested to ensure consistency between the policy and DCP.

3. Part B General Provisions - B2 Environmental Management - Tree Management Private Land

Current DCP 2013 provision 2.6.3.2 (c) - The Area 13 Koala Plan of Management (KPoM) applying to Sovereign Hills requires a 4:1 koala compensation planting. Recommend updating the DCP to state that the specified replanting requirements only apply where there is no applicable KPoM.

Council staff comment: Insert a note to clarify that the provision only applies where there is no applicable KPoM.

4. Part C Development Types - C1 Low Density Residential Development - Ancillary Development

Current DCP 2013 provision - 3.2.2.1 (a) - Suggest deleting dot point 3 which specifies that the maximum area of the building should be 60m² as this is covered in dot point 4.

Council staff comment: Delete dot point 3 to avoid repetition acknowledging the intent of streamlining the DCP.

5. Part C Development Types – C1 Low Density Residential Development - Front Setbacks

Current DCP 2013 provision 3.2.2.2 (b) - Table 3.2-1 - may need to better define frontages to streets as primary road frontage and secondary road frontage.

Council staff comment: The table has a heading of 'street frontages', so it is considered that this is clear enough. There is however an opportunity to define a secondary frontage in the notes, as has been provided for primary frontages.

Current DCP 2013 provision 3.2.2.3 (a) - The term 'must', as exhibited, provides no flexibility in varying the requirement for a garage, carport or car parking space. The original provision uses the word 'should', which allows the provision to be varied if the performance provisions are met.

Council staff comment: Revert the provision back to the current DCP wording as the word 'should' allows a greater degree of flexibility.

Current DCP 2013 provision 3.2.2.3 (e) - The proposed update, which suggests that the total width of the garage/carport openings should not be more than 6m and not more than 50 per cent of the width of the building is only required for single storey development but this should apply whether single or multi storey.

Council staff comment: Revert the provision back to the current DCP wording as the provision should not only relate to single storey development.

6. Part C Development Types – C1 Low Density Residential Development - Side and Rear Setbacks

Current DCP 2013 provisions 3.2.2.4 (a + c) - The proposed update reads such that the minimum rear setback is to single storey dwellings only. This will permit multi storey development to encroach closer than 3m. This change should be removed or a setback for development more than one storey applied.

Council staff comment: It is acknowledged that variations to this provision are often allowed, and a reduced rear setback does need to be considered. It is also acknowledged that one of the submissions (Hopkins) supports this update. However, the update failed to consider the setback requirements for development with more than one storey.

For this reason, the provision needs to be further considered. The recommendation is to revert the provision to the current DCP 2013 wording, requiring a 4m rear boundary setback, with the knowledge that there will be an opportunity to further consider setbacks as part of the stage 2 comprehensive review.

Reverting clause 3.2.2.4 (a) to the current DCP wording of a 4m minimum rear setback should result in clause 3.2.2.4 (c), the side setback provision, being reverted to 4m. The provision allows a choice in applying the 4m setback to either the rear or one side boundary, e.g. currently if an application proposes a reduced rear setback, the 4m side setback is applied. It is acknowledged that Development Provision 3.2.2.4 (a) and (c) work together and both can be further considered as part of the stage 2 comprehensive review.

Current DCP 2013 provisions 3.2.2.5 (a + b) - Was the intent for the update to clarify that ground floors less than 1m rather than more than 1m above

existing ground level should be setback? Suggest this change is removed entirely as existing provisions worked well.

Council staff comment: Update the wording to say <1m as this was the intent of the provision.

In considering a response to the above comment, Council staff also reconsidered the clarity of the other development provisions in clause 3.2.2.5, and determined that these too could be clearer in terms of where setbacks apply.

On this basis, it is recommended that clause 3.2.2.5 (b) is also updated to clarify the following: if the ground floor is less than 1m above existing ground level, 900mm side setbacks apply but if the ground floor (or any floors thereafter) is more than 1m above the existing ground level, minimum 3m side setback applies.

Current DCP 2013 provision 3.2.2.5 (c) - The update specifies that the clause applies to buildings over 4.5m. Most residential buildings exceed 4.5m to the ridge height, even those that are only single storey. This means that the additional words would still apply to about 95% of residential buildings. Suggest that this clause be removed entirely as there aren't any long wall articulation requirements specified under the SEPP Exempt and Complying Development Code, Part 2 Housing Code (complying development provisions).

Council staff comment: Retaining this provision provides an option to encourage a better design outcome, particularly in relation to houses that are more than one storey. In acknowledging the above, it is suggested that the provision be updated to relate only to first floors and above with a side setback of >3m, thus taking the requirement away from single storey development.

7. Part C Development Types – C1 Low Density Residential Development - Private Open Space

Current DCP 2013 provision 3.2.2.6 (a) - The provision should be made clearer by updating it to distinguish between private and principal private open space.

Council staff comment: The Port Macquarie-Hastings Local Environmental Plan (2011) has a definition for private open space and the SEPP (Exempt and Complying Development Codes) 2008 has a definition for principal private open space. To avoid confusion, the suggestion for clarifying the provision by specifying both areas of open space is supported.

8. Part C Development Types – C1 Low Density Residential Development - Public Domain and Fencing

Current DCP 2013 provision 3.2.2.7 (b) - Remove reference to 'solid' front fences and have standard requirements for all front fences to meet, regardless of construction materials.

Council staff comment: To remove the word 'solid' from the provision is not recommended but there is an opportunity to clarify the provision by providing

a height (1.2m) for which solid front fences should concur with the provisions provided under 3.2.2.7 (b).

Current DCP 2013 provision 3.2.2.7 (c) - Clarify the 25% transparency clause at dot point 2 of clause 3.2.2.7 (c) - solid fence construction should be permitted to a height of 1.2m and above this height (to a maximum of 1.8m high), should be transparent to 25%. This update would be more consistent with the SEPP (Exempt and Complying Development Codes) 2008.

Council staff comment: The first dot point was removed from clause 3.2.2.7 (b) for the purposes of exhibition. To provide clarity on the height limit before the setbacks are required, there is an opportunity to update this clause to reintroduce the 1.2m height in the opening sentence.

9. Part C Development Types – C1 Low Density Residential Development - Bulk and Scale

Current DCP 2013 provisions 3.2.2.10 (a - d)

- Clause 3.2.2.10 (a):
 - Need to define which rooms fall into the category 'primary indoor living areas'. There is currently no definition for same in the DCP, LEP or SEPP.
 - Dot point 2 - Delete 'other floor windows within a 12m radius' as this adds confusion and is irrelevant. The clause would be clearer if it stated which windows required screening.
 - Dot point 3 - Reference to deck screening should be retained but amended.
- Clause 3.2.2.10 (c):
 - Privacy screens should only be required where direct views between primary indoor and outdoor living areas are compromised as per the previous clause. This clause is overcomplicating privacy protection and should only specify how privacy protection must be achieved, e.g. specify privacy screen height and transparency in accordance with the provisions in SEPP (Exempt and Complying Development Codes) 2008.
 - The requirement for privacy screens does not have regard to other factors which may provide privacy screening, such as variations in topography/retaining walls/boundary fencing/existing adjoining development.
 - The proposed update to the third dot point changes the intent of the provision from 'the' window to 'any' window; the first two dot points are read in conjunction such that the provisions require both matters to be satisfied before the requirement for a privacy screen is an essential requirement, and the third dot point is now just another requirement where a privacy screen would be required.

Council staff comment in relation to Clause 3.2.2.10 (a - d): There is an opportunity to update this section to offer a greater degree of clarity around how privacy impacts should be managed, including providing better descriptions on where offsite impacts should be considered.

The recommendation is to rephrase clauses 3.2.2.10 (a - d) to reduce complication and better align with terminology in the abovementioned SEPP. These updates include swapping 3.2.2.10 (b) and (d) around to provide a logical sequence that starts with where screening should occur, before providing direction on where it is not required and finally direction on how to reduce direct views, (refer to the whole clause in the DCP 2013 post exhibition amendments recommended for Council approval in summary of recommended changes table below) as follows:

- Clause 3.2.2.10 (a) - provides performance based provisions on where views should be obscured

In addressing the concerns raised, there is an opportunity to update the clause to refer to 'indoor living rooms' rather than 'primary indoor living areas' and to provide a definition for this term in Part A6 Definitions of the updated DCP.

- Clause 3.2.2.10 (b) - provides performance based provisions on where balconies etc should be screened.

The recommended post exhibition update swaps the location of this provision with clause 3.2.2.10 (d) to provide a better flow. The recommended post exhibition wording updates offer a greater degree of clarity around when privacy screens should be provided on decks etc, including providing better descriptions on when offsite impacts should be considered.

- Clause 3.2.2.10 (c) - provides direction on where privacy is not required. The exhibited updates were criticised for overly complicating this clause and changing its intent.

Privacy is a key factor for consideration in evaluating development applications due to the concerns such as topography raised above. These criteria will set a performance based benchmark that should be used to properly assess on and offsite impacts.

While Council staff consider screening to be necessary for windows with a sill height of greater than 1.5m, there is an opportunity to address the concern raised above by updating the provision to provide details on which windows are subject to this provision (e.g. indoor living room windows) and to clarify that the 1.5m is measured as being above the finished floor level of the room. It is also recommended that the provision be updated to provide an option to screen any window with a lesser sill height provided it doesn't open.

The DCP is a guiding document and any variations to this criteria would be considered on their merit.

- Clause 3.2.2.10 (d) - provides direction on how direct views can be reduced or obscured.

The proposed post exhibition wording updates in this section are to clarify that the intent is for screening to occur between principal private open space, not just all open space and to better align the provision with the requirements of the SEPP (Exempt and Complying Development Codes) 2008, specifically in relation to the requirement for individual openings of screens to be 30mm wide or less.

10. Part C Development Types – C1 Low Density Residential Development - Roof Terraces

Current DCP 2013 provision 3.2.2.11 (a - e)

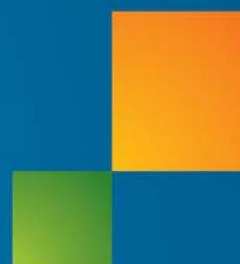
Council staff comment: In updating the above clauses, it became apparent that the intention is to treat roof top terraces in the same way as other areas of open space and to provide consistency with the privacy requirements provided in the DCP for other outdoor living areas. Subsequently, updates (refer to DCP 2013 post exhibition amendments recommended for Council approval table for recommended updates) to (a-e) are recommended to achieve this consistency.



PORT MACQUARIE-HASTINGS
COUNCIL

Development Control Plan 2013

June 2020



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PART A INTRODUCTION

A1: DEVELOPMENT CONTROL PLAN 2013

This Plan is called the Port Macquarie-Hastings Development Control Plan (DCP) 2013. It has been prepared pursuant to the provisions of section 3.43 of the Environmental Planning and Assessment Act 1979 (the Act) and Clauses 16-24 of the Environmental Planning and Assessment Regulation 2000 (the Regulation).

A2: PURPOSE OF PLAN

The purpose of the DCP is to support and give effect to the aims of Port Macquarie-Hastings Local Environmental Plan (LEP) 2011 by expanding upon its aims, objectives and other provisions.

This Plan will be used by Council and landowners as a guideline at the time of preparation and assessment of development applications.

LEP 2011 provides the statutory framework for land use management in the Port Macquarie-Hastings Local Government Area, subject to overriding planning controls in State Environmental Planning Policies and other State legislation.

When assessing and determining development applications, the consent authority is required to take into consideration relevant matters under section 4.15 of the Environmental Planning and Assessment Act 1979. These matters include the provisions of any environmental planning instrument (i.e. the LEP and State Environmental Planning Policies), and the provisions of any Development Control Plan (DCP).

A3: COMMENCEMENT OF PLAN

Port Macquarie Hastings Development Control Plan 2013 commenced on 8 November 2013 and the Port Macquarie-Hastings Development Control Plan 2011 commenced on 13 May 2011. There have been a number of amendments to these Development Control Plans since this time. Please refer to Section A9 for Amendment History.

A4: LAND TO WHICH THIS PLAN APPLIES

The Plan applies to all land in the Port Macquarie-Hastings Local Government Area.

The Local Environmental Plan applying to the land is Port Macquarie-Hastings Local Environmental Plan 2011.

Council may consider varying the development provisions where it can be adequately demonstrated that the objective to which the provision relates can be wholly achieved by reasonable or innovative solutions and the proposal is consistent with all relevant LEP aims and Zone Objectives.

A variation that is inconsistent with any LEP aim or a zone objective will not be supported.

A5: STRUCTURE

This plan currently contains four Parts, each containing:

- Part A - Introduction
- Part B - General Provisions
- Part C - Development Specific Provisions
- Part D - Locality Specific Provisions

A6: DEFINITIONS

Note:

This plan adopts the terms and definitions of the Port Macquarie-Hastings Local Environmental Plan 2011, State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and Environmental Planning and Assessment Act 1979. Additional terms used in this DCP are defined below. Where there is an inconsistency, the higher order instrument (Acts, then SEPP, then LEP) prevails.

Advertised development - development, other than State significant development or designated development that is identified as advertised development by:

- a) an environmental planning instrument (e.g. SEPP No 55 - Remediation of Land) or a Development Control Plan.
- b) development for the purposes of a scheduled activity at any premises under the Protection of the Environment Operations Act 1997 that is not State significant development or designated development (refer Part 1.4 Definitions in the Act).

Active street frontage - where all premises on the ground floor of the building facing the street are used for the purposes of business premises or retail premises.

Arborist - a person:

- a) who holds the Australian Qualifications Framework Diploma in Horticulture (AQF5 Arboriculture) to the satisfaction of Council or an international qualification considered equivalent by Council.; or
- b) the Council.

AUS-SPEC - the Port Macquarie-Hastings Council version Design and Construction Specifications for infrastructure works. The Specifications are available on Council's website.

Articulation Zone - an area of a lot forward of the building line within which building elements are permitted to be located, being an area measured from:

- a) one side boundary of the lot to the opposite side boundary of the lot, or
- b) if the lot is a corner lot—the secondary road boundary of the lot to the boundary opposite the secondary road boundary.

Business Cluster - an area characterised by a mix of residential and business uses, by the integrated design and development of live-work premises, home businesses, home industry, studios, workshops, etc.

Business Incubator - a business building type that provides an affordable working environment with a mix of flexible workspace types and sizes, often with shared services and meeting facilities. The role of the Business Incubator is focussed at the early stages of the workspace ladder, supporting the development of infant or fledgling businesses.

Certified practicing engineer - Someone who is certified as a member of the Institute of Engineers Australia (MIEA) or on the National Engineering register.

Dangerous tree - a tree that has lost stability or structural integrity to a point that it poses a threat to life that no remedial works can mitigate. Also refers to vegetation that interferes with the safe flight path of aircraft or sight lines for traffic.

Destroy (a tree) - includes killing, clearing, removing, cutting, burning, ring barking, knocking over, poisoning, lopping, topping or cutting of living branches of a tree, or root system, or damaging a tree's root system by compaction, excavation or asphyxiation including unauthorised filling or stockpiling of materials.

Dead (tree) - a tree where all process within all of the vascular tissue has ceased.

Dying (tree) - a tree that has declined to a point that no remedial action will prevent death.

Greenfield development - development on a site not previously used for an urban purpose.

Gross leasable floor area - is the sum of the area of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage areas. Gross leasable floor area relates to the sum of the commercially leasable floor area and is also often referred to as Net Floor Area.

Indoor living room - includes habitable rooms frequently used for general recreation, entertainment and dining and includes living rooms, kitchen, dining, family, lounge, rumpus room and the like but excludes non-habitable rooms, bedrooms, study and other areas that are less frequently used.

Indigenous Street and Open Space Planting List - the list available from Council's Tree Management Section.

Infill development - development within an existing developed urban zone.

Unsuitable tree - a tree species that will have a negative impact on the surrounding native vegetation community as determined by Council Officers or has been planted in a location that the growth habit or mature size of a tree/s may be undesirable as determined by the Director Infrastructure Services

A7: RELATIONSHIP TO OTHER PLANS AND POLICIES

This Plan is to be read in conjunction with the Port Macquarie-Hastings LEP 2011 and relevant Section 7.11 Contributions plans. It repeals the whole of Port Macquarie-Hastings Development Control Plan 2011 (Part 5 Area Based Provisions).

The Plan is applied in conjunction with other Council development guidelines, policy and/or technical manuals, where identified.

A8: COMMUNITY PARTICIPATION

Please refer to Council's [Community Participation Plan \(CPP\)](#), operational from 29 November 2019, which contains the community participation requirements relating to strategic land use planning matters and development applications.

A9: AMENDMENT HISTORY

Date adopted	Date commenced	Description	Version
20/04/2011	13/05/2011	Port Macquarie-Hastings Development Control Plan 2011	V20110513
	25/05/2011	Port Macquarie-Hastings Development Control Plan 2011 - Camden Haven (Area 15) Land Release (Amendment No 4)	
	26/08/2011	Port Macquarie-Hastings Development Control Plan 2011 - Sancro Employment Lands (Amendment No 5)	
	04/11/2011	Port Macquarie-Hastings Development Control Plan 2011 - West Haven DCP Provisions (Amendment No 1)	
	04/11/2011	Port Macquarie-Hastings Development Control Plan 2011 - Port Macquarie Central Business District Block 11 (Amendment No 2)	
	04/11/2011	Port Macquarie-Hastings Development Control Plan 2011 - Environmental Management (Amendment No 3)	
	01/03/2013	Port Macquarie-Hastings Development Control Plan 2011 - Lake Cathie-Bonny Hills (Area 14) (Amendment No 6)	
17/07/2013	26/07/2013	Port Macquarie-Hastings Development Control Plan 2011 - Area Based Provisions for Wauchope Town Centre (Amendment No 7)	V20130726
16/10/2013	08/11/2013	Port Macquarie-Hastings Development Control Plan 2013 - Stage 1 Reformatting and housekeeping (Amendment No 0)	V20131108
	20/12/2013	Port Macquarie-Hastings Development Control Plan 2011 - Fernbank Creek Industrial Provisions (Amendment No 9)	
	04/07/2014	Port Macquarie-Hastings Development Control Plan 2011 - Settlement City Precinct (Amendment No 8)	
17/07/2013	11/07/2014	Port Macquarie-Hastings Development Control Plan 2011 - (Amendment No 8) - associated with LEP 2011 Amendment No 21)	V20140711
	11/07/2014	Port Macquarie-Hastings Council Development Control Plan 2013 - Settlement City Precinct (Amendment No 5)	
16/07/2014	15/08/2014	Port Macquarie-Hastings Development Control Plan 2013 - Thrumster (Amendment No 1)	V20140815
17/12/2014	02/04/2015	Port Macquarie-Hastings Development Control Plan 2013 - Liveable Neighbourhoods (Amendment No 3)	V20150402
15/04/2015	10/07/2015	Port Macquarie-Hastings Development Control Plan 2013 - Birdon Marine (Amendment No 2)	V20150710
15/07/2015	24/07/2015	Port Macquarie-Hastings Development Control Plan 2013 - Business Development at 18 John Oxley Drive, Port Macquarie (Amendment No 4)	V20150724
16/12/2015	15/01/2016	Port Macquarie-Hastings Development Control Plan 2013 - Liveable Neighbourhoods East (Amendment No 6)	V20160115
15/03/2017	29/03/2017	Port Macquarie-Hastings Development Control Plan 2013 - Lake Cathie Coastal Hazard) Amendment No 7)	
15/03/2017	12/04/2017	Port Macquarie-Hastings Development Control Plan 2013 - Rainbow Beach Precinct C (Amendment No 8)	V20170412
21/02/2018	21/12/2018	Port Macquarie-Hastings Development Control Plan 2013 - South Lindfield Urban Release (Amendment No 9)	V20181221
20/03/2019	31/05/2019	Port Macquarie-Hastings Development Control Plan 2013 - Homedale Road, Kew (Amendment No 10)	V20190531
19/06/2019	30/08/2019	Port Macquarie-Hastings Development Control Plan 2013 - Highways Gateway Sites (Amendment No 11)	V20190830
xx	xx	Repeal of DCP 2011 (Area Based Provisions) and incorporation within Port Macquarie-Hastings Development Control Plan 2013 - Administrative Amendment (Amendment No 13)	Xx

PART B GENERAL PROVISIONS

B1: ADVERTISING AND SIGNAGE

Application

Section B1 applies to advertising structures and other signage that requires development consent.

Purpose

The purpose of this section is to specify development guidelines for signage requiring consent.

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure, for the list of Parts.

Development Guide

1. Objective

- To ensure that signage:
 - is compatible with the desired amenity and visual character of an area, and
 - is of high quality design and finish, and
 - does not dominate the streetscape, and
 - does not add to proliferation of signage, and
 - does not obscure or limit the view of motorists or pedestrians, and
 - does not reduce the safety of pedestrians, cyclists or vehicles using public roads or footpaths
 - does not include directions to traffic (such as turn left now or wrong way), and
 - does not imitate official regulatory signage or be capable of being confused with regulatory signage,
 - does not adversely affect the amenity of residential properties.

Development Provisions

- a) Signs primarily identifying products or services are not acceptable, even where relating to products or services available on that site.
- b) Signage **is not** permitted outside property boundaries except where mounted upon buildings and clear of pedestrians and road traffic. **No** signage is permitted upon light or power poles or upon the nature strip (the area between the property boundary and constructed roadway). Limited directional signage and “A” frame signage may separately be approved by Council under the Roads Act 1993 or section 68 of the Local Government Act 1993.
- c) An on-building 'chalkboard' sign, for the purpose of describing services or goods for sale which vary on a regular basis generally should not be any larger than 1.5m², and should contain a sign written heading indicating the premises to which it refers.
- d) On-premise signs should not project above or to the side of building facades

2. Objective

- To provide for signage that effectively promotes the areas attractions, trade and services, whilst taking into consideration both the development on which it is displayed and the amenity and character of the surrounding area.

Development Provisions

- a) Where there is potential for light spill from signage in a non-residential zone adjoining or adjacent to residential development, illuminated signage is to be fitted with a time switch to dim by 50% or turn off the light by 11pm each night, depending on the nature of the development.

Note:

Under the LEP, the group term is **signage**, which encompasses:

- advertising structures,
- building identification signs,
- business identification signs.

Signage does not include a traffic sign or traffic control facilities.

Generally, the latter two types are exempt development, unless they don't comply with the relevant requirements.

Other types of signage can be exempt development, e.g. as listed in the Codes SEPP and in Schedule 2 of the LEP.

State Environmental Planning Policy No 64 – Advertising and Signage applies to all signage that, under another environmental planning instrument that applies to the signage, can be displayed with or without development consent, and is visible from any public place or public reserve, other than signage that is exempt development. Where there is an inconsistency between the SEPP and this DCP, the provisions of the SEPP prevail. Clause 33 of the SEPP also lists as exempt development:

- advertisements on transport corridor land,
- electoral matter relating to Federal, State or local government elections.

Some signage is exempt development – refer to SEPP No 64, SEPP (Exempt and Complying Development Codes) 2008 and Schedule 2 of LEP 2011 for details.

For all other signage, consent cannot be granted unless it is consistent with the objectives of SEPP 64 and satisfies the assessment criteria specified in Schedule 1 of that SEPP. Where development consent is required for signage, the criteria in this control will be considered.

B2: ENVIRONMENTAL MANAGEMENT

Application

Section B2 applies to development applications generally.

Purpose

The purpose of this section is to achieve a balance between assisting in appropriate development whilst conserving the most important biodiversity assets and maintaining the ecological processes that sustain them.

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure, for the list of Parts.

Strategic Context

The PMH LGA contains outstanding areas of biodiversity and conservation importance due to its location within the confluence of tropical and temperate biogeographic regions. Coupled with relatively intact and healthy waterways, the area contains some of the highest valued biodiversity assets at regional and national scale.

The natural environment is a key asset that makes the Port Macquarie-Hastings area a highly valued place to live and it is critical to local amenity. Effective management of environmental assets is one of the key components of achieving ecologically sustainable development and is therefore a fundamental philosophy required in developing land in the region.

These DCP provisions are based on the best available science sourced from local to national peer-reviewed studies.

Vegetation and landscape elements are one of the key character elements of the regions urban precincts, contributing significantly to local views, urban character, and public domain and enhancing the experience of residents and visitors.

Management of urban vegetation is fundamental to retaining the unique character of the area and adjacent rural landscapes.

Development Guide

Waste Management and Minimisation

3. Objective

- To reduce waste to landfill
- To maximise source separation of general waste, recycling and food and garden organics
- To establish standard provisions for determining waste management requirements in developments
- To embed sustainable and effective waste management practices at events
- To ensure developments are designed with adequate storage, access and management of waste

- To embed circular economy principles by supporting the minimization of waste and promoting the continual use of resources

Development Provisions

- a) Development must comply with Council's Developments, Public Place & Events - Waste Minimisation and Management Policy.

Cut and Fill Regrading

4. Objective

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

Development Provisions

- a) Development shall not exceed a maximum cut of 1.0m and fill of 1.0m measured vertically above the ground level (existing) at a distance of 1.0m outside the perimeter of the external walls of the building (This does not apply to buildings where such cut and fill is fully retained within or by the external walls of the building).

5. Objective

To ensure retaining walls are functional, safe and positively contribute to the development and/or the streetscape.

Development Provisions

- a) A certified practicing structural engineer must certify any retaining wall greater than 1.0m.
- b) Where a combination of a fence and a wall is proposed to be greater than 1.2m high:
 - be a maximum combined height of 1.8m above existing property boundary level;
 - be constructed up to the front boundary for a maximum length of 6.0m or 30% of the street frontage, whichever is less;
 - the fence component has openings which make it not less than 25% transparent; and
 - provide a 3m x 3m splay for corner sites, and
 - provide a 900mm x 900mm splay for vehicle driveway entrances.

6. Objective

- To minimise the extent of landform change to render a site suitable for subdivision.
- To minimise adverse impact on other land, persons or public infrastructure from landform change.
- To preserve levels at site boundaries.

- To preserve significant natural watercourses, riparian vegetation, environmental and topographical features.
- To preserve the visual character of the landform as viewed from within and outside the land site.
- To preserve cross boundary drainage conditions.
- To ensure runoff from upstream or upslope land is not adversely impeded.
- To ensure there are no adverse geotechnical consequences to the site or to other land.
- To ensure there are no adverse consequences to public infrastructure.

Development Provisions

- a) Significant land reforming proposals where >10% gross site area or >1.0ha is to have surface levels changed by more than 5m or where earthworks exceed an average of 10,000m³ per ha shall:
 - identify the impact of the proposed land reforming on the environment, landscape, visual character and amenity, natural watercourses, riparian vegetation, topographical features of the environment and public infrastructure;
 - demonstrate compliance with the provisions of Council's AUS-SPEC design specification;
 - assess the impacts and benefits of the proposal to all impacted persons and the general public;
 - provide measures to compensate for and minimise any net adverse impacts.
- b) The use of high earthworks batters should be avoided.
- c) Preliminary plans indicating the final landform are required to be submitted with any master plan or subdivision application.
- d) The subdivision should be designed to fit the topography rather than altering the topography to fit the subdivision.

Environmental Management Areas and Buffers

The following buffer provisions to ecologically endangered communities and watercourses do not apply:

- To land less than 1ha in area;
- To land where there is a current and valid approval for urban purposes;
- To any application to modify an existing valid approval under 4.55 of the *Environmental Planning and Assessment Act 1979*.

Where there is a conflict between the 'Environmental Management Areas and Buffers' provisions and 'Area Based Provisions' for a defined precinct, the 'Area Based Provisions' prevail.

7. Objective

- To conserve biological diversity and promote ecologically sustainable development.
- To prevent the extinction and promote the recovery of threatened species, populations and ecological communities.
- To protect the habitat of threatened species, populations and ecological communities

- To eliminate or manage processes that threatens the survival or evolutionary development of threatened species, populations and ecological communities.
- To ensure that the impact of any action affecting threatened species, populations and ecological communities is properly assessed.
- To encourage the conservation of threatened species, populations and ecological communities by the adoption of measures involving co-operative management.
- To mitigate against Key Threatening Process to Threatened Species and their Habitat.

Development Provisions

- a) For coastal floodplain endangered ecological communities a minimum, fully vegetated buffer of 35m must be provided.
- b) For Freshwater Wetland on Coastal Floodplain endangered ecological community a fully vegetated buffer of 100m is to be provided.
- c) For all other endangered ecological communities, a fully vegetated buffer of 50m must be provided.
- d) Stormwater management facilities may be considered within buffer areas only where the applicant can demonstrate the proposal is justified on the basis of practical engineering related site constraints and where it is adequately demonstrated that the applicable objectives are achieved.
- e) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.
- f) Where different buffers (including riparian buffers) apply to an area, the greater of the buffer widths applies.

8. Objective

- Environmental areas are to be appropriately protected and managed.

Development Provisions

- a) Any habitat/vegetation which will be lost as a consequence of development is to be offset through the dedication of suitable land utilising expert ecological knowledge to determine the impact and offset based on the principle of 'improve and maintain'.
- b) Improvement and maintenance of existing habitat and corridors and the consolidation of fragmented bushland are to be considered as the first preference for any development offset.
- c) A Vegetation Management Plan (VMP) is to be prepared for any environmental land that is to be retained or used to offset development impacts.
- d) VMPs are required to address Council's VMP "Heads of Consideration"

9. Objective

- To protect and maintain:
 - water quality within waterways;
 - stability of the bed and banks of waterways;
 - aquatic and riparian habitats, and
 - ecological process within the waterways and riparian areas.

Development Provisions

- a) A minimum, fully vegetated buffer from the top of bank to both sides of a watercourse is to be provided in accordance with the following:
 - 10m for 1st order streams that flow intermittently.
 - 30m for 1st order streams that flow permanently.
 - 40m for 2nd order streams.
 - 50m for 3rd order streams.
 - 65m for 4th order streams.
- b) Stormwater management facilities may be considered within buffer areas only where the applicant can demonstrate the proposal is justified on the basis of practical engineering related site constraints and where it is adequately demonstrated that the applicable objectives are achieved.
- c) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.

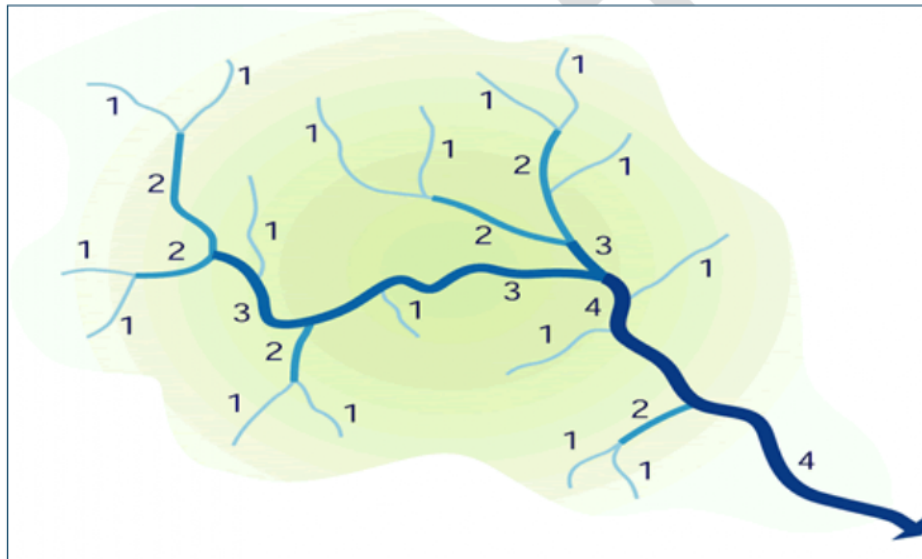


Figure 1: Hypothetical stream network ordered by the Horton Strahler Method

Note:

The stream order method which is most frequently used to classify drainage networks is the Horton-Strahler classification system. A first-order stream is the smallest unbranched stream. Two first-order streams join to form a second order stream. When two streams of order w join, a stream order of $w + 1$ is created. However, when two segments of different orders, for example w and $w + 1$, join the stream segment immediately downstream retains the higher of the orders of the two contributing streams, and will have the order $w + 1$.

Vegetation and landscape elements are one of the key character elements of the regions urban precincts, contributing significantly to local views, urban character, and public domain and enhancing the experience of residents and visitors.

Management of urban vegetation is fundamental to retaining the unique character of the area and adjacent rural landscapes.

Tree Management - Land to which State Environmental Planning Policy SEPP (Vegetation in Non-Rural Areas) 2017 Applies

10.Objective

- To prescribe for the purposes of State Environmental Planning Policy SEPP (Vegetation in Non-Rural Areas) 2017, vegetation for preservation.
- Provide criteria that will be taken into consideration by Council as part of the assessment of applications for vegetation removal.

Development Provisions

- a) Prescribed vegetation for the purposes of the SEPP (Vegetation in Non-Rural Areas) 2017 is any tree identified in Table 1 or is a mangrove or cycad and is:
 - 3 metres or higher in height, or
 - has a trunk diameter of 100mm measured at 1.0metre above ground level; or
 - a hollow bearing tree
- b) The above criteria does not apply to a tree where the nearside trunk is 3 metres from the nearest external wall of an existing, permanent dwelling or manufactured home and is located within the same property. Such trees may be removed without a permit or development consent. This Provision does not apply to areas mapped as Core Koala Habitat under the LEP. A permit will be required in these instances.

Note:

- *Clause 9 of SEPP (Vegetation in Non-Rural Areas) 2017 provides for Council to declare vegetation that requires a permit for removal in a DCP.*
- *Prescribed vegetation only applies to Land Use Zones regulated by Council under the SEPP (Vegetation in Non-Rural Areas) 2017.*
- *The 3m distance is measured from the closest point of the trunk to the external wall.*
- *A dwelling does not include a detached garage, pergola, deck or caravan.*

Tree Management – Private Land

11.Objective

- To minimise injury to or destruction of trees and native vegetation.
- To retain healthy individual trees of local amenity and aesthetic value.
- To facilitate the removal of undesirable exotics, noxious weeds, dangerous trees and any other inappropriate plantings.
- To replace the above with suitable species endemic to the North Coast Bioregion to make a positive contribution to visual and environmental amenity and ecological sustainability.
- To retain viable representative samples of native vegetation, which have an intact structure and complete floristics, wherever practical.
- To facilitate limited tree removal associated with a Complying Development Certificate.

Development Provisions

- a) Pruning must be undertaken in accordance with Australian Standard AS 4373 - Pruning of Amenity Trees.
- b) An application for the removal of a tree listed in Table 1 must be accompanied by an Arborist's report stating that the tree:
 - is dangerous; or

- is dying and remedial pruning would not improve the deteriorated condition of the tree; or
 - has a history of branch fall (documented or photographic evidence to be provided); or
 - is structurally unsound or;
 - diseased.
 - Advice on the requirement of an arborist report associated with a tree removal permit can be obtained from Council's Tree Assessment staff.
 - The requirement for an arborist report for tree removal associated with a development application will be determined on merit by Council's Development Assessment.
- c) Where a tree listed in Table 1 is approved for removal it must be compensated with 2 x koala habitat trees. Significant large-scale development will require an advanced size koala food tree or habitat tree (primary Koala browse species) that meets AS2303:2015 Tree Stock for Landscape Use. The compensation tree is to be planted in a suitable location as determined by the Director of Development and Environment or their delegate.
- Note: The above replanting requirement only applies where there is no applicable KPOM.*
- d) Removal of dead branches including palm fronds and the selective removal of branches up to and including a diameter of 50mm may be undertaken without a permit or development consent where the removal:
- Does not alter the canopy of the tree, and
 - Does not destroy the aesthetic appearance of the tree canopy; and
 - Does not alter the growth structure of the tree, and
 - Is carried out in accordance with Australian Standard AS 4373 - Pruning of Amenity Trees.
- e) The pruning of large garden shrubs in excess of 3 metres in height for the purpose of ornamental shaping is permitted without a permit or development consent.
- f) Where a development is proposed adjoining Council controlled land, the plans must identify all trees that fall within 6.0m of the property boundary and any trees proposed to be removed, identified on that plan.
- g) Any pruning or removal of any tree on private land must be undertaken in accordance with Council's tree management specifications.
- h) A tree removal permit can be sought for tree removal associated with a Complying Development Certificate (CDC), subject to the tree removal meeting the following criteria:
- Must be associated with CDC and removal must not occur until CDC issued.
 - Application must identify and locate all trees within proximity to the development.
 - No more than 3 trees over 6m in height to be removed. Trees taken to be impacted on by the development are to be determined in accordance with AS 4970 - Protection of trees on development sites (i.e 12 x DBH tree protection zone required for those trees to be retained).
 - Must not involve removal of hollow bearing trees.
 - The removal of any koala browse tree species are to be replaced at a ratio of 2:1 on site or at a secure off site location agreed to by Council. Any on site replanting is to have regard for services and buildings and is to be agreed to by Council.

Tree Management – Public Land

12.Objective

- To ensure that proper consideration is given to trees and native vegetation in designing, planning and constructing development.
- To minimise injury to or destruction of trees and native vegetation.
- To retain healthy individual trees of local amenity and aesthetic value.
- To facilitate the removal of undesirable exotics, noxious weeds, dangerous trees and any other inappropriate plantings, and to replace these with suitable local indigenous species to make a positive contribution to visual and environmental amenity and ecological sustainability.
- To retain viable representative samples of native vegetation, which have an intact structure and complete floristics, wherever practical.

Development Provisions

- a) Trees on public land shall not be pruned or removed unless:
 - Written consent is provided by Council; and
 - They are dead, dying, diseased or dangerous, or
 - They are causing damage to infrastructure on public land, or
 - They are impacting on pedestrian or traffic conditions; or
 - They are interfering with services on private property; or
 - They impact on the outlook from historic sites or significant public viewing areas, or
 - The growth habit or mature size of the tree is undesirable in a particular situation, as determined by the General Manager or his delegates; or
- b) The trees require removal to fulfil the requirements of section 100C of the Rural Fires Act 1997, as determined by the General Manager or his delegates.
- c) Where a tree removal on public land is approved, the removal is to be supervised by the Director of Infrastructure Services or their delegate and undertaken in accordance with Council's tree management specifications.
- d) A tree removed on public land is to be replaced by an approved species in a suitable location as determined by the Director of Infrastructure Services or his delegate.
- e) Council will not consider the pruning or removal of trees where the intent is to enhance the views of or from private property.
- f) Adhoc planting of trees or other vegetation within the road reserve (including public footpaths) is not permitted. Any planting that occurs in this manner will be removed and the road reserve restored at no cost to the Council.
- g) Council may consider permitting planting on public land by an Incorporated Community Group where accompanied by a detailed report.
- h) Council has no statutory obligation or onus to treat termites, however where a tree on public land is affected by termites, Council may grant permission for adjoining landowners to enter upon public land to treat termites where treatment does not include the destroying, pruning or removal of trees on public land.
- i) Any pruning, removal or treatment of any tree on public land must be undertaken in accordance with Council's tree management specifications.
- j) Council, or contractors working on behalf of Council are exempt from requiring an approval to remove or kill non-native or non-indigenous native trees from public bushland reserves.

Tree Management - Hollow Bearing Trees

13.Objective

- To assist with the conservation of biological diversity and promote ecologically sustainable development.
- To assist in preventing the extinction and promote the recovery of threatened species and populations
- To protect the habitat of those threatened species and populations that are dependent on hollow-bearing trees for their survival.
- To assist in the elimination and/or management of processes that threaten the survival or evolutionary development of threatened species and populations.
- To ensure that the impact of any action affecting threatened species, populations and ecological communities is properly assessed.
- To encourage the conservation of threatened species and populations by the adoption of measures involving co-operative management.
- To ensure that risk to people and property is minimised.

Development Provisions

- a) All hollow bearing trees within the development area are to be accurately located by survey and assessed by an appropriately qualified ecologist in accordance with Council's **Hollow-bearing tree assessment (HBT)** protocol.
- b) Any tree that scores less than 8 using the HBT assessment protocol may be considered for removal subject to compensatory measures specified below.
- c) Any tree that scores 8-12 using the HBT assessment protocol may be considered for removal if management measures are 'impractical to allow retention'
- d) Any tree that scores more than 12 using the HBT assessment protocol the assessment must be retained and afforded a development exclusion buffer or located within environmental lands.
- e) Where a development exclusion buffer is proposed it shall have a radius of 1.25 times the height of the tree measured from its base.

Note:

- The **HBT assessment protocol** is included at the end of this section.
- "Impractical to allow retention" means where the hazard rating, assessed under the Tree Hazard Evaluation Form (2nd Edition, as adopted by the International Society of Arboriculture) results in a long term rating of more than 10.

14.Objective

To ensure that, where a HBT cannot be retained and managed safely within the future developed landscape, satisfactory and effective ameliorative and compensatory measures shall be implemented prior to removal of the tree.

Development Provisions

- a) A strategy for tree removal (timing and methodology) that minimises impacts on native wildlife shall accompany any development that proposes the removal of HBTs.
- b) The removal of HBTs is to be offset by the retention of recruitment trees. Compensatory recruitment trees shall be provided at the rate of two for one for trees that scored 8-12,

and at the rate of one for one for trees that scored less than 8. A tree can be considered to be a compensatory recruitment tree under the following criteria:

- Does not have any major structural defects or is suffering from disease that would lead to premature death; and
 - Is from the same vegetation community and same genus; and
 - Are to be located within environmental lands and managed in accordance with a VMP; and
 - Have a DBH of 50cm or greater and do not possess hollows. For Blackbutt *Eucalyptus pilularis* a DBH of 100cm or greater applies.
- c) The removal of HBTs are to be offset by the installation of nesting boxes of similar number and size as those to be removed.
- d) Nesting boxes are to be installed like for like (both type and number, and host tree to genus level) and must be located within proposed open space or environmental lands.
- e) Nesting Boxes are to be installed and maintained within environmental lands in accordance with a VMP.
- f) Nesting Boxes to be inspected and maintained by a qualified ecologist.
- g) Any HBT that will not afford protection via an exclusion buffer or within environmental lands will attract the same offsetting requirements as if it was to be removed.

Table 1: Koala Food Trees

Koala Food Trees	
Common Name	Scientific Name
Primary browse species	
Cabbage Gum	<i>Eucalyptus amplifolia</i>
Orange Gum	<i>Eucalyptus bancrofti</i>
Tallowwood	<i>Eucalyptus microcorys</i>
Parramatta Red Gum	<i>Eucalyptus parramattensis</i>
Swamp Mahogany	<i>Eucalyptus robusta</i>
Forest Red Gum	<i>Eucalyptus tereticornis</i>
Secondary / Supplementary browse species	
Blue-leaved Stringybark	<i>Eucalyptus agglomerata</i>
Grey Gum	<i>Eucalyptus biturbinata</i>
Diehard Stringybark	<i>Eucalyptus cameroni</i>
Large-fruited Grey Gum	<i>Eucalyptus canaliculata</i>
Thin-leaved Stringybark	<i>Eucalyptus eugenioides</i>
Slaty Red Gum	<i>Eucalyptus glaucina</i>
White Stringybark	<i>Eucalyptus globoidea</i>
Craven Grey Box	<i>Eucalyptus largeana</i>
Yellow Box	<i>Eucalyptus melliodora</i>
Grey Box	<i>Eucalyptus moluccana</i>
Mountain Mahogany	<i>Eucalyptus notabilis</i>
Small-fruited Grey Gum	<i>Eucalyptus propinqua</i>
White-topped Box	<i>Eucalyptus quadrangulata</i>
Red Mahogany	<i>Eucalyptus resinifera</i>
Rudder's Box	<i>Eucalyptus rudderi</i>
Steel Box	<i>Eucalyptus rummeryi</i>
Narrow-leaved Red Gum	<i>Eucalyptus seeana</i>

Koala Food Trees	
Common Name	Scientific Name
Tindale's Stringybark	Eucalyptus tindaliae
Other browse species	
Smooth Bark Apple	Angophora costata
Lemon Scented Gum	Corymbia citriodora
Apple Box Stringybark	Eucalyptus bridgesiana
River Red Gum	Eucalyptus camaldulensis
Argyle Apple	Eucalyptus cinerea
Tasmanian Blue Gum	Eucalyptus globulus
Flooded Gum	Eucalyptus grandis
Narrow Leaf Black Peppermint	Eucalyptus nicholii
Messmate Stringybark	Eucalyptus obliqua
Blackbutt	Eucalyptus pilularis
Grey Gum	Eucalyptus punctata
Narrow-leaved Scribbly Gum	Eucalyptus racemosa
Sydney Blue Gum	Eucalyptus saligna
Wallangarra White Gum	Eucalyptus scoparia
Pink Flowering Mugga Ironbark	Eucalyptus sideroxylon
Northern Scribbly Gum	Eucalyptus signata
Broad leaf Paperbark	Melaleuca quinquenervia
Ribbon or Manna gum	Eucalyptus viminalis

Note:

- Primary browse species and Secondary / Supplementary browse species - As detailed for the North Coast Koala Management Area in Appendix 2 of the (Approved) Recovery for the Koala Phascolarctos cinereus. Dept. of Environment & Climate Change (NSW) 2008.
- Other browse species - source: Jason Berrigan; NSW Koala Preservation Society, Port Macquarie
- SEPP (Koala Habitat Protection) 2019 commenced on 20 December 2019; Schedule 2 identifies the full list of feed tree species.

Hollow-bearing tree assessment protocol

LGA/Project:

Date	Easting	Northing	Datum

Tree species (if known)

Status

Score: Living Tree = 3 | Dead Tree = 1

Alive	Dead	Score

DBH Score (living trees only)

Score: 80 - 100+cm = 3 | 60 - 80cm = 1.5 | < 60cm = 0

Score

Number of visible hollows

Score: > 5 = 3 | 2 - 4 = 1.5 | 0 - 1 = 0

> 5	2 - 4	0 - 1	Score

Visible Hollow(s) Score (Highest value only)

1 or more > 100mm = 3 | 1+ > 50mm = 2 | 1+ < 50mm = 1

> 100mm	> 50mm	< 50mm	Score

Habitat or Linkage Proximity Score

HBT in habitat block/linkage to be retained (in situ) = 3;
< 30m from habitat block/linkage to be retained = 2
> 30m from habitat block/linkage to be retained = 0

In situ	< 30m	> 30m	Score

Longevity Ranking

High = 3 | Medium = 1.5 | Low = 0 - Refer to Notes 2.

High	Medium	Low	Score

TOTAL SCORE

--

Evidence of existing use

.....

Recommendation(s)

.....

.....

Explanatory Notes:

Hollow-bearing trees (HBTs) are an important element in the Australian landscape and a significant factor affecting biodiversity values. This assessment sheet is intended to provide a more quantitative and ecologically meaningful approach to the ranking of HBTs than is otherwise currently applied. As advocated by Gibbons & Lindenmayer (2002), the emphasis for conservation purposes is clearly on large, living trees that are likely to offer the greatest diversity of hollow types and/or size.

The assessment does not include provision for a formal survey of HBTs for use by native wildlife. This omission is deliberate and simply reflects the difficulties in accurately representing use of the HBT resource over time, aspects of which may be seasonal and/or periodic. Having said this, any observations about existing use at the time of assessment may be of some importance in the case of low scoring trees when recommendations relating to removal and/or longer-term management are being considered.

Longevity Ranking

High: Living tree (any species) with inclination from vertical of less than 10°.

Medium: Living tree with shallow adventitious root system (e.g. Blackbutt - Scribbly Gum - Bloodwoods - White Mahoganies) on skeletal soils and with an inclination from the vertical of 10 – 15°.

Low: Any dead tree and/or living trees in Medium category that have an inclination from the vertical of > 15°.

This is intended to provide an ecological perspective on the extent of likely hazard (in a developed landscape) presented by the tree in question; hence the risk of a dead tree or shallow rooted *Eucalyptus* spp. on a skeletal soil that has a distinct 'lean' on it must be taken into account.

The Scoring System

The scoring system is relatively straight forward and serves to facilitate a total score for a given HBT that could fall anywhere between 2 -18. The total score should be interpreted as follows:

Total Score > 12: mandatory retention in landscape required, no disturbance of substrate within radius prescribed by dripline, no habitable dwellings or other structures within buffer area (radius 1.25 x tree height measured from tree base); fencing and hazard/interpretive signposting as required.

Total Score 8 – 12: retention in landscape desirable if objectively assessed hazard rating (see Note 4) can be managed long-term at 10 or less; removal subject to identification of at least 2 recruitment trees of same species & size class elsewhere on land to which DA applies + formal strategy for tree removal that minimizes impact(s) on native wildlife + compensatory nest boxes in immediate vicinity.

Total Score < 8: removal possible subject to identification of at least 1 recruitment tree of same species & size class elsewhere on land to which DA applies + formal strategy for tree removal that minimizes impact(s) on native wildlife + compensatory nest boxes in immediate vicinity.

Hazard rating - as determined by use of Tree Hazard Evaluation Form (2nd Ed) – International Society of Arboriculture.

Nothing in these pages is intended to diminish the underlying importance of HBTs in the Australian landscape generally; rather, it is a tool by which the most important trees can be identified and protected in the first instance, while also offering (for lower scoring HBTs) some flexibility for planning purposes that must also be met by compensatory measures.

References

Gibbons, P., and Lindenmayer, D. 2002. Tree Hollows and Wildlife Conservation in Australia. CSIRO Publishing © biolink 2007.

B3: HAZARDS MANAGEMENT

Application

Section B3 applies to development applications generally.

Purpose

The purpose of this section is to outline guidelines for development in areas subject to hazards.

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

Strategic Context

The proper management of hazards is an important issue to ensure that development is not subject to hazards from a range of past and present human activities, as well from natural hazards.

Development Guide

Airspace Protection

15.Objective

- To minimise risk of obstacles to aircraft such as bird strike.

Development Provisions

- a) Development shall not result in land use or activities that attract flying vertebrates such as birds and bats within proximity of flight paths associated with airport operations.

16.Objective

- To restrict development that results in emissions that may impair visual conditions or create air turbulence in the vicinity of the airport.

Development Provisions

- a) Development shall not result in emission of airborne particulate or produce a gaseous plume with a velocity exceeding 4.3m per second that penetrates operational airspace. Refer Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.

17.Objective

- To control potentially hazardous or obtrusive lighting within the vicinity of the airport.

Development Provisions

- a) Lighting to comply with Section 9.2.1 of the Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.

Bushfire Hazard Management

18.Objective

- To ensure bushfire management measures do not result in the loss of important habitat areas.
- To ensure that Council is not burdened with the ongoing costs associated with the maintenance of Asset Protection Zones (APZs).
- To provide a public interface to environmental assets.

Development Provisions

- a) APZs are to be located outside of environmental protection zones and wholly provided within private land. Note perimeter roads provided as part of a residential subdivision are classified as being part of the subdivision and not a separate permissible land use within environment protection zones.
- b) Perimeter roads are to be provided to all urban areas adjoining environmental management areas and their buffers. Refer to Figure 2.

Note:

Stormwater detention basins should be located clear of APZs unless designed to ensure suitable accessibility (e.g. batter grades) to maintain vegetation to APZ standards.



Flooding

19.Objective

- To maintain the existing flood regime and flow conveyance capacity.
- To enable evacuation of land subject to flooding.
- To avoid significant adverse impacts on flood behaviour.
- To avoid significant adverse effects on the environment that would cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of the river banks or watercourses.
- To limit uses to those compatible with flow conveyance function and flood hazard.
- To limit the cost of evacuation on the general public.

Development Provisions

- a) Development must comply with Council's Floodplain Management Plan and Flood Policies.

Coastal Hazard Management

Clause 7.6 Coastline hazards, in *Port Macquarie-Hastings Local Environmental Plan 2011*, contains provisions that must be considered prior to the grant of development consent on land mapped as subject to Coastal Erosion Risk.

The following DCP provisions are intended to assist in the consideration and interpretation of Coastal Hazard lines for areas covered by the Lake Cathie Coastal Zone Management Plan (2016).

A diagram of the development zone provisions relating to the 2050 planning horizon is shown on Figure 3. The key coastal hazard lines for Lake Cathie are shown on Figure 4 and Figure 5 and are defined as:

- 2050 Zone of Reduced Foundation Capacity (2050 ZRFC) - shown by dashed magenta line, and
- 2050 Zone of Slope Adjustment (2050 ZSA) - shown by solid magenta line.

These define the coastal hazard area into:

- A. Landward of the 2050 ZRFC - no restrictions
- B. Between the 2050 ZRFC and 2050 ZSA - restrictions
- C. Seaward of the 2050 ZSA - restrictions

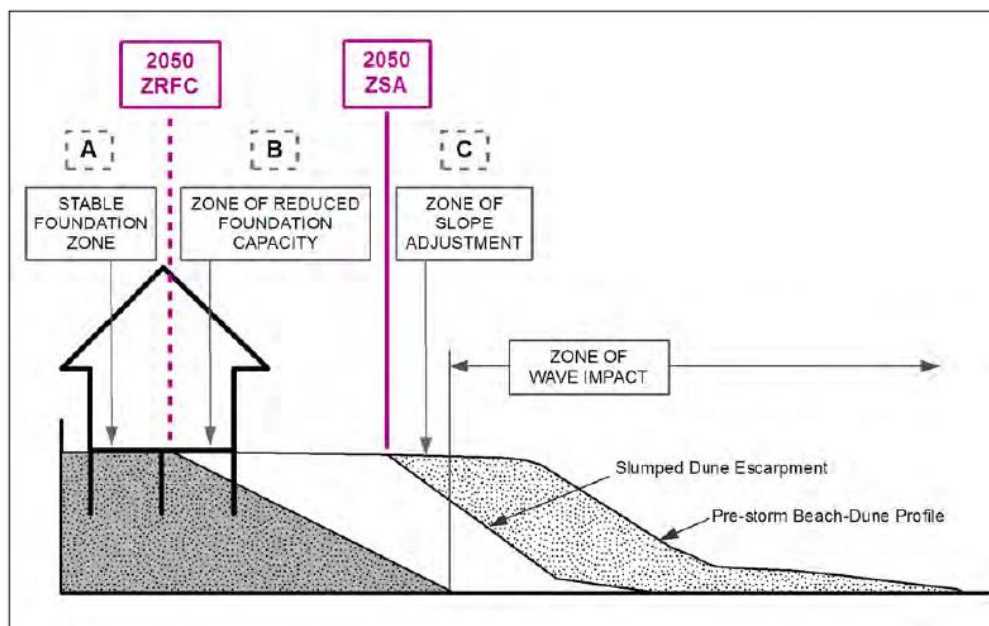


Figure 3: 2050 Hazard Zones and Stable Foundation Zone calculation guidelines

Lake Cathie Coastal Hazard Management

20.Objective

- To assist in the consideration of coastline hazards, as required by clause 7.6 of LEP 2011, relating to:
 - avoiding significant adverse impacts from coastal hazards,
 - enabling evacuation of coastal risk areas in an emergency,
 - ensuring uses are compatible with coastal risks.
- To facilitate adaptive planning for natural hazard and risk of coastline erosion.
- To ensure new development or redevelopment of existing properties avoids significant adverse impacts from coastal hazards.
- To ensure land use that reduces exposure to risks from coastal hazards, including through siting, design, construction and operation decisions.
- To ensure uses are compatible with coastal risks.
- To mitigate current and future risk from coastal hazards by taking into account the effects of coastal processes and climate change.

Development Provisions

- a) Development shall not proceed unless it can be demonstrated that the provisions of each applicable development zone can be met (Refer to Table 2).

Table 2: 2050 Development Zone Provisions

ZONE A	No coastal hazard development restrictions apply. Normal relevant planning controls apply.
ZONE B	The following controls apply for properties behind the 2050 zone of slope adjustment and forward of the 2050 zone of reduced foundation capacity. Development to existing dwellings be limited to a one off maximum 10% increase in Gross Floor Area (refer to PM-H LEP 2011 definition), calculated from the ground floor footprint only, unless provided with foundation footings extending into the stable foundation zone or the development is undertaken as relocatable structures.
ZONE C	The following controls apply for properties forward of the 2050 zone of slope adjustment. 1. Development to existing dwellings be limited to a maximum 10% increase in Gross Floor Area (calculated from the ground floor footprint only) or be undertaken as relocatable structures. 2. Ancillary development (decks/patios, carports, detached garages outbuildings and structures (including pools) must be undertaken as relocatable structures).

Note:

For engineering calculation requirements refer to Figure 6.1 on page 67 of [Lake Cathie Coastline Management Study \(Stage 1\)](#), available under Lake Cathie Management on Council's website.

21.Objectives

- To enable removal of relocatable structures in coastal risk areas in an emergency.
- To adopt coastal management strategies that reduce exposure to coastal hazards.
- To improve the resilience of coastal development and communities by improving adaptive capacity and reducing reliance on emergency responses.

Development Provisions

- Relocatable structures must be designed and constructed so that they can be quickly and easily removed from the site by road vehicle.
- Relocatable structures must be modular in construction and installation. Each relocatable structure module must be single storey.
- Confirmation must be provided that the relocatable structures can be legally transported on NSW public roads in accordance with applicable regulations and legislation, notably the Heavy Vehicle National Law and Regulations (NSW). Specific details on escort vehicles requirements, road closure notices and traffic management permits shall be provided in the Relocation Management Plan.
- A certificate is to be provided from a structural engineer as to the adequacy of the relocatable structure and its capacity to be easily dismantled and readily removed.
- Plans and specifications accompanying the structural engineering certificate for the building must be provided which demonstrate that the building can be easily dismantled, prepared for removal and that removal is practical and achievable.
- Removal of the building must be undertaken using the existing NSW public road network.

Trigger Points

- For sites with direct frontage to Illaroo Road, relocation of the building must be initiated once the erosion escarpment reaches the seaward edge of the existing formed road surface (i.e. the sealed bitumen edge) directly seaward of the site frontage, or if the

erosion escarpment reaches such a point on the last available relocation route that would inhibit relocation of buildings offsite.

- h) For sites located on a corner block (i.e. corner of Illaroo Road and Kywong Street, Kalang Street or Bundella Avenue), relocation of the building must be initiated once the erosion escarpment is within 10m of the relocatable building.
- i) The erosion escarpment distance is to be measured from the closest point of the site, or for corner sites, the closest point of the relocatable building.
- j) All approvals will include a condition of consent requiring the removal of structures if the above trigger points occur.
- k) Refer to Figure 6 for evacuation trigger point and removal route information.

Relocation Management Plan

- l) The proposed removal route and destination shall be identified and detailed on a Relocation Management Plan.
- m) The Relocation Management Plan shall detail the following matters (Note: this list is not considered to be exhaustive):
 - The removal route for the relocatable structure
 - The final or temporary destination for the relocatable structure
 - Dimensions of the relocatable structure modules
 - Any requirements of the Roads and Maritime Services (RMS) and National Heavy Vehicle Regulator (NHVR)
 - Method of relocating/removing the structure modules
 - Proposed timeframe for relocating/removing the structure modules
 - Any impacts to services (eg. water mains, power poles, etc)
- n) How ancillary structures/developments/infrastructure/vegetation (eg. decks, patios, detached garages/sheds, fences, water tanks trees and the like) will be managed during relocating/removing the structure modules. Temporary storage areas for ancillary items requiring relocation/removal to enable relocation/removal of the structure modules shall be identified on the relocation.

Note:

For further information about the operation of trigger points, evacuation and relocation, refer to [Lake Cathie Management](#) on Council's website.



Figure 4: 2050 Hazard Lines: Lake Cathie - North

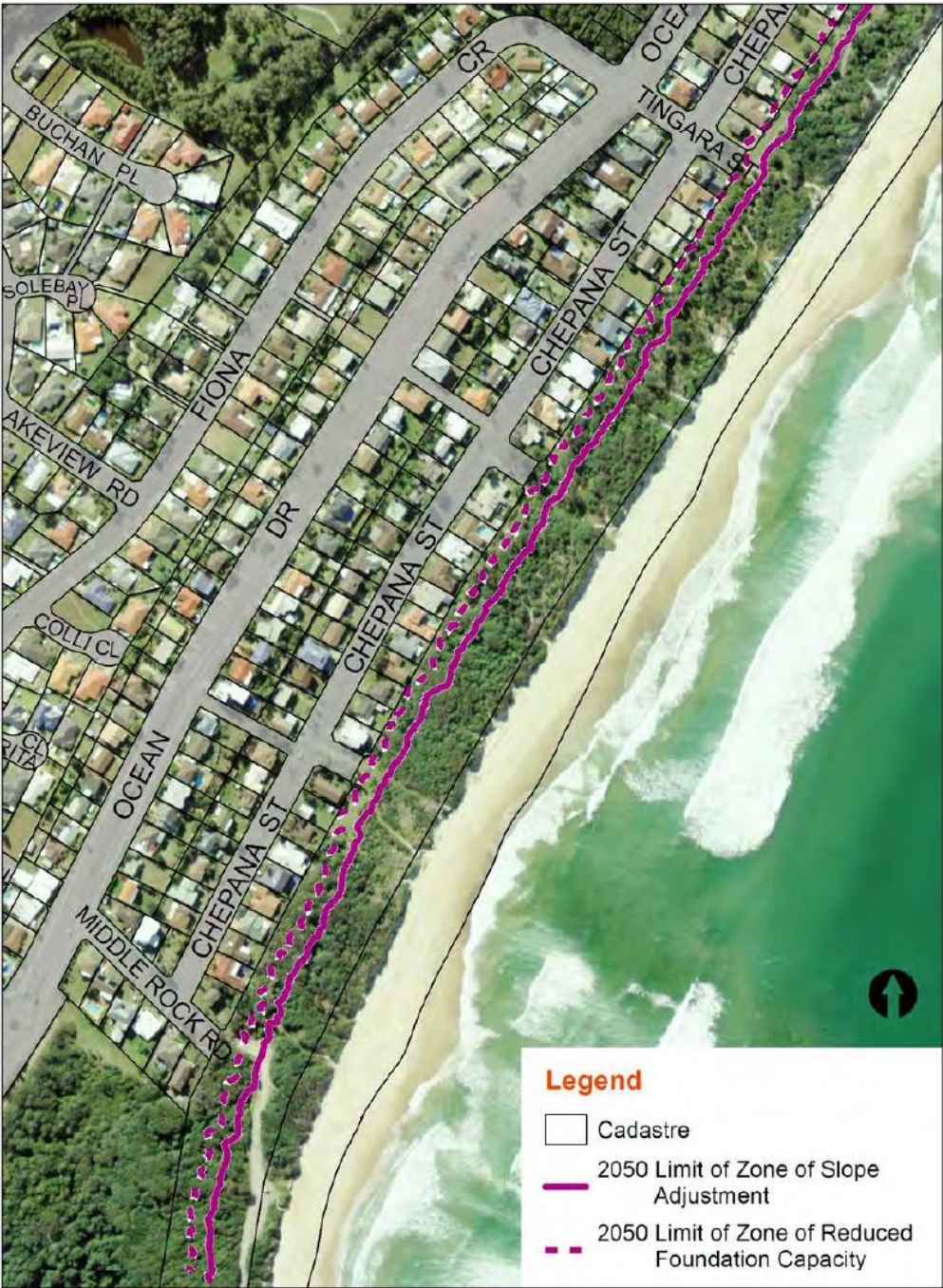


Figure 5: 2050 Hazard Lines: Lake Cathie - South

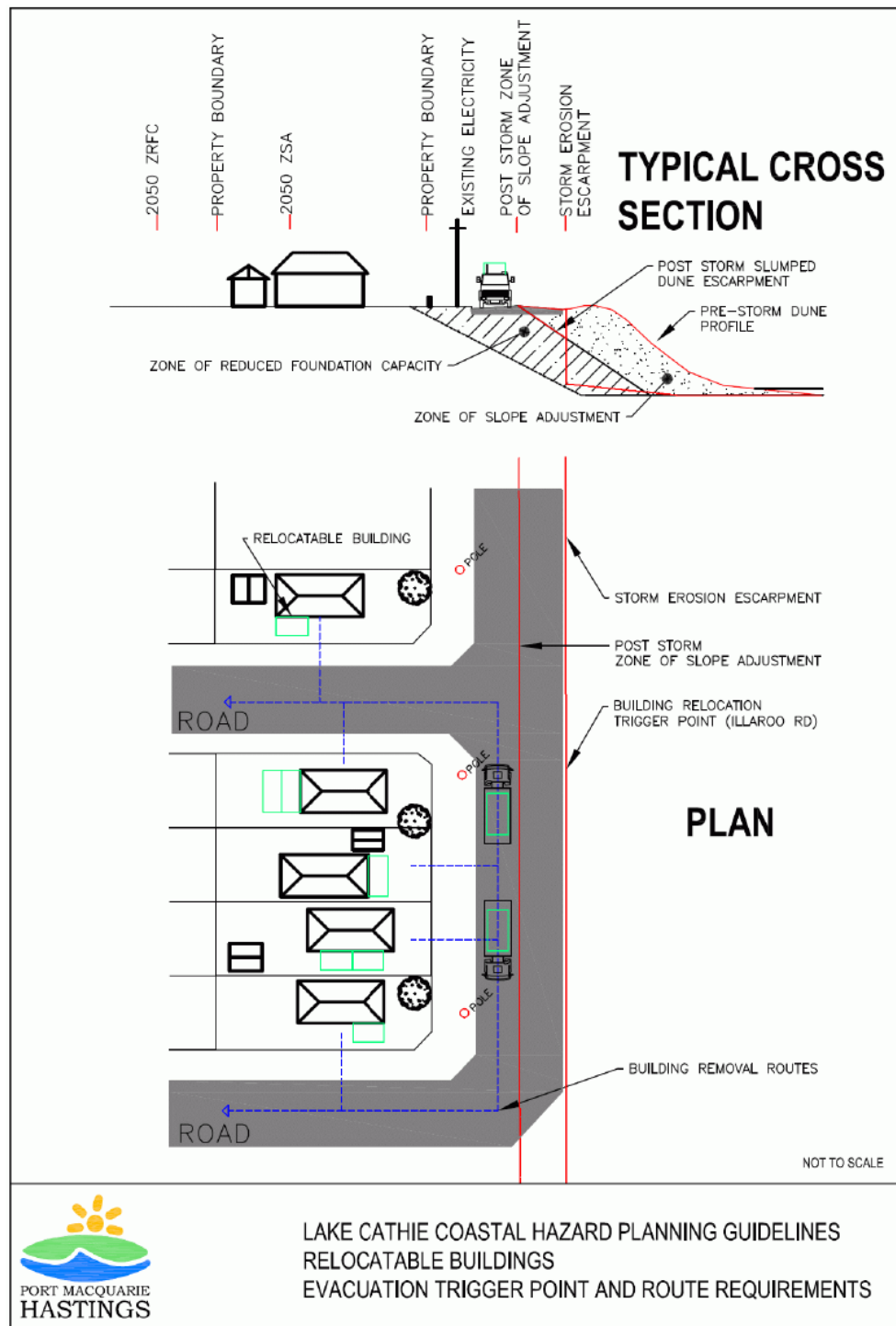


Figure 6: Relocatable buildings evacuation trigger point and route requirements

B4: TRANSPORT, TRAFFIC MANAGEMENT, ACCESS AND CAR PARKING

Application

Section B4 applies to all land within the Port Macquarie-Hastings Local Government Area.

Purpose

The purpose of this section is to encourage well-functioning roads and facilitate a vital economy by ensuring the efficient movement of freight and services and by providing access to business and commercial centres by the regions residents.

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

Development Guide

Road Hierarchy

22.Objectives

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

Development Provisions

- a) In new areas (as distinct from established areas with a pre-existing road pattern) each class of route should reflect its role in the road hierarchy by its visual appearance and related physical design standards, including varying levels of vehicle and pedestrian access.
- b) Routes should differ in alignment and design standard according to the volume and type of traffic they are intended to carry, the desirable traffic speed, and other factors.
- c) All new roads are designed in accordance with Council's AUS-SPEC design specification documents.

23.Objective

- To manage the network to ensure effective and efficient movement of people and goods.
- To protect the road network from incompatible land uses and inappropriate access.

Development Provisions

- a) New direct accesses from a development to arterial and distributor roads is not permitted. Routes should differ in alignment and design standard according to the volume and type of traffic they are intended to carry, the desirable traffic speed, and other factors.
- b) Existing direct accesses from a development to arterial and distributor roads are rationalised or removed where practical.

- c) Vehicle driveway crossings are minimal in number and width (while being adequate for the nature of the development), and positioned:
 - to avoid driveways near intersections and road bends, and
 - to minimise streetscapes dominated by driveways and garage doors, and
 - to maximise on-street parking.

Parking Provision

24.Objective

- To ensure adequate provision is made for off-street parking commensurate with volume and turnover of traffic likely to be generated by the development.
- To ensure no adverse impacts on traffic and road function.

Development Provisions

- a) Off-street Parking is provided in accordance with Table 3, located at the end of this section.
- b) Where a proposed development does not fall within any of the listed definitions, the provision of on-site parking shall be supported by a parking demand study.
- c) Where a proposed development falls within more than one category Council will require the total parking provision for each category.

Note:

Council may consider a reduced level of parking where it is supported by a parking demand study that assesses the peak parking demands for the overall development and completed by a suitably qualified and experienced person.

25.Objective

- The redevelopment of an existing building for a new use responds to the new use in terms of parking and access.

Development Provisions

- a) A development proposal to alter, enlarge, convert or redevelop an existing building, whether or not demolition is involved, shall provide the total number of parking spaces calculated from the schedule for the proposed use, subject to a credit for any existing deficiency, including any contributions previously accepted in lieu of parking provision.

26.Objective

- The capacity of on street parking to address peak or acute demands is not compromised by individual developments unable to provide car parking within their sites.

Development Provisions

- a) On street parking, for the purposes of car parking calculations will not be included unless it can be demonstrated that:
 - there is adequate on street space to accommodate peak and acute parking demands of the area;
 - parking can be provided without compromising road safety or garbage collection accessibility;
 - parking can be provided without jeopardising road function; and
 - that streetscape improvement works, such as landscaped bays and street trees are provided to contribute to the streetscape.

- b) On street parking is provided in accordance with AS2890.5.

27.Objective

- On street parking contributes to the streetscape.

Development Provisions

- a) On street parking will not be permitted unless it can be demonstrated that:
 - parking does not detract from the streetscape; and
 - that streetscape improvement works, such as landscaped bays and street trees are provided.

Parking Layout

28.Objective

- Parking areas and access-ways are easy and safe to use by vehicles and pedestrians without conflict.

Development Provisions

- a) Visitor and customer parking shall be located so that it is easily accessible from the street.
- b) Internal signage (including pavement markings) should assist customers and visitors to find parking and circulate efficiently and safely through a car park.
- c) Parking spaces shall generally be behind the building line but may be located between the building line and the street when:
 - it is stacked parking in the driveway; or
 - it can be demonstrated that improvements to the open space provided will result; and
 - the spaces are screened (densely landscaped or similar) from the street by a landscaping with a minimum width of 3.0m for the entire length of the parking area.
- d) Parking design and layout is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking and AS 2890.6 - Off-street parking for individuals with a disability and AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.
- e) Stack or tandem parking spaces will not be included in assessment of parking provision except where:
 - the spaces are surplus to that required;
 - in motor showrooms;
 - for home business;
 - for exhibition homes;
 - in car repair stations;
 - staff parking spaces are separately identified and delineated;
 - it is visitor parking associated with a dual occupancy multi dwelling and/or terrace housing, directly in front of the garage with a minimum depth of 5.5m.

29.Objective

- Aged and disabled persons and persons wheeling prams or trolleys are provided with suitable access.

Development Provisions

- a) Parking is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking, AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities, AS 1428 - Design for access and mobility and AS 2890.6 - Off-street parking for individuals with a disability.

30.Objective

- Parking is provided for other forms of transport

Development Provisions

- a) Bicycle and motorcycle parking shall be considered for all developments.
- b) Bicycle parking areas shall be designed generally in accordance with the principles of AS2890.3 - Parking facilities - Bicycle parking facilities.
- c) Motorcycle parking areas shall be 1.2m (wide) x 2.5m (long).

Redevelopment of Heritage Items - Conservation Incentives

31.Objective

- To allow the consideration of reduced parking provision to protect heritage items where applicable.

Development Provisions

- a) Council will consider discounting (i.e. exclude from calculations) the floor space of the heritage building/item when determining the total number of parking spaces to be provided on site. This will be considered in line with clause 5.10 of PMH LEP 2011, which requires the variation to be considered in the context of a heritage conservation management plan. This will only apply if Council is satisfied that the conservation of the heritage item is dependent upon Council making that exclusion. If applicants intend to seek such consideration, a detailed parking analysis of the site is to be submitted with the development application.

Section 7.11 Development Contributions

32.Objectives

- Parking requirements of the community are met without imposing an additional liability on general rating revenue.
- To provide a mechanism to offset parking shortfalls.

Development Provisions

- a) Section 7.11 of the *Environmental Planning and Assessment Act 1979* permits Council, at its discretion, to accept a monetary contribution in lieu of on-site parking where it is considered impractical or undesirable to provide parking facilities on the site of the proposed development. Generally, contributions will not be accepted for the total amount of parking to be provided and will only be accepted in the commercial areas of Port Macquarie, Gordon Street, Laurieton, North Haven and Wauchope, as identified in

Council's Contribution Plan 1993, as amended. Contribution rates are indexed (CPI) each quarter with variations in the contribution rate for each area. Applicants are advised to consult Council's staff at the time of preparing the DA application should a contribution for parking be proposed.

Landscaping of Parking Areas

33.Objectives

- Parking areas are visually pleasing and easily accessible.
- Parking areas shall be landscaped to:
 - provide shade;
 - improve the visual amenity of large, unrelieved hard stand areas;
 - provide a buffer between the road and neighbouring land uses.

Development Provisions

- a) Landscaping areas shall be provided in the form of large tree planting, understorey plantings, mulch areas, mounding, lawns and the like
- b) Landscaping areas shall be used throughout the car park and on the perimeters of the property where it addresses the public domain.
- c) Garden beds shall be a minimum of 3m in width between car parking areas and street boundaries.

34.Objective

- To contribute to the creation of functional corridors between different vegetation communities through the urban realm.
- Landscaping minimises the risk of damage to pavements, services and infrastructure.

Development Provisions

- a) All plantings on public lands are to be selected from Council's Indigenous Street and Open Space Planting List from the relevant vegetation community adjacent to the Development.
- b) Trees are to be grown and installed in accordance with AS 2303:2015 *Tree Stock for Landscape Use* and Council's AUS-SPEC design specifications.

Surface Finishes

35.Objective

- Car parking and manoeuvring on the site does not generate dust, erosion or contaminated runoff.

Development Provisions

- a) All parking and manoeuvring areas shall be constructed with a coarse base of sufficient depth to suit the amount of traffic generated by the development, as determined by Council. It shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers.

Preliminary details of construction materials for access and car parking areas shall be submitted with the development application. Detailed plans shall be prepared for the construction certificate by a practising qualified Civil Engineer.

- b) In special cases (e.g. where traffic volumes are very low) Council may consider the use of consolidated unsealed gravel pavement for car parks. However, this should not be assumed and will need to be justified by the applicant at the Development Application stage.

Drainage

36.Objective

- Stormwater volumes and peak flows are reduced from impervious car park surfaces.

Development Provisions

- a) All parking and manoeuvring spaces must be designed to avoid concentrations of water runoff on the surface.
- b) Council will not permit the discharge of stormwater directly into kerbing and guttering or table drains for any development other than that of a minor nature.

37.Objective

- Landscaping is to incorporate water sensitive urban design principles and, where practical, be integrated into the water management of the site

Development Provisions

- a) Car parking areas should be drained to swales, bio retention, rain gardens and infiltration areas.

Loading Bays

38.Objective

- Loading bays are provided to accommodate the maximum design vehicle likely to service the proposed development.
- To maintain traffic flow and parking on and off site.

Development Provisions

- a) Off street commercial vehicle facilities are provided in accordance with AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.
- b) Loading bays should be provided in accordance with the following requirements;
 - Minimum dimensions to be 3.5m wide x 6m long. (This may increase according to the size and type of vehicle).
 - Vertical clearance shall be a minimum of 5m.
 - Adequate provision shall be made on-site for the loading, unloading and manoeuvring of delivery vehicles in an area separate from any customer car parking area.
 - A limited number of 'employee only' car parking spaces may be combined with loading facilities.
 - Loading areas shall be designed to accommodate appropriate turning paths for the maximum design vehicle using the site.

- Vehicles are to be capable of manoeuvring in and out of docks without causing conflict with other street or on-site traffic.
- Vehicles are to stand wholly within the site during such operations.
- c) Industrial development shall provide adequate heavy vehicle access to building entries, or alternatively, external bays located appropriately for goods distribution.
- d) For external bays, one bay is required for 500m² of floor space or 1000m² of site area.
- e) Commercial development having a floor space less than 500m² need not provide a loading bay.
- f) Other commercial development shall provide one loading bay for the first 1,000m² floor space and one additional bay for each additional 2,000m².
- g) If parcel pickup facilities are provided on-site they shall be located so as to avoid conflict with general traffic flow within parking areas. Parcel pickup lanes shall be separate from through traffic lanes in major shopping developments.

39.Objective

- Loading bays do not adversely impact upon the design integrity of the building or the streetscape.
- Loading bays do not impact on visual or acoustic privacy for nearby residents.

Development Provisions

- a) The location and design of loading bays should integrate into the overall design of the building and car parking areas.
- b) Where visible from the public domain, loading bays are located behind the building.
- c) Where loading bays are located close to a sensitive land use, adequate visual and acoustic screening is provided.

Industrial Development

40.Objective

- To ensure the specific access and loading requirements of industrial developments is provided.

Development Provisions

- a) Detailed plans are required for proposed vehicular access and circulation, vehicular movement, layout and turning circles in accordance with AUSTROADS and AS/NZS 2890 - Parking Facilities.
- b) An adequate area is to be shown on the plan for the loading/unloading and manoeuvring of B-Doubles on site where the industrial estate is accessed by roads approved as B-Double routes. B-Double uncoupling and lay-by areas are to be provided.
- c) Sufficient area is to be provided for adequate turning circles on site to enable ingress and egress to be in a forward direction.
- d) Vehicle driveways, ingress and egress are to be a minimum of 6 metres from the tangent point of the kerb radius and to be greater than 1.5 metres from the common side boundary with another lot.

- e) Generally, access driveways are not to be located within the intersection and restricted areas as identified within AS/NZS 2890 - Parking Facilities Parts 1 and 2, and adequate sight distance is to be provided for vehicles and pedestrians.

Traffic Generating Development

41.Objective

- Developments that generate significant levels of traffic are referred to the Roads and Maritime Services for consideration.

Development Provisions

- a) Traffic Generating Development as defined under SEPP (Infrastructure) 2007 is referred to Roads and Maritime Services. (Refer to Clause 104 and Schedule 3 of the SEPP).

Table 3: Car Parking Requirements

Land Use	Car Parking Requirements
Primary Industry Land Uses	
Agriculture	
Animal boarding or training establishments	2 per establishment [min] (up to 10 animals), + 1 per 10 animals thereafter
Accommodation Land Uses	
Residential accommodation	
Dwelling houses Dual occupancies	1 per dwelling
Semi-detached dwellings	1 per dwelling
Attached dwellings	1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per units
Multi dwelling housing	1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per units
Residential flat buildings	1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per units
Seniors housing residential care facilities	See SEPP (Housing for Seniors or People with a Disability) 2004
Hostels	1 per 5 beds
Boarding houses	1 per 2 bedrooms + 1 per employee/manager
Group homes	See SEPP (Affordable Rental Housing) 2009
Shop top housing	Dwelling requirement + Shop requirement

Land Use		Car Parking Requirements
	Rural worker's dwellings	1 per dwelling
Home Activity Land Uses		
Home business Home industry Home occupation (sex services)		Dwelling requirements + 1 for visitors + 1 per 2 employees
Tourist Accommodation		
Tourist and visitor accommodation	Hotel or motel accommodation	1.1 per unit + 1 per 2 employees (onsite at any one time) + 1 for on-site manager. If public restaurant/function room included - see restaurants. For major developments, coach parking may be provided in lieu of car spaces at a rate of 1 coach space per 5 car spaces
	Serviced apartments	See hotel or motel accommodation
	Bed and breakfast accommodation	1 per bedroom + 1 manager
	Backpackers' accommodation	1 per 5 beds
Caravan parks camping ground Manufactured home estates moveable dwelling		See Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005
Exhibition homes		2 per home external to garage / dwelling parking space
Commercial Land Uses		
Business premises Office premises Public administration buildings Restricted premises Retail premises Sex services premises	(excl subtypes specifically listed)	1 per 30 m ² GLFA or 1.5 spaces per office (min), whichever is the greater. An application for a major commercial development must be accompanied by a Traffic Impact Study that makes adequate provision for public transport facilities and motorcycle and bicycle parking.
	Industrial retail outlets	< 500 m ² GFA - 1 per 70 m ² Gross Floor Area (GFA) per individual tenancy >500 m ² GFA - 1 per 100 m ² GFA for display + 1 per 2 employees (warehouse area)(per individual tenancy
	Cellar door premises	See pubs
	Funeral homes	2 plus either 1 per 30 m ² GFA or 1 per 5 seats in chapel, whichever is the greater
	Garden centres Hardware and building supplies Landscaping material supplies Plant nurseries	1 per 70m ² display (incl. accessories). Where landscape supplies are included, 1 per employee + 2 visitor [min] + adequate loading/unloading area, to Council's satisfaction

Land Use	Car Parking Requirements
Rural supplies Timber yards	
Kiosks	In commercial zones: 1 per 30 m ² serviced floor area. Outside commercial zones: 1 per 6 m ² serviced floor area
Markets	2.5 per stall (must be off street)
Neighbourhood shops	1 per 30 m ² GLFA or 1.5 spaces per shop, whichever is the greater plus secure cycle parking for a minimum of 5 bicycles. Secure cycle parking does include street furniture such as light or sign poles etc.
Roadside stalls	2.5 per stall (must be off street)
Shops	See retail premises
Vehicle sales or hire premises	1 per 100 m ² display area + 1/70 m ² spare parts sales area + 1 per employee + adequate loading/unloading area for vehicle carriers.
Food and drink premises	<i>(This group is a subtype of retail premises)</i>
Pubs	1 per 6 m ² serviced floor area (including beer garden) + 1 per 2 employees
Restaurants	In commercial zones: 1 per 30 m ² serviced floor area. Outside commercial zones: 1 per 6 m ² serviced floor area
Take-away food and drink premises	12 per 100 m ² GFA + queuing area for minimum of 8 cars from pickup point
No on-site seating	12 per 100 m ² GFA + greater of either;
On-site seating/no drive-through	1 per 5 seats (both internal and external), or 1 per 2 seats (internal seating)
On-site seating & drive-through	1 per 2 seats (internal), or 1 per 3 seats (internal and external) + queuing area for minimum of 8 cars from pickup point
Industry retail outlets	Industry plus retail premises requirement.
Registered clubs	See pubs
Service stations	3 per work bay + 1 per employee + 2 customer (minimum) + any Restaurant/Take Away Food requirements
Veterinary hospitals	3 per veterinarian and 1 per 2 employees (assistants/administration)
Wholesale supplies	< 500 m ² GFA - 1 per 70 m ² Gross Floor Area (GFA) >500 m ² GFA - 1 per 100 m ² GFA for display + 1 per 2 employees (warehouse area)
Community Land Uses	
Child care centres	1 per 4 children and set down and pick up area.
Health services facilities	

Land Use		Car Parking Requirements
	Medical centres	3 per consultant + 1 per 2 employees
	Health consulting rooms	3 per consultant + 1 per 2 employees + any dwelling requirement.
Information and education facilities		
	Community facilities	1 per 30m ² GFA
	Places of public worship	1 per 6 seats or 1 per 10 m ² GFA, whichever is the greater. (Where church and hall are located on same land, provision need only be made for church or hall, whichever is greater)
	Educational establishments (schools)	1 per staff member + 1 per 8 students [Year 12 students] + 1/30 students for visitors. Adequate bus pickup/set down area provided + delivery/service vehicle area. Where sporting fields are provided, which are used by the community, see Recreation Area for minimum requirements.
Industrial Land Uses		
Industries		
	General industries Hazardous industries Heavy industries Light industries Offensive industries	1 per unit or 1 per 70 m ² GFA, whichever is the greater, where an industrial retail outlet is included, 1 per 30m ² for that area.
	Home industry	See home business
Storage premises		
	Self-storage units	1 per 2 employees + 1 per 5 units
Warehouse or distribution centres		1 per 2 employees
Vehicle body repair workshops Vehicle repair stations		Minimum 5 or 1 per work bay + 1 per employee, whichever is the greater
Recreation Land Uses		
Recreation areas		(not including neighbourhood parks) 30 minimum + any additional requirement of Council, depending on location and activity
Recreation facilities (indoor)	Bowling Alley	3 per lane
	Squash Courts	3 per court
	Gymnasium	7.5 per 100 m ² GFA
	Dance Studio	1 per 3 pupils
Recreation facilities (outdoor)	Tennis Courts	3 per court
	Golf Course	4 per hole on course + restaurant + pub requirements.
	Bowling Club:	21 per green + restaurant + pub requirements.
Other Land Uses		
Mortuaries		See funeral chapels

B5: SOCIAL IMPACT ASSESSMENT AND CRIME PREVENTION

Application

Section 4.15 of the *Environmental Planning and Assessment Act* provides for the consideration of a range of matters before a decision can be made on a development application. Included in section 4.15 are subsections requiring the consent authority to consider the likely impacts of that development, including the environmental impacts on the natural and built environment, social and economic impacts on the locality, and the public interest. These encompass Social Impact Assessment and Crime Prevention.

Purpose

The purpose of this section is to ensure the public interest and potential social impacts resulting from a development are considered in the determination of development applications.

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

Development Guide

Social Impact Assessment

42.Objective

- To ensure adverse impacts are identified and mitigation or avoidance measures are adopted to minimise or eliminate social impact on individuals and the community.

Development Provisions

- a) A social impact assessment shall be submitted in accordance with the Council's Social Impact Assessment Policy.

Note: Council's Social Impact Assessment policy includes guidelines to assist applicants in preparing a SIA.

Crime Prevention

43.Objective

- Development should be designed to deter crime and vandalism and facilitate:
 - personal and property security;
 - casual surveillance of public areas;
 - activity and interaction within public spaces and movement networks

Development Provisions

- a) The development addresses the generic principles of crime prevention:
 - Casual surveillance and sightlines;
 - Land use mix and activity generators;
 - Definition of use and ownership;
 - Basic exterior building design;
 - Lighting;

- Way-finding; and
- Predictable routes and entrapment locations;
- as described in the Crime Prevention Through Environmental Design (CPTED) principles.

Note:

Section 5.1 of Council's Crime Prevention Strategy, November 2010 – June 2015 states:
CPTED is a strategic approach to the built environment that seeks to influence offender behaviour prior to an offence being committed, through the use of strategies that deter unwanted behaviours and promote the appropriate and/or desired use of space.

There are four key CPTED design principles:

1. **NATURAL ACCESS CONTROL** – design that directs and influences the flow of people to naturally maximize control and surveillance (e.g., exterior and interior design of a building, landscaping, lighting, and traffic calming).
2. **NATURAL SURVEILLANCE** – design to maximize visibility and ensure legitimate users can observe and monitor activities around them in a formal or casual manner (e.g., office or apartment windows with unimpeded sightlines to parking areas or other areas where crime is likely to occur).
3. **TERRITORIALITY** – design of the physical environment to extend a perceived sense of influence or territory. People taking ownership of their surroundings makes it more difficult for offenders to carry out crimes or disorder.
4. **MAINTENANCE** – enhancement, maintenance and management of the built environment encourages the users of the area to respect their surroundings (e.g., removing graffiti and litter, avoiding overgrowth of hedges, fixing inoperative lighting, installing good locks).

PART C DEVELOPMENT SPECIFIC PROVISIONS

C1: LOW DENSITY RESIDENTIAL DEVELOPMENT

Application

This section applies to applications for development consent for the erection of, or additions to the following low density residential development types:

- Dwellings (where not part of a high density residential, commercial or industrial development)
- Dwelling houses
- Terrace housing (attached housing)
- Secondary dwellings
- Exhibition homes
- Exhibition villages,
- Semi-detached dwellings
- Dual occupancies
- Multi dwelling housing
- Ancillary development associated with these developments as defined by State Environmental Planning Policy – (Exempt and Complying Development Codes) 2008.

Purpose

The purpose of this section is to encourage development to:

- Have regard to the desired scale, bulk and height of existing residential development as well as streetscape and landscape in the locality
- Be attractive and functional
- Not unduly affect the amenity of neighbours
- Be landscaped to complement its appearance from the street, adjoining properties and vantage points in the area, and retain existing vegetation where possible
- Have adequate and functional onsite parking
- Have adequate and functional common and private open space areas on site
- Ensure that access to the property is safe and convenient for residents, visitors and at the public/private property interface (i.e. line of sight, etc)
- Consider the principles of crime prevention in the design of developments.
- Be sited and designed to have regard to adjoining and nearby existing structures, street facades and public open space
- Respond in a positive manner to the skyline
- Preserve the building's relationship to natural features
- Provide optimum solar access to public open spaces within the development and adjoining properties
- Ensure ongoing privacy of neighbouring properties
- Ensure view sharing opportunities from nearby properties and vantage points are taken into account so that adverse impacts are minimised

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

Development Guide

Front Setbacks

44.Objective

- Front setbacks should support an attractive streetscape.

Development Provisions

- Dwellings may incorporate an articulation zone to a street frontage at no less than 3m from property boundary. The following building elements are permitted within the articulation zone:
 - an entry feature or portico;
 - a balcony, deck, patio, pergola, terrace or verandah;
 - a window box treatment;
 - a bay window or similar feature;
 - an awning or other feature over a window;
 - a sun shading feature.
- These building elements should not extend above the eave gutter line, other than a pitched roof to an entry feature or portico that has the same pitch as the roof on the dwelling house.
- In all other cases the primary road front setback should be provided in accordance with the requirements in Table 4:

Table 4: Street setbacks to Dual Occupancy or Attached Dwellings

Street Frontage	Setback (min)
Classified road – any frontage	6.0m
Primary Frontage	4.5m
Secondary Frontage	3.0m
Ancillary Lane	2.0m
Large lot residential and rural zones	10.0m

Note:

- The primary frontage is that which addresses the road with the higher volume of traffic.
- Primary frontage means the road to which the front of a dwelling house, or a main building, on a lot faces or is proposed to face, and includes any road that intersects with that road at an angle of more than 135 degrees and with which the dwelling house or main building has contiguous boundaries.
- Secondary frontage means, in the case of a corner lot that has boundaries with adjacent roads, the road that is not the primary road.

45.Objective

- To minimise the impact of garages and driveways on the streetscape, on street parking and amenity.
- To minimise the visual dominance of garages in the streetscape.
- To provide safe and functional vehicular access.

Development Provisions

- a) A garage, carport or car parking space should:

- be at least 1m behind the building line, where the dwelling(s) has a setback from a front boundary of 4.5m or more, or
- be at least 5.5m from a front boundary, where the dwelling(s) has a setback of less than 4.5m.

Note: The distance to the garage/carport or parking space may be measured to the entry point of the garage/carport or parking space or front posts or walls.

- b) The total width of the garage/carport openings should not be more than 6m and not more than 50 per cent of the width of the building.
- c) Driveway crossovers are no greater than 5.0m in width.
- d) Where a dual occupancy or attached dwelling is proposed on a corner lot a garage and driveway is provided on each road frontage.

Side and Rear Setbacks

46.Objective

- To ensure no adverse overshadowing or privacy impacts to neighbouring properties.
- To allow adequate natural light and ventilation between dwellings/buildings and to private open space areas.
- To provide useable yard areas and open space.

Development Provisions

- a) A minimum rear boundary setback of 4m is to be provided to dwellings (including verandahs, patios and decks).
- b) A minimum rear boundary setback of 900mm applies to sheds and swimming pools subject to achieving minimum required private open space area.
- c) Council may consider varying rear setback requirements where it is demonstrated that the private open space could achieve better solar access between the building and the side setback. In that instance, one side setback should be a minimum 4m in width (for an equivalent length of rear boundary, behind building line) and the rear setback may be reduced to 900mm.
- d) A detailed site analysis is to be provided indicating the impact of the design on adjoining dwellings and open space areas.

Note:

In relation to setback requirements for low-density development, corner blocks do not have a rear boundary.

47.Objective

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

Development Provisions

- a) Ground floors (being <1m above existing ground level) should be setback a minimum of 900mm from side boundaries.
- b) First floors and above (including single storey with floor level >1m) should be setback a minimum of 3m from the side boundary, or reduced down to 900mm where it can be demonstrated that the adjoining property's primary living rooms and principal private open space areas are not adversely overshadowed for more than 3hrs between 9am - 3pm on 21 June.
- c) First floors and above should have building walls that step in and out at least every 12m by a minimum of 500mm articulation. Where first floors and above are setback >3m, wall articulation is not required.

Private Open Space**48.Objective**

- To encourage useable private open space for dwellings to meet the occupants' requirements for privacy, safety, access, outdoor activities and landscaping.

Development Provisions

- a) All dwellings should have a minimum area of private open space of 35m², which includes a principal private open space area with:
 - a minimum dimension of 4m x 4m, and
 - a maximum grade of 5% for minimum 4m x 4m of the total open space requirement, and
 - direct accessibility from a ground floor living area and orientated to maximise use.
- b) Private open space may include clothes drying areas and garbage storage.

Public Domain and Fencing**49.Objective**

- To define the edge between public and private land and to provide privacy and security.
- To ensure the adequate sight lines are provided for vehicles leaving the site.
- To ensure front fencing does not impact on the public domain.
- To encourage surveillance of the street and other public places.

Development Provisions

- a) Front fences built forward of the building line for the primary road frontage should be detailed on the development application plans.
- b) Solid Front fences up to 1.2m high should be:
 - Setback 1.0m from the front boundary, and
 - Suitably landscaped to reduce visual impact, and
 - Provide a 3m x 3m splay for corner sites.

- c) Front fences proposed to be more than 1.2m high should be a maximum of 1.8m in height, above existing front property boundary level, and either:
 - Include landscaped recesses having minimum dimensions of 1.8m long x 900mm deep which occupy no less than 50% of the total length of the fence, or
 - be erected up to the front boundary for a maximum length of 6.0m or 50% of the street frontage,
- d) have openings which make it not less than 25% transparent (no individual opening more than 30mm wide);
- e) provide a 3m x 3m splay for corner sites, and
- f) provide a 900mm x 900mm splay for vehicle driveway entrances.

50.Objective

- To define the boundaries between areas within the development having different functions or owners.
- To minimise the visual impact of fencing.

Development Provisions

- a) For tennis courts or other similar areas, chain wire fences should be black or dark green plastic coated mesh.
- b) Solid fences enclosing these facilities should not be permitted over 1.8m.

Bulk and Scale

51.Objective

- To protect the visual privacy of on-site and nearby residents.

Development Provisions

- a) Direct views between indoor living rooms and principal private open space of adjacent dwellings, including proposed dwellings approved on adjoining lots, including possible dwellings on future lots, should be obscured or screened where:
 - Ground and first floor (and above) indoor living room windows are within a 9m radius.
 - Direct views between principal private open space areas where within a 12m radius.
 - Direct views between indoor living rooms of dwellings into the principal area of private open space of other dwellings within a 12m radius.
- b) A balcony, deck, patio, pergola, terrace or verandah should have a privacy screen where there are direct views of:
 - Indoor living room windows of adjacent dwellings, including proposed dwellings approved on adjoining lots within 9m radius; or
 - Principal areas of private open space of adjacent dwellings, including proposed dwellings approved on adjoining lots within a 12m radius.

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

Roof Terraces

52.Objective

- To encourage minimum impact from noise and light from roof terraces.
- To encourage maintenance of visual privacy of adjoining properties.
- To promote an interesting and articulated building form.
- To minimise the impact on building design of temporary or non-fixed structures.

Development Provisions

- a) Direct views between roof terraces and indoor living room windows or principal areas of private open space of adjacent dwellings should be screened where:
 - Ground and first floor (and above) indoor living room windows are within a 9m radius of the trafficable area of the roof terrace;
 - Direct views between roof terraces principal areas of private open space within a 12m radius of the trafficable area of the roof terrace.
- b) Screening should only be considered where:
 - the height of the screen does not exceed the maximum building height; and
 - the screening contributes to the building form, and
 - the screening is integrated into the design of the roof; and
 - is constructed and designed with materials complementary to the building.
- c) Lighting installations on roof terraces should be:
 - contained within the roof terrace area and located at a low level, and
 - appropriately shaded and fixed in a non-adjustable manner so that light is projected downwards onto the floor surface of the terrace.
 - designed in compliance with Australian Standards AS4282 - *Control of obtrusive effects of outdoor lighting*.

Note:

In relation to the following, boat ramps and jetties that are proposed to be located on an allotment with a frontage to the Hastings River, owners should note that the Department of Lands is the consent authority for structures that extend over the Hastings River boundary.

Water Recreation Structure (Boat Launching Ramp, Jetty and Mooring)**53.Objective**

- To facilitate private boat usage, where a reasonable depth of water exists without dredging.

Development Provisions

- a) The design of any jetty or boating structure will require engineering certification.

54.Objective

- To maintain the amenity and function of waterways through appropriately designed and constructed waterfront infrastructure.
- To ensure structures do not increase flood risk or become an obstruction in a flood event.

Development Provisions

- a) Mooring piles are to be set at a level no lower than the level which ensures that the floating structure is retained during the design 1:100 year flood event.
- b) The width of a jetty walkway leading to a platform should not be greater than 1.0 metres.
- c) The area of a platform at the end of a walkway should not exceed 16m².
- d) The overall length of a jetty when measured from the existing revetment wall should not exceed 17metres.
- e) Boating ramps should have a maximum overall width of 3 metres and a maximum overall length of 10.0 metres when measured from the existing revetment wall unless associated with a boatshed where the boat ramp should not exceed 2.7m in width.
- f) Pontoons moored at right angles to the revetment wall should not extend beyond a point 17 metres from the wall.
- g) Pile cut off levels should not be lower than RL3.0 metres AHD.
- h) Fixed jetties may only extend to a point 7 metres from the revetment wall.
- i) Any extension beyond a point 7 metres from the revetment wall is to be by way of a pivoting walkway to a floating pontoon.
- j) The deck of the jetty is to be above and not resting on the revetment wall and the top surface is not to be above RL 1.4m AHD.
- k) Pontoons moored parallel to the revetment wall should not extend beyond a point 12 metres from it.
- l) Floating moorings should be located between 17 metres from the revetment wall.
- m) Fixed mooring poles should not be greater than 17 metres from the revetment wall.

55.Objective

- To promote an equitable use of the waterway amongst adjoining landowners through the minimisation of encroachments by individual waterfront structures in front of adjoining waterfront properties.

Development Provisions

- a) Jetties and moorings (both fixed and floating) should be located a minimum of 10m from any jetty or mooring (both fixed and floating) located on any adjacent property.

- b) Boat ramps and jetties should be located in such a way that vessels using the boat ramp or moored on a jetty do not project past a line which is a prolongation of the side boundaries of the development site.
- c) For multi dwelling housing and residential flat building development only one boat ramp and one jetty should be permitted, however where such development is carried out on a site with a frontage to a waterway exceeding 25m, then one additional jetty and one additional boat ramp may be permitted.

Ancillary Development

56.Objectives

- To facilitate and sustain certain development as ancillary development.
- Have regard to the desired scale, bulk and height of existing residential development as well as streetscape in the locality.

Development Provisions

- a) For ancillary development in R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential, R4 High Density Residential, R5 Large Lot Residential and RU5 Village zones:
 - The height of an outbuilding or the alterations and additions to an existing outbuilding on a lot should not be more than 4.8m above ground level (existing).
 - The building should be single storey construction with a maximum roof pitch of 24 degrees.
 - The maximum area of the building should be 60m² for lots less than 900m² and maximum of 100m² for larger lots.
 - Ancillary development that is a garage, or an outbuilding, or a rainwater tank should not be located in front of the main building line with the exception of swimming pools.

C2: RESIDENTIAL FLAT DEVELOPMENT, TOURIST AND VISITOR ACCOMMODATION, AND MIXED USE DEVELOPMENT

Application

Section C2 applies to applications for development consent for the erection of, or additions to the following residential development types as defined by the *Port Macquarie-Hastings Local Environment Plan 2011*:

- Residential flat buildings (both SEPP 65 and non-SEPP 65) hostels and shop top housing,
- Tourist and visitor accommodation (which encompasses Backpackers' accommodation, Bed and breakfast accommodation, Farm stay accommodation and Serviced apartments), and
- Any residential component of a mixed-use development.

Development that is defined as 'residential flat building' under State Environmental Planning Policy 65 - Design Quality of Residential Flat Apartment Development is subject to the provisions of that policy and the Residential Flat Building Code. The provisions apply to the:

- Erection of a new residential flat building,
- Substantial redevelopment or the substantial refurbishment of an existing residential flat building, and
- Conversion of an existing building to a residential flat building.

Applications for residential flat buildings must address the SEPP.

Purpose

The purpose of the provisions in this section are to encourage development to:

- Have regard to the desired scale, bulk and height of existing residential development as well as streetscape and landscape in the locality;
- Be attractive and functional,
- Not unduly affect the amenity of neighbours;
- Be landscaped to complement its appearance from the street, adjoining properties and vantage points in the area, and retain existing vegetation where possible;
- Have adequate and functional onsite parking;
- Have adequate and functional common and private open space areas on site;
- Provide safe and convenient access to property for residents, visitors and at the public/private property interface (i.e. line of sight).
- Consider the principles of crime prevention in the design of developments.
- Be sited and designed to have regard to adjoining and nearby existing structures, street facades and public open space.
- Preserve the skyline and the building's relationship to natural features.

- Provide optimum solar access to public open spaces within the development and adjoining properties.
- Ensure ongoing privacy of neighbouring properties.
- Ensure view-sharing opportunities from nearby properties and vantage points to minimise adverse impacts.

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of other Chapters Parts.

Development Guide

Site Design and Analysis

57.Objective

- To encourage consideration of site attributes and constraints during the design phase of the development.
- To promote consideration of characteristics of adjacent and surrounding sites and the neighbourhood at the outset of the design process.

Development Provisions

- a) A site analysis plan is required for all development and should illustrate:
 - microclimate including the movement of the sun and prevailing winds
 - lot dimensions
 - north point
 - existing contours and levels to AHD
 - flood affected areas
 - overland flow patterns, drainage and services
 - any contaminated soils or filled areas, or areas of unstable land
 - easements and/or connections for drainage and utility services
 - any existing trees and other significant vegetation, including major and significant trees on adjacent properties, particularly those within 9 m of the site
 - the location, height and use of buildings surrounding the site, and those across any road adjacent to the site, including their setback distances
 - heritage and archaeological features
 - the built form, scale and character of surrounding and nearby development, including fencing, boundaries and landscaping
 - pedestrian and vehicle access
 - views and solar access to surrounding residents
 - private open space and windows of habitable rooms of nearby properties which have an outlook to the site
 - difference in levels between the site and adjacent properties at their boundaries
 - street frontage features including poles, trees, kerb crossovers, bus stops and other services
 - heritage features and buildings of the surrounding locality and landscape
 - direction and distance to local facilities including local shops, schools, public transport and recreation and community facilities
 - characteristics of, and distance to any nearby public open space
 - any nearby bushland or environmentally sensitive land
 - any significant local noise, odour or pollution sources

- any other notable features or characteristics of the site

Site Layout

58.Objective

- To achieve a layout that provides a pleasant, manageable and functional living environment that integrates with the neighbourhood.
- To encourage consideration of energy-efficiency and solar access issues at the outset of the design process.

Development Provisions

- a) All applications are to include a site plan, which annotates the manner in which site attributes and constraints have been considered, as follows:
 - appropriateness of built form and landscape in relation to the site context, topography and urban character
 - building arrangement and relationship to streets and open space
 - access ways within and beyond the site
 - location, function and opportunities for casual surveillance of open space
 - ongoing site management considerations (i.e. garbage, mail collection, stormwater etc)
 - location of existing and proposed stormwater and sewer pipes
 - private open space and security
 - parking arrangements and reduced dominance of driveways
 - heritage and conservation opportunities and constraints (where relevant)
 - energy efficiency in building design and siting
 - solar access to subject development and adjoining residences

Streetscape and Front Setback

59.Objective

- Front setbacks are to provide adequate open space for landscaping, visual and acoustic privacy.
- To provide a streetscape that is consistent and complementary to existing development.

Development Provisions

- a) In an established street, the primary setback should be within 20% of the average setback of the adjoining buildings in a R1 General Residential zone.
- b) A minimum setback of 3.0m is required from all street frontages in a R3 Medium Density Residential and R4 High-Density Residential zone.
- c) Where tourist accommodation is proposed a maximum setback of 9 metres is permitted to allow for a swimming pool within the front setback.

60.Objective

- To promote buildings of articulated design and massing, with useable principle private external open spaces.

Development Provisions

- a) Balconies and other building extrusions may encroach up to 600mm into the required front setback.
- b) Buildings should generally be aligned to the street boundary.
- c) Primary openings on all developments are aligned to the street boundary or to the rear of the site.

Side and Rear Setbacks**61.Objective**

- To allow flexibility in the siting of buildings while limiting the extent to which any building overshadows or overlooks adjacent properties.
- To allow adequate natural light and ventilation between dwellings/buildings and to private open space areas.
- To provide acoustic and visual privacy.
- To provide adequate area for deep soil planting.

Development Provisions

- a) The following setbacks (Refer Figure 7) apply to all sites, except where the side boundary is a secondary street frontage:
 - Buildings should be set back a minimum of 1.5m from side boundaries, for a maximum of 75% of the building depth.
 - Windows in side walls should be set back 3m from side boundaries.
 - Where the site is adjacent to an existing strata-titled building, buildings should be set back a minimum of 3m from side boundaries.
- b) Side walls adjacent to existing strata-titled buildings should be articulated and modulated to respond to the existing buildings.
- c) A minimum rear setback of 6.0m from the building and sub basements is required.

62.Objective

- To encourage high-density outcomes in those areas identified as medium and high density residential.

Development Provisions

- a) A party wall development may be required if site amalgamation is not possible and higher density development is envisaged by these controls.

63.Objective

- To encourage good interim building design for party walls.

Development Provisions

- a) Party wall development can occur only with the agreement and consent of the adjoining property owner. Exposed party walls should be finished in a quality comparable to front facade finishes

64.Objective

- To provide good streetscape for secondary streets.
- To encourage quality urban design outcomes for corner sites.

Development Provisions

- a) Corner sites should be consolidated with adjacent sites, so that the building turns the corner.
- b) If this is not possible, a minimum setback of 6.0m should extend to the secondary street. Refer Figure 8 and Figure 9.

65.Objective

- To encourage good quality urban design outcomes for sites that address open space.
- To encourage casual surveillance of public spaces.

Development Provisions

- a) Where sites adjacent to open space are to be developed, the edge of the open space should be defined with a public road and buildings should address the open space.

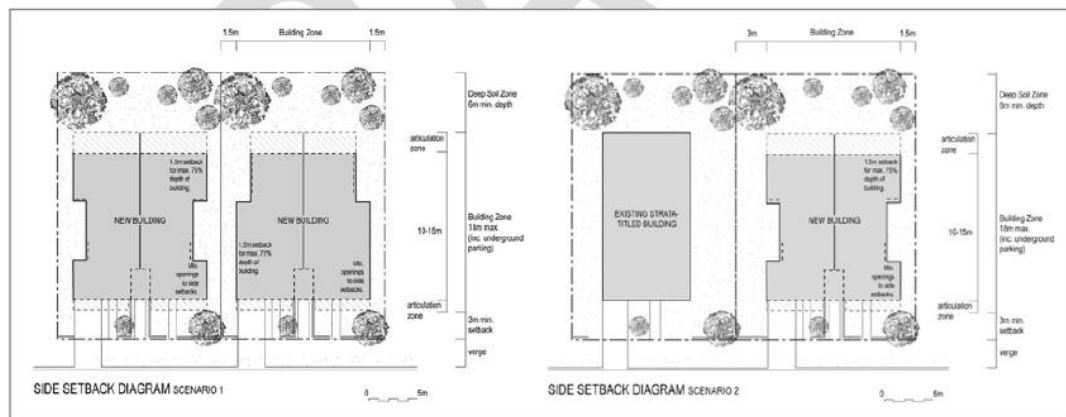


Figure 7: Side setback provisions for two scenarios

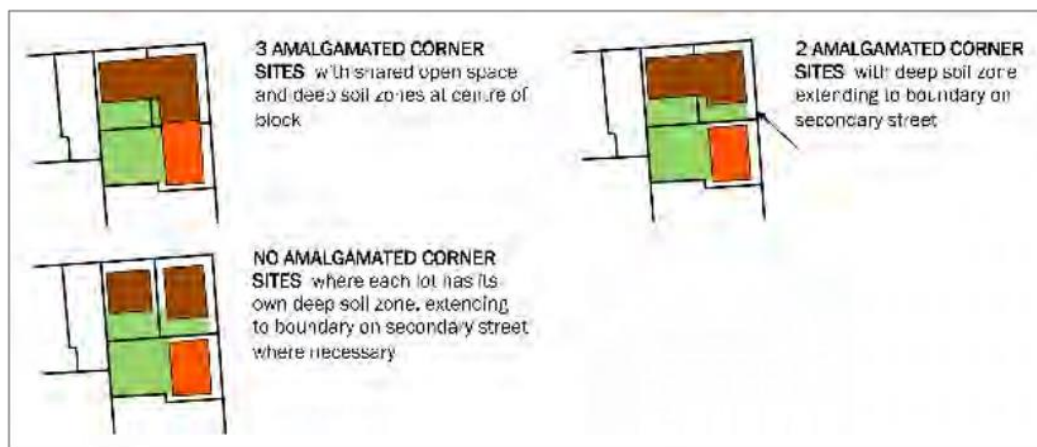


Figure 8: Deep soil requirements for development scenarios on corner lots

Deep Soil Zone (only applicable to non-SEPP 65 buildings)

66.Objective

- To enhance the appearance, amenity and energy and water efficiency of housing through integrated landscape design.
- To preserve natural drainage and subsoil water.

Development Provisions

- Deep soils zones are to meet the minimum requirements set out in Table 5 below.
- Deep soil zones are to be contiguous across sites and within blocks.

Refer to Figure 9.

Table 5: Deep Soil Zones

Site area	Minimum dimensions	Deep soil zone (% of site area)
Less than 650m ²	-	7
650m ² - 1,500m ²	3m	7%
Greater than 1,500m ²	6m	
Greater than 1,500m ² with significant existing tree cover	6m	

Deep soil zones should be located to retain existing significant trees and to allow for the development of healthy root systems, providing anchorage and stability for mature trees. Design solutions may include:

- Basement and sub-basement car park design that is consolidated beneath building footprints
- Use of increased front and side setbacks
- Adequate clearance around trees to ensure long term health
- Co-location with other deep soil areas on adjacent sites to create larger contiguous areas of deep soil.

67.Objective

- To improve the visual amenity of Port Macquarie by retaining, and where possible increasing the coverage of substantial vegetation.

Development Provisions

- Deep soil zones should accommodate existing advanced trees, and allow for advanced tree planting.

68.Objective

- To increase the capacity of the site and locality for water infiltration to assist with management of the water table and water quality.

Development Provisions

- Deep soil zones should be integrated into the stormwater management measures for the development and the site.



Figure 9: Preferred Deep Soil Zone Provision

Energy Conservation and Solar Access (only applicable to non-SEPP 65 buildings)

69.Objective

- To avoid the potential for significant overshadowing of habitable rooms and private open spaces.

Development Provisions

- Where practical, sunlight to the principal area of ground-level private open space of adjacent properties should not be reduced to less than 3 hours between 9.00am and 3.00pm on June 22. Where existing overshadowing by buildings and fences is greater than this, sunlight should not be reduced by more than 20%.
- Where practical, buildings should not reduce the sunlight available to the windows of living areas that face north in existing adjacent dwellings to less than the above specification.

70.Objective

- To reduce total energy use in residential buildings by reducing heat loss and energy consumption for heating and cooling.

Development Provisions

- Apartments are to provide an internal clothes drying space to discourage the use of mechanical clothes drying. Refer to Figure 10 below.

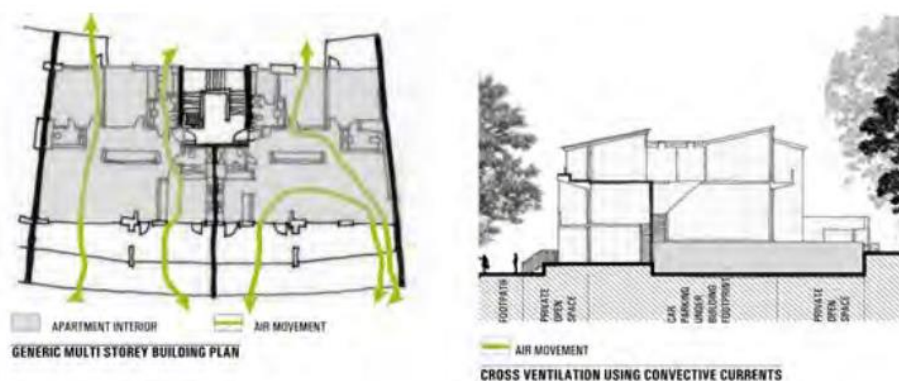


Figure 10: Building plan demonstrating how acceptable cross ventilation can be achieved

Landscape

Issues to be considered in the provision of private open space are size, proportion, location, orientation, privacy, security, safe and convenient access for residents, including disabled access.

Private open space should be designed to be:

- Capable of serving as an extension of the dwelling for relaxation, dining, entertainment, recreation and children's play and of being accessed from a main living area of the dwelling;
- Orientated to enable solar access and to achieve comfortable year round use.

The design of private open space should be sympathetic to the topography so as to minimise cut and fill.

Front fences and walls should be designed to:

- Enable outlook from buildings to the street for safety and surveillance;
- Assist in highlighting entrances and in creating a sense of communal identity within the streetscape;
- Provide visual interest to the streetscape;
- Be constructed of materials compatible with the proposed development and have regard to other good examples in the street;

- Be compatible with facilities in the street frontage area, such as mail boxes and garbage collection areas;
- Be appropriate to the heritage or environmental context of the site.

Deep soil zones are areas of the site that are not to be built upon, and are not to have parking located underneath. This allows for an area of soil for substantial deep-rooted vegetation and retention of existing mature trees and natural drainage.

Landscaping (only applicable to non-SEPP 65 buildings)

71.Objective

- To encourage useable and attractive open space that enhance the appearance and amenity of the development when viewed from public open space areas, especially from street frontages.

Development Provisions

- a) Plans for the design and planting of open space areas should be submitted with the development application and include:
- b) Existing vegetation and proposed general planting and landscape treatment (including species).
- c) Design details of hard landscaping elements and major earth cuts, fills and any mounding.
- d) Location and design of any communal recreational facilities, including methods of protecting the privacy of nearby dwellings, where applicable.
- e) Street trees in accordance with Council's Indigenous Street and Open Space Planting List.

72.Objective

- To retain substantial trees and existing landscape elements, where practically possible.

Development Provisions

- a) Existing vegetation is to be retained and habitat and ecology enhanced where practical.

73.Objective

- To soften the visual impacts of urban development and to enhance the urban environment.

Development Provisions

- a) Street trees are to be provided along the full frontage/s of the site, generally at a rate of 1 per 20m interval, in accordance with Council's *Indigenous Street and Open Space Planting List*.

Private Open Space (only applicable to non-SEPP 65 buildings)**74.Objective**

- To encourage useable private open space, which meets the occupant's requirements for privacy, safety, access, outdoor activities and landscaping.

Development Provisions

- a) All dwellings at ground floor level are encouraged to have a total minimum area of 15m² in one area with minimum dimension of 3m:
 - have a maximum grade of 5%; and
 - be directly accessible from a ground floor living area.
- b) Private open space may include clothes drying and garbage storage areas.

75.Objective

- To discourage inappropriate or ill configured open space.

Development Provisions

- a) Dwellings located on or above the first floor are to have balconies with a minimum clear, unobstructed area and width according to apartment type as follows:
 - Studio - 4m²
 - 1 bedroom - 8m², minimum 2m wide
 - bedroom - 10m², minimum 2m wide
 - bedroom - 12m², minimum 2.4m wide

76.Objective

- To clearly distinguish private open space from communal open space.

Development Provisions

- a) Communal open space and private open spaces are separated by landscaping, fencing or some other means that indicates the change between public and private realm.

Fences and Walls**77.Objective**

- To define the edges between public and private land and to provide privacy and security.
- To ensure that fences, courtyard walls and privacy screens do not adversely impact on the streetscape and public domain areas
- To encourage surveillance of the street and other public areas.

Development Provisions

- a) Solid front fences built on or near boundaries should be:
 - setback 1.0m from the front boundary;
 - suitably landscaped to reduce visual impact, and.
 - provide a 3m x 3m splay for corner sites.

- b) Front fences proposed to be more than 1.2m high should:
- be a maximum of 1.8m in height, above existing front property boundary level; and either:
 - include landscaped recesses having minimum dimensions of 1.8m long x 900mm deep which occupy no less than 50% of the total length of the fence, or
 - be erected up to the front boundary for maximum lengths of 6.0m or 50% of the street frontage, whichever is less; and
 - have openings which make it not less than 25% transparent;
 - provide a 3m x 3m splay for corner sites, and
 - provide a 900mm x 900mm splay for vehicle driveway entrances.

78.Objective

- To define the boundaries between areas within the development having different functions or owners.

Development Provisions

- a) Fences constructed of chain wire, solid timber or masonry and solid steel are not permitted along the primary road frontage even if it is consistent with the existing streetscape.
- b) For tennis courts or other similar areas, chain wire fences should be black or dark green plastic coated mesh.
- c) Solid fences enclosing these facilities should not be permitted over 1.8m.

Note:

Applicants should consult with adjoining property owners prior to submitting the development application to ensure that the proposed materials for boundary fencing is acceptable to both parties and compatible with existing fencing. Fences constructed in flood prone areas should also comply with Council's Flood Policy.

Amenity

Developments should be designed so that the privacy of each individual dwelling and adjacent existing dwelling is reasonably protected, with particular regard to private open spaces and the windows of habitable rooms.

Measures utilised to ensure that these guidelines are satisfied may include:

- Proper consideration of privacy outcomes at the site planning stage;
- Screening;
- Offset windows;
- Separation by distance

Landscaping cannot be considered as a privacy solution because of the lead time in establishing vegetation and the difficulty in maintaining its effectiveness once established.

Site layout should separate active recreational areas, parking areas, vehicle access ways and service equipment areas from bedroom areas of dwellings and have regard to the location of habitable rooms of adjacent developments.

Acoustic Privacy**79.Objective**

- To protect the acoustic privacy of onsite and nearby residents.

Development Provisions

- Buildings are designed so that:
 - busy noisy areas within the apartment face the street; and
 - quiet areas face the rear or side of the lot
 - bedrooms have line of sight separation of minimum 3m from parking areas, streets and shared driveways.
- Openings of adjacent dwellings should be separated by a distance of at least 6m.

80.Objective

- To protect the acoustic privacy within the apartments and in private open space.

Development Provisions

- Uses are to be coupled internally and between apartments i.e. noisy internal and noisy external spaces should be placed together. Refer to Figure 11 below.



Figure 11: Noisy spaces coupled

Visual Privacy (only applicable to non-SEPP 65 buildings)**81.Objective**

- To protect the visual privacy of on-site and nearby residents.

Development Provisions

- Direct views between living area windows of adjacent dwellings should be screened where:
 - ground and first floor windows are within a 9m radius from any part of the window of the adjacent dwelling;
 - other floor windows are within a 12m radius;
 - direct views from living rooms of dwellings into the principal area of private open space of other dwellings should be screened or obscured where they are within a 12m radius.

- b) Direct views described above may be reduced or obscured by one of the following measures (details to be submitted with the development application):
- 1.8m high fence or wall between ground-floor level windows or between a dwelling and open space;
 - Screening that has 25% openings (max), is permanently fixed and is made of durable materials.

Note: Living area includes lounge room, dining room or kitchen but does not include a bedroom, bathroom or utility room.

- c) A window in a dwelling(s) should have a privacy screen if:
- It is a window in a habitable room, other than a bedroom, that has a floor level of more than 1m above ground level (existing), and
 - The wall in which the window is located has a setback of less than 3 metres from a side or rear boundary, and
 - The window has a sill height of less than 1.5m.
- d) A balcony, deck, patio, pergola, terrace or veranda should have a privacy screen if it:
- Has a setback of less than 3m from a side or rear boundary, and
 - Has a floor area more than 3m², and
 - Has a floor level more than 1 metre above ground level (existing).

Accessibility

82.Objective

- To ensure residents are able to reach and enter their apartment and use communal areas via minimum grade ramps, paths, access ways or lifts.

Development Provisions

- a) Developments should be designed in accordance with Australian Standard AS1428.

83.Objective

- To maximise the number of accessible, visitable and adaptable apartments in a building.

Development Provisions

- a) Barrier free access to at least 20% of dwellings in the development is provided.

Social Dimensions and Housing Affordability

Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.

New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community.

New developments should address housing affordability by optimising the provision of economic housing choices by providing a mix of housing types to cater for different budgets and housing needs.

84.Objective

- To respond to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.
- To maximise development densities in areas identified for medium and high density residential.

Development Provisions

- a) Developments should be located close to areas of open space, recreation and entertainment facilities and employment areas.
- b) Where the Local Environmental Plan permits a floor space ratio greater than 1:1 a ratio of not less than 1:1 should be achieved.

85.Objective

- To optimise the provision of housing to suit the social mix and needs in the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community.

Development Provisions

- a) A variety of apartment types including studio, 1, 2, 3 and 3+ bedroom apartments are provided within the development.
- b) Studios and 1-bedroom apartments are not to exceed 20% of the total number of apartments within the development.
- c) A mix of 1 and 3 bedroom apartments are provided on the ground level to cater for improved accessibility for disabled, elderly people or families with children.

86.Objective

- To address housing affordability by optimising the provision of economic housing choices and providing a mix of housing types to cater for different budgets and housing needs.

Development Provisions

- a) Developments should consider the principles of the Council's Affordable Housing Strategy in any application for a residential flat building.

Aesthetics

Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.

Roof Form**87.Objective**

- To encourage visually interesting and harmonious roof scapes and skylines

Development Provisions

- a) Lift over-runs and service plants should be integrated within roof structures.

- b) Outdoor recreation areas on flat roofs should be landscaped and incorporate shade structures and wind screens to encourage use.
- c) Outdoor roof areas should be oriented to the street.
- d) Roof design should generate an interesting skyline and be visually interesting when viewed from adjoining developments.

Facade Composition and Articulation

88.Objective

- To encourage well articulated and harmonious facades that defines the public domain.

Development Provisions

- a) Facade composition should:
 - be designed with a balance of horizontal and vertical elements;
 - respond to environmental and energy needs, such as sun shading, light shelves and bay windows;
 - incorporate wind mitigation;
 - reflect the uses within the buildings.
 - include a combination of the following design elements:
 - defined base, middle and top levels;
 - a mixture of window types;
 - variation in floor height (particularly at lower levels);
 - balustrade detail that reflects the type and location of the balcony;
 - setting back the top levels of the building;
 - street level features that reinforce the human scale; and
 - balconies, awnings and recesses that create shadowing.

Entries and Corridors (only applicable to non-SEPP 65 buildings)

89.Objective

- To encourage identifiable, safe and functional accesses / entrances to development.

Development Provisions

- a) Entrances should be clearly identifiable from street level.
- b) Entries should provide a clear line of transition between the public street, the shared private circulation spaces and the residential apartments.
- c) Entries should provide clear line of sight between one circulation space and the next.
- d) Entries should avoid ambiguous and publically accessible small spaces in entry areas.
- e) Entries should be sheltered and well lit.
- f) Entries and circulation spaces should be sized appropriately to encourage adequate area for the movement of furniture.
- g) Lobby widths should be a minimum of 1.8m wide and 3.0m high.
- h) Lobby lengths should be minimised and avoid tight corners.
- i) Longer lobbies should be articulated by:
 - changing the direction or width of a corridor;
 - using a series of foyer areas;
 - providing windows along or at the end of corridor.

Balconies (only applicable to non-SEPP 65 buildings)**90.Objective**

- To encourage enjoyment of indoor/outdoor living.
- To encourage useable outdoor living areas.

Development Provisions

- a) A minimum of one balcony (including enclosed balcony or terrace) is to be provided per apartment.
- b) The main balcony is to be directly accessible from the living area.
- c) The balconies should be designed to take advantage of favourable climatic conditions.
- d) Balconies and balustrades should be designed to balance views out of the building while affording adequate privacy to the residents of the apartment.

91.Objective

- To contribute to the architectural form and scale of residential buildings.

Development Provisions

- a) Balconies should include sunscreens, pergolas, shutters and operable walls.
- b) Balconies should be recessed to provide shadowing to the facade of the building to create visual interest and articulation.
- c) Solid balustrades are discouraged but may be considered where it is demonstrated that outlook and privacy is achieved and that there is sufficient articulation or visual interest in the building facade to accommodate the solid element.

Security, Site Facilities and Services

The design and location of site facilities and services should vary with the scale, size and future tenure of the development. For example, dual occupancies should not require communal bin storage or in some cases, lighting of communal areas and footpaths. However, in larger developments, issues of garbage disposal, security, lighting etc are important in the design of the development.

Laundries and Clothes Drying Facilities**92.Objective**

- To provide opportunities for secure and accessible air drying.
- To promote effectively integrated and unobtrusive site facilities.
- To reduce energy consumption.

Development Provisions

- a) Secure open air clothes drying facilities that:
 - are easily accessible;
 - are screened from the public domain and communal open spaces; and
 - have a high degree of solar access.

Mailboxes**93.Objective**

- To encourage integration of mailboxes into the building design.

Development Provisions

- a) Mailboxes should be integrated into building design and sighted to ensure accessibility and security.

Safety and Security**94.Objective**

- To encourage safe and secure housing for residents and visitors.

Development Provisions

- a) Developments should establish a hierarchy of space and clearly define the transition from public through to private space.
- b) Entrances should:
 - be orientated towards the public street and encourage visibility between entrances, foyers and the street.
 - provide direct and well-lit access between car parks and dwellings, between car parks and lift lobbies, and to all unit entrances.
 - optimise security by grouping clusters to a maximum of eight, around a common lobby.
- c) Surveillance is to be facilitated by:
 - views over public open spaces from living areas where possible.
 - casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas, and car parks.
 - the provisions of windows and balconies.
 - separate entries to ground level apartments
- d) Concealment should be avoided by:
 - preventing blind or dark alcoves which might conceal intruders particularly near lifts and stairwells, at the entrance and within indoor car parks, along corridors and walkways.
 - providing appropriate levels of illumination for all common areas.
 - providing graded car park illumination, with the lighting of entrances higher than the minimum acceptable standard.
- e) Access to all parts of the building (including, apartments, different floors, balconies, common areas) is to be controlled.

Site Storage (only applicable to non-SEPP 65 buildings)**95.Objective**

- To encourage sufficient storage space.
- To encourage dwellings with dedicated storage areas.

- To encourage safe and secure storage space.

Development Provisions

- a) Accessible storage facilities provided as part of the basement or garage area should be secure and only accessible to the unit tenant.
- b) One dedicated bike storage space should be provided per dwelling as part of the basement, garage area or dwelling area.

Utilities

96.Objective

- To encourage adequate provision of essential services to residential development and discourage adverse visual or acoustic impact arising from provision of essential services.

Development Provisions

- a) Compatible public utility services are to be co-ordinated in common trenching in order to minimise excavations for underground services.
- b) Above ground utility infrastructure such as substations, inspection cabinets are to be integrated into the design of the building or complementary to the building design in terms of colour, materials and design.
- c) The site and the individual dwellings are to be numbered for easy identification by visitors and emergency personnel.
- d) Common aerials and satellite dishes, with signal amplifiers are provided as appropriate.

C3: BUSINESS AND COMMERCIAL DEVELOPMENT

Application

Section C3 applies to business and commercial development proposed for land within business zones (B1 Neighbourhood Centre, B2 Local Centre, B3 Commercial Core, B4 Mixed Use, B5 Business Development, B7 Business Park) in the *Port Macquarie-Hastings Local Environment Plan 2011*.

This section also applies to land subject to applications for development consent for the erection of, or additions to business and commercial development types as defined by the *Port Macquarie-Hastings Local Environment Plan 2011*.

Purpose

The purpose of this section is to specify development guidelines for commercial land uses. This includes:

- Commercial premises (which encompasses business premises, office premises and retail premises and their 'child' terms) and
- Other business or commercial uses (excluding industrial-type uses).

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

Strategic Context

The provision of a hierarchy of business and commercial centres throughout the region is essential to ensure that most of the residents have access to some retail and commercial uses, to take pressure off the CBD for lower order needs and to reduce the number of private vehicle trips.

At the small scale, **B1 Neighbourhood Centre** zones provide a range of small-scale retail, business and community services that serve the needs of people who live or work in the surrounding neighbourhood. Examples of these in the region are: Waniora Parkway, Watonga Street, Clifton and local shopping centres at Bonny Hills, North Haven and Kew. These centres should be located and designed to encourage walking and cycling rather than using the private vehicle.

B2 Local Centre zones, such as the Wauchope and Laurieton Town Centres, provide a wider range of services to a greater number of people within a wider catchment.

The **B3 Commercial Core** zone is applied exclusively to the Port Macquarie Town Centre and the Settlement City Precinct. The role of the commercial core is to provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and regional community in a centralised (and established) location.

The function of business and commercial zones is largely to service the retail and commercial needs of the area's residents; however, they also provide a range of other functions that are imperative to economic, social and environmental health of the Port Macquarie-Hastings. Commercial and business zones create an environment that provides opportunities for social

interaction and engagement, for recreation and for entertainment. This occurs formally in designated venues such as hotels, cafes and restaurants and informally and spontaneously on the street, in public places and in shopping centres.

In terms of urban form, business and commercial centres contribute most to an area's identity and importantly to a visitors' perception of the town. This is particularly relevant to the Port Macquarie-Hastings as tourism is such a significant contributor to the local economy.

The Port Macquarie Town Centre has a very specific function. It services the highest order retail and commercial needs of the LGA's 81,000 residents as well as being the area's premier tourist precinct. The need to access services and employment places specific demands on CBD infrastructure such as roads, parking and access. Providing this infrastructure, particularly additional parking, whilst maintaining a highly aesthetic and attractive urban realm is an ongoing challenge.

B4 Mixed Use zone provides a mixture of compatible land uses within a single building or area. Mixed use buildings typically contain commercial or retail on the ground and first floors and residential land uses above. This type of development helps to activate commercial areas after hours leading to greater surveillance and safety and reduces reliance of private vehicle trips.

Two other business and commercial zones exist in the region – **B5 Business Development** and **B7 Business Park**. Each of these zones supports specific commercial uses and development and should be consistent with the objectives of those zones.

Development Guide

Setbacks

97.Objectives

- To provide an appropriate sense of enclosure and scale to all streets and reinforce their particular character.

Development Provisions

- a) A zero metre setback to ground floor is preferred for B1 Neighbourhood Centre, B2 Local Centre, B3 Commercial Centre and B4 Mixed Use zone developments.
- b) Any front setback for other commercial zones to be considered on merit, having regard to existing streetscape.

98.Objective

- To ensure that the development provides adequate pedestrian areas and integrates into the adjoining sites.
- To ensure that structures and queues do not undermine pedestrian movement.

Development Provisions

- a) Where a zero setback cannot be achieved, such as where parking can only be provided between the building and the street, a minimum 3 metre pedestrian setback is provided between the edge of the car park and the building.
- b) The 3 metre pedestrian setback:
 - is open and accessible for pedestrians for its entire length and width;
 - is clear of columns (other than awning posts where provided) and other obstructions;

- has a pavement matching the gradient of the adjoining footpath and connects pedestrian areas on neighbouring sites; and
 - connects without any lip or step to adjoining footpaths or abutting pedestrian areas on neighbouring sites.
- c) Where steps, escalators, ramps or lifts are set back, a further 1.2m should be provided to maximise pedestrian flow and safety and allow for adequate waiting space.
- d) Any automatic teller machine does not protrude onto the footpath.

Roof Form

99. Objective

- To provide visually interesting and harmonious roofscapes and skylines.

Development Provisions

- a) Variations in roof form including the use of skillions, gables and hips are to be provided in the development.
- b) Variations in roof materials should be used.
- c) Parapets and flat roofs should be avoided.
- d) In an established street, roof form and materials should be consistent or complementary to those developments in that street.
- e) Lift over-runs and service plant should be concealed within roof structures.
- f) All roof plant should be represented on plans and elevations.
- g) Outdoor recreation areas on flat roofs should be landscaped and incorporate shade structures and wind screens to encourage use.
- h) Roof design should generate an interesting skyline and be visually interesting when viewed from adjoining developments.

Building Facades, Materials and Finishes

100. Objective

- To encourage and reinforce character and continuity of streetscapes.

Development Provisions

- a) Colours, construction materials and finishes should respond in a positive manner to the existing built form, character and architectural qualities of the street.

101. Objective

- To avoid bulky and unattractive buildings by encouraging high quality architectural building facades.

Development Provisions

- a) Shopfront widths are to be between 15m and 20m.
- b) Widths up to a maximum of 30metres may be considered where the building achieves superior built design and streetscape outcomes.
- c) The maximum length of any similar facade treatment is 22m.

- d) Side and rear facades are to be treated with equivalent materials and finishes to the front facade.
- e) Building facades should be designed to reflect the orientation of the site incorporating environmental control devices, e.g. sun shades, ventilation vents, overhangs, building recesses, eaves, as an integrated design feature of the building.
- f) An articulation zone of between 1.8m - 4.0m is provided for the front facade of all floors containing residential and tourist uses.

102. Objective

- To promote a positive sense of space, safety and openness in the public domain.

Development Provisions

- a) Any security grilles should be provided inside the building, behind glazing and designed to ensure transparency to the interior.

103. Objective

- To create a coherent streetscape,

Development Provisions

- a) Infill development or alterations should respect the form, scale and massing of existing traditional buildings.
- b) Where traditional frontages and facades set the architectural theme for parts of a Centre, infill buildings or alterations respect and reflect the architectural qualities and traditional materials of those buildings, but do not necessarily imitate historical architectural styles.

Active Frontages

104. Objective

- To encourage an active street experience for pedestrians by promoting streets which are evenly edged with high quality and easily accessible buildings and businesses.

Development Provisions

- a) Ground floor levels should not be used for residential purposes in zones B1 Neighbourhood Centre, B2 Local Centre, B3 Commercial core and B4 Mixed use.

105. Objective

- To encourage and enable direct contact (visual and physical) between the street and the interior of a building.

Development Provisions

- a) Active frontages should consist of one or more of the following:
 - A shop front.
 - Commercial and residential lobbies.
 - Café or restaurant if accompanied by an entry from the street.
 - Public building if accompanied by an entry from the street.
- b) A minimum of 50% of the ground floor level front facade should be clear glazed.

- c) Active ground floor uses are to be accessible and at the same level as the footpath.
- d) Restaurants, cafés and the like should provide openable shop fronts to the footpath but should not encroach into footpath.
- e) Colonnade structures should not be used unless it is demonstrated that the design would not restrict visibility into the shop or commercial premise or limit natural daylight along footpaths and do not create opportunities for concealment.

Arcades

106. Objective

- To provide connections to enhance the pedestrian network and to link between shopping areas, public spaces and car parking.
- To encourage the use of parking at the rear of the development by providing good permeability to the front of the site.
- To encourage activity within arcades.

Development Provisions

- a) Arcades are to:
 - House active uses (e.g. shop, commercial, public building and residential lobbies, cafés or restaurants).
 - Be obvious and direct through-ways for pedestrians.
 - Have a minimum width of 3m clear of all obstructions.
 - Provide public access from at least 7am-9pm daily.
 - Where practical, have access to natural light for part of their length and at openings at each end.
 - Where air-conditioned, have clear glazed entry doors at least 50% of the entrance.
 - Have signage at the entry indicating public accessibility and to where the arcade leads.
 - Have clear sight lines and no opportunities for concealment.
- b) Where arcades or internalised shopping malls are proposed, those shops at the entrance should have direct pedestrian access to the street.
- c) Non slip pavements are provided throughout arcades.

Awnings

107. Objective

- To provide pedestrian amenity by the provision of weather protection.

Development Provisions

- a) Continuous shelter from the weather is to be provided for the full extent of the active street frontage.

108. Objective

- To provide a consistent building element within the streetscape.

Development Provisions

- a) Awnings should be horizontal or near horizontal (maximum pitch of 10%).

- b) Awnings should be consistent with the existing streetscape or be between 3.2m and 4.2m from the finished front property boundary level at the building edge to the underside of the awning.
- c) A minimum awning width of 2.5m is required unless this cannot be achieved because of narrow pavements and street tree planting, traffic signals, traffic signage or utility poles.
- d) New awnings should be set back at least 1.0m from the kerb line.
- e) Awnings along sloping streets should step down in horizontal steps (a maximum of 700mm per step) to follow the slope of the street.
- f) All contiguous awnings should be of consistent height and depth and of complementary design and materials.
- g) Awnings and/or canopies should be provided elsewhere to define public entrances to buildings, including residential flat buildings.
- h) Awning should wrap around street corners and contribute to the articulation and focal design of corner buildings.
- i) Materials should encourage high quality design and amenity in the public domain.
- j) New awning fascias should be coordinated with adjacent awning fascias where they exist. In all other instances fascias are to be solid, flat and between 300mm and 700mm in height.

109. Objective

- To promote safety and encourage the use of streets by pedestrians at all times of day and night.

Development Provisions

- a) Skylights may be provided in the awning for a maximum depth of 1/3 of the total awning depth.
- b) Under awning lighting should comply with AS/NZS1158 - Lighting for roads and public spaces.

110. Objective

- To encourage the use of outdoor spaces for active uses in association with ground level uses.

Development Provisions

- a) Awnings are designed and constructed to encourage pavement dining in areas identified for pavement dining, along the foreshore and in piazzas.

Landscaping

111. Objective

- Planting should be utilised to provide shade, soften the built form of the proposal and enhance its appearance from public viewpoints.

Development Provisions

- a) A landscape plan should be submitted with the development application and include:
 - Existing vegetation; and
 - Existing vegetation proposed to be removed; and

- Proposed general planting and landscape treatment; and
 - Design details of hard landscaping elements and major earth cuts, fills and any mounding; and
 - Street trees; and
 - Existing and proposed street furniture including proposed signage.
- b) Vegetation is provided on top of podium levels, on tops of car parks, and on balconies and verandahs fronting the street below podium level.

112. Objective

- To contribute to the creation of functional corridors between different vegetation communities through the urban realm.

Development Provisions

- a) All street plantings are to be selected from Council's Indigenous Street and Open Space Planting List from the relevant vegetation community adjacent to the Development.

113. Objective

- To improve the amenity of places through the retention and or/planting of large and medium size trees.

Development Provisions

- a) Large trees and spreading ground covers are provided in all landscape areas within the site.
- b) Large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building are provided in areas where screening is a priority.
- c) Where car parking cannot be provided under or behind the building and Council has agreed to permit some or all of the parking in the front setback, a landscaped strip with a minimum width of 3.0m is provided along the entire frontage/s of the site.

114. Objective

- To assist with management of the water table and water quality.

Development Provisions

- a) At grade car parking incorporate water sensitive urban design principles to drain pavement areas.

115. Objective

- To ensure that fencing does not detract from the streetscape.
- To avoid privatisation of public places.

Development Provisions

- a) Fencing for security or privacy should not be erected between the building line and the front boundary of a site.

116. Objective

- To ensure that rear and side fencing does not detract from the streetscape or from internal areas.

Development Provisions

- a) Where fences are erected, landscaping of an appropriate height and scale should be provided to screen the fence and achieve an attractive appearance to the development when viewed from the street or other public place.

117. Objective

- To ensure that street furniture is coordinated with existing street furniture.
- To ensure that street furniture does not create clutter and obstacles in the public realm.

Development Provisions

- a) Street furniture, including seats, bollards, grates, grills, screens and fences, bicycle racks, flag poles, banners, litter bins, telephone booths and drinking fountains are coordinated with other elements of the streetscape.

118. Objective

- To encourage a positive response to public areas to the needs of people with sensory disabilities.

Development Provisions

- a) Any ramps are to be integrated into the overall building and landscape design.

Gateways and Landmark Sites**119. Objective**

- To ensure key 'landmark' sites are developed to ensure distinctive and unique design of buildings that will form 'gateways' to town centres and business or commercial precincts.

Development Provisions

- a) The design of buildings on corner sites or at the ends of business or commercial zones, should emphasise the importance of the corner as a focal point.
- b) Corner sites or at the ends of business or commercial zones should be constructed to boundary or with a minimal setback with no car parking or servicing between the site boundary and the building.
- c) Design devices such as:
 - increased wall heights,
 - splayed corner details,
 - expression of junction of building planes,
 - contrasting building materials; and
 - other architectural features;
 - should be used to reinforce the way finding attributes and significance of focal points.
- d) Shopfronts should wrap around corners and entrances located centrally to the corner.
- e) The tallest portion of the building should be on the corner.

Vehicular Access Location and Design

120. Objective

- To ensure that business and commercial development is pedestrian orientated whilst providing for appropriate vehicular access.

Development Provisions

- a) No direct vehicular access to at grade or basement car parking from the active street frontage should be permitted in B1 Neighbourhood Centre, B2 Local Centre, B3 Commercial Core and B4 Mixed Use zones.
- b) The number of vehicular crossovers should be kept to a minimum and appropriate sight lines provided to encourage safe integration of pedestrian and vehicular movement.
- c) Any car park ramps are located largely within the building footprint.
- d) Underground car parks should be designed to enable all vehicles to access and egress in a forward direction.
- e) Vehicular entrances to underground car parks are to be:
 - Located on minor streets;
 - Have a maximum crossover of 6.0m;
 - Should be signed and lit appropriately;
 - Should be designed so that exiting vehicles have clear sight of pedestrians and cyclists.
- f) At-grade / surface car parking areas adjacent to streets should be generally avoided or at least adequately softened by appropriate landscaping.
- g) All stairs and elevators in the parking structure are clearly visible.

121. Objective

- To ensure that car parking does not deactivate public space, including streets, laneways and share ways.

Development Provisions

- a) The street level frontage of car parking structures (including multi-level car parks) where adjoining public places, including streets, share ways and laneways, should present an active frontage along the entire frontage less any car park entry.

122. Objective

- To integrate underground car parking into the building design and streetscape.

Development Provisions

- a) Internal finishes of underground car parks should be consistent with the external materials where they are visible from the public realm.
- b) Underground car parks should generally be designed for natural ventilation. Ventilation ducts/grilles should integrate with the streetscape, be unobtrusive and/or appropriately screened.
- c) Garage doors to underground parking should be designed to complement the materials used elsewhere on the development.

Pedestrian Entries and Access

123. Objective

- To separate and clearly distinguish between pedestrian and vehicle access ways.
- To minimise potential conflict between pedestrians and vehicles.

Development Provisions

- a) Pedestrian and vehicle movement areas are separated to minimise conflict.
- b) Changes in pavement material, levels, lining or tactile treatments are used to distinguish changes between vehicle and pedestrian access ways.

124. Objective

- The design of buildings and spaces should promote legibility to help users find their way.

Development Provisions

- a) Pedestrian and vehicle movement areas are separated to minimise conflict.
- b) Changes in pavement material, levels, lining or tactile treatments are used to distinguish changes between vehicle and pedestrian access ways.
- c) Parking areas are adequately illuminated (naturally and/or artificially) during the time period the centre is open.
- d) Signage is provided at the entries to the development detailing the services available within the centre and where they are located.
- e) Signage to key public spaces accessible from the centre such as car parks, food courts should be provided within the centre.
- f) Signage to key facilities such as rest rooms, Centre Management, baby change rooms should be provided within the centre.
- g) Secure and convenient parking/storing for bicycles is provided close to the entrance of the development and with good surveillance.

125. Objective

- To encourage walking and cycling.

Development Provisions

- a) Secure and convenient parking/storing for bicycles is provided close to the entrance of the development and with good surveillance.

Outdoor Dining

126. Objective

- To encourage appropriate outdoor dining associated with food and drink premises on public footpath areas.
- To promote vitality and interest in the streetscape.
- To promote security by activating streets.

- To allow the unobstructed movement of people and goods along all public footpaths.
- To minimise conflict between vehicles and diners.

Development Provisions

- a) A minimum footpath clearance width of:
 - 1.8m for high volume pedestrian areas; or
 - 1.5m in all other circumstances;is to be maintained between the immediate front of the building (shoreline) and the proposed outdoor dining area.
- b) A risk assessment should accompany any application for footpath dining that considers the risk of conflict between vehicles and diners. The assessment should recommend adequate measures to minimise any risk identified.
- c) The suitability of the footpath for outdoor dining is at Council's discretion.

Note:

Footpath clearance measurements are taken from the edge of the building (shoreline) or property boundary to the back of the chair (at a distance out from the table to equate with someone seated in the chair). An outdoor dining area includes all items such as umbrellas, tables and chairs, planter boxes associated with the use.

Commercial Development Adjoining Residential Land Uses

127. Objective

- To promote compatibility between business and commercial development and preserve the amenity of adjoining residential areas.
- To ensure that the interface between business and commercial development and adjoining residential areas is of a high quality and achieves adequate visual and acoustic privacy.

Development Provisions

- a) The development is designed so that all vehicle movement areas and servicing areas are located away from adjoining residential areas.
- b) Where this cannot be achieved visual and acoustic treatment of the interface is required.
- c) The building elevation adjoining the residential area should be:
 - Articulated, with changes in setback at intervals no greater than 10m
 - Use a variety of materials and treatments
 - Be setback a minimum of half the height of the wall or a minimum of 3.0metres whichever is greater.
- d) Waste areas are located and managed to minimise pests, noise and odour.

Mixed Use Development

Mixed use development means a building or place comprising 2 or more different land uses. Mixed use buildings typically contain commercial or retail on the ground and first floors and residential land uses above. This type of development helps to activate the commercial areas after hours leading to greater surveillance and safety and reduces reliance of private vehicle trips.

An assessment against Section C2 and C3 for any residential component of any mixed use development is required.

128. Objective

- To define the term 'place' in the Local Environmental Plan for the purposes of mixed use development in the Port Macquarie-Hastings.

Development Provisions

- a) For the purpose of mixed use development, 'place' is defined as being on the same lot or within those lots that are the subject of a single development application for 'mixed use development'.

129. Objective

- To encourage the integration of appropriate retail and commercial uses with residential development.

Development Provisions

- a) Mixed use developments are located in areas close to key business, commercial and employment centres with good public transport accessibility.

130. Objective

- To ensure that the design of mixed use developments maintains a reasonable level of residential amenity and preserves compatibility between uses.

Development Provisions

- a) The development should be designed so that loading bays, garbage collection areas and noise and odour generating aspects of buildings are located away from residential areas.
- b) Vehicular circulation systems are legible and differentiate between commercial service requirements, such as loading docks, and residential access.
- c) Residential entries are located directly from the public street and clearly demarcated from entries to commercial premises.
- d) Security entries are to be provided to all entrances into private areas, including car parks and internal courtyards.
- e) Where possible acoustic separation between loud commercial uses (such as cafés and restaurants) and residential uses is achieved by utilising an intermediate quiet-use barrier, such as offices.
- f) Plant is located on the roof or visually and acoustically isolated from the residential uses.

131. Objective

- To encourage flexible building design to accommodate a range of uses and to allow for changes to uses over time.

Development Provisions

- a) Buildings are to have a simple and efficient structural grid.
- b) The number of internal apartment structural walls are minimised.
- c) Ceiling heights for the ground and first floors should be 3.6m.

Public Art - Additional Requirements for Land Zoned for Business and Tourism

132. Objective

- To make a positive contribution to the built environment of the Port Macquarie-Hastings region and promote the inclusion and integration of public art work in development that is responsive to and reflects the local culture and character of the Port Macquarie-Hastings region; including the area's indigenous cultural history and traditions; European heritage and contemporary culture, as well as the area's unique natural environment.

Development Provisions

- Development proposed on land zoned Business or Tourist on sites over 5,000sqm, or where the total project capital costs exceed \$5M, is to provide a Public Art Strategy for consideration as part of a Development Application.
- The Strategy is to make provision for quality artwork(s) within the development in publicly accessible location(s) and take into account the links and connections between the development and the area's natural and cultural heritage.
- The public art is to be 1% of the total cost of the development to provide works of art for appreciation from the public domain.

Hotel Developments

Hotel developments can substantially contribute to the tourism potential of the Port Macquarie-Hastings, by attracting increased numbers of visitors by the provision of conference or reception facilities.

These uses require large floor areas, and are typically located on the lower levels of a hotel development. Due to the nature of this type of accommodation, open space requirements may also be lower.

Council may consider relaxing open space requirements (and other Development Provisions) for a hotel development where a high quality, well designed development is proposed that incorporates retail and conference facilities.

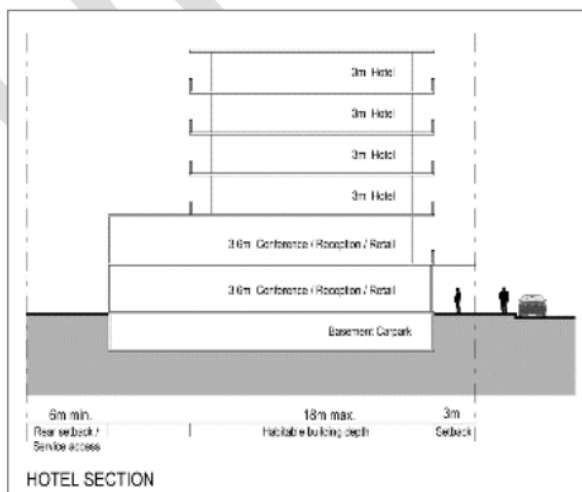


Figure 12: Hotel section

C4: INDUSTRIAL DEVELOPMENT

Application

Section C4 applies to:

- All development in land zoned IN1 General Industrial, IN2 Light Industrial, IN3 Heavy Industrial, IN4 Working Waterfront and W3 Working Waterways, and
- Industries, Heavy industrial storage establishments and Storage premises, Boat building and repair facilities, Vehicle body repair workshops and Vehicle repair stations in any zone.

It does not apply to Rural Industries.

Purpose

The purpose of this section is to enhance the amenity of the areas industrial precincts and discourage inappropriate use of industrial land for uses not associated with industrial development, such as retail, business, office and recreation facilities can undermine the integrity of the region's industrial zones.

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

Strategic Context

Industrial lands are important employment generators with approximately 15% of the working population of the Port Macquarie-Hastings employed in industrial and supporting industries.

Industrial lands have specific requirements such as access and often include noisy or offensive activities that require buffering from sensitive land uses.

Industrial areas support large workforces however they are sometimes poorly serviced by supporting infrastructure and services. This results in significant lunchtime traffic into and out of the industrial area and a high reliance on personal transport. Therefore, it is important that each industrial area has a range of centrally located, supporting services such as food outlets, medical facilities and banks to service the needs of the workers in that area.

The amenity of industrial areas including the design of buildings and streetscape works is often considered secondary to function. However, industrial areas are an important part of the urban fabric, they are the sites of public transactions and employ 15% of the Port Macquarie-Hastings' workforce. Therefore, it is important that the amenity and aesthetics are considered in addition to the functioning of the site.

Industrial development often has specific challenges such as stormwater from large areas of impervious surfaces and roofing, pollutants from onsite activities, noise, waste, access and servicing. Industrial development also has many opportunities to reduce energy consumption through careful site and building design. Stormwater capture and reuse and the use of water sensitive urban design principles also present significant opportunities for industrial development aiming for sustainability.

Development Guide

Setbacks

133. Objectives

- To promote an aesthetic streetscape that reflects the functions and characteristics of the street and the land use.
- To ensure buildings and parking do not dominate the streetscape.
- To ensure adequate area is available at the front of buildings to accommodate satisfactory landscaping, access, parking and manoeuvring of vehicles.
- To reduce the visual impact of development on the streetscape.

Development Provisions

- a) Minimum setbacks are provided as follows:
 - 10m from a classified road;
 - 7.6m from any other road boundary;
 - 3m from any secondary road frontage.

Building Design

134. Objective

- Industrial development is attractive and functional.

Development Provisions

- a) Elevations of building which are visible from a public road, reserve or adjacent or adjoining residential areas are to be constructed using:
 - brick, masonry, pre-coloured metal cladding, or
 - appropriately finished 'tilt-slab' concrete; or
 - a combination of a number of these materials.
- b) Large unrelieved expanses of wall or building mass are not favoured, and as such should be broken up by the use of suitable building articulation, fenestration or alternative architectural enhancements.

Open Storage Work Areas

135. Objective

- To minimise the impact of open storage and work areas in the locality.

Development Provisions

- a) Where storage of materials is proposed to be undertaken outside the confines of a building, full details of the areas to be used and the materials/volumes to be stored should be provided with the application.
- b) Where a work area is proposed to be undertaken outside the confines of a building, full details of the areas to be used and activities to be undertaken should be provided with the application.
- c) Open work and storage areas are to be located at the rear of industrial developments and should be screened from public view by the use of landscaping and/or screen fencing.

Such fencing is to be constructed of masonry materials or pre-coloured metal cladding, having a minimum height of 2m.

Landscaping and Fencing

136. Objective

- To improve the visual quality and amenity of Port Macquarie-Hastings' industrial areas through low maintenance landscape treatment of development sites.
- To provide a natural buffer between development on industrial and adjoining or adjacent non-industrial land uses.
- To encourage planting in scale with the height and bulk of the building.
- To contribute to the creation of functional corridors between different vegetation communities through the urban realm.

Development Provisions

- a) A detailed landscaping plan should be submitted with the development application and include:
 - All existing trees and those proposed to be removed clearly highlighted;
 - Proposed general planting and landscape treatment (including species); and
 - Design details of hard landscaping elements and major earth cuts, fills and any mounding; and
 - Street trees in accordance with Council's Indigenous Street and Open Space Planting List
- b) A landscaped strip at least 3m wide covering a minimum of two thirds of each street frontage.
- c) Front fences shall be black chain wire or Diplomat® to a maximum of 3m (consistent with the exemption under SEPP Exempt and Complying Development Codes).

Industrial Land Adjoining Sensitive Land Uses

137. Objective

- To minimise the impact of industrial development on adjoining/adjacent residential areas.

Development Provisions

- a) Industrial development should comply with the provisions of the NSW Industrial Noise Policy, Environment Protection Authority 2000.
- b) Windows, doors and other wall openings should be arranged to minimise noise impacts on residences where an industrial development is located within 400m of a residential zone.
- c) External plant such as generators, air conditioning plant and the like, should be enclosed to minimise noise nuisance and located away from residences.
- d) External and security lighting should be directed and shielded to avoid light spillage to adjoining residential areas.
- e) Driveways should be arranged or screened to avoid headlight glare on residential windows.

Retailing and Offices in Industrial Areas**138. Objective**

- Promote the efficient and economic use of industrial resources by ensuring that development proposed is appropriate in industrial areas and does not undermine the commercial areas of the Port Macquarie-Hastings Local Government Area.

Development Provisions

- a) Office space ancillary to the industrial use is permissible with consent, subject to satisfaction of the following matters:
- b) That the office component of a proposed development is ancillary to the functions carried out in the factory, warehouse or other industrial use.
- c) That the office area is not leased to a separate company or entity.
- d) That parking facilities are adequate to cater for the size of the office development.

Note:*Industries include:*

- Heavy industries, hazardous industry, offensive industry, light industries, high technology industries, home industry, general industries
- Heavy industrial storage establishments include:
 - Hazardous storage establishments, liquid fuel depots, offensive storage establishments
- Storage premises include:
 - Self-storage units.

C5: SUBDIVISION

Application

Section C5 applies to any application to subdivide land unless exempt under the Codes SEPP.

Table 6 should be used as a guide in determining which section should be addressed in an application.

Table 6: Considerations for Applications

	Strata title	Major Residential (>20 lots)	Minor Residential (<20 lots)	Commercial	Industrial	Rural
Pre Lodgement Consultation	✓	✓	✓	✓	✓	✓
Community Consultation		✓	✓	✓	✓	✓
Social Impact Assessment		✓				
Hazard Management	✓	✓	✓	✓	✓	✓
Strategic Context		✓	✓	✓	✓	✓
Site Analysis		✓	✓	✓	✓	✓
Integrated Water Cycle Management	✓	✓	✓	✓	✓	✓
Stormwater Management	✓	✓	✓	✓	✓	✓
Water Supply	✓	✓	✓	✓	✓	
Sewerage	✓	✓	✓	✓	✓	
Soil Management		✓	✓			✓
Road Design and Construction		✓	✓		✓	✓
Pedestrians (P) and Cycleways (C)		P/C	P/C	P	P	P/C
Public Open Space						
Urban Structure and Lot Layout	✓	✓	✓	✓	✓	✓
Service Infrastructure and IT	✓	✓	✓	✓	✓	✓
Waste Management	✓			✓	✓	
Additional Land Uses				✓	✓	✓
Strata/Community Title Subdivision	✓					
Streetscaping		✓	✓	✓	✓	✓
Community Safety		✓				

Purpose

The purpose of this section is to achieve quality design and development outcomes by encouraging safe, convenient and attractive residential neighbourhoods, and functionally compatible industrial and commercial estates that meet the diverse and changing needs of the community.

This includes:

- A choice of good quality affordable housing.
- Promoting a compact urban form.
- Access to community and commercial facilities.

- A diversity of services providing local employment opportunities.
- Access to excellent IT infrastructure and telecommunication services.
- Encouraging sustainable transport use.
- Minimising energy consumption.
- Providing access to high quality, functional recreational open space.
- Promoting a sense of place and distinctive identity.
- Ensuring adequate site drainage and control development on floodable areas.
- Promoting safety.
- Preserving the biodiversity of the region.

Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

Strategic Context

The subdivision of land is necessary to house the expected population growth in the Port Macquarie-Hastings and to support the employment needs of the population. The Mid North Coast Regional Plan has broadly identified where it may be appropriate to accommodate this growth. The major growth areas are expected to house the bulk of the projected greenfield housing demand and planning for these areas is underway.

Urban consolidation is also expected to significantly contribute to meeting housing demand in the coming years and importantly to support the commercial and retail core and tourist precincts by activating streets, reducing congestion, reducing costs for the provision of infrastructure (roads, water, sewerage).

Subdivision of commercial or industrial zoned land is more complex as the variety of possible uses is difficult to anticipate and the service requirements of those uses may be significantly different. Therefore, the assessment of an application to subdivide commercial or industrial land should be largely merit based and where it can be demonstrated that:

- The site/s can be adequately serviced by utilities and infrastructure without unreasonable cost to the rate payers of the Local Government Area; and
- Access and road layout (internal and external) is adequate for the type and volume of vehicles likely to access the area; and
- All development costs are borne by the developer of that land; and
- The subdivision is in accordance with an adopted strategy; and
- There are no adverse environmental impacts; and
- It can be demonstrated there should be no adverse impacts on the surrounding development.

The inappropriate subdivision of agricultural land undermines the sustained viability of agricultural industries in the Local Government Area. A mixture of high quality and lesser quality agricultural land is important as it encourages diversity in the regions agriculture. Lesser quality agricultural areas often act as an interface between intensive agricultural and urban areas which are important in maintaining amenity by providing a buffer for noise, odours and spray drift.

The level of detail required in a development application will be consistent with *Schedule 1 - Part 1 Development Applications - Information to be included in development application of the Environmental Planning and Assessment Regulation 2000*.

Development Guide

Site Analysis

139. Objective

- To ensure that site attributes and constraints are carefully considered during the design phase.

Development Provisions

- a) A site analysis is required for all development and should illustrate:
 - microclimate including the movement of the sun and prevailing winds;
 - lot dimensions;
 - north point;
 - existing contours and levels to AHD;
 - flood affected areas;
 - overland flow patterns, drainage and services;
 - any contaminated soils or filled areas, or areas of unstable land;
 - easements and/or connections for drainage and utility services;
 - identification of any existing trees and other significant vegetation;
 - any existing buildings and other structures, including their setback distances;
 - heritage and archaeological features;
 - fences, boundaries and easements;
 - existing and proposed road network, including connectivity and access for all adjoining land parcels;
 - pedestrian and vehicle access;
 - views to and from the site;
 - overshadowing by neighbouring structures; and
 - any other notable features or characteristics of the site.

Urban Structure and Lot Layout

140. Objective

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

Development Provisions

- a) Any residential allotments created by Torrens title subdivision should satisfy the following standards:
 - A minimum width of 15 metres when measured at a distance of 5.5 metres from the front property boundary;
 - A minimum width of 7 metres measured when side boundaries are extended to the kerb line; A minimum depth of 25 metres;
 - For lots where the average slope of the development site is equal to, or exceeds 16%, indicative road and driveway grades are required demonstrating satisfactory access.

141. Objective

- To ensure subdivision design and road layout responds to the topography of the land and the site constraints.
- To prevent servicing costs (associated with access, utilities and services) from being transferred to the land owner because of poor subdivision design.
- To reduce the impacts of battleaxe allotments in infill areas on adjoining landowners, the streetscape and the final landowner.
- To ensure that development of rear lots of battleaxe allotments does not result in the impacts greater than would be expected from a single dwelling in terms of:
 - Traffic generation
 - Noise
 - Privacy
 - Utilities
 - Waste management
 - Amenity.

Development Provisions

- a) Battleaxe allotments are discouraged in greenfield development.
- b) Council may consider permitting Torrens Title battleaxe allotments for “infill” development where it is demonstrated that:
 - A Torrens Title lot, that is not a battleaxe lot, cannot be achieved; and
 - the number of crossovers do not reduce the amenity of the street or on street parking; and
 - the impact of noise, dust and headlights on the land owners adjoining the driveway is addressed by the construction of an acoustic fence for the full length of the driveway; and
 - addresses privacy between the rear lot and the rear open space of the front lot by the provision of adequate screening, larger lot size and setbacks; and
 - extends utilities to the end of the axe handle; and
 - There is sufficient space for garbage collection on the frontage.

142. Objective

- To ensure that subdivision layout responds to the gradient of the land and does not:
 - result in lots that require excessive cut and fill to achieve development areas;
 - create a land slip risk;
 - result in soil creep or slip;
 - result in adverse drainage conditions;
 - reduce the life of water, sewer, drainage or road infrastructure;
 - result in un-usable private open space.

Development Provisions

- a) The subdivision of land with slopes exceeding 25% is generally discouraged.

143. Objective

- To provide lot orientation that maximises energy efficiency and conservation principles.
- To create a legible and permeable street hierarchy that responds to the natural site topography, the location of existing significant trees and solar design principles

Development Provisions

- a) Wherever possible orientate streets to maximise the number of east, west and south facing lots and to minimise the number of narrow north facing lots.
- b) Residential street blocks should preferably be orientated north-south with dimensions generally limited to 60 - 80 metres by 120 - 150 metres as illustrated in Figure 14.
- c) Lot size and shape are to reflect orientation to ensure future dwelling construction has optimal opportunity for passive solar design.

144. Objective

- To provide a legible network for infrastructure, cycle, pedestrian and motor vehicle movement.
- To provide a clear grid layout with street connectivity and through streets.

Development Provisions

- a) The site analysis, including the lot orientation, layout, and natural topography should inform and aid the design of the street pattern.
- b) The street plan should provide:
 - Street network, including those existing (adjacent or opposite);
 - Cycleways and pathway network
 - Indicative gradients and cross-sections of roads, cycle ways and pathways, particularly those with steep slopes that may present access and mobility constraints. Provide notional road batters for steep areas
 - General intersection traffic dampening, related landscape features and constriction points;
 - Notional drainage pattern and works where affected by road works
 - Car parking
 - Consideration of existing and proposed street trees
 - Existing and proposed fire trails
 - Street and Service Plans should need to show how the proposal should integrate with the existing system.

145. Objective

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

Development Provisions

- a) Subdivision applications close to urban centres should achieve a high-medium population yield (>35 dwellings per hectare).
- b) Subdivisions along arterial roads and serviced by public transport should achieve a high-medium population yield (>35 dwellings per hectare).

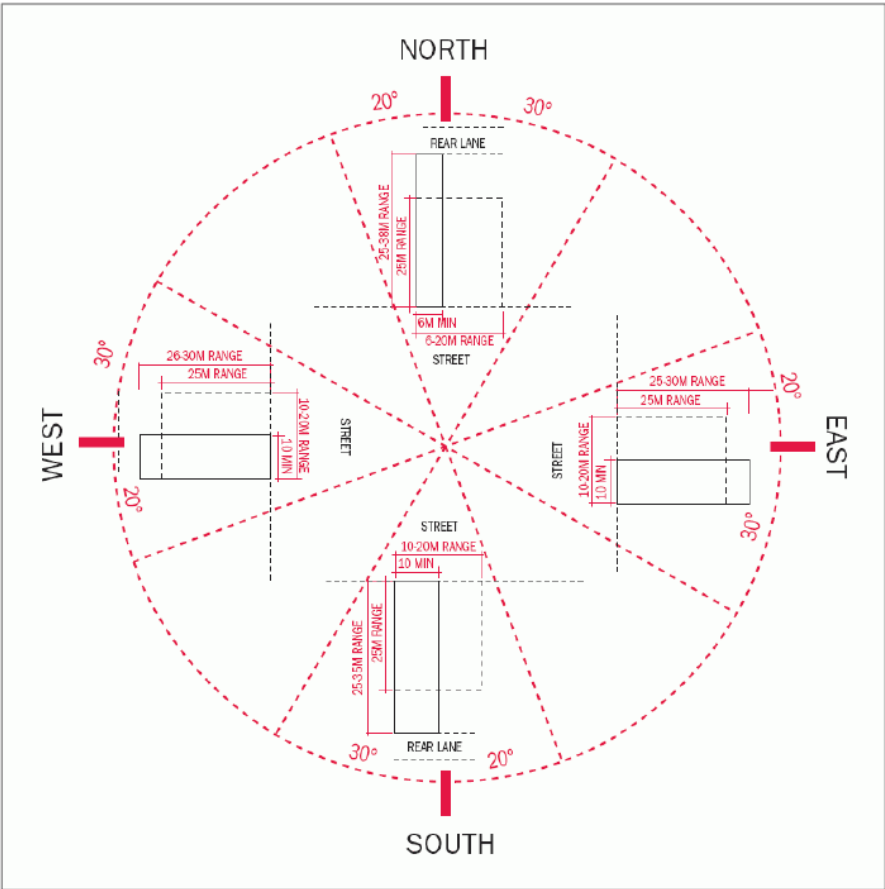


Figure 13: Indicative Block Configurations

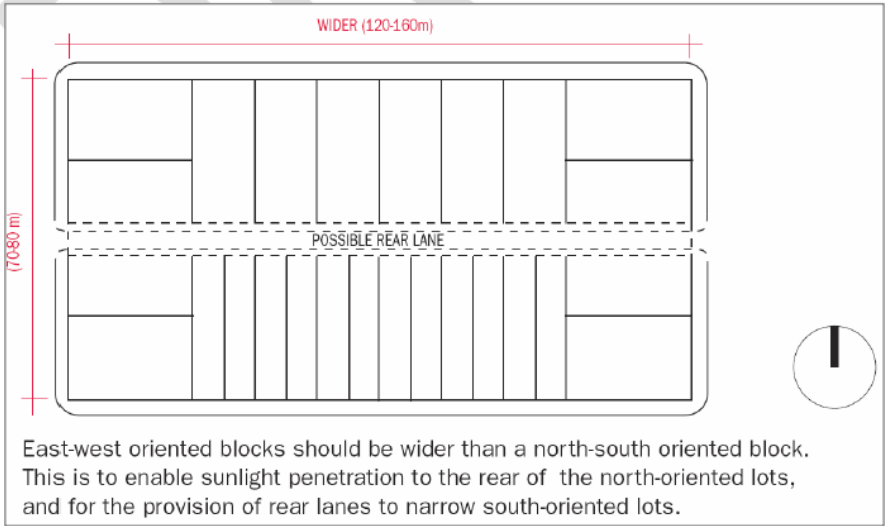


Figure 14: Preferred lot layout and orientation

Infrastructure - Road Design and Construction

146. Objective

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

Development Provisions

- a) All new roads are to be dedicated to Council designed in accordance the Council's adopted AUS-SPEC design specification documents. All applications to subdivide land should include a road layout plan that meets the Council's design requirements including providing connectivity and access for all land parcels consistent with Council's road hierarchy.
- b) The design of roads identified for bus routes should comply with the AUSTRoads standards, including the design of bus bays and stops.
- c) Development should provide the bus stops, including bus bays and shelters not more than 600m apart.
- d) The design of roads shall be in accordance with Council's AUS-SPEC specifications.
- e) At a minimum all new roads should include:
 - street trees at a rate of 1 per 20m along the street frontage and in accordance with Council's *Indigenous Street and Open Space Planting List*;
 - underground utilities;
 - formed kerb and guttering in accordance with AUS-SPEC requirements;
 - pedestrian path
- f) Perimeter roads adjoining bushland should be designed in accordance with current Planning for Bushfire Standards and may be considered part of the APZ requirements for the adjoining land.

Infrastructure - Pedestrians and Cycleways

147. Objective

- To provide a clear and safe pedestrian and cycleway system that links residential areas, open spaces, schools, social and cultural facilities, town centres and neighbourhoods.

Development Provisions

- a) Development for the subdivision for land or major residential development should provide footpaths on both sides of all collector and arterial roads. A shareway/cycleway may be permitted on one side of collector roads in lieu of footpath on both sides, provided it has a width of 2.5m or greater, has paved footpath connections to bus stops

on both sides, and is located along natural edges (e.g. perimeter roads, vegetative corridors, or drainage reserves).

- b) Footpaths should be provided on one side of the street for access places and local streets in accordance with Council's adopted AUS-SPEC design specification documents.
- c) Off street share-ways and on road cycle ways should be provided.
- d) Footpaths and cycleway are to have regard for Crime Prevention Through Environmental Design (CPTED) principles.
- e) The choice of direction and possible routes should be maximised, with streets and footpaths substantially capable of surveillance by residents.

148. Objective

- To provide a local cycleway network using predominately on street systems along local roads, linking to the regional network. (Local roads in this context means roads used by the cycleway network.)

Development Provisions

- a) Local roads are to be designed for a maximum vehicle speed of 50kph.
- b) Traffic management schemes may be appropriate to discourage speeding in long stretches of local roads or to discourage 'rat-running'.
- c) On street parking should be discouraged along local roads.
- d) Signage should be provided illustrating links from local roads to the regional networks.

149. Objective

- To provide a commuter cycle network.

Development Provisions

- a) Cycling infrastructure should be provided in accordance with the Council's Cycling Plan.
- b) Where physical infrastructure or land dedication cannot be provided or is not identified, a contribution in accordance with the Councils' contribution plan/s.

Infrastructure - Integrated Water Cycle Management

Port Macquarie Hastings Council are developing a 30-year Integrated Water Cycle Management (IWCM) strategy. The IWCM strategy uses a transparent evidence-based analysis to develop the water utilities strategy for the provision of appropriate, affordable, cost-effective and sustainable urban water services that meets the community needs and protects public health and the environment. IWCM seeks to integrate water supply, wastewater and stormwater thereby promoting the sustained health and maintenance of waterways and catchment areas.

Water Sensitive Urban Design (WSUD) is a key component of IWCM using sustainable management of water in urban areas through intelligent and integrated design. This is done by minimising impervious surfaces and mitigating changes to the natural water balance through on-site reuse of water and temporary storage.

WSUD seeks to ensure that development is designed, constructed and maintained to minimise impacts on the natural water cycle. It includes a wide range of technologies to reduce the pollution from stormwater ending up in local waterways. These can include rainwater tanks, gross

pollutant traps, on site stormwater retention and reuse, landscaped swales and infiltration systems.

150. Objective

- To reduce the lifecycle cost of public infrastructure (potable water supply, reclaimed water supply, waste water and stormwater) through efficient and effective resource use.

Development Provisions

- a) An application for subdivision should include a WSUD prepared by a certified practicing engineer and in accordance with Council's adopted design specification documents.

Infrastructure - Stormwater Management

The urban environment alters the natural flow of storm water by increasing impervious surfaces, reducing groundwater infiltration, reducing evapo-transpiration by vegetation and by introducing pollutants such as sediment and nutrients to waterways. This results in increased rates and volumes of runoff and pollutant loadings which in turn create a range of management issues including, a potential for flooding, erosion, scour and sedimentation of natural watercourses and stormwater quality impacts, all of which need to be considered and addressed in any new subdivision.

151. Objective

General

- To protect property and infrastructure against flooding as a result of the surcharge of stormwater systems, or uncontrolled overland stormwater flows.
- To reduce risks to the public associated with stormwater flows and related infrastructure.
- To provide stormwater drainage infrastructure that protects and where possible improves the quality of the downstream environment.
- To incorporate principles of Ecological Sustainable Development (ESD) into the stormwater infrastructure constructed as part of urban development.
- To provide an effective legal point of discharge for all collected stormwater, from the development to a natural watercourse, Council drainage system or approved outfall.
- To achieve these objectives without detrimentally affecting the environment, surface and subsurface water quality, groundwater infiltration characteristics, the adjoining landowners and other landowners near the drainage outlet and watercourses either upstream or downstream of the subdivision.
- To ensure the protection and enhancement of natural watercourses, aquatic habitat and riparian vegetation.
- To ensure that stormwater runoff meets specified quality objectives during all phases of a development.

Development Provisions

- a) An application for subdivision should be accompanied by a Stormwater Management Strategy prepared by a certified practicing engineer and in accordance with Council's adopted AUS-SPEC design specification documents.
- b) The Designer should adopt the 'major/minor' approach to urban drainage systems as outlined in the current version of Australian Rainfall and Runoff utilising local parameters and factors where necessary and as defined in AUS-SPEC.

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

152. Objective

- In addition to the objectives outlined above:
 - To provide detailed design provisions in line with ecologically sustainable development, WSUD and total water cycle management and principles.
 - To provide an effective major and minor stormwater system that is cost effective and incorporates life cycle costs of investigation, design, operation, maintenance and replacement of stormwater infrastructure.

Development Provisions

- a) All Council owned stormwater infrastructure is designed in accordance with the Council's AUS-SPEC Design Specification Documents.

Infrastructure - Water Supply

Port Macquarie-Hastings Council is responsible for the provision of a reliable, safe, clean and cost effective water supply to Council's customers in a manner sympathetic and responsible to the environment.

In the Local Government Area, the delicate balance between harvesting water and the commitment to its preservation depends on a three-tiered approach – conservation through education and application of water efficiency regulations, environmentally sustainable infrastructure and water reclamation.

A separate reticulated reclaimed water supply network should be provided in suitable areas to provide fit for purpose (non drinking) water to new and existing customers.

Clause 7.13 of LEP 2011 requires the consent authority to be satisfied that essential utility infrastructure is available or adequate arrangements have been made for it to be available. This includes the supply of water.

153. Objective

- To provide a regular supply of potable water, with sufficient capacity for peak usage, fire fighting and long term development in line with Council's Water Supply Policy.

Development Provisions

- a) A reticulated water supply should be required for all subdivisions except rural zoned areas greater than 40 hectares or where deemed financial unviable by the Water and Sewer Planning Manager or equivalent.
- b) For all applicable subdivisions, provision is to be made to provide a separate metered water connection to Council's main for each lot. All work will need to comply with the requirements of Council's adopted AUS-SPEC Design and Construction Guidelines and Policies. Details to be provided on a hydraulic plan submitted to Council.
- c) A water supply strategy should be required where there are more than 20 lots and may be required for sub-divisions of less than 20 lots as directed by the Water and Sewer Planning Manager or equivalent. The water supply strategy is to detail any subdivision staging and the corresponding water supply work (including augmentation) necessary to support each stage. The strategy is to incorporate the latest changes in water supply design requirements as well as being modelled on software compatible with that used by Council.
- d) All water supply systems should be designed to meet Council's design specification documents for infrastructure external to the property.
- e) Public areas such as parks created by the subdivision, are to be connected to a potable water reticulation system.
- f) Proponents are required to extend and meet full cost of water reticulation.
- g) Any water supply assets required prior to the timing in Council's Corporate Plan are to be funded by the developer.

Infrastructure - Reclaimed Water**154. Objective**

- To provide a regular supply of reclaimed water in suitable areas, with sufficient capacity for peak usage and long term development.

Development Provisions

- a) A reclaimed water supply should be constructed in accordance with Council's strategy for the provision of reclaimed water supply.
- b) Where a reclaimed water reticulation system is available to the site, connection to that system should be provided and a reclaimed reticulation system within the site should be provided.
- c) Where a reclaimed water reticulation system is planned to be available to the site a reclaimed reticulation system should be provided within the site.
- d) Public areas such as parks created by the subdivision, are to be connected to a reclaimed water reticulation system.
- e) Any amenities provided in public areas, such as toilets, should maximise the utilisation of reclaimed water where appropriate.
- f) Where a reclaimed water reticulation system is available or planned to be available to the site, reclaimed water should be used for:

- Garden watering/irrigation
 - Toilet flushing
 - Washing machine cold water tap
 - Outdoor use
 - Other non potable uses as permitted.
- g) Ensure infrastructure is designed to minimise the risk of cross-connection of potable and non-potable systems, for both public and private infrastructure.
- h) Proponents should be required to extend and meet full cost of water reticulation.
- i) Any water supply assets required prior to the timing in Council's Corporate Plan are to be funded by the developer.

Infrastructure - Sewerage

A sewerage system is primarily intended to efficiently remove all domestic and other approved wastes and to dispose of treated wastes in an environmentally satisfactory way.

Council maintains an up-to-date comprehensive dynamic simulation of the system to determine sewer main sizes required for new subdivisions, augmentation or amplification of existing reticulation, and requirements for future treatment works, pumping stations and rising mains. This should ensure that development is not projected for areas which are beyond the capacity of available sewerage disposal systems and that there are adequate sites for sewerage installations.

Council has a number of schemes for contribution to the installation of sewer mains and for the upgrading of headworks. Reference should be made to the detail of such applicable area schemes.

Clause 7.13 of PMH LEP 2011 requires the consent authority to be satisfied that essential utility infrastructure is available or adequate arrangements have been made for it to be available. This includes the disposal and management of sewage.

155. Objective

- Sewerage systems should be designed to achieve the following:
 - A level of service to Councils' customers in accordance with Councils' policies
 - A single gravity connection for each property
 - Relatively immune from breakdown or blockage
 - Zero level of infiltration on commissioning of sewers
 - Minimise installation and maintenance costs
 - Keep sewage aerobic
 - Adequate hydraulic capacity to service the full catchment
 - Allow for the impact of the total discharge on the downstream system outside the subdivision.

Development Provisions

- a) A sewer system is required for all subdivisions with proposed lots smaller than 5000m², where Onsite Sewage Management requirements cannot be demonstrated to Council or where deemed financial viable by the Water and Sewer Planning Manager or equivalent.
- b) For all applicable subdivisions, provision is to be made to provide a separate sewer junction and connection to Council's main for each lot. All work will need to comply with

the requirements of Council's adopted AUS-SPEC Design and Construction Guidelines and Policies. Details to be provided on an Engineering plan submitted to Council.

- c) A sewerage strategy should be provided for an application for subdivision of 20 or more lots and may be required for subdivisions of less than 20 lots as directed by the Water and Sewer Planning Manager or equivalent. The sewer strategy is to detail any subdivision staging and include the proposed method of servicing necessary to support each stage. The strategy is to incorporate the latest changes in sewer design requirements as well as being modelled on software compatible with that used by Council.
- d) All sewer systems to be designed to meet the NSW Code of Practice Plumbing & Drainage and Australian Standard AS3500 and related standards for infrastructure within property boundaries.
- e) All sewer systems to be designed to meet Council's AUS-SPEC specification documents for infrastructure external to the property.
- f) Sewerage systems should be planned to provide for anticipated future requirements over a period of at least twenty (20) years.
- g) Proponents should be required to extend and meet full cost of sewerage systems.
- h) Any sewerage system required prior to the timing in Council's Corporate Plan is to be funded by the developer.

Soil Management

Urbanisation affects the quality and quantity of runoff. Peak discharges and velocities are increased causing a greater potential for scouring of land surfaces.

During construction, the removal of vegetation and reshaping of the land creates a surface which is prone to erosion. Runoff contains sediment, oxygen-demanding organic matter, nutrients, bacteria, toxic organic chemicals, oil and litter.

There is an acute risk of impact on water quality and the aquatic environment during the construction phase and a lower, ongoing risk during the occupation of the site.

156. Objective

- To minimise erosion and sediment loss before, during and after construction.
- To minimise water pollution due to erosion, siltation, sedimentation and acid sulfate soils.
- To minimise the requirement for imported fill for landscaping.

Development Provisions

- a) An erosion and sediment control plan should be provided for a development application to subdivide land in accordance with Council's adopted AUS-SPEC design specification documents
- b) An erosion and sediment control plan should be provided for a development application to subdivide land in accordance with Council's adopted AUS-SPEC design specification documents.
- c) Land identified on the acid sulfate soils map are subject to the provisions under clause 7.1 the LEP.
- d) Saving and re-using top soil and the incorporation of additives to improve existing soils is preferred to the importation of soils for landscaping.

Public Open Space

157. Objective

- To provide active and passive open spaces areas that are accessible and meet the needs of the population.

Development Provisions

- a) Neighbourhood parks area to be provided so that all residential areas are generally within 500m of the nearest park.
- b) The location of neighbourhood parks is to be optimised so that a minimal number of parks are required.
- c) Neighbourhood parks and playing fields should be connected to the cycleway and pedestrian path networks.
- d) Neighbourhood parks should provide a range of facilities.
- e) Sports fields should be located close to school facilities.
- f) As a minimum 1.5 hectares active open space (sports fields); 5000m² neighbourhood park; 1 hectare of linkage/amenity space (total 3 hectares open space) to be provided per 1,000 people.

158. Objective

- To ensure that new, public open space is of a high quality that is sustainable into the future.

Development Provisions

- a) Neighbourhood parks are to be dedicated as development occurs, and are to include the following:
 - Minimum size of 5,000m².
 - At least 2000m² should be level to gently sloping land.
 - Street frontage to the same standard as adjoining residential areas (i.e. kerb and gutter, or drainage swales where appropriate).
 - Any landform grooming to ensure the park is to a standard to suit Council's maintenance regime.
 - Any drainage works to ensure the functionality of the park.
 - Access via more than one street.
 - Integration with other community facilities.
 - Should be located to cause minimal disruption to traffic.
- b) Neighbourhood park embellishment is to incorporate:
 - Park furniture including seats with shelters, barriers and any appropriate path and cycleway linkages along desire lines or linking to the cycleway network.
 - Any boardwalks necessary to achieve the required functionality of the park.
 - Works should generally be required to be undertaken prior to dedication to Council.

159. Objective

- To develop open space that connects to natural linkages, drainage and wildlife corridors; and that also enhances these natural values through appropriate protective measures and management.

Development Provisions

- a) An open space management strategy should accompany any subdivision application where open space that connects to natural linkages, drainage and wildlife corridors.

160. Objective

- To provide open space in locations that benefit from casual surveillance to promote user safety.

Development Provisions

- a) Lot layout should address areas of open space or public environmental management areas.
- b) Perimeter roads should border any area of open space or public environmental management areas.
- c) An assessment against the generic elements of crime prevention through environmental design described in the Crime Prevention Through Environmental Design (CPTED) principles is provided with the subdivision application.

Service Infrastructure and Information Technology**161. Objective**

- The proposed lots are adequately serviced by service infrastructure including electricity and telecommunications and provision for fibre optic cabling.

Development Provisions

- a) All service infrastructure should be underground unless otherwise approved by Council.
- b) All service infrastructure should be installed in a common trench.
- c) Conduits for the main technology network system should be provided in all streets.
- d) Conduits are to be installed in accordance with the National Broadband Network Company Limited's 'Guidelines for Fibre to the Premises Underground Deployment'.
- e) Access pits are to be installed at appropriate intervals along all streets.

Industrial Subdivision**162. Objective**

- To provide industrial lots that are sufficient in size to cater for construction and building development, vehicle parking, access and loading facilities.

Development Provisions

- a) Any industrial allotment created by Torrens title subdivision should satisfy the following standards:
 - Comply with minimum subdivision requirements of clause 4.1 of LEP 2011.
 - Minimum width of 20m.
 - Minimum depth of 40m.
 - The depth to width ratio should not exceed 3 to 1.
- b) Lots are to be generally rectangular in shape and lot boundaries should have regard to the landform and the character of the site.

- c) Battleaxe allotments should not be permitted.
- d) Industrial subdivision should not be supported on land with slope greater than 15%.

Rural Subdivision

163. Objective

- To ensure site suitability and adequate access, including for emergency vehicles.

Development Provisions

- a) A minimum gate width of 3.6m should be provided to any property.
- b) Land with a slope greater than 15 degrees is not to be proposed for house construction or effluent disposal.
- c) Unless created under clause 4.2 of LEP 2011 or clause 9 of SEPP (Rural Lands) 2008, lots in rural areas should:
 - have an identified building platform for a dwelling house.
 - have appropriate area and dimensions for the siting and construction of a dwelling and any ancillary outbuildings.
 - demonstrate that an environmentally sensitive, 2 wheel drive standard access can be located between the driveway (referred to above) and the nominated building platform on each lot and in accordance with Council's adopted design specifications.
 - have a sealed driveway, constructed from the road to 3m inside the property boundary.
 - have access to a public road that is readily upgraded to all weather two wheel drive standard;
 - not impact on rural activities on nearby land.
- d) Where access is on a right of way over another property, the maximum number of allotments that may share in the above right of way access arrangements is 2.
- e) For battleaxe or hatchet shaped allotments access width should be a minimum of pavement width (including width required for earthworks, batters, retaining walls, longitudinal drainage and services etc) as specified in Council's adopted design specification documents.

164. Objective

- Lot boundaries should not undermine the agricultural or environmental qualities of the site.

Development Provisions

- a) Lot boundaries should be suitably located taking into the relevant criteria slope of the land:
 - natural boundaries;
 - existing fencing and paddock structure;
 - protection of natural or cultural features;
 - site environmental constraints;
 - retention of special features such as trees and scenic topographical features.

165. Objective

- To ensure that the rural road network complements rural subdivision structure, lot layout and environmental constraints.

Development Provisions

- a) Rural roads should be designed in accordance with Council's adopted design specification documents.

166. Objective

- To ensure that roads servicing rural residential development are designed to support sustainable transport such as cycling and walking and access by buses.

Development Provisions

- a) Rural residential roads should be designed in accordance with Council's adopted design specification documents.
- b) Pathways and cycleways are to be provided in large lot residential subdivisions.

Strata / Community Title Subdivision**167. Objective**

- To promote consideration of strata subdivision with the development application.
- To clearly identify future ownership patterns for private and communal spaces.

Development Provisions

- a) Strata subdivision may be applied for:
 - as part of a development application for a new proposal.
 - existing development, currently not subject to a strata.

Note:

For new developments applicants are advised to apply for strata title subdivision at the development application stage. Otherwise a separate and new application is required, accompanied by new fees.

Applicants are to submit an indicative concept plan with the development application showing private and common property. This does not have to be a formal strata plan at this stage. Where it is proposed to develop in stages, this should be indicated on the concept plans. The development should be completed in accordance with the consent prior to the release of the final plan.

168. Objective

- Dividing land in parts by lease or subdivision of existing or approved buildings, whether or not including land, should not create a situation where, as a result of the subdivision:
 - the use/s or building/s become/s unlawful.
 - dependent activities of use/s become separated by means of titling.
 - the functioning of use/s or the relevant development approval is compromised.

Development Provisions

- a) The use/s of the land are lawful and any existing buildings are lawfully built, and use/s and/or building/s comply with the development approval/s;
OR

- b) Where, for the subdivision of approved buildings yet to be constructed, the subdivision is consistent with the development approval/s.

Note: (moved from under 3.6.2)

Staged subdivision

Where it is proposed to carry out a subdivision, or particular elements of a subdivision in stages, it is necessary to identify these details within the Development Application. In this way the Development Consent issued can be structured so that relevant conditions and developer contributions are applied at the appropriate time.

Any staging of development is to take into account the orderly and efficient extension of infrastructure services, including transport services.

Lot layout

Subdivision of dual occupancy development or multi dwelling housing where permissible in the LEP may create allotments smaller than 450m² if:

- Each allotment to be created is part of a community or strata title scheme, or is carried out as part of an integrated Torrens title housing development.

PART D - LOCALITY SPECIFIC PROVISIONS

PREAMBLE

Application

Section D applies to the lands highlighted in Figure 15 below.

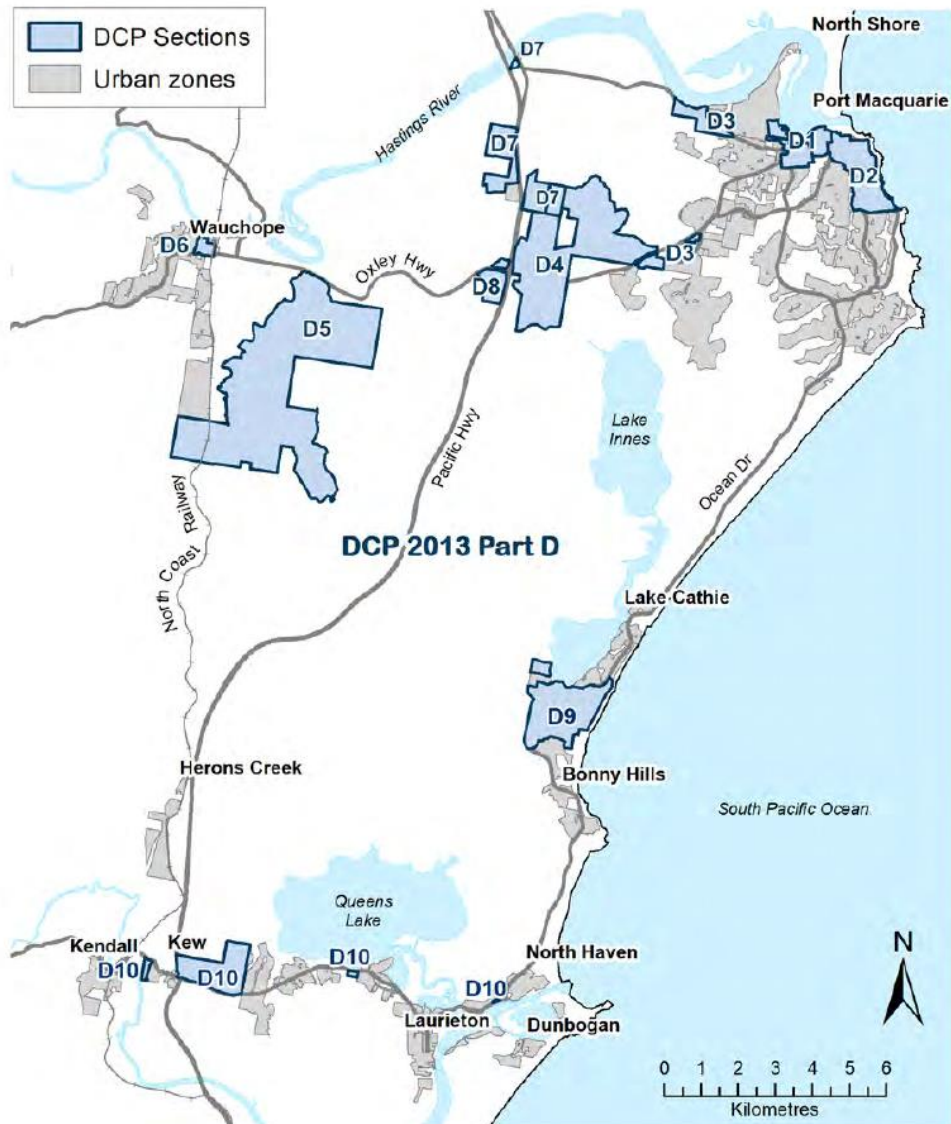


Figure 15: Land subject to Part D

The following sections within this Part are:

- D1 Port Macquarie Greater Town Centre (page 114)
- D2 Port Macquarie East (page 194)
- D3 Port Macquarie West (page 208)
- D4 Thrumster (page 223)
- D5 King Creek (page 358)
- D6 Wauchope (page 361)
- D7 Highway Employment Lands (page 366)
- D8 Highways Gateway Sites (page 399)
- D9 Lake Cathie - Bonny Hills (page 406)
- D10 The Camden Haven West (page 437)

Relationship to other Sections of the DCP

The following provisions are in addition to the general requirements of Parts A to C of this Development Control Plan. Where they conflict with the requirements of Parts A to C, Part D prevails.

D1: PORT MACQUARIE GREATER TOWN CENTRE

Application

Section D1 applies to the lands highlighted in Figure 16 below.

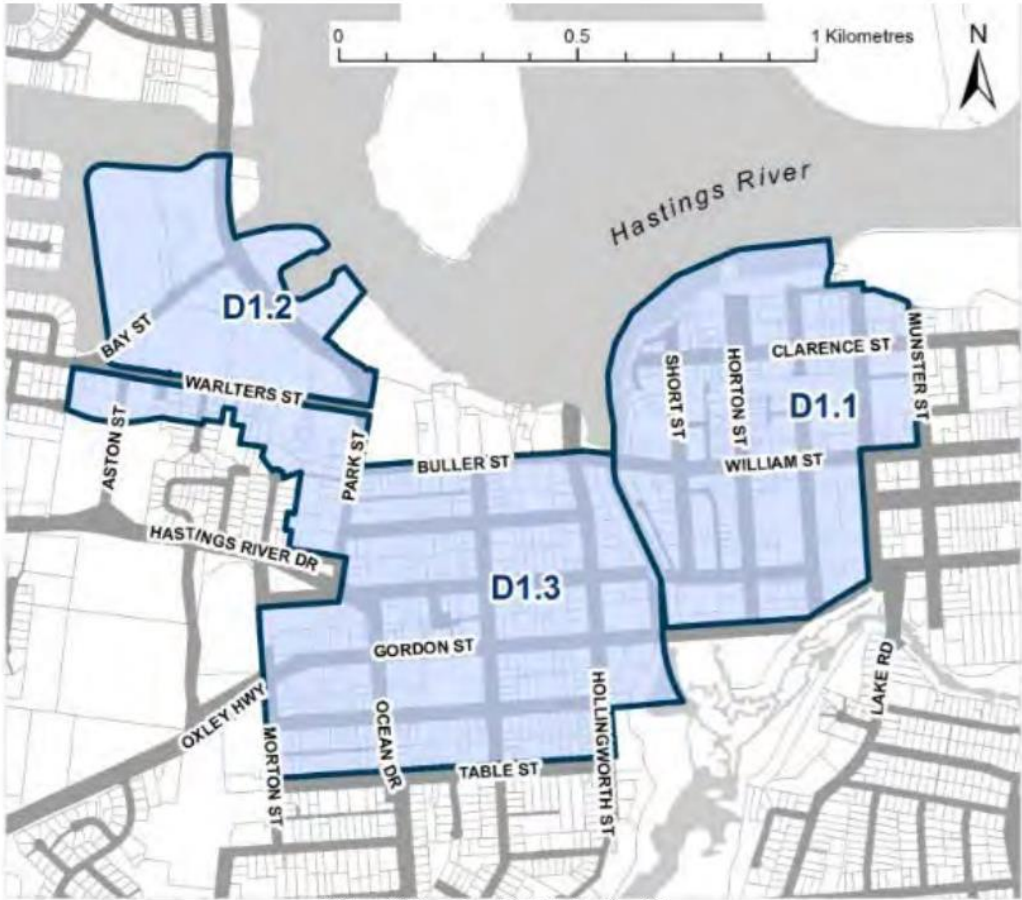


Figure 16: Land subject to Section D1

D1.1: CENTRAL BUSINESS DISTRICT

Section D1.1 applies to the land highlighted in Figure 17 below.

The intention of this Section of the DCP is to strengthen and enrich the existing urban structure of the Port Macquarie Town Centre, which is the area loosely defined by the foreshore, Munster Street, William Street, Murray Street, Gordon Street and Kooloonbung Creek.



Figure 17: Land subject to Section D1.1

The role of the town centre is largely to service the retail and commercial needs of the area's residents, however it also facilitates a range of other functions that are imperative to the economic, social and environmental health of the Port Macquarie-Hastings. The town centre is an environment that provides opportunities for social interaction and engagement, for recreation and for entertainment. This occurs formally in designated venues such as hotels, cafes and restaurants and informally and spontaneously on the street, in public places and in shopping centres.

In terms of urban form, the town centre contributes most to the city's identity and importantly to a visitor's perception of the region.

The town centre is characterised by natural, architectural and cultural qualities that contribute to its character. The protection and enhancement of these qualities and the continued support of the commercial and retail functions of the town centre form the basis of many of the development provisions herein.

A detailed urban design analysis (part of the former DCP20-Port Macquarie Town Centre) was jointly funded between the Premier's Design Quality Program and the Council and should be consulted in the preparation of any development proposal in the Port Macquarie Town Centre.

Strategic Context

The current activities and built form in the Town Centre characterise seven distinct precincts.

1. The Foreshore Precinct – including the Hastings River foreshore and the Kooloonbung Creek foreshore.
2. The heritage and restaurant strip focussed around Clarence Street.
3. The institutional land holdings, churches and groups of houses set within the landscape on Church Hill.
4. The commercial and traditional shopfront main street retail precinct along Horton Street.
5. The other retail areas to the west of Horton Street and to the east through to Murray Street including the Port Central shopping centre.
6. Large lots largely undeveloped or used as at-grade car parking around Hayward Street.
7. The Civic precinct focussed around Hay Street.

Council's intention is to maintain and enhance the distinct character of each of these precincts and to clarify future roles as outlined on the following pages and their extent shown on the adjacent plan.

Any application for development in the Port Macquarie Town Centre is required to demonstrate how that development contributes to the desired future character of that precinct.

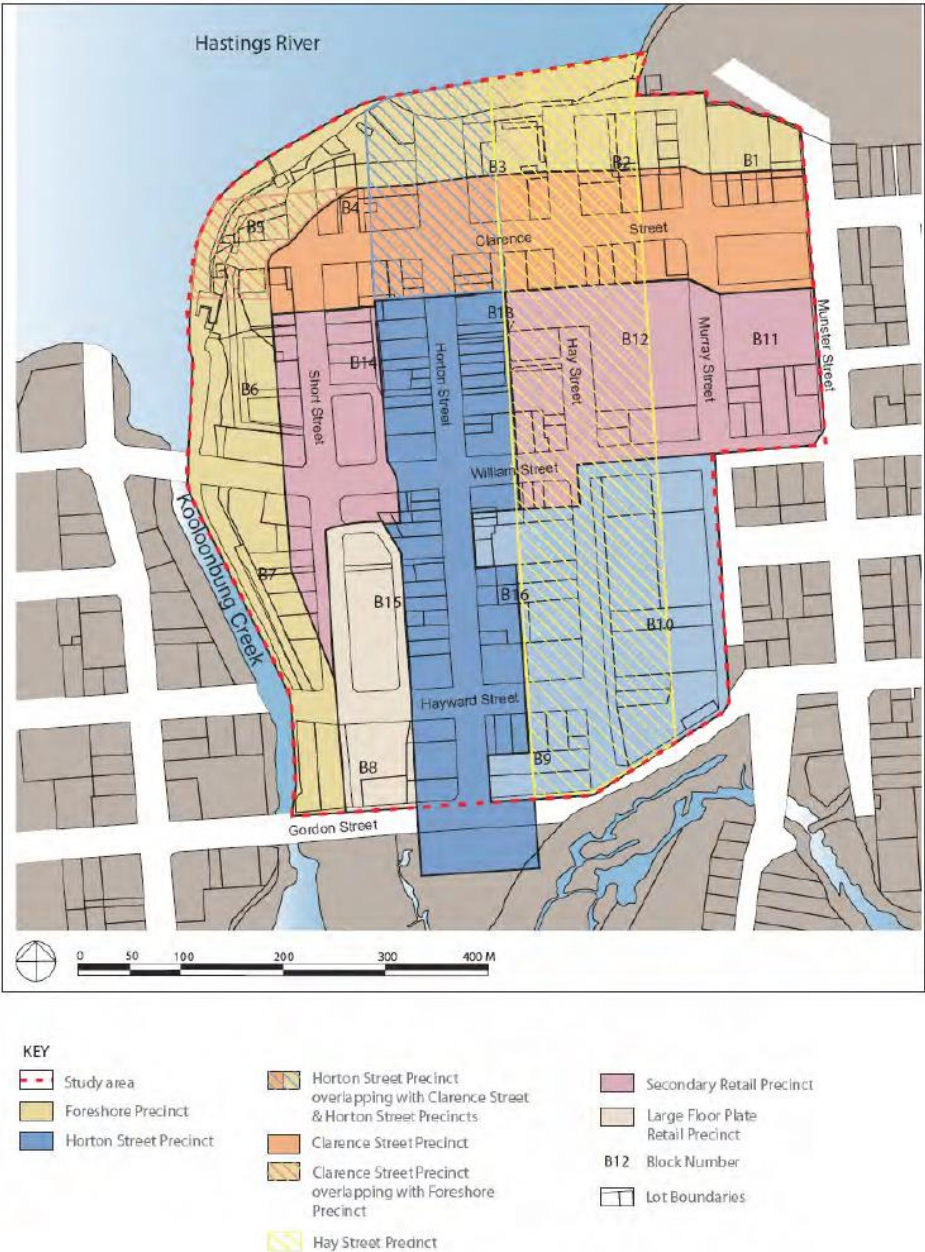


Figure 18: Port Macquarie Town Centre Precincts

The Foreshore Precinct

Hastings River Foreshore

Existing Character

The northern edge of the Town Centre consists of a sequence of linked parklands, a formal square and active wharves along a spectacular water body. There is a pedestrian walkway with boats, jetties and pontoons along the foreshore edge. Some buildings closest to the foreshore are bulky in scale and block views around and between them to the expanse of the Bay. Maritime, tourist, retail, restaurants and cafes face the foreshore reserve adding interest and maritime character to the foreshore and make the link between business and commerce to tourism and recreation. As a sensitive foreshore area the Foreshore Precinct requires high quality design and care of the public domain.

Desired Future Character

Maritime business and tourist accommodation uses combine with active and vibrant uses such as shopping, eating, maritime and civic facilities along the foreshore edge. Buildings are set back from the reserve and modestly scaled facing both the water and the Town Centre with nominated gaps between via open air pedestrian pathways and laneways to allow views through to the Bay.

The relationship between the foreshore area and the tourist precinct has the potential to be a unique location, providing a range of marine related activities for residents and visitors within sight of a busy central business district.

The relationship between the land and water is to be strengthened by locating and designing public areas along the foreshore that optimise access to water-related activities such as fishing and tour boat charters, fish 'n chip sales, the fish co-op retail use and processing, fishing directly off the shore and private vessel moorings. Any redevelopment of Block 6 is to provide a generous and continuous high quality urban waterfront square that links directly into the foreshore pedestrian walk and offers vistas to the water and maritime activities.

Council has also adopted the [Port Macquarie-Hastings Foreshore Masterplan 2009](#). Development along the foreshore is to meet the objectives and vision of this plan. Development along the foreshore is to meet the objectives and vision of this plan.

The foreshore will also provide a continuous high quality waterfront walk which connects Westport Park and the Marina to the Kooloonbung Creek wetland system, the Town Centre and along the breakwall to Town Beach.

Key aspects of the future character of this area include:

- Enhancing and reinforcing the Town Green as the primary Town Centre landscape open space
- Creating a vibrant, generous open space along the foreshore at Block 6 that celebrates the Maritime character of Port Macquarie
- Creating visual permeability to maximise views of the Hastings River by ensuring lower and smaller building forms on lots closest to the foreshore
- Requiring businesses to present active, attractive and accessible frontages to the foreshore reserve and to streets
- Ensuring the natural landscape dominates built form along the foreshore edge
- Ensuring surface or above ground car parking is located away from the foreshore and is not visible from the foreshore or streets, and

- Considering the quality of new buildings within the context of the whole foreshore built edge elevation as viewed from the Bay.

Block 6 will be transformed from an asphalt car park to a new Tourist / Retail / Civic / Maritime development which fronts the foreshore, Short and William Streets, and provides a high level of open air connectivity from Short Street to the foreshore.

This site is recommended to be the subject of an architectural design competition in the future. Indicative building form and massing is shown along with some artists' impressions of how the site could contribute to the Town Centre.

Kooloonbung Creek Foreshore

Existing Character

This precinct is located along the foreshore between the William Street bridge to the north and the Gordon Street bridge to the south. The northern part is currently being redeveloped as 4 - 5 storey residential / commercial whilst the southern part comprises a surface car park and various backyard service areas for properties fronting Short Street. Redevelopment of the southern part of the precinct is likely to result in a hard urban edge fronting the foreshore.

Desired Future Character

Identified as the 'gateways' to the Town Centre the bridges to the north and south of this Precinct require improvements or new pedestrian bridges to supplement the existing vehicle bridges. If no bridges are constructed, then the existing bridges should be made wide enough to allow safe travel of vehicles and pedestrians and to retain or re-establish the 'bridge' feel rather than being just another section of road. This could be achieved by a change in surface treatment and balustrading with a rise in level and/or pronounced markers.

This part of the foreshore is to continue the lively waterfront walk in the River Foreshore Precinct with a good connection for pedestrians both under the William Street bridge and over William Street. This is to continue to connect to the public open space network to the south and west along the Westport bank of the Creek.

The new foreshore street is to provide a frontage to the adjacent shops and tourist developments as well as a clear boundary between privately owned space and the public foreshore as well as Short Street reserve. The orientation of developments to face the water will re-establish the importance of the Creek front and improve the amenity of the foreshore with staff eating areas facing onto the water. Existing trees will continue to provide a shady garden frontage with views to the mangroves.

Horton Street

Existing Character

Horton Street has a strong presence as the main commercial street in Port Macquarie. The well established street trees help give it a strong character and also help give a sense of importance to the wide street.

As is usual in traditional town centres in Australia, there are many small shopfronts (some less than 10 metres wide) in separate ownership and in varying states of repair.

The buildings on both sides of Horton Street form a fairly consistent edge of generally one or two storey buildings with awnings, glazed ground floor frontages and zero setbacks. Horton Street should retain these characteristics but would benefit from some increased building heights to better enclose the wide street without increasing the width of shopfronts.

Desired Future Character

Increased heights reflect the growing population which the Town Centre services.

The traditional main street is proposed to have the tallest buildings in the Town Centre, indicating Horton Street's commercial importance. Small width shopfronts and well established street trees and consistent awnings add to the traditional grandeur of this Precinct.

Horton Street culminates to the north in the Town Green and foreshore – the most prized public location. Horton Street to the south is currently poorly defined. There is an opportunity to provide an entry marker or new civic building to signify the entrance to the Town Centre where it starts at Gordon Street.

Key aspects of the future character of this area include:

- Additional floors of office space are provided above street level retail to create a commercial core and greater worker activity,
- The traditional fine grain of active shopfronts, consistent awnings, nil setbacks and range of retail and service choices are retained,
- Residential uses are restricted to shop top housing so as to maintain this street as the commercial heart, while providing in-town accommodation,
- A consistent built form of suitable scale around Church Hill assists in contrasting with this largely unbuilt 'green' area,
- Maintained and enhanced street tree species remain a strong feature.
- Commercial development presents high quality lobby entries to this street.

Clarence StreetExisting Character

This pedestrian dominated street is characterised by memorable heritage buildings interspersed with a mixture of building styles and eras. Clear views of the water along its cross streets add to its appeal and its character.

Desired Future Character

The future heritage and leisure focus of the town for visitors and residents, Clarence Street will be a distinctive tree lined pedestrian dominated area with hotels and holiday apartments above an active street frontage lined with restaurants, heritage buildings and sidewalk cafés.

The new buildings should respond to the heritage buildings without mimicking them.

Other characteristics include:

- Modest buildings suit the foreshore feel at the western end.
- The Macquarie Hotel parapet line and awning line influence allowable height for the rest of the northern side of the street.
- Buildings on the south side of Clarence Street reflect the parapet height of the Ritz Cinema building.
- Block edge buildings strongly define the street and its corners and exhibit an architectural unity.
- Restaurants/cafes are popular in this precinct because of proximity to water and modest amounts of vehicular traffic.

- Consistent band of shopfronts but with some opportunity for increased height without losing the pattern of small separate businesses.
- Some buildings should face Clarence Street and the foreshore simultaneously.
- Breaks between building forms allowing views through to the water.
- The vista north along Murray Street should be reinstated with the acquisition of this portion of the Caravan Park for public access and alternative forms of security
- Redevelopment in Block 2 should face the new pathway and heritage Court House as well as Clarence Street.
- Materials are usually pale coloured masonry with timber elements providing sun shading and lightweight indoor/outdoor spaces.
- Roof forms relate to gable structures and small forms.
- Redevelopment of former Todd Holden site respects the height and scale of adjacent historic buildings in the precinct while screening the Port Central carpark when viewed from Clarence Street.

Church Hill

Existing Character

Views to the churches and their green hill are available from the surrounding district and are highly valued and as an integral part of the form of Port Macquarie.

Sharply contrasting in character with the other more built up areas, this precinct provides the tree and spire dominated skyline that characterises the town. It is also a setting for the town's most important historic building and is a quiet and beautiful retreat offering glimpses to the water.

The topography rises quite steeply to a level more than 12 metres higher than its surrounds and more church spires are than 30 metres higher than the majority of the Town Centre.

Desired Future Character

The distinct green backdrop to the built-up Town Centre will have modest development and will remain a tranquil place offering views to the water and distant mountains. It is primarily for civic uses with some nominated areas suited to tourist accommodation.

The mix of new and old buildings that have been designed to complement each other will create a sense of continuity and respect the existing town fabric.

Any new built form should be dominated by landscaping. The majority of land within this area should be free of building and new buildings should be in-the-round i.e. able to be viewed equally from all directions with a small contained footprint out weighed by open space.

The staircase entrance on Horton Street to St Agnes with buildings and landscaping facing both Horton Street and the stairs, refer to Block Controls, Block 16.

Along with the Conservation Management Plan for St Thomas' Church, other parts of Church Hill require master planning based on a Heritage assessment and should include landscaping and restoration of historic items such as the convict built steps.

The building type most suited to Church Hill is the Big House Type. This would be for tourist accommodation or commercial businesses rather than as a residential flat building.

A big house tourist accommodation development has the proportion and scale of a large detached dwelling. It is a freestanding building in a landscape setting. The big house can range in size. It can also be an existing large house, internally subdivided in separate holiday apartments or hotel rooms. This building type is chosen because: the topography and visibility of sites prohibits large or long building forms in preference to smaller forms within a landscaped setting. The character of the Precinct, in terms of consistent building form and front gardens, is to be maintained. Rear landscape area and mature tree plantings are desired.

Hay Street

Existing Character

Hay Street is currently fragmented due to the location of the Port Central Shopping Centre crossing Hay Street near Clarence Street. The above ground shopping centre car park does not contribute to the activation or ambiance of this street.

Hay Street contains many of the major Civic Buildings in the Port Macquarie Town Centre and changes from more urban to a more open landscaped character revealing the hilltop topography towards the south.

Desired Future Character

Hay Street crosses through a number of other precincts and terminates at the foreshore. It is a primary north south street that celebrates the civic character of Port Macquarie.

Hay Street contains the majority of Civic functions for the town including the major heritage buildings from the towns early history.

Hay Streets public domain reinforces its civic role with regular street tree plantings and strong masonry built form that responds to the proportions and character of the heritage buildings.

Redevelopment of the Port Central Shopping Centre will reinstate the alignment of the street via an open pedestrian link at ground level with active uses to Hay Street sleeving the existing car park at and above ground level. Development in the B12 / B13 blocks will reinforce the nil street setback with buildings setback at upper levels to create human scale to the street. Development builds on existing civic uses providing high quality innovative architecture for new civic uses along Hay Street (such as the Glasshouse as well as some occasional tourist uses).

To the south of Hay Street the character is more residential, refer to Precincts - Church Hill Development maintains existing street setbacks with buildings set within landscape in contrast to the northern area.

Secondary Retail Precinct

Existing Character

This precinct is made up of two areas. The eastern area is currently dominated by the Port Central Shopping Centre. It performs an important function in providing a centralised car park within walking distance of the entire Town Centre without unpleasant large expanses of asphalt at ground level. The western area is focused around the mid-section of Short Street and has a mixture of businesses the majority of which have service lane access from the rear which improves the pedestrian amenity of Short Street.

This Precinct makes up the basic fabric of the Town Centre with various shops and services provided in a range of building styles. The constant characteristics are zero setbacks to the streets, continuous pedestrian awnings and generally small to medium shopfront widths.

Desired Future Character

William Street except at Church Hill has a consistent built edge. Areas in this Precinct form lower level development on either side of the tallest built area on Horton Street north corners.

The important function of this area is a comfortable and convenient area for pedestrians which 'bridges' the space between the main commercial Horton Street Precinct and the foreshore. The western section is particularly important in achieving this function.

Development is generally taller than that in the heritage Clarence Street Precinct or the foreshore areas. It does not compete in height or built form emphasis with Horton Street. A number of arcades in this precinct provide an active secondary network.

Some lots near the corner of Horton Street and Short Street are within a significant view corridor (refer Structure Plan Views) and are lower in scale to retain it. The block to the east must provide the link between the adjoining residential areas of Town Beach and the Town Centre. Its setbacks reflect those of the courthouse and church which are buildings within garden settings.

Large Floor Retail PrecinctExisting Character

There are two blocks in the Town Centre which have unusually large lot sizes in comparison to the rest of the town centre. These areas are currently dominated by ground level car parking and some existing development. The opportunity exists to use these sites to accommodate uses that require larger floor plates. Additional car parking could be provided within new developments.

Desired Future Character

New development makes use of the amenity provided by the Creek frontage and Heritage Bridge artefact and provides economic opportunities for businesses requiring large floor areas and large shop frontages. Linked to the Gordon Street retail strip to the west, this precinct is suited to those businesses requiring large floor areas. Still contributing to a pedestrian-friendly streetscape with awnings and a 'crust' of windows, displays and finer grain retail tenancies, this area provides an opportunity to extend the variety of businesses in the Town Centre for its long-term economic health.

Development contains large retail boxes which are sleeved by active uses to create vibrant streetscapes. Car parking is a combination of basement and sleeved above ground parking.

No above car parking is visible to the street or public domain and loading / vehicle access points are minimised to reduce impact on pedestrian movements and the visual qualities of the surrounding public domain.

Development in this precinct may require amalgamation to create lots of sufficient area which also achieve sleeving of inactive uses. New development respects and celebrates the existing small lot character of Port Macquarie in the design of the facades and speciality shop frontages to lanes, streets and the foreshore.

Blocks provide shareway lanes in midblock locations to improve pedestrian permeability on axis to views and streets with active retail uses fronting these lanes.

Large retail development provides viewing opportunities at higher levels to the water and churches for the public.

Development Guide

Site Amalgamation

To achieve the appropriate development massing and relationships as well as vehicle access and floor plates it will be necessary to amalgamate some land parcels in the Town Centre.

169. Objective

- To facilitate large footprint developments where appropriate in the Town Centre.
- To enable viable development for commercial/retail users over fragmented land ownership.
- To achieve vibrant, high quality foreshore development.

Development Provisions

- Amalgamations are desired on land identified in Figure 19 below.
- If applicants propose a different amalgamation pattern then they must demonstrate that orderly development, high levels of connectivity and vehicle access will occur and that mid-block connections are provided appropriately.
- For all other areas heights above 4 storeys can only be achieved for sites with a minimum area of 1200m².



Active Frontages and Shop Widths**170. Objective**

- To limit the street frontage of individual shops to preserve the traditional pattern of numerous small shops in the Horton Street and Clarence Street precincts in particular.
 - Development Provisions
 - Maximum shop widths comply with Figure 20.
 - No vehicular access to properties is permitted from Horton Street.

171. Objective

- To ensure the boundaries between the Town Green and private land is edged with public and civic uses.
- To provide a visually appealing, secure and lively experience for pedestrians on the Foreshore Reserve.

Development Provisions

- a) Within the Hastings River Precinct:
 - Have active edges, setback from the reserve with outdoor eating areas for buildings adjoining the Town Green.
 - Maintain a publicly accessible interface along the foreshore, incorporating where possible cafes, shops and pedestrian entrances to buildings.
 - Encourage indoor/outdoor rooms and/or openable sunrooms or decks.
 - Avoid presenting back of house uses, car parking and blank walls to the foreshore.
 - Prohibit fencing adjacent to the foreshore except as shrub hedging or where unavoidable need is clearly demonstrated.
- b) Provide active ground floor uses and balconies on upper levels which face both street and foreshore where lots have both street and foreshore frontages.

172. Objective

- To encourage some businesses that require wider shop frontages to locate in suitable areas within the Town Centre.

Development Provisions

- a) Maximum shop widths comply with Figure 20.

173. Objective

- To provide greater façade enclosure in urban areas and more ‘open façade’s in foreshore areas.

Development Provisions

- a) Provide a greater degree of façade enclosure with the Horton Street and secondary retail precincts.

Façade Enclosure**174. Objective**

- To have the ground floor have a high percentage of enclosure to provide a consistent edge to the streets and an urban character.
- To have upper floors in the commercial areas to have a high percentage of enclosure.
- To have upper floors in the tourist/foreshore areas have more balconies to provide 'lighter', more coastal character building forms.
- To provide buildings in the Church Hill Precinct and Civic buildings flexibility to provide façade enclosure most suited to their content and use.

Development Provisions

- a) Façade enclosure complies with the block controls.



Figure 20: Maximum shop widths

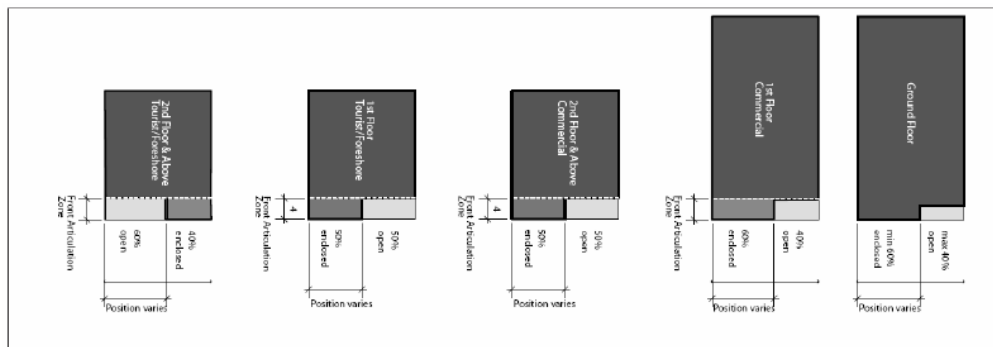


Figure 21: Facade enclosure diagram

Roof Design

It is necessary to respond to the Church Hill high point in the Port Macquarie Town Centre and the extensive views of roof tops.

The trend toward large floor retail has meant that large expanses of metal deck roofing are common. This detracts from the character of the Port Macquarie roof line and views from key locations in the town centre.

175. Objective

- To improve the roofscapes impression of the Town Centre.

Development Provisions

- Break up roofs where possible with hips, gables and changes in materials
- Where seen in relation to historic buildings, pitched roof of equivalent slope, scale and colour may be appropriate to historic pitched roofs.
- In other circumstances, continuity of parapet lines may be appropriate.
- Roof colours shall not contrast strongly with the dark green of the Church Hill backdrop the Town Centre.

176. Objective

- To make use of large roof spaces for environmentally sustainable rainwater capture and reuse.

Development Provisions

- Make roofs into roof top recreation terraces and/or green roofs with living roof gardens which have rainwater capturing and reuse benefits as well as aesthetic ones.

177. Objective

- To make use of roof spaces for outdoor recreation.

Development Provisions

- Make roofs into roof top recreation terraces for staff, public access or for tourists in tourist accommodation buildings.

Block Controls

The block controls are the key controls to use when designing new buildings within Port Macquarie Town Centre. The controls provide the broad framework within which actual development proposals are to be designed to achieve site specific, high quality built form outcomes.

The Interim Block Plan – Some blocks within the Town Centre contain a number of buildings such as heritage items, strata titled buildings or major tourist development. The site containing these buildings are unlikely to develop in the short or even medium term. Therefore, interim plans are provided to illustrate how new development shall relate to these buildings whilst still achieving the long term goal for the block.

Diagrammatic Block Plan (Long Term) - This control plan represents the desired outcome in the longer term when all land within the Port Macquarie Town Centre apart from Heritage Items may redevelop.

The Interim Block Plan is not shown when it is identical to the Diagrammatic Block Plan - Long Term. For some blocks such as Block 15 two alternative final scenarios are shown to provide for large format retail.

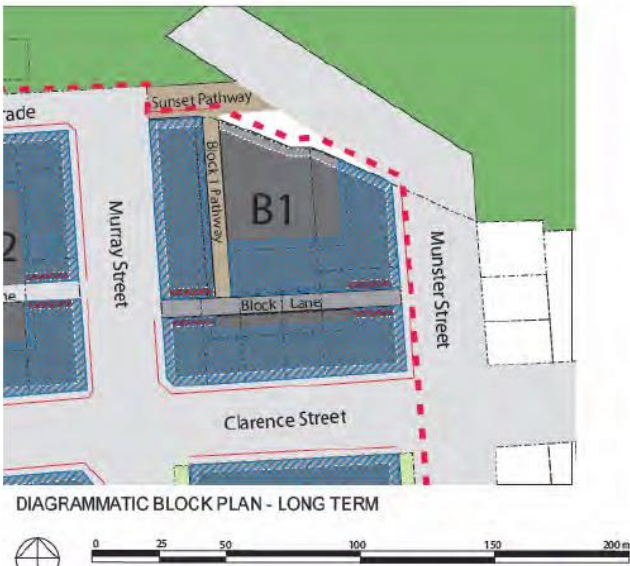


Figure 22: Port Macquarie Town Centre Blocks

Block 1				
Control	Ground	First	Second/Third	Top Floor
Maximum Building Depth	Whole site area less setbacks	20m maximum from street boundary	20m maximum from street boundary	20m maximum from street boundary
Front Setback				
Clarence Street	0m, build to line	0m, build to line	0m, build to line	3m, build to line
Munster Street	0m, build to line	0m, build to line	0m, build to line	3m, build to line
Murray Street	0m, build to line	0m, build to line	0m, build to line	3m, build to line
Sunset Pathway	0m, build to line	0m, build to line	0m, build to line	3m, build to line
Rear Setback	Minimum 0m	Minimum 0m		
Block 1 Pathway			Minimum 0m	Minimum 3m
Side Setback	Minimum 0m			
Block 1 Pathway		Minimum 0m	Minimum 0m	Minimum 3m
Facade Enclosure	60%	50%	40%	40%
Front Articulation Zone	Minimum 0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	N/a
Rear/Side Articulation	0m			
Vehicle Entry	Vehicle entry from streets and paths			
New Streets, Laneways & Paths	Off Block 1 Lane, Munster or Murray Streets			
Block 1 Lane	Minimum 7m wide - two way vehicle movement and 1m footpath			
Sunset pathway	Minimum 3m wide, extension of Sunset Parade			
Block 1 pathway	Minimum 3m wide			
Arcades	N/a			
Car Parking	Underground, on street, some on grade			
Landscaping				
Soft				
Hard				

PART 4 BLOCK CONTROLS

Block 1



DIAGRAMMATIC BLOCK PLAN - LONG TERM



INTERIM BLOCK PLAN

Incorporating existing strata buildings and newly approved or constructed buildings and buildings significantly taller than current height controls.



Location map

KEY	
Existing	
Study Area	
Existing lot boundaries	
Heritage building footprint	
Heritage area	
Existing strata or recently approved or constructed building footprint	
Existing Foreshore Reserve (subject to separate public domain plans)	
New development	
5. Maximum Building Depth	
Ground Floor Building Footprint	
Upper Floor Building Footprint	
6. Front Boundary Setback	
Build to line	
8. Facade Articulation Zone	
Front	
Side/Rear	
Upper Floor	
9. Extent of Street Awning to be provided	
12. New Streets, Laneways & Paths	
Proposed New Street	
Proposed New Laneway	
Proposed New Path	
14. Landscaping	
Soft Landscaped with Deep Soil	
Mix of Hard & Soft Landscaping	

Figure 23: Port Macquarie Town Centre - Block 1 controls

Block 2				
Control	Ground	First	Second/Third	Top Floor
Maximum Building Depth	Whole site area less setbacks	20m maximum from street boundary	20m maximum from street boundary	20m maximum from street boundary
Front Setback				
Hay Street	Minimum 5m	Minimum 5m	Minimum 5m	N/a
Clarence Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Murray Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Sunset Pathway	Minimum 0m	Minimum 0m	Minimum 0m	N/a
Rear Setback East-West Block 2 Lane	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 3m
Side Setback Block 2 Pathway	Minimum 0m	Minimum 0m	Minimum 0m	
Façade Enclosure	Minimum 60%	50%	40%	40%
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	N/a
Rear/Side Articulation	Location on plan			
Awnings	Location on plan			
Pedestrian Entry	From streets and paths			
Vehicle Entry	Off Block 2 Lane, Murray Street or Sunset Parade			
New Streets, Laneways and Paths	Minimum 7m wide - two way traffic and 1m footpath Minimum 3m wide, extension of Block 2 Lane. Design and materials to respond to Heritage Items			
Block 2 Lane				
Block 2 Pathway				
Arcades	N/a			
Car Parking	Underground			
Landscaping	Location on plan			
Soft				
Hard				

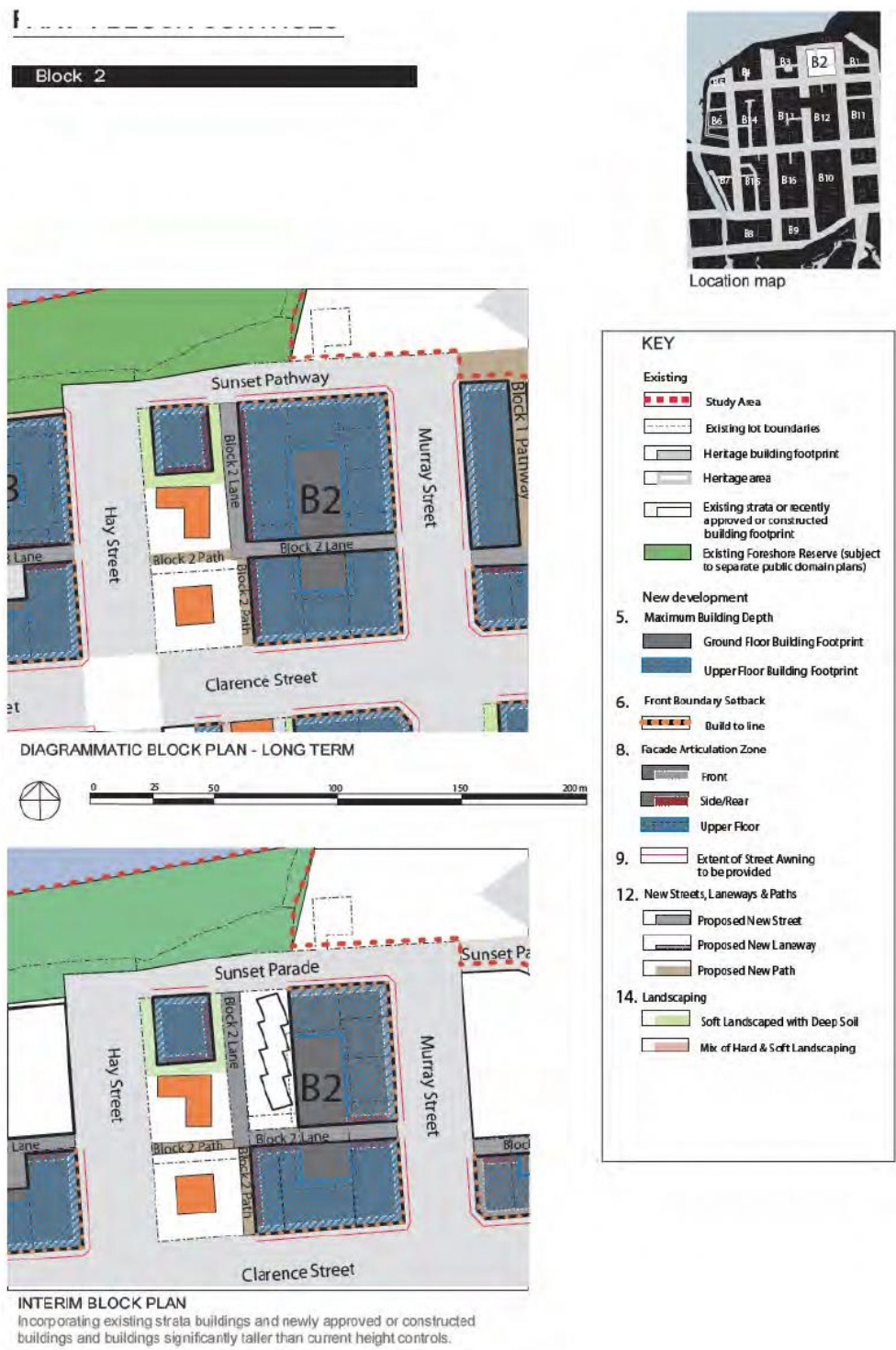


Figure 24: Port Macquarie Town Centre - Block 2 controls

Block 3				
Control	Ground	First	Second/Third	Top Floor
Maximum Building Depth	Whole site area less setbacks	20m maximum from street boundary and north from Block 3 Lane.	20m maximum from street boundary and north from Block 3 Lane.	20m maximum from street boundary and north from Block 3 Lane.
Front Setback				
Horton Street	0m, build to line	0m, build to line	Minimum 0m	N/a
Hay Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Clarence Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Foreshore	Minimum 3m	Minimum 3m	Minimum 3m (2nd Floor) Minimum 5m (3rd Floor)	N/a
Rear Setback Block 3 Lane	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 3m
Side Setback From Royal Hotel	Minimum 5m (to 20m inside boundary) Minimum 12m (from 20m inside boundary to rest of site)	Minimum 5m (to 20m inside boundary) Minimum 12m (from 20m inside boundary to rest of site)	Minimum 5m (to 20m inside boundary) Minimum 12m (from 20m inside boundary to rest of site)	Minimum 5m (to 20m inside boundary) Minimum 12m (from 20m inside boundary to rest of site)
Façade Enclosure	Minimum 60%	50%	40%	40%
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	N/a
Rear/Side Articulation	Location on plan			
Awnings	Location on plan			
Pedestrian Entry	From streets			
Vehicle Entry	Off Block 3 Lane or Hay Street			
New Streets, Laneways and Paths Block 3 Lane	Minimum 7m wide with suitable turnaround area for service vehicles.			
Arcades	Connect block 3 lane to Horton Street 3m – refer to Arcade Design Guidelines.			
Car Parking	Underground and in Block 3 Lane			
Landscaping Soft Hard	Location on plan			

PART 4 BLOCK CONTROLS

Block 3



DIAGRAMMATIC BLOCK PLAN - LONG TERM



INTERIM BLOCK PLAN
Incorporating existing strata buildings and newly approved or constructed buildings and buildings significantly taller than current height controls.

KEY	
Existing	
Study Area	
Existing lot boundaries	
Heritage building footprint	
Heritage area	
Existing strata or recently approved or constructed building footprint	
Existing Foreshore Reserve (subject to separate public domain plans)	
New development	
5. Maximum Building Depth	
Ground Floor Building Footprint	
Upper Floor Building Footprint	
6. Front Boundary Setback	
Build to line	
8. Facade Articulation Zone	
Front	
Side/Rear	
Upper Floor	
9. Extent of Street Awning to be provided	
12. New Streets, Laneways & Paths	
Proposed New Street	
Proposed New Laneway	
Proposed New Path	
14. Landscaping	
Soft Landscaped with Deep Soil	
Mix of Hard & Soft Landscaping	

Figure 25: Port Macquarie Town Centre - Block 3 controls

Block 4				
Control	Ground	First	Second/Third	Top Floor
Maximum Building Depth	Whole site area less setbacks	20m maximum from street boundary	20m maximum from street boundary	20m maximum from street boundary
Front Setback				
Short Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Horton Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Clarence Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Foreshore Western Lot	Align to adjoining façade	Align to adjoining façade	Align to adjoining façade	Align to adjoining façade
Other foreshore lots	Minimum 0m	Minimum 0m	Minimum 0m/2nd Minimum 3m/3rd	Minimum 3m
Rear Setback Block 4 Lane				
East	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 0m
West	Minimum 2m	Minimum 2m	Minimum 2m	Minimum 4m
Side Setback	0m	0m	0m	0m
Façade Enclosure	Minimum 60%	50%	40%	40%
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	Location on plan			
Awnings	Location on plan			
Pedestrian Entry	From streets and foreshore reserve			
Vehicle Entry	Off Block 4 Lane or Short Street			
New Streets, Laneways and Paths Block 4 Lane	Minimum 7m wide (including setback) – two way traffic and 1m footpath.			
Arcades	N/a			
Car Parking	Underground and on street			
Landscaping Soft Hard	Location on plan			

PART 4 BLOCK CONTROLS

Block 4



Location map



DIAGRAMMATIC BLOCK PLAN - LONG TERM



INTERIM BLOCK PLAN

Incorporating existing strata buildings and newly approved or constructed buildings and buildings significantly taller than current height controls.

KEY	
Existing	
Study Area	
Existing lot boundaries	
Heritage building footprint	
Heritage area	
Existing strata or recently approved or constructed building footprint	
Existing Foreshore Reserve (subject to separate public domain plans)	
New development	
5. Maximum Building Depth	
Ground Floor Building Footprint	
Upper Floor Building Footprint	
6. Front Boundary Setback	
Build to line	
8. Facade Articulation Zone	
Front	
Side/Rear	
Upper Floor	
9. Extent of Street Awning to be provided	
12. New Streets, Laneways & Paths	
Proposed New Street	
Proposed New Laneway	
Proposed New Path	
14. Landscaping	
Soft Landscaped with Deep Soil	
Mix of Hard & Soft Landscaping	
*	Are a subject to future negotiations with council at development application stage, in relation to building height, active frontage, facade articulation and potential expansion of the foreshore reserve as public benefit offset

Figure 26: Port Macquarie Town Centre - Block 4 controls

Block 5			
Control	Ground	First	Second/Third
Maximum Building Depth	Whole site area less setbacks	20m maximum from street boundary	20m maximum from street boundary
Front Setback			
Short Street	0m, build to line	0m, build to line	
Clarence Street	0m, build to line	0m, build to line	0m, build to line
Block 5 Foreshore Street	Minimum 0m	Minimum 0m	0m, build to line
Rear Setback	N/a	N/a	Minimum 0m
Side Boundary Setback Between western lots Eastern lot	Minimum 1m Minimum 3m	Minimum 1m Minimum 3m	Minimum 2m Minimum 4m
Façade Enclosure	Minimum 60%	50%	40%
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	None		
Awnings	Location on plan		
Pedestrian Entry	From streets and foreshore reserve		
Vehicle Entry	Off Short Street, or if unavoidable off Clarence Street.		
New Streets, Laneways and Paths Block 5 Foreshore Street	Minimum 12m wide along east west section		
Arcades	N/a		
Car Parking	Underground and maximum of one row of on street parking on Block 5 Foreshore Street.		
Landscaping Soft Hard	None		

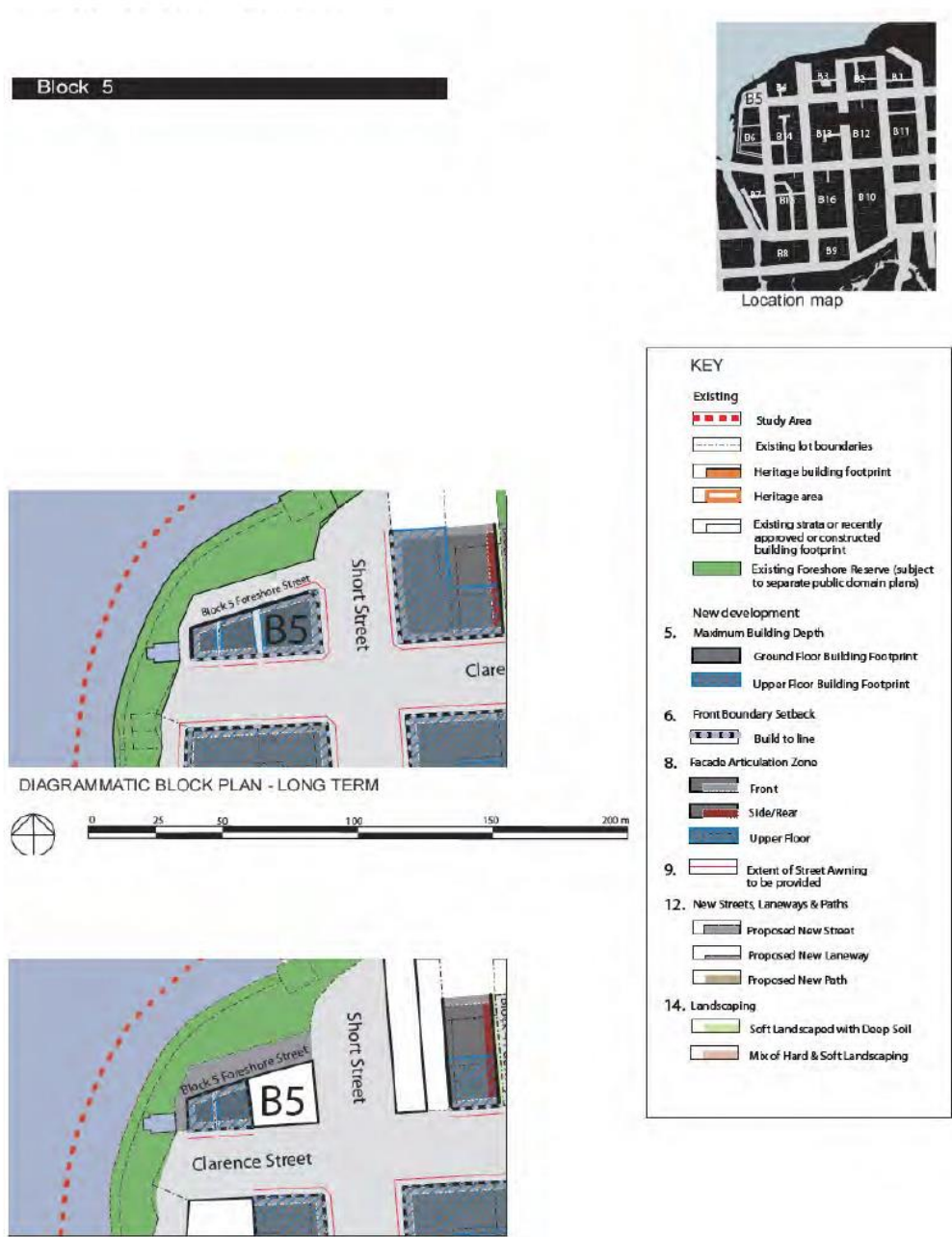


Figure 27: Port Macquarie Town Centre - Block 5 controls

Block 6			
Control	Ground	First	Second/Third
Maximum Building Depth	Whole site area less setbacks	20m maximum from street boundary	20m maximum from street boundary
Front Boundary Setback			
Block 6 Foreshore Street	0m, build to line	0m, build to line	0m, build to line
Short Street	0m, build to line	0m, build to line	0m, build to line
Clarence Street	0m, build to line	0m, build to line	0m, build to line
William Street	0m, build to line	0m, build to line	0m, build to line
Foreshore	Average 14m – 30m from waters edge	Average 14m – 26m from waters edge	Average 14m – 26m from waters edge
Rear Boundary Setback Block 6 Lane	Minimum 0m	Minimum 0m	Minimum 0m
Side Boundary Setback	Minimum 0m	Minimum 0m	Minimum 0m
Façade Enclosure	Minimum 60%	50%	40%
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	None		
Awnings	Location on plan		
Pedestrian Entry	From streets and foreshore reserve		
Vehicle Entry	Off Block 6 Lane or East-West section of Block 6 Foreshore Street.		
New Streets, Laneways and Paths Block 6 Foreshore Street Block 6 Pathway 1&2	Minimum 10m wide, requires high quality detail design and finish Minimum 7m wide		
Arcades	N/a		
Car Parking			
Landscaping Soft Hard	Location on plan		

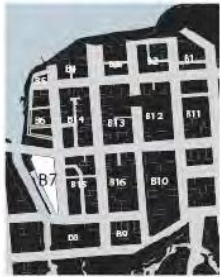


Figure 28: Port Macquarie Town Centre - Block 6 controls

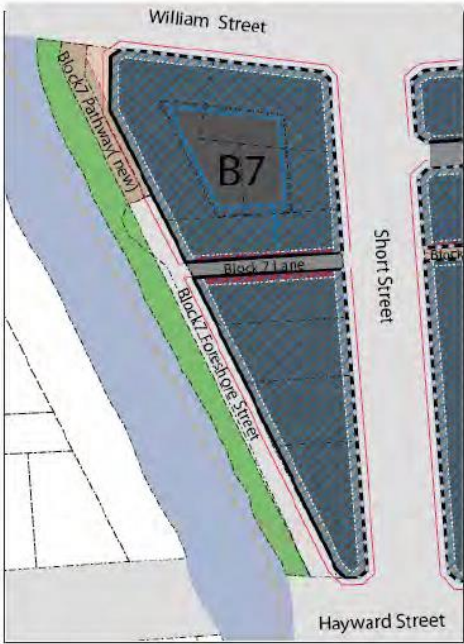
Block 7				
Control	Ground	First	Second/Third	Top Floor
Maximum Building Depth	Whole site area less setbacks	20m maximum from street boundary and north from Block 7 Lane	20m maximum from street boundary and north from Block 7 Lane	20m maximum from street boundary and north from Block 7 Lane
Front Boundary Setback				
Short Street	0m, build to line	0m, build to line	0m, build to line	Minimum 3m
William Street	0m, build to line	0m, build to line	0m, build to line	Minimum 3m
Block 7 Foreshore Street	Minimum 0m	Minimum 0m	Minimum 2m	Minimum 3m
Block 7 Pathway	Minimum 0m	Minimum 0m	Minimum 2m	Minimum 3m
Rear Boundary Setback Block 7 Lane	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 3m
Side Boundary Setback	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 0m
Façade Enclosure	Minimum 60%	50%	40%	40%
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	Location on Plan			
Awnings	Location on Plan			
Pedestrian Entry	From streets, pathway and foreshore reserve			
Vehicle Entry	Block 7 Foreshore Street or Short Street.			
New Streets, Laneways and Paths Block 7 Foreshore Street Block 7 Lane Block 7 Pathway	Minimum 10m wide, with adequate turning area at the northern end. Minimum 7m wide, location to align with axial view of St Agnes' and St Thomas' churches Minimum 3m wide extension of Block 7 Foreshore Street and linking both William Street footpath and the foreshore reserve path.			
Arcades	N/a			
Car Parking	Underground or semi-submerged			
Landscaping Soft Hard	Location on plan			

PART 4 BLOCK CONTROL

Block 7



Location map



DIAGRAMMATIC BLOCK PLAN - LONG TERM

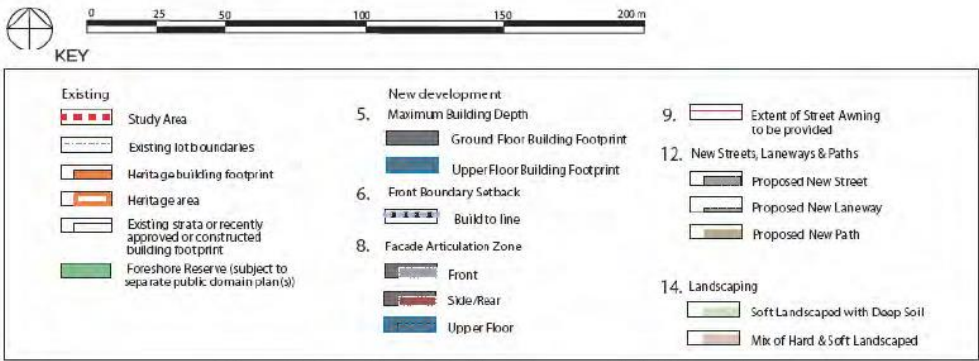


Figure 29: Port Macquarie Town Centre - Block 7 controls

Block 8				
Control	Ground	First	Second/Third	Top Floor
Maximum Building Depth	Whole site area	Whole site area	Whole site area	Whole site area
Front Boundary Setback				
Foreshore	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 3m
Horton Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Hayward Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Gordon Street	0m, build to line	0m, build to line	Minimum 0m	Minimum 3m
Rear Boundary Setback Block 7 Lane	N/a	N/a	N/a	N/a
Side Boundary Setback	0m	0m	0m	0m
Façade Enclosure	Minimum 60%	60%	50%	40%
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	None			
Awnings	Location on Plan			
Pedestrian Entry	From streets and foreshore reserve			
Vehicle Entry	Off Hayward Street, Morton and Gordon Street (note loading to be position midblock on Gordon away from Horton Street or the Creek.)			
New Streets, Laneways and Paths	N/a			
Arcades	N/a			
Car Parking	Underground, semi-submerged. Above ground car parking only if sleeved with active uses to Hayward, Foreshore and Horton Street. Any car parking above ground to Gordon Street to be above 1st Floor and designed with high quality façade. Ideally roof car parking to be screened from Church view.			
Landscaping Soft Hard	To foreshore and streets			

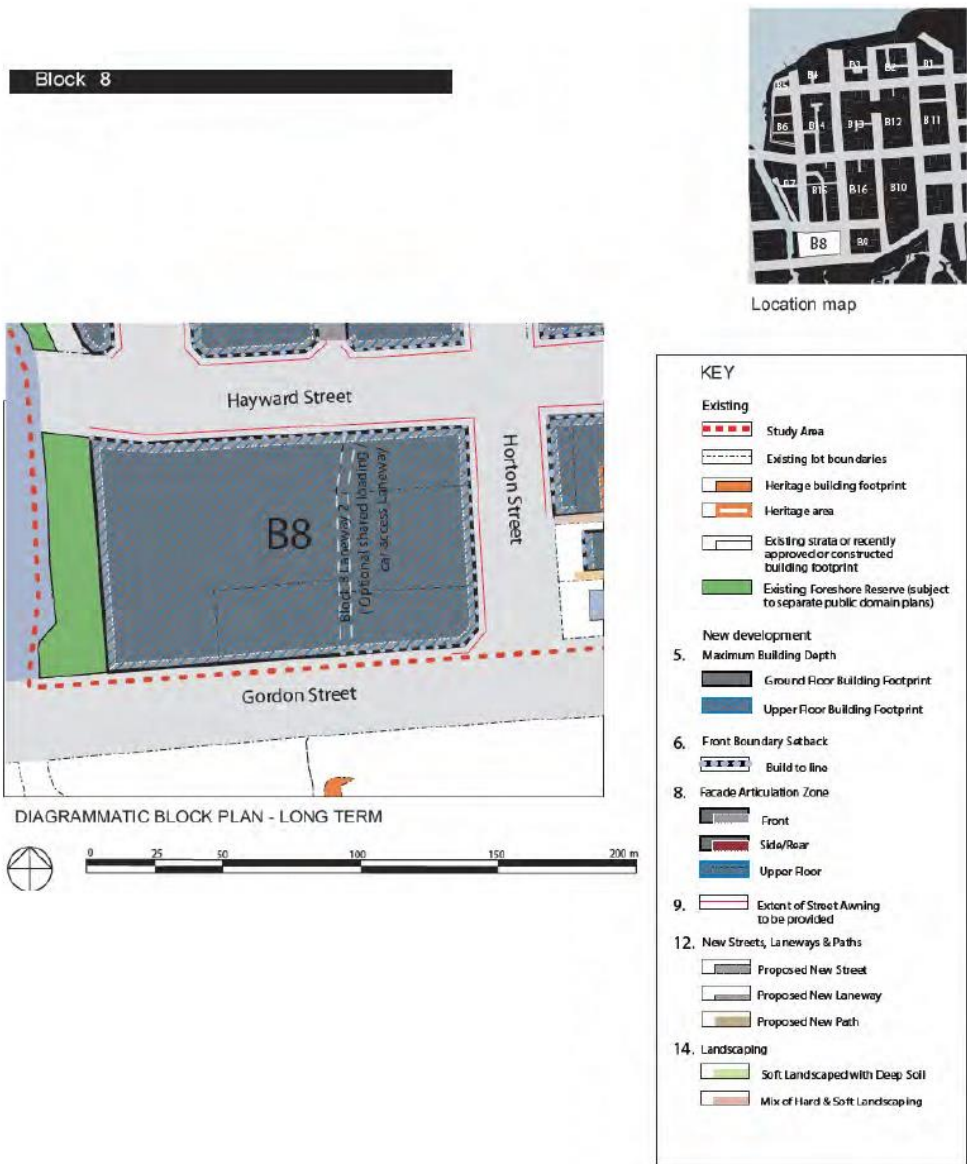


Figure 30: Port Macquarie Town Centre - Block 8 controls

Block 9			
Control	Ground	First	Second and above
Maximum Building Depth			
Horton Street Precinct	20m max from street boundary	20m max from street boundary	20m max from street boundary
Church Hill Precinct	20m max	20m max	20m max
Front Boundary Setback			
Horton Street (Church Hill Precinct)	0m, build to line	0m, build to line	Minimum 0m
Horton Street	10m, build to line	10m, build to line	N/a
Hay Street	Minimum 5m	Minimum 5m	N/a
Hayward Street	Minimum 10m	Minimum 10m	N/a
Rear Boundary Setback			
Church Hill Precinct	Minimum 9m	Minimum 9m	N/a
Side Boundary Setback	Minimum 3m	Minimum 3m	Minimum 3m
Façade Enclosure	Minimum 60%	60%	50%
Front Articulation Zone			
Horton Street Precinct	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Church Hill Precinct	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	Location on Plan		
Awnings	Location on Plan		
Pedestrian Entry	From streets		
Vehicle Entry	Off Hayward Street or Hay Street. If unavoidable also off Horton Street		
New Streets, Laneways and Paths	N/a		
Arcades	N/a		
Car Parking			
Horton Street Precinct	Underground or centre block		
Church Hill Precinct	Underground, some on grade parking		
Landscaping			
Soft	Location on Plan		
Hard			



Figure 31: Port Macquarie Town Centre - Block 9 controls

Block 10			
Control	Ground	First	Second and above
Maximum Building Depth	20m maximum	20m maximum	N/a
Front Boundary Setback			
Hay Street	Minimum 10m	Minimum 10m	N/a
Gordon Street	Minimum 0m	Minimum 0m	N/a
Rear Boundary Setback Western Lots South Lot	Minimum 12m Minimum 0m	Minimum 12m Minimum 0m	N/a N/a
Side Boundary Setback Western Lots South Lots	Minimum 3m Minimum 0m	Minimum 3m Minimum 0m	N/a N/a
Façade Enclosure	Flexible	Flexible	N/a
Front Articulation Zone Western lots	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
South Lot	0m	Minimum 1m Maximum 3m	Minimum 1m Maximum 3m
Rear/Side Articulation	Location on Plan		
Awnings	N/a		
Pedestrian Entry	From streets		
Vehicle Entry	Off Hay Street and Gordon Street		
New Streets, Laneways and Paths			
Arcades	N/a		
Car Parking	Underground, on street, some on grade		
Landscaping Soft Hard	Location on Plan		

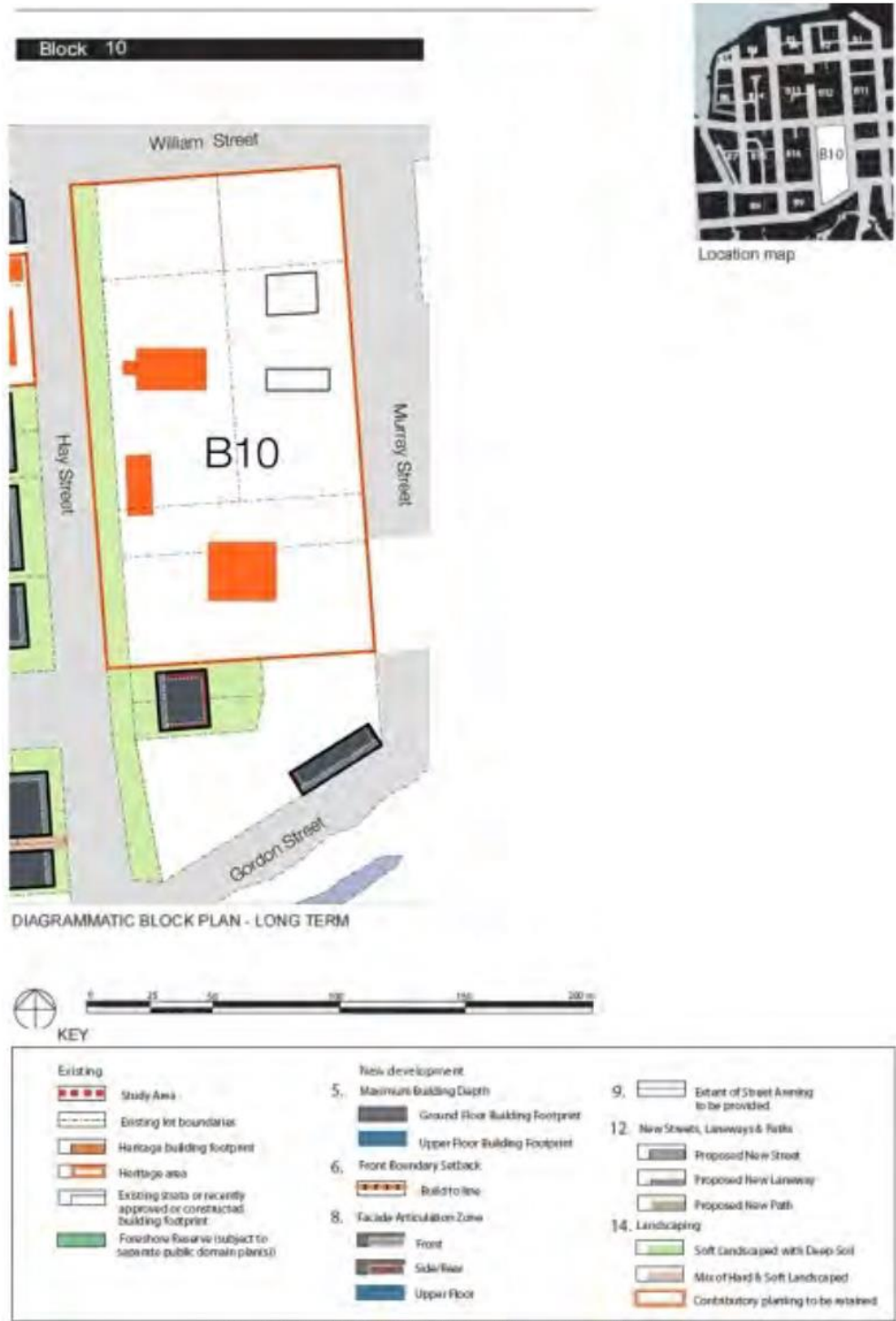


Figure 32: Port Macquarie Town Centre - Block 10 controls

Block 11				
Control	Ground	First	Second / Third	Top Floor
Maximum Building Depth				
Northern Lot	Whole site area minus required setbacks	20m maximum from street boundary	20m maximum from street boundary	
Courthouse Lot	Whole site area minus required setbacks	20m maximum from street boundary	20m maximum from street boundary	
Southern Lots	Whole site area minus required setbacks	20m maximum from street boundary	20m maximum from street boundary	
Front Boundary Setback				
Northern Lot				
Clarence Street	0m, Build to line	0m, Build to line	0m, Build to line	Minimum 3m
Murray Street	0m, Build to line	0m, Build to line	0m, Build to line	Minimum 3m
Market Place	Minimum 6m	Minimum 6m	Minimum 6m	Minimum 9m
Munster Street	0m, Build to line	0m, Build to line	0m, Build to line	Minimum 3m
Courthouse Lot				
Murray Street	0m, Build to line	0m, Build to line	0m, Build to line	0m, Build to line
Munster Street	Minimum 35m	Minimum 35m	Minimum 35m	Minimum 35m
Southern Lots				
Murray Street	0m, Build to line	0m, Build to line	0m, Build to line	Minimum 3m
William Street	0m, Build to line	0m, Build to line	0m, Build to line	Minimum 3m
Munster Street	0m, Build to line	0m, Build to line	0m, Build to line	M
Rear Boundary Setback				
Northern and Courthouse Lots	N/a	N/a	N/a	N/a
Southern Lots	Minimum 6m	Minimum 6m	Minimum 6m	Minimum 9m
Side Boundary Setback				
Courthouse	Minimum 6m	Minimum 6m	Minimum 6m	Minimum 6m
Southern Lots	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 3m
North	0m, Build to line	0m, Build to line	0m, Build to line	Minimum 3m
East	0m	0m	0m	3m
Other				
Façade Enclosure				
Northern Lots	Minimum 60% Flexible	50% Flexible	40% Flexible	40% Flexible
Southern and Courthouse Lots				
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	Location on Plan			
Awnings	Location on Plan			
Pedestrian Entry	From streets			

Block 11				
Control	Ground	First	Second / Third	Top Floor
Vehicle Entry	<p>Off Market place, Murray and Munster Streets. If unavoidable also off William Street and is supported by a traffic impact assessment demonstrating minimal adverse impact on traffic and pedestrian movement along William Street and meets the following objectives:</p> <p>To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety.</p> <p>To avoid vehicular access from Clarence, William and Horton Streets.</p> <p>To locate any car park ramps completely within the building footprint to avoid retaining walls in the public domain.</p> <p>To provide access to parking and service areas from secondary streets and lanes serving the rear of the properties where possible.</p> <p>To ensure adequate separation distances between vehicular entries and street intersections.</p> <p>To optimise the opportunities for active use of street frontages by: making vehicle access points as narrow as possible and consolidating vehicle access for multiple ownerships;</p> <p>To improve the appearance of car parking and service vehicle entries.</p>			
New Streets, Laneways and Paths	An additional mid block, pedestrian connection is encouraged between Murray and Munster Street and opposite New Street.			
Arcades	N/a			
Car Parking Northern and Courthouse Lots Southern Lots	<p>Underground</p> <p>Underground, on street, some on grade</p>			
Landscaping Soft Hard	Location on Plan			

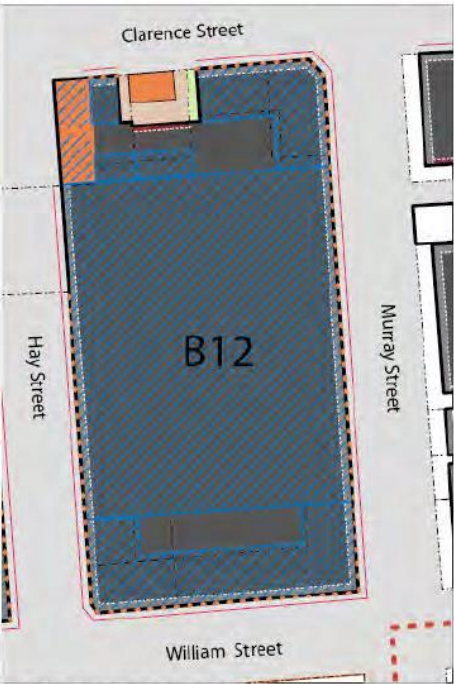


Figure 33: Port Macquarie Town Centre - Block 11 controls

Block 12				
Control	Ground	First	Second / Third	Top Floor
Maximum Building Depth				
Adjacent to Heritage Items	Whole site area minus required setbacks	Whole site area minus required setbacks	Maximum 20m from street boundary	
Others	Whole site area minus required setbacks	Maximum 10m rear boundary and maximum 20m from street boundary	Maximum 10m rear boundary and maximum 20m from street boundary	
Front Boundary Setback				
Front Boundary Setback lot with Heritage Item	Minimum 9m from Heritage Item	Minimum 18m from Heritage item	Minimum 18m from Heritage item	
Others	0m, Build to Line	0m, Build to Line	Minimum 0m	Minimum 3m
Rear Boundary Setback				
Northern and Courthouse Lots	N/a	N/a	N/a	N/a
Southern Lots	Minimum 6m	Minimum 6m	Minimum 6m	Minimum 9m
Side Boundary Setback				
Courthouse	Minimum 6m	Minimum 6m	Minimum 6m	Minimum 6m
Southern Lots North East Other	Minimum 4.5m Minimum 3m 0m	Minimum 4.5m Minimum 3m 0m	Minimum 4.5m Minimum 3m 0m	Minimum 7.5m Minimum 6m 3m
Façade Enclosure				
Northern Lots	Minimum 60%	50%	40%	40%
Southern and Courthouse Lots	Flexible	Flexible	Flexible	Flexible
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	Location on Plan			
Awnings	Location on Plan			
Pedestrian Entry	From streets			
Vehicle Entry	Off market Place, Murray and Munster Streets. If unavoidable also off William Street.			
New Streets, Laneways & Paths	N/a			
Arcades	N/a			
Car Parking				
Northern and Courthouse Lots	Underground			
Southern Lots	Underground, on street, some on grade			
Landscaping Soft Hard	Location on Plan			

PART 4 BLOCK CONTROL

Block 12



DIAGRAMMATIC BLOCK PLAN - LONG TERM



INTERIM BLOCK PLAN
Incorporating existing strata buildings and newly approved or constructed buildings and buildings significantly taller than current height controls.

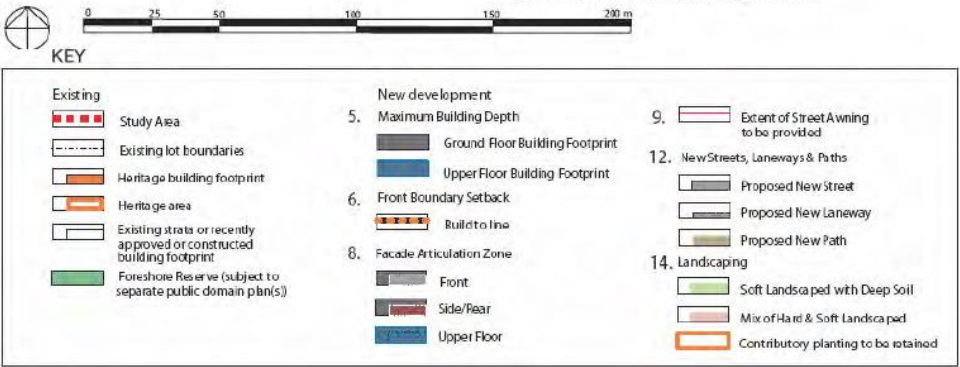


Figure 34: Port Macquarie Town Centre - Block 12 controls

Block 13				
Control	Ground	First	Second / Third	Top Floor
Maximum Building Depth				
Port Central	Whole site area	Whole site area	Whole site area	
Others	Whole site area	Whole site area	Maximum 20m from street boundary and east-west section of Block 13 Lane.	
Front Boundary Setback				
	0m, Build to Line	0m, Build to Line	Minimum 0m	Minimum 3m
Rear Boundary Setback				
	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 3m
Side Boundary Setback				
	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 3m
Façade Enclosure				
	Minimum 60%	Minimum 60%	50%	50%
Front Articulation Zone	0	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	
Rear/Side Articulation	None			
Awnings	Location on Plan			
Pedestrian Entry	From streets. Arcades and future pedestrian bridge			
Vehicle Entry	Off Hay Street and Block 13 Lane. If unavoidable also off William Street.			
New Streets, Laneways and Paths	7m with turning head and connection to mid-block link			
Existing Laneway	Ensure minimum width 7m			
Arcades				
Car Parking	Underground, upper levels of development and some on street			
Landscaping Soft Hard	None			

PART 4 BLOCK CONTROLS

Block 13



Location map



DIAGRAMMATIC BLOCK PLAN - LONG TERM



INTERIM BLOCK PLAN
Incorporating existing strata buildings and newly approved or constructed buildings and buildings significantly taller than current height controls.

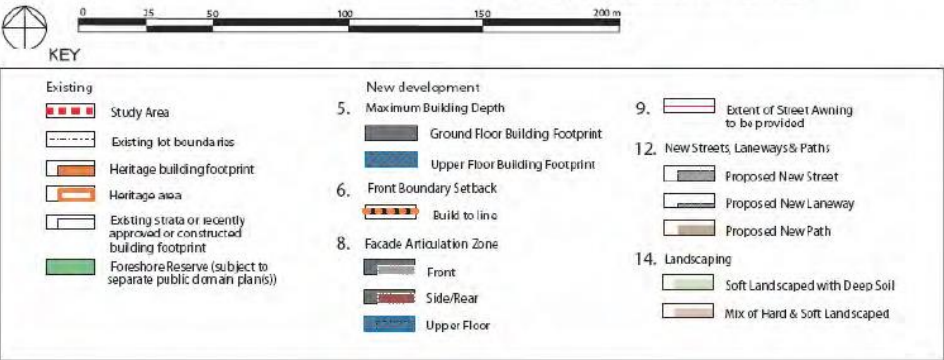


Figure 35: Port Macquarie Town Centre - Block 13 controls

Block 14				
Control	Ground	First	Second / Third	Top Floor
Maximum Building Depth				
	Whole site area minus required setbacks	Whole site area minus required setbacks	Maximum 20m from street boundary	Maximum 20m from street boundary
Front Boundary Setback				
Others	0m, Build to Line	0m, Build to Line	0m, Build to Line	3m, build to line
Rear Boundary Setback				
Block 14 Lane East	Minimum 17m	Minimum 17m		
Block 14 Lane West	Minimum 0m	Minimum 0m		
Other	Minimum 0m	Minimum 0m		
Side Boundary Setback				
Barracks lane	0m, Build to Line	0m, Build to Line	Minimum 0m	Minimum 0m
Other	0m	0m	0m	0m
Façade Enclosure				
Northern Lots	Minimum 60%	Minimum 60%	50%	50%
Front Articulation Zone	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Rear/Side Articulation	Location on Plan			
Awnings	Location on Plan			
Pedestrian Entry	From streets and arcades			
Vehicle Entry	Off Barracks Street and Block 14 Lane			
New Streets, Laneways and Paths				
Block 14 Lane	Consolidation of existing laneway			
North - South Section	Minimum 7m wide			
East-West Section	Minimum 9m wide			
Arcades				
Car Parking	Centre block at grade, underground or upper levels of development within centre block.			
Landscaping Soft Hard	None			

PART 4 BLOCK CONTROLS

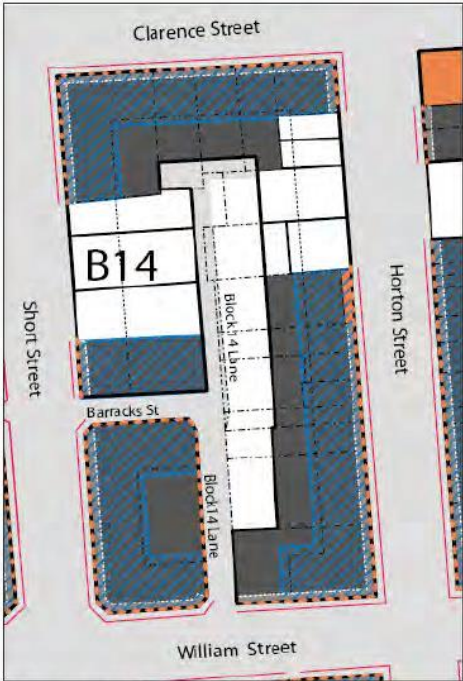
Block 14



Location map



DIAGRAMMATIC BLOCK PLAN - LONG TERM



INTERIM BLOCK PLAN
Incorporating existing strata buildings and newly approved or constructed buildings and buildings significantly taller than current height controls.

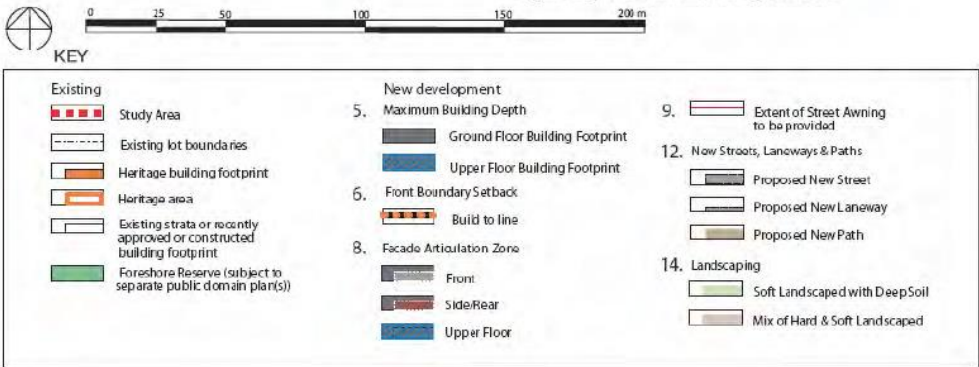


Figure 36: Port Macquarie Town Centre - Block 14 controls

Block 15				
Control	Ground	First	Second / Third	Top Floor
Maximum Building Depth				
Northern and Eastern Lots	Whole site area minus required setbacks	Whole site area minus required setbacks	Maximum 20m from street boundary	Maximum 20m from street boundary
Western Lots	Whole site area	Whole site area	Whole site area	Whole site area
Front Boundary Setback				
Others	0m, Build to Line	0m, Build to Line	Minimum 0m	Minimum 3m
Rear Boundary Setback				
East	Minimum 17m	Minimum 17m		
West	Minimum 0m	Minimum 0m	Minimum 0m	
North	Minimum 0m	Minimum 0m	Minimum 0m	
Side Boundary Setback				
Side	Minimum 0m	Minimum 0m	Minimum 0m	Minimum 3m
Other	0m	0m	0m	Minimum 3m
Façade Enclosure				
	Minimum 60%	Minimum 60%	50%	50%
Front Articulation Zone				
Northern and Eastern Lots	0m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
Western Lots	0m	Minimum 1m Maximum 3m	Minimum 1m Maximum 3m	Minimum 1m Maximum 3m
Rear/Side Articulation	Location on Plan			
Awnings	Location on Plan			
Pedestrian Entry	From streets, Lanes and Arcades			
Vehicle Entry	Off block 15 lane 1 and one way off Block 15 Lane 2.			
New Streets, Laneways and Paths	N/a			
Block 15 Laneway 1	Minimum 6m wide, location to align with axial view of St Agnes' and St Thomas' Churches.			
Block 15 Laneway 2	Minimum 7m wide, open to sky			
Existing Laneway	Lane may be closed if Block Plan Option 2 is developed.			
Arcades				
Car Parking	Centre block at grade, underground or upper levels of development within centre block			
Landscaping Soft Hard	None			

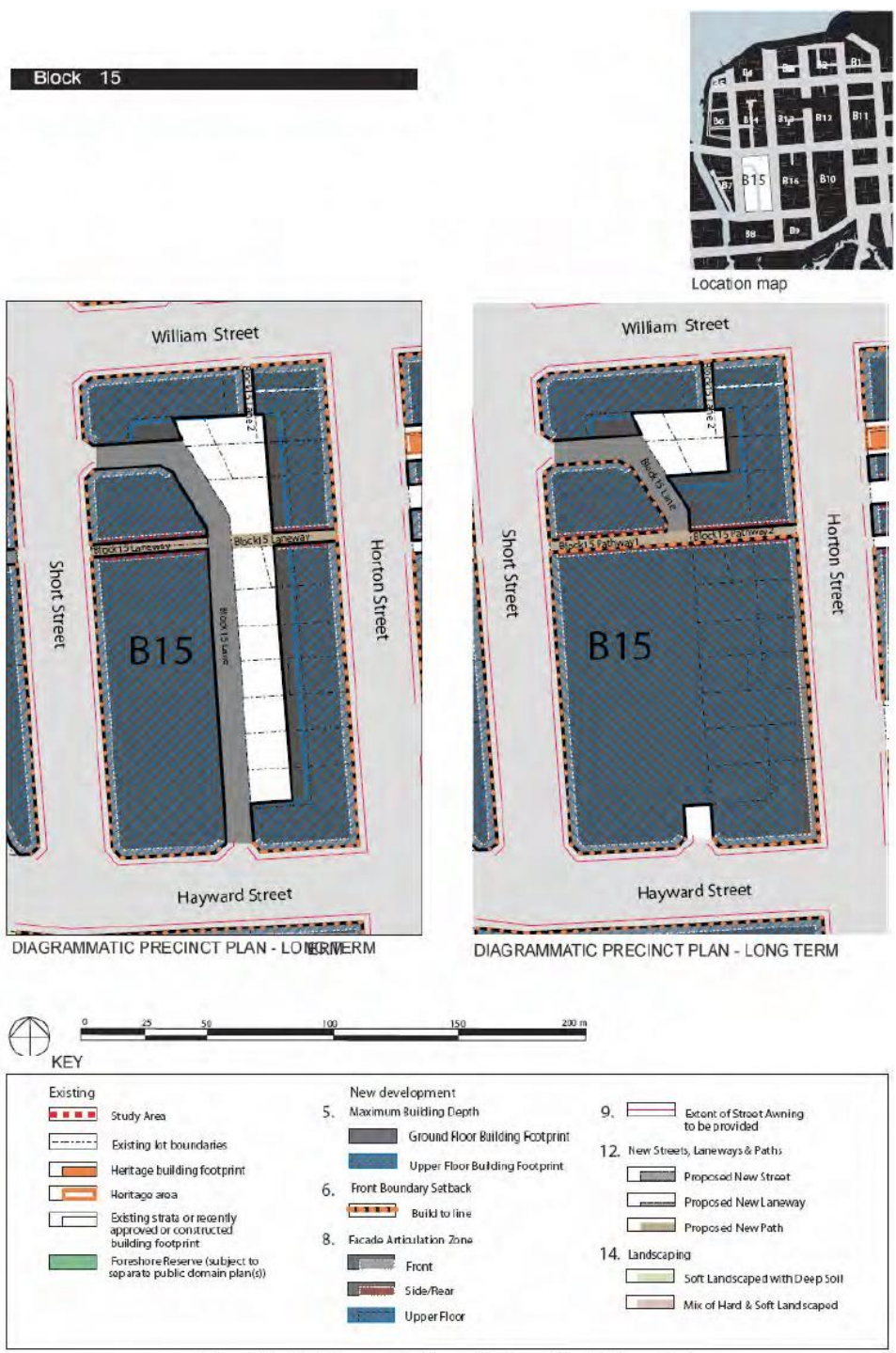


Figure 37: Port Macquarie Town Centre - Block 15 controls

Block 16			
Control	Ground	First	Second and above
Maximum Building Depth			
Northern Lots	Whole site area minus required setbacks	Whole site area minus required setbacks	Maximum 20m from street boundary
Others	Maximum 20m	Maximum 20m	Maximum 20m
Front Boundary Setback			
Northern and Western Lots	0m, Build to Line	0m, Build to Line	0m, Build to Line
South eastern lots	Minimum 10m	Minimum 10m	N/a
Rear Boundary Setback			
North Western Lots	Minimum 15m	Minimum 15m	
North Eastern Lots	Minimum 3m	Minimum 3m	
Western Lots			
Gateway Buildings	Minimum 3m	Minimum 3m	Minimum 3m
Rear Development	Minimum 8m	Minimum 8m	N/a
Other	Minimum 12m	Minimum 12m	
South Eastern Lots	Minimum 12m	Minimum 12m	N/a
Side Boundary Setback			
North Western Lots	Minimum 3m	Minimum 3m	Minimum 3m
North Eastern Lots	Minimum 5m for 25m from street boundary, remainder minimum 3m	Minimum 5m for 25m from street boundary, remainder minimum 3m	Minimum 5m for 25m from street boundary, remainder minimum 3m
Block 16 Lane / Other Northern Western Lots / Gateway buildings. North South Rear Development Other Western South Western Lot North East South Eastern Lots West Other	Minimum 0m Minimum 3m Minimum 5m Minimum 3m 0m Minimum 5m Minimum 3m Minimum 10m Minimum 3m	Minimum 0m Minimum 3m Minimum 5m Minimum 3m 0m Minimum 5m Minimum 3m Minimum 10m Minimum 3m	Minimum 0m Minimum 3m Minimum 5m N/a 0m Minimum 5m Minimum 3m N/a N/a

Block 16			
Control	Ground	First	Second and above
Façade Enclosure			
Northern and Western Lots	Minimum 60%	Minimum 60%	50%
South Eastern Lots	Flexible	Flexible	N/a
Front Articulation Zone			
Northern & Western Lots	0	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m
South Eastern Lots	Minimum 1.8m Maximum 4m	Minimum 1.8m Maximum 4m	N/a
Rear/Side Articulation	Location on Plan		
Awnings	Location on Plan		
Pedestrian Entry	From streets and pathways/staircase		
Vehicle Entry	Off Hayward Street, Block 16 Laneway and Hayward Street		
New Streets, Laneways and Paths	N/a		
Existing Laneway	Ensure minimum width 7m wide		
Arcades	N/a		
Car Parking			
Northern and Western Lot	Underground, on street or centre block		
Southern Eastern Lots	Underground, on street, some on grade		
Landscaping Soft Hard	Location on Plan		



Figure 38: Port Macquarie Town Centre - Block 16 controls

D1.2: SETTLEMENT CITY PRECINCT

Section D1.2 applies to all the land highlighted in Figure 39 below.



Figure 39: Land subject to Part D1.2

These provisions aim to promote development that contributes to realising the Vision and the desire for a holistic Greater Port Macquarie town centre/place, as described in the [Settlement City Precinct Structure Plan 2009](#).

Strategic Context

Port Macquarie Hastings Council adopted the Settlement City Precinct Structure Plan on 21 January 2009. The Plan established a clear direction for future land use and development within the Settlement City Precinct with the emphasis being on achieving quality design outcomes that are coordinated and responsive to future public needs in the area.



Figure 40: Street hierarchy and movement network map

The recommendations of the Structure Plan aim to see the precinct fulfil its potential as a truly mixed use, vibrant, successful place with strong social, economic and physical ties to the Port Macquarie Town Centre but with a distinctive character that reflects the Vision and Desired Future Character statement defined in the Plan.

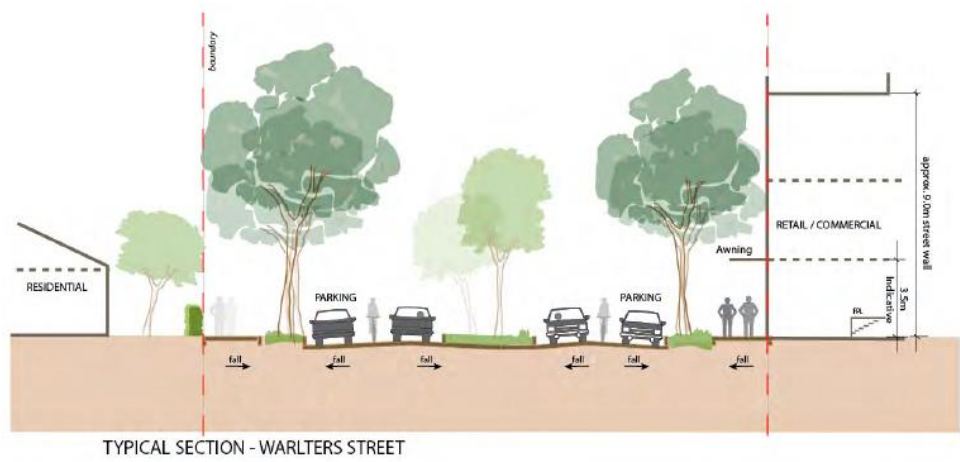


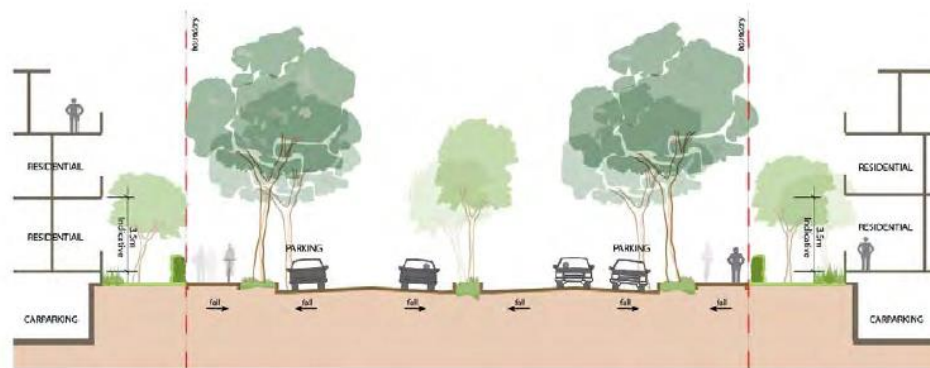
Figure 41: Warlters Street Road Plan and Section

Vision

The Vision for future development in the Settlement City Precinct is to create a distinctive and high quality mixed use place reinforcing the role of the Greater Port Macquarie town centre as a holistic place where residents and visitors can live, work or enjoy leisure activities.

Desired Future Character

The desired future character of the precinct is that of a distinctive place, complementary to the Port Macquarie Town Centre and with a broad and inclusive appeal and sense of place which consolidates the role of the Greater Port Macquarie CBD as the primary commercial centre in the region and a major centre on the NSW mid-north coast.



TYPICAL SECTION - ASTON STREET



TYPICAL PLAN - ASTON STREET

Figure 42: Aston Street Road Plan and Section

The area has a balanced mix of uses that sustain activity throughout the day and evening with a high quality and pedestrian friendly public realm enlivened by retail and commercial uses.

Existing streets are upgraded with generous footpaths, shady trees, on-street parking and awnings. New streets and laneways offer views into the precinct and opportunities to wander through to enjoy pleasant surprises such as urban squares and pocket parks

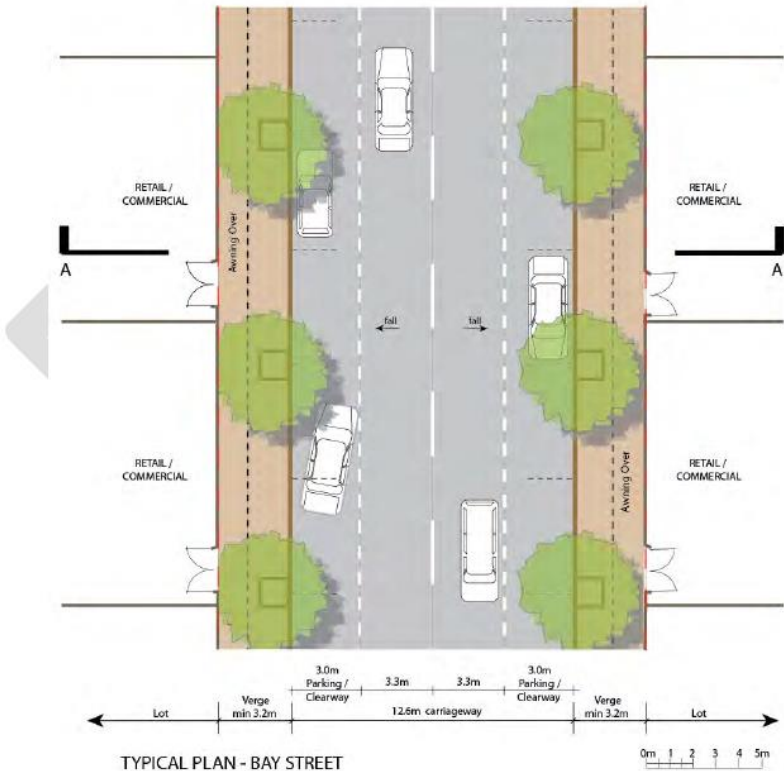
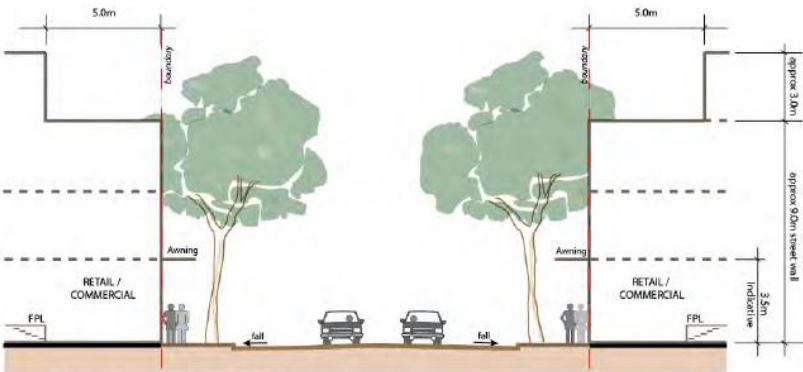


Figure 43: Bay Street Road Plan and Section

Entry points into the precinct are marked with high quality innovative development that visually balances the scale of the Panthers roof and announces entry into the area.

Car parking and service areas within developments are concealed behind active frontages and/or screened by architectural elements; and where appropriate, planting. Decked car parking is concealed from public view and includes active uses along streets and public spaces.

Design Excellence

Development in the Settlement City Precinct, which is recognised as a key area for the long-term growth of the Greater Port Macquarie CBD, requires a special design response. For this reason, the Design Excellence provisions in clause 7.11 A of PMH LEP 2011 applies to all land zoned B3 and SP3 within the Precinct and aims to ensure that future development is designed taking into account a number of urban design considerations.

To assist in evaluating the Design Excellence of a proposal, a comparison between different approaches to a site and its context may be required to support a DA. In this regard, a minimum of three (3) sketch options may be required to demonstrate the opportunities and constraints of a site and how competing objectives can best be addressed in different design approaches. These options would be high-level investigations (ie building envelope) that show the potential of different site layouts to address the matters listed in the Design Excellence clause.

This process should occur at pre-lodgement DA stage before too much time and money is spent on developing a preferred design approach.

Objectives

The objectives of these provisions are:

- To revitalise the precinct as a vibrant mixed use area with broad and inclusive appeal to workers, locals and visitors during the day and evening.
- To facilitate high quality, pedestrian friendly, street orientated development and promote the complementary benefit of public transport, bicycles and walking.
- To ensure that building design, including the use of materials and activities at ground floor, creates and improves pedestrian activation of the public domain.
- To create and enhance open spaces to provide for a range of community, recreation and leisure opportunities.
- To promote development that facilitates view corridors along new and existing streets and opportunities for view sharing.
- To ensure that buildings on prominent sites are designed to achieve a high standard of design reflecting the importance of their location and extent of visibility.
- To maintain a satisfactory level of amenity to existing and future residents within and adjoining the precinct.
- To ensure appropriate flooding and stormwater management measures are considered in the design and site layout.
- To ensure Aboriginal archaeological values are respected in the development process.
- To manage koala habitat as development occurs.

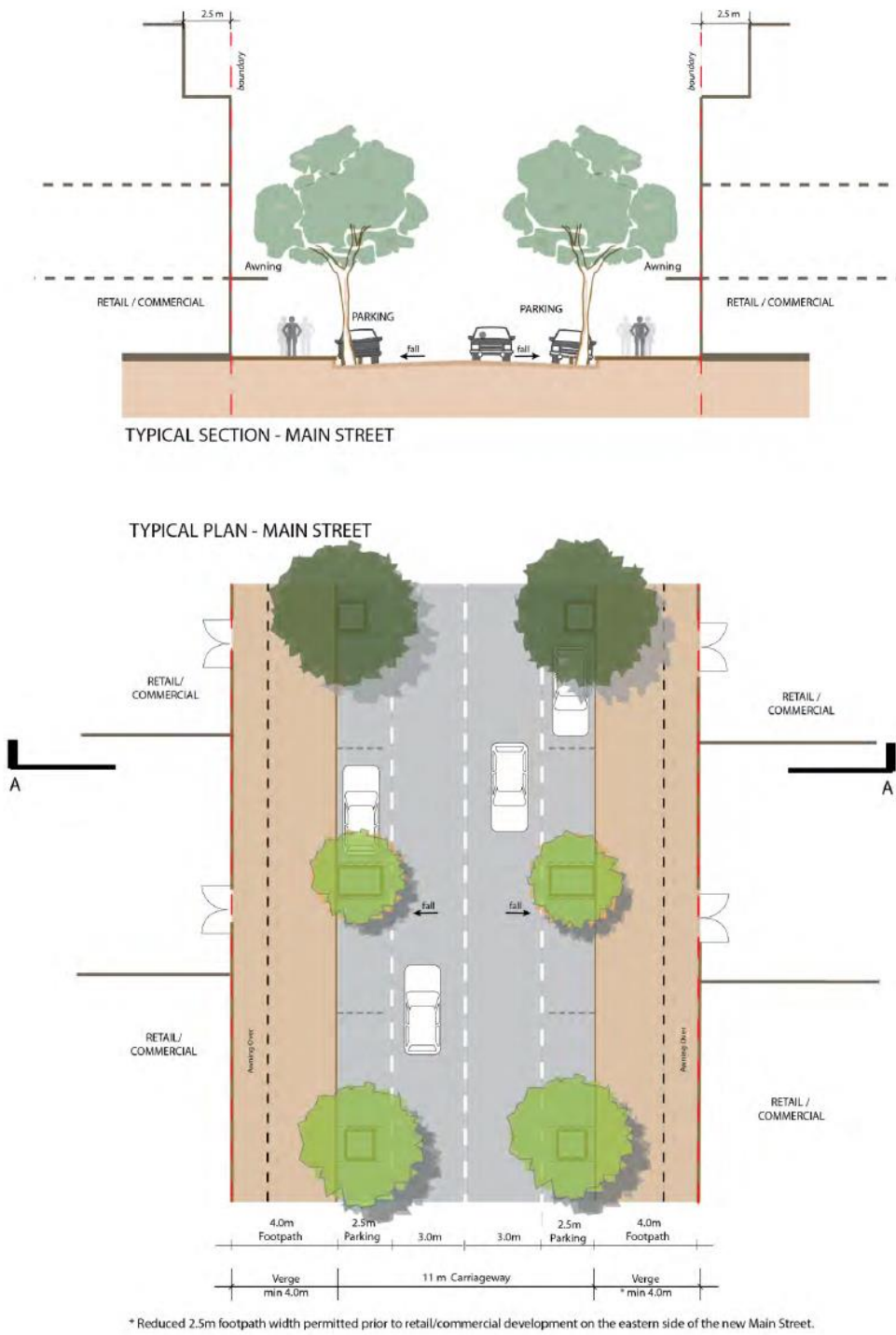


Figure 44: New Main Street Plan and Section

Development Guide

Transport, Traffic Management, Access and Car Parking

178. Objective

- To improve vehicular and pedestrian linkages and enhance the existing road network to accommodate the expected increase in travel demand

Development Provisions

- a) The street hierarchy and movement network, including new retail streets and access laneways, should be provided generally in accordance with the conceptual Street hierarchy and movement network map at Figure 40.
- b) The upgrade of Warlters Street, Aston Street, Bay Street (southern extent) and intersection works, are to be carried out in accordance with the requirements of the *PMHC Settlement City Precinct Roads Contribution Plan 2013*; and as appropriate for the proposed development.
- c) Along the northern side of Warlters Street, land is to be dedicated to Council for the purpose of road widening to achieve a 27.0m wide road reserve, in addition to land required for a splay corner at the intersection of Warlters and Park Streets.
- d) The road standards for each road type are to be in accordance with the following plans and sections and to the requirements of Council:
 - Warlters Street - Figure 41
 - Aston Street - Figure 42
 - Bay Street - Figure 43
 - New Main Street (connecting Warlters St to Park St) - Figure 44.

179. Objective

- Reduce the cumulative width of vehicle accesses over footpaths, especially for active street frontages.

Development Provisions

- a) Where practicable, adjoining buildings are to share, or amalgamate vehicle access points.

180. Objective

- To provide easy access to public transport and encourage greater use of buses close to connections into the precinct.

Development Provisions

- a) Bus stops are to be provided to both sides of Warlters and Park Streets near the intersection with the new Main Street.

Pedestrian Amenity and Permeability

181. Objective

- To assist in achieving a more pedestrian friendly and walkable precinct.

Development Provisions

- a) The design of new development is to provide for new pedestrian links, laneways, secondary through-block connections and public promenade generally in the locations shown on Figure 45.
- b) The design of the east-west pedestrian link is to provide for the connection to:
 - be open to the air and with parts, publicly accessible at all times, with consultation to occur between Council and developers to maximise public access in the short-term;
 - have active street frontages;
 - be a clear and direct thoroughfare for pedestrians;
 - have a minimum width of 8m clear of all obstructions; and
 - demonstrate the application of 'safer-by design' principles.
- c) New secondary through block connections should provide convenient links to the existing/proposed pedestrian network and are discouraged through car parking bays or along loading docks, in favour of pedestrian access along active building edges and footpaths.

182. Objective

- To provide shelter for public streets where most pedestrian activity occurs.

Development Provisions

- a) Continuous street frontage awnings should be provided for all new development along Bay Street, Park Street, the new Main Street and laneways for pedestrian comfort and amenity. Outside these areas, weather protection is to be provided at the main entrance to each building.

183. Objective

- To encourage walking to and through the precinct and provide safe and convenient pedestrian crossing points that link the precinct to the surrounding area.

Development Provisions

- a) The intersections of the new Main Street with Warlters Street and the new Main Street with Park Street should feature increased traffic management measures to facilitate pedestrian movement.

184. Objective

- To enable creation of a public promenade foreshore pedestrian network to ensure continuous pedestrian linkage from the town centre CBD to the precinct in addition to activation and surveillance along the water's edge, providing public safety.

Development Provisions

- a) As part of any redevelopment, the promenade along the edge of the Hastings River is to be public in order to maximise access to the foreshore. Extension of the public

promenade along the water edge at Port Marina and Sails Resort will be subject to negotiations between Council, State Government and the landowners.

- b) The minimum width of the pedestrian promenade at any point is to be 3.0m and designed taking into account the location, adjacent uses and built form design.
- c) The pedestrian promenade is to be open 24 hours, 7 days a week through the registration of a public right of way and managed through a Plan of Management, subject to negotiations between Council, the Crown and the landowners.

185. Objective

- To provide some separation between public and private uses on the foreshore and enhance privacy and surveillance.

Development Provisions

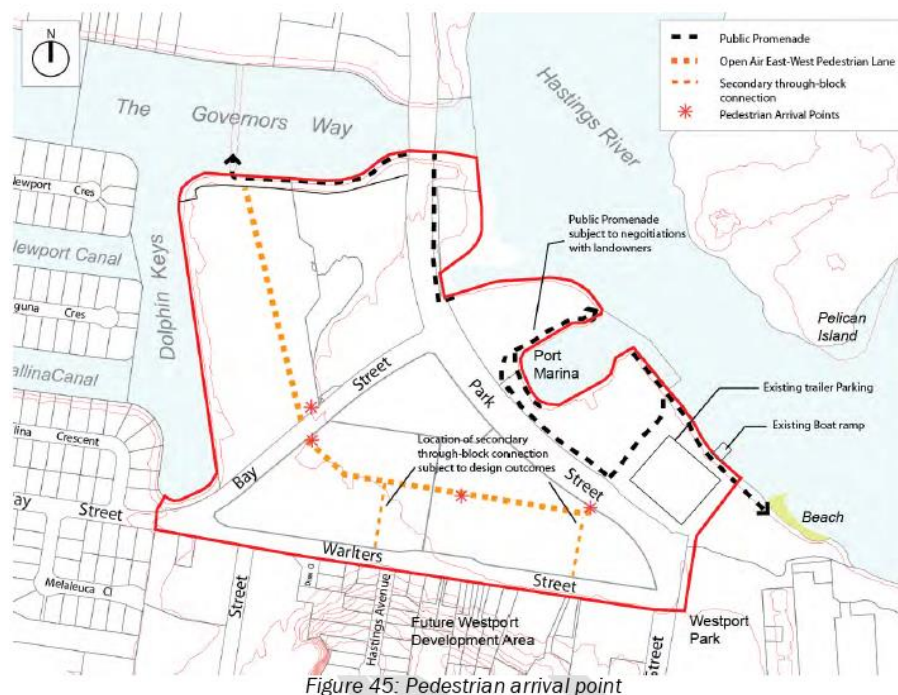
- a) Tourist accommodation on the foreshore edge and at the level of the public domain is to be setback 4.0m to provide a level change to a raised landscaped terrace (see Figure 46.)
- b) Any fencing along the foreshore edge should be setback behind landscaping and comprise a clear glazed open balustrade, or a low palisade style fence.

186. Objective

- To achieve comfortable street environments for pedestrians and provide for a well framed streetscape appropriate to the precinct and pedestrian scale.

Development Provisions

- a) Buildings adjoining the Main Street and Town Square are to have a maximum street edge height of 11.5m, with levels above this height set back 2.5m.
- b) In other areas of the precinct, the street frontage height of any new building is to be appropriately scaled to complement the streetscape.



Building Facades, Materials and Finishes

187. Objective

- To contribute to the creation of a high vibrant precinct streetscape through appropriate architectural design.

Development Provisions

- The use of textures, colours and different natural materials is encouraged to create visual interest and variation. Natural materials associated with maritime uses and structures is encouraged.
- Expression of bold structural elements is encouraged. Portholes and exaggerated maritime elements are not supported.
- Use of elements such as sails and lightweight timber shading structures is encouraged, particularly along the foreshore.
- Blank building wall(s) or loading docks along street frontages or visible from streets and other public space is discouraged.
- Any above ground level decked car parking areas and visible service areas of a building are to be treated as an integral part of the overall design and fully screened from public areas.

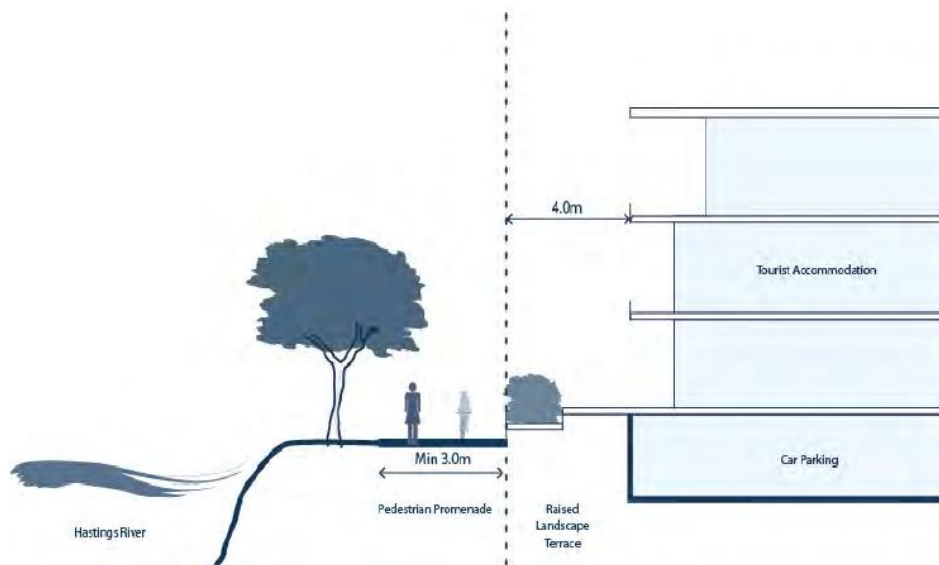


Figure 46: Level change to raised landscape terrace

Adaptable Design

188. Objective

- To encourage building designs that meets the broadest range of occupants' needs possible and which can accommodate whole or partial changes of use.

Development Provisions

- For all new buildings greater than single-storey, the ground floor should have a minimum floor to ceiling height of 3.4m to provide for flexible tenancy opportunities.

189. Objective

- To facilitate the future conversion of above ground parking to alternative uses.

Development Provisions

- Decked car parking at and above ground level should provide for appropriate ceiling heights and floor levels to allow for future adaption to other uses.

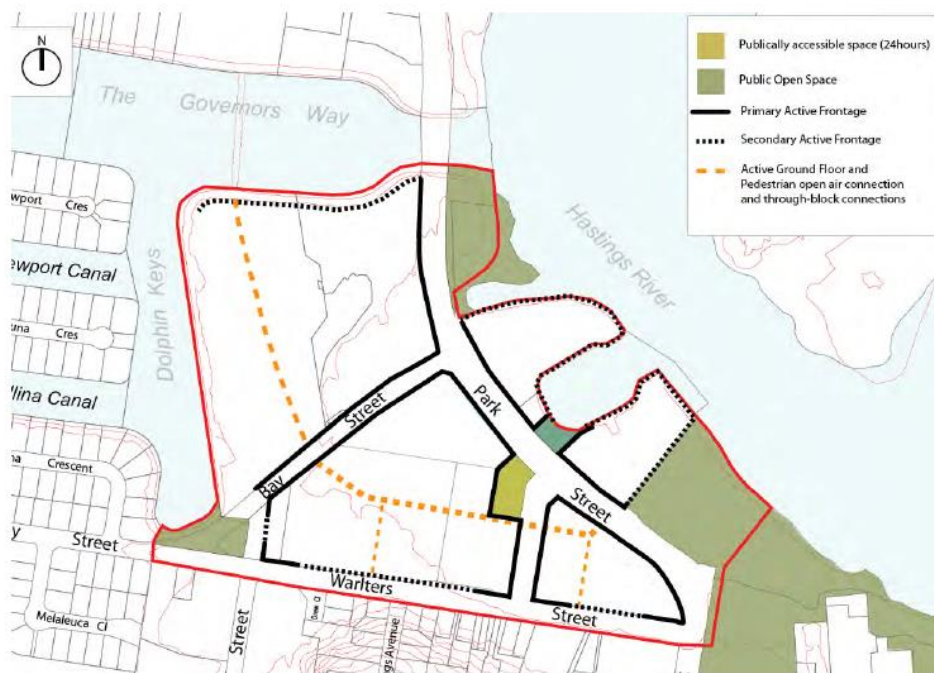


Figure 47: Activation map

Street Edge Activation

190. Objective

- To maximise street edge activation in the Settlement City Precinct to contribute towards creating a dynamic vibrant and interesting place.

[Street edge activation refers to street frontages where there is active visual engagement between those in the street and those on the ground floors of buildings. The quality is assisted where the front façade of buildings, including the main entrance, faces and opens towards the street].

Development Provisions

- New development is to provide for ground floor activation of street edges generally in accordance with Figure 47.
 - Primary activation of frontages along the new Main Street, Park Street, Bay Street and street corners
 - Primary activation of frontages to the Town Square, Marina Foreshore Plaza, east-west pedestrian laneway and through-block connections; and
 - Secondary activation of frontages along the remainder of Warlters Street and foreshore frontages.
 - For primary activation, active ground floor uses occupy a minimum 70% of the building frontage.
 - Where not activated along a primary frontage, visual impact is to be minimised through high quality design, building articulation and suitable materials.
 - For secondary activation, active ground floor uses occupy a minimum 30% of the building frontage.
- Where not activated along a secondary frontage in Warlters Street, generous landscaped setbacks are to be provided to include a mix of ground covers, mounding and canopy trees to effectively screen and break up the visual appearance of development.

- c) Where not activated along a secondary foreshore frontage, the design of development is to address Figure 46.
- d) Enclosed malls are not supported.

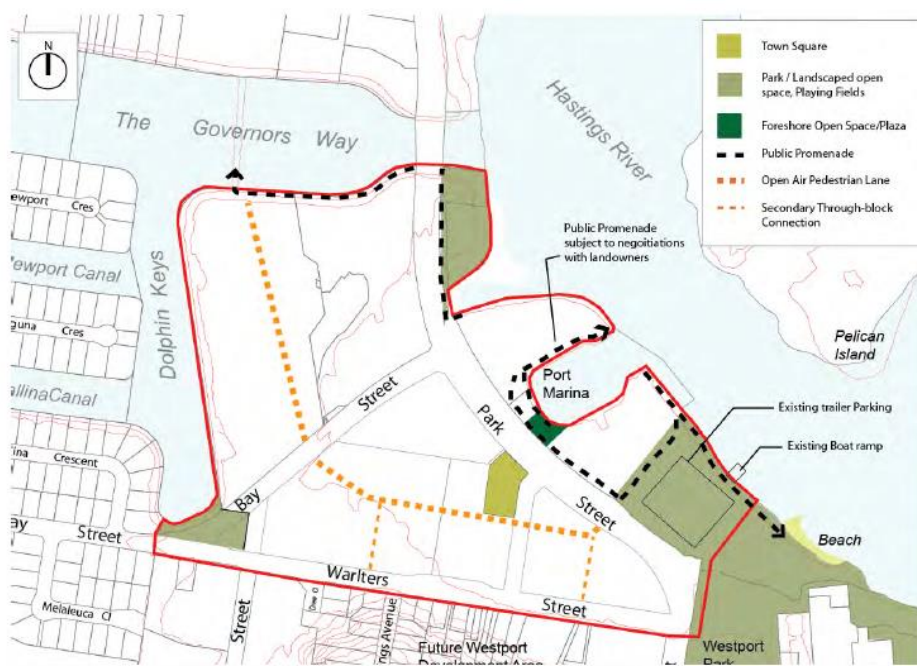


Figure 48: Open space map

Open Space

191. Objective

- To create an inviting public domain and provide a range of active and passive open spaces throughout the precinct that are accessible to residents and visitors alike.

Development Provisions

- a) New open spaces, accessible by the public, should be established throughout the precinct generally in the locations shown on Figure 48 as follows:
- A new town square along the new Main Street with a strong visual relationship to the Marina foreshore plaza and connection to the river. The town square is to intersect with the east-west pedestrian link, Park Street and Main Street to ensure a continuous and integrated public realm and pedestrian network. The role of the town square is to create a pedestrian and community meeting place in a landscaped and vibrant public open space. If the town square is to be staged then it should, at a minimum, intersect with Park Street and Main Street and be activated.
 - A new Marina foreshore plaza to visually link to the town square, intersect with Park Street and the foreshore and reinforce the view corridor along Main Street to the river. In combination with the town square, the plaza creates a real focus and brings a sense of the river into the precinct.

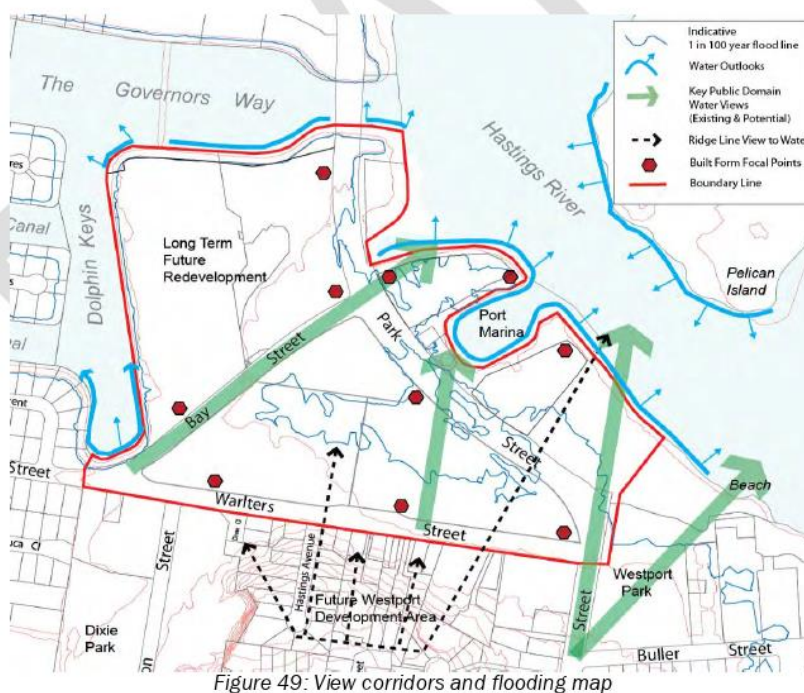
- A new park space adjacent to Dolphin Keys as part of the reopening of Warlters Street to provide a high quality green space for residents, locals, workers and visitors alike.
- b) The proposed town square and foreshore plaza spaces are hard paved open areas with some feature tree planting, public art, pedestrian lighting, seating and demonstrated opportunity for pavement leasing for cafes/restaurants.
- c) 24-hour public access into and through the proposed town square and foreshore plaza spaces is encouraged for a range of leisure, recreation and community activities to cater to locals and visitors.
- d) The park at the western entrance to the precinct is softer in character with landmark trees and grass for a shaded relaxed environment and facilities for sitting.

192. Objective

- Encourage a high level public domain quality and appearance consistent with the town centre to reinforce a connected and holistic Greater Port Macquarie CBD.

Development Provisions

- a) Improve amenity of the public realm through use of a consistent theme of pavement materials, trees and vegetation, tree grates, seating, lighting, bins, bollards and the like consistent with the materials and elements specified in the *Port Macquarie Greater CBD Masterplan 2003*.



Views and View Corridors

193. Objective

- To enhance views along new and existing streets, laneways and from the public domain.

Development Provisions

- a) Development is designed to maintain or create view corridors as shown in Figure 49.
- b) Development is designed to maintain and enhance long street views:
 - along Park Street and Hastings Ave north to the water (see Figure 50 and Figure 51;
 - to Westport Park along Warlters Street;
 - along Bay Street towards the water with potential redevelopment of the Sails Resort to facilitate water and foreshore glimpses from Bay Street at its intersection with Park Street.
- c) Development is to create and enhance new views across the Marina Foreshore Plaza and water of the Hastings River along the new Main Street.
- d) Pedestrian overpasses and vehicular bridges over streets are not supported.
- e) Buildings and works extending over laneways are not encouraged.

194. Objective

- To allow for view sharing and quality of views across the precinct to the foreshore.

Development Provisions

- a) Development is designed to create visually pleasing roofscapes when viewed from the south and in profile from the water, foreshore or Westport Park.
- b) Development is designed to promote view sharing from the south across the precinct to the water and demonstrated by articulating roof forms and modelling building heights.

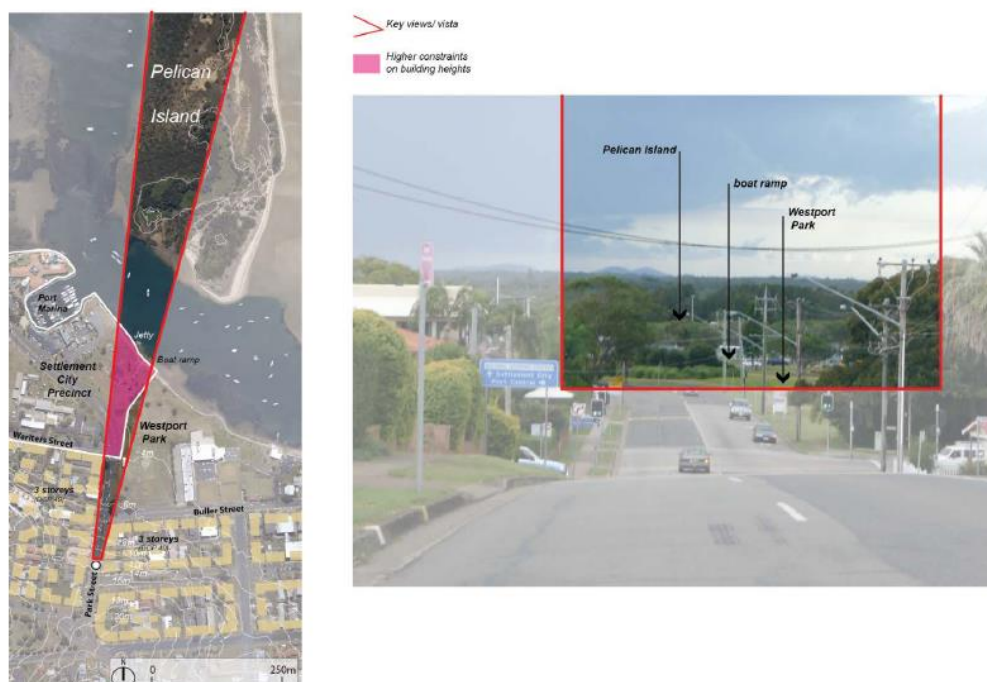


Figure 50: Park Street primary view corridor

Visual and Environmental Amenity

195. Objective

- To minimise the visual impacts of development and to promote the functional and environmental benefits of landscape quality and performance.

Development Provisions

- Any at grade car/trailer parking areas within or close to view corridors are to be designed using high quality materials such as cobbles, landscaping, lighting and small unit pavers to minimise visual impact and to create the character of a shared zone.
- Where it is not feasible to provide activation to the street edge in the immediate to short-term and at grade parking is proposed, tree planting should be provided either in car parking bays, at the end of aisles and or between, to provide suitable shade to minimise radiant heat and to assist in managing stormwater run-off from large expanses of at grade car parking.
- New development is encouraged to retain existing mature trees where feasible and to provide opportunities to enhance the landscape features of the area. In circumstances where a mature tree cannot be replaced on a site, developers are encouraged to incorporate suitable replacement planting in a publicly accessible open space within the precinct (for eg town square, plaza park, Warlters Street pocket park).
- Canopy tree plantings are to be provided in a centre median in Warlters Street.

Gateways and Landmark Sites

196. Objective

- To recognise the high visibility and contribution of particular corner sites to overall streetscape and 'gateway' design.

Development Provisions

- New development located at potential landmark sites and gateway locations identified on Figure 49, is to demonstrate how the proposal addresses the landmark or gateway location and how the building has been designed to function as a landmark or gateway structure.
- Development on the corner of Park/Warlters Street is to be designed as an iconic building with a maximum height of 19m, subject to minimising overshadowing of residential land south of Warlters Street.
- A shadow diagram is to be submitted to demonstrate that the development will not unduly impede solar access to the living and private open space areas of adjacent residential development to less than 3 hours between 9am and 3pm on June 22.



Figure 51: Vista from Hastings Avenue

Flooding

197. Objective

- To identify requirements for permissible developments in the flood liable areas of the precinct.

Development Provisions

- All buildings need to achieve a level of protection equal to the relevant Flood Planning Level (FPL). Where the transition to an existing street is difficult, Council may consider the use of flood gates/boards. Where there are no transition issues to existing streets, all

floor levels within buildings are to be at the FPL. For the foreshore, the level change is to be accommodated by a series of decks, terraces and boardwalks located at different levels, with no change in level to be more than 1.0m. Where this approach is used, disabled access is to be provided by ramps or other methods integrated into the overall design of the terracing to achieve a high quality visual outcome.

- b) Underground car parking areas must have protection to the FPL.

Stormwater

198. Objective

- To mitigate the potential for stormwater flooding in the vicinity of Warlters Street.

Development Provisions

- a) A designated overland flow path is to be provided through Lot 2 DP1163062, Warlters Street to mitigate the potential for adverse impacts to upstream land.

The overland flow path should preferably be in the location of the new Main Street.

Where designed to support overland flow, the new Main Street is to be built to the level of existing surrounding streets. If not designed to accommodate overland flow, the new Main Street is to achieve a level of protection equal to the relevant FPL.

An easement is to be created over any piped and overland flow paths through the site.



Figure 52: Mapped koala food trees within St Joseph's Primary School site, Warlters Street

Koala Habitat**199. Objective**

- To assist in the short to medium-term management of koala habitat in the area in accordance with the recommendations of the Warlters Street Commercial Lands Local Environmental Study 2010.

Development Provisions

- a) All mapped koala food trees within the St Joseph's Primary School site (see Figure 52) are to be retained for the life of the school use.
- b) Occupation of the St Joseph's Primary School site by koalas is to be reassessed when the school use terminates, with any koala on-site at that time to be considered for relocation, prior to commencement of any development activity.
- c) Council shall prepare a Vegetation Rehabilitation Management Plan (VRMP) for land formerly traversed by Bay Street (to be enacted when realignment of Bay Street is complete), elements of which must identify the need to plant additional Tallowood trees as landscape elements.
- d) The VRMP is to recognise the need to remove some of the existing trees that appear maladapted to the site and replacement of these trees with more suitable species.

Aboriginal and European Heritage and Archaeology**200. Objective**

- To determine any specific requirements of local indigenous groups for excavating land fronting Warlters Street in accordance with the Warlters Street Commercial Lands Local Environmental Study, 2010.

Development Provisions

- a) Where a DA for land fronting Warlters Street involves excavation works, other than minor works, where in the opinion of the assessing officer there is unlikely to be any adverse impact, Council shall consult with:
 - the Birpai Local Aboriginal Land Council;
 - the Birpai Traditional Owners; and
 - the Bril Bril Traditional Owners.

Such consultation is to occur during the relevant public exhibition period.

D1.3: WESTPORT NEIGHBOURHOOD

Section D1.3 applies to the land highlighted in Figure 53 below.

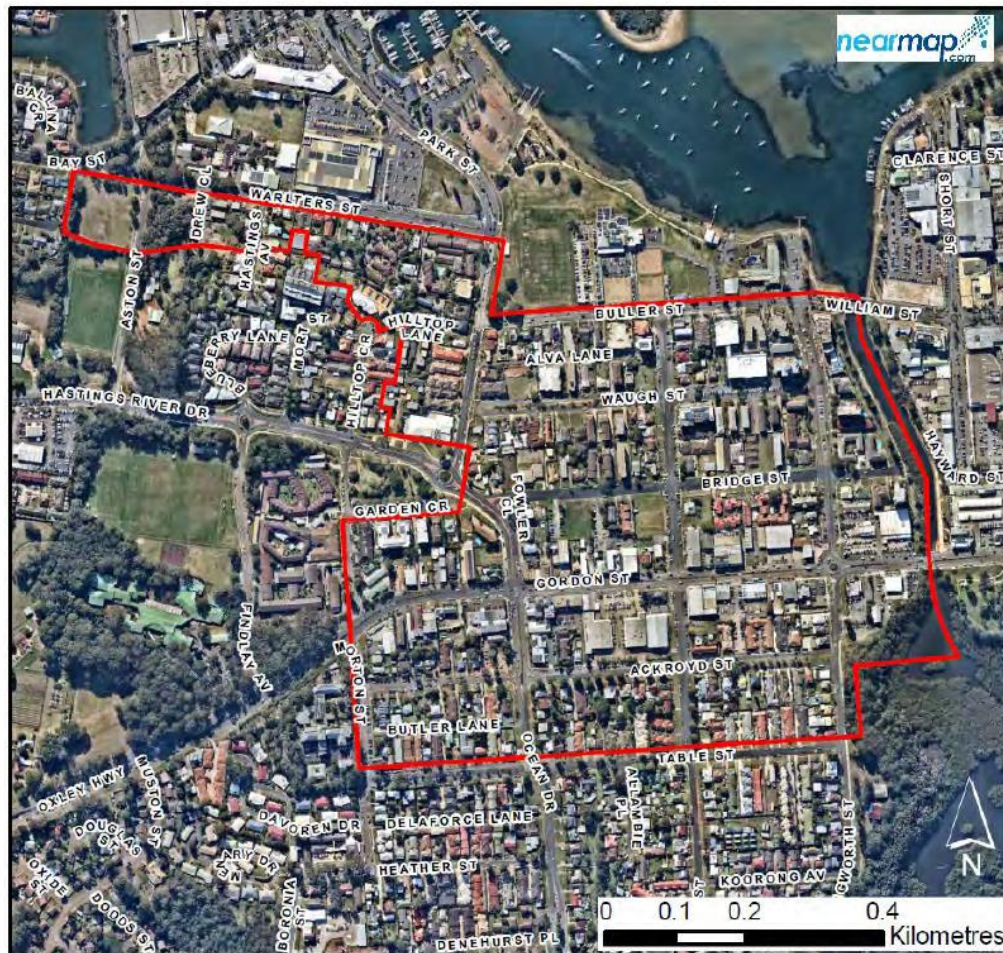


Figure 53: Land subject to Section D1.3

Strategic Context

Westport is located between the Town Centre, Settlement City, the Hastings River foreshore and Kooloonbung Creek. The future vision for Westport is as a vibrant residential neighbourhood which provides quality residential accommodation set within distinctive streetscapes.

Planning and development in Westport has the potential to provide a coordinated approach to development throughout the precinct to improve aspects of the public domain and to improve connection to the important foreshore edges of both the river and the creek.

In 2012, a jointly funded urban design project was undertaken to encourage urban consolidation and regeneration in the Port Macquarie Town Centre Fringe areas, including Westport and Aston Hill. This urban design report included a range of provisions that are now included in the Port Macquarie-Hastings Local Environmental Plan 2011 or have been applied to all residential

development under the development specific provisions of this development control plan. The design analysis remains relevant and should be considered in any development application in the precinct.

The preferred building types provisions provide a sound built form aspiration, however it is considered that the development specific provisions of SEPP65 provide adequate control mechanisms to achieve a high level of design outcome.

The design analysis did highlight two elements that are not covered elsewhere and are therefore appropriate to include as locality specific provisions.

1. New lane ways

A number of new lane ways have been identified in the precinct to support access, to improve street address and to provide opportunities to maximise the development of deep, narrow lots.

2. Public domain works

The Westport Precinct is characterised by wide streets that service low levels of traffic. These streets provide a unique opportunity to make significant improvements to the public realm.

Development Guide

New Streets and Laneways

201. Objective

- To improve the service and parking access to Gordon Street retail and commercial uses.
- To improve the public access to parkland for adjacent residents.
- To improve pedestrian access to Gordon Street and to enhance existing links through redevelopment.

Development Provisions

- a) New laneways, park edge streets and through site pedestrian links are to be provided as shown in Figure 54.
- b) New laneways are to be a minimum 8 metre reserve width for two way traffic with a 1.5 metre wide planting zone along the residential interface.
- c) New laneways are to be a minimum 6 metres reserve width for one way traffic and include a 1.5 metre wide planting zone along one side.
- d) New park edge streets are to be a minimum 12 metres reserve width with a footpath along the northern side and parallel parking bays along the park edge.
- e) New pedestrian through-site links are to be a minimum 2 metres wide.
- f) Lighting, paving, street furniture and street tree planting are to be provided in accordance with Council specification.

Lot Size and Frontage

202. Objective

- To ensure that development is carried out on sites that are adequate in size and dimension.
- To maximise the potential of land to achieve the desired floor space and to deliver greater housing capacity within the neighbourhood.
- To enable design quality and adequate amenity within the site and between neighbours.
- To ensure that on-site parking requirements can be adequately met.
- To avoid isolated sites.

Development Provisions

- a) A minimum lot frontage of 24 metres at the property line is required for residential flat development.
- b) On sites with multiple street frontages, a reduced frontage of 18 metres may be appropriate.
- c) Where it is demonstrated that adequate on-site parking, setbacks, separation and deep soil can be achieved.

Note:

Where a minimum street frontage cannot be achieved, the development potential of the site is reduced.

Building Height

203. Objective

- To provide finer grain neighbourhood level guidance in assessment of building heights under the local environmental plan, ensuring development responds to the desired scale and character of the street and local area.
- To provide space within the height control for roof design and articulation.
- To support the use of roofs for communal open space, where appropriate.
- To ensure the ground floor ceiling heights are sufficient to support flexibility in use over the life of the building, where appropriate.

Development Provisions

General

- a) Buildings do not exceed the maximum height of buildings shown in the local environmental plan maps.
- b) Setbacks and building alignments are to be consistent with those shown in Figure 55.

Bridge Street south-west of Gore Street

- c) Where commercial uses are proposed for ground and first floor, a 2 storey wall height is to be built to the front boundary with residential floors above, setback 3 metres.
- d) The floor level of the upper-most storey is to be at least 4.5 metres below the maximum permissible building height in metres.

Gore Street, Bridge Street and William Street

- e) Ceiling heights for ground and first levels are to be a minimum of 3.3 metres to promote flexibility in use over time.



Figure 54: New streets and lane ways

Streetscape and Front Setbacks

204. Objective

- To facilitate redevelopment of a variety of lot depths.
- To reinforce the desired character, building use and spatial definition of the street.
- To promote outlook and surveillance of the street
- To provide private open space for street level units

Development Provisions

- Setbacks and building alignments are to be consistent with those shown in Figure 55 and Figure 56.
- Where no setback is shown, buildings are to be setback 3 metres from the street.

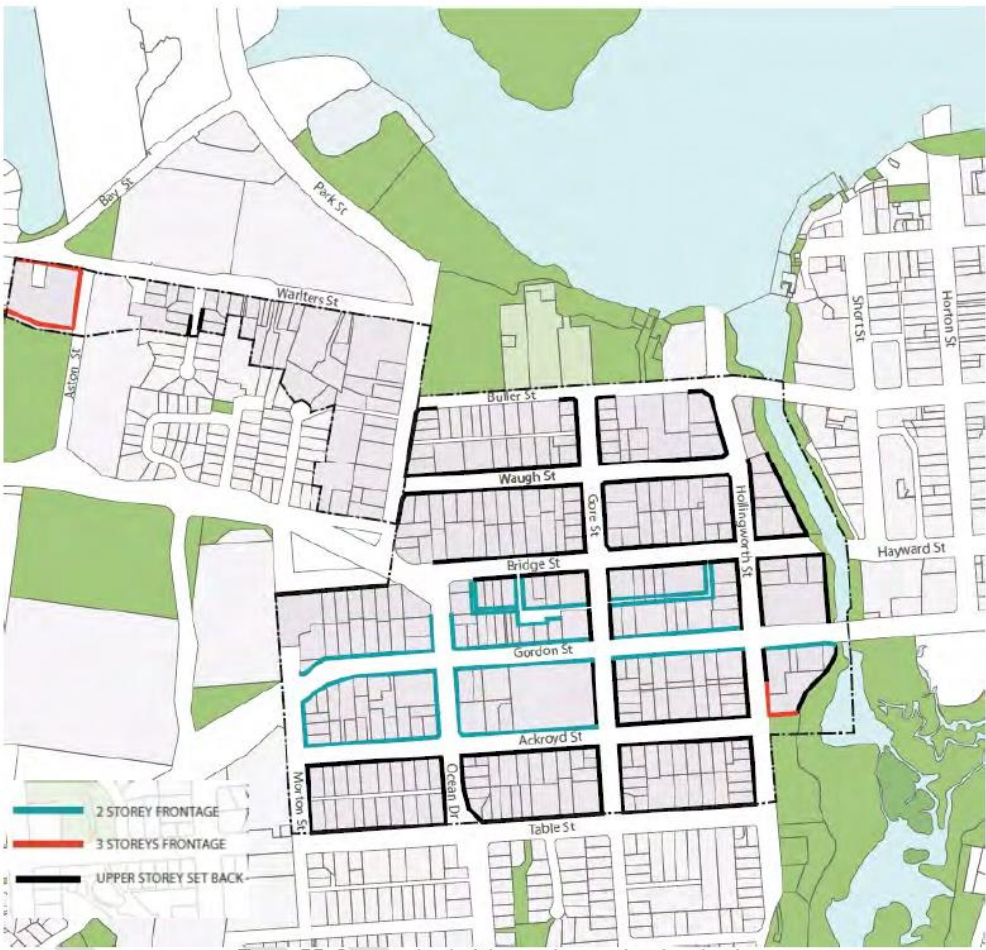


Figure 55: Street edge heights and upper level setbacks



Figure 56: Streetscape and front setback

Side and Rear Setback

205. Objective

- To provide access to light, air and sun, views and outlook within a site and for neighbouring properties.
- To assist in providing adequate privacy between properties.
- To retain or establish a pattern of spaces between buildings that gives character to the streetscape.
- To assist in managing the interface between different densities at zoning boundaries.
- To provide space for soft landscaping detail and deep soil.

Development Provisions

- a) Buildings are setback:
 - 3 metres from side boundaries, and
 - 6 metres from the rear boundary.
- b) South of Gordon Street, where existing residential uses are located to the rear, the rear setback is 10 metres (see Figure 58).
- c) Party wall development is not appropriate in the precinct.

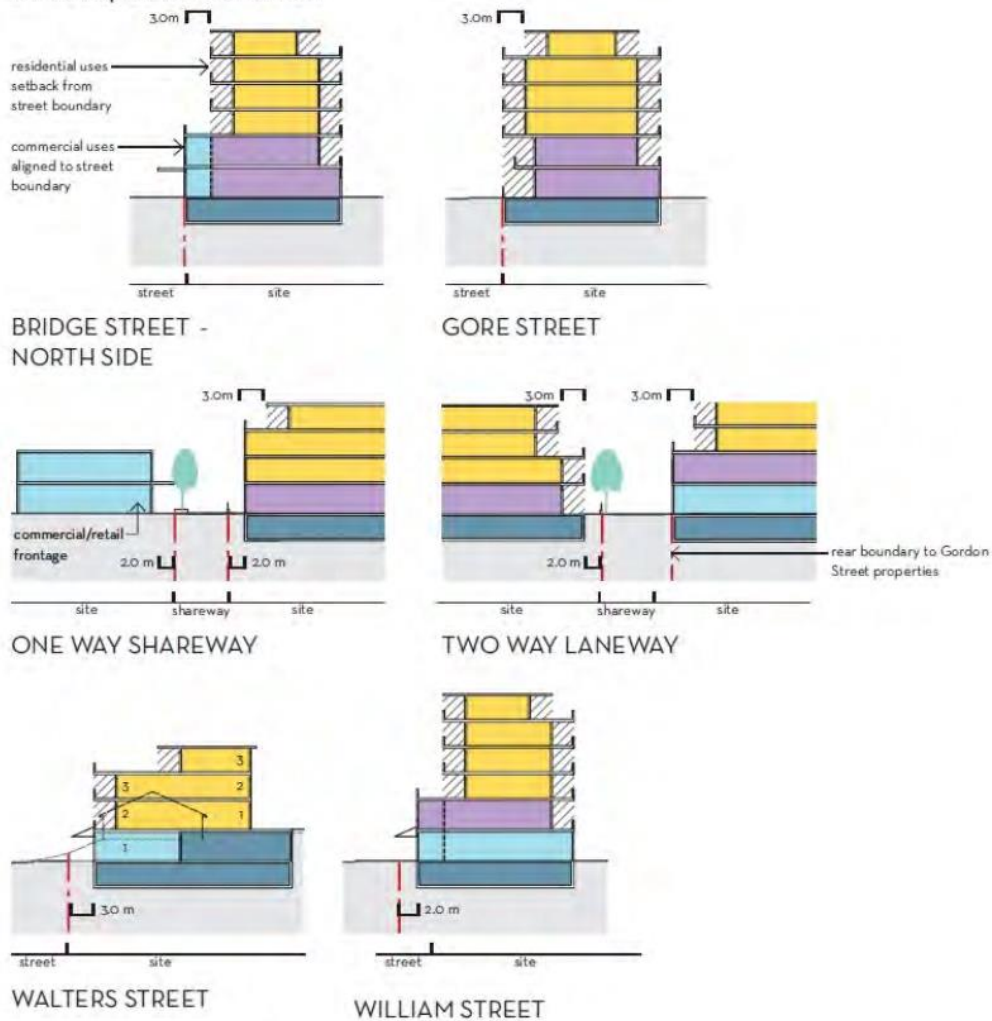
Street-specific Condition

Figure 57: Building envelope sections showing place specific variation to street edge alignment

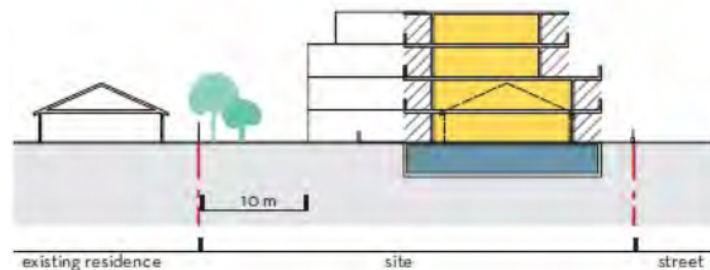


Figure 58: Place specific variation to rear setback south of Gordon Street

Kooloonbung Creek

206. Objective

- To promote the use and safety of the Kooloonbung Creek pedestrian/cycle way.
- To improve the appearance and character of the Kooloonbung Creek corridor.

Development Provisions

- a) Where possible, buildings are to address Kooloonbung Creek pedestrian/cycle way with secondary building entries and individual entries to ground floor units.
- b) Where topography and flood management limit the ability for units to engage with the pathway, upper level balconies and communal open space are to overlook and contribute to the surveillance of the creek corridor.

Building Separation

207. Objective

- To ensure new development is scaled to support the desired character with appropriate massing and spaces between buildings.
- To assist in providing solar access and natural ventilation within a site and to adjacent neighbours.
- To provide reasonable levels of visual privacy externally and internally, during the day and night.
- To balance the outlook and views from principal rooms and private open spaces with visual privacy.

Development Provisions

- a) Side and rear walls are to be articulated to achieve privacy separation with balconies and windows of adjacent buildings. Separation distances are to be measured from the boundary as:
 - Up to 4 storeys/12 metres - 6 metres for habitable rooms and balconies, 3 metres for non-habitable rooms
 - Between 5 and 8 storeys/up to 25 metres - 9 metres for habitable rooms and balconies, 4.5 metres for non-habitable rooms.
- b) Where an existing strata-titled building adjacent to the proposed development site does not provide adequate separation, privacy screens or louvers are to augment the above separation distances.

Communal Open Space**208. Objective**

- To provide residents with passive and active communal open space.
- To ensure communal open space is consolidated, configured and designed to be useable and attractive.
- To support site specific responses to the location of communal open space.

Development Provisions

- Communal open space is to be at least 25 per cent of the site area.
- Where it is demonstrated that 25 per cent is not achievable due to site size constraints, provide a minimum 5 square metres per dwelling unit as consolidated communal open space.
- A minimum 2 hours sunlight is provided to the principle portion of communal open space between 9am and 3pm in mid-winter.
- Requirements for communal open space may be reduced where a development contributes to the enhancement of public open space. In particular, properties along Gore Street may contribute to the linear park in lieu of communal open space.
- Roof top communal open space is to be setback from building edges and located to minimise overlooking to adjacent properties.

Deep Soil**209. Objective**

- To contribute to the amenity and desirability of neighbourhoods.
- To enable the long life span of trees by providing suitable areas for healthy root growth and anchorage.
- To assist with management of the water table and water quality.
- To promote environmental benefits, including reducing local air temperature and improving air quality.

Development Provisions

- Deep soil is to be provided at the following rates:

Site area	Minimum deep soil zone (% of site area)
Less than 650m ²	7%
650 to 1 500m ²	10%
Greater than 1 500m ²	15%

- The deep soil zone is to have a minimum dimension of 6 metres. On small sites, where it can be demonstrated that 6 metres is unachievable, a 3 metre minimum may be permitted.

***Note:** As deep soil is typically located along the rear boundary, sites likely to be constrained include sites under 30 metres deep, with lane way access and frontage, or where a new lane way is provided.*

- c) Deep soil zones are to be consolidated on a site and where possible, co-located with adjoining deep soil zones.
- d) Up to 10 per cent of a deep soil zone may be paved but only where paving is specifically designed to allow for tree root growth. For example, a paving profile of up to 250mm deep or decks with shallow pad footing.

Fences and Retaining Walls

210. Objective

- To contribute to the desired streetscapes of each neighbourhood.
- To facilitate safe and active streets.

Development Provisions

- a) Fences within 1 metre of the boundary are to follow the street alignment with a maximum height of 1.2 metres.
- b) On sites where the ground floor level is above the ground level at the boundary or in flood affected areas, a secondary higher fence or balustrade may be appropriate setback 1 metre from the boundary and up to 2 metres high above the boundary level.
- c) Any fences or retaining walls over 1.2 metres above the boundary level should be 50 per cent transparent above the 1.2 metre datum.
- d) Where the site slopes along the street, fencing should be incrementally stepped to reduce its height

D2: PORT MACQUARIE EAST

Application

Section D2 applies to the land highlighted in Figure 59 below.

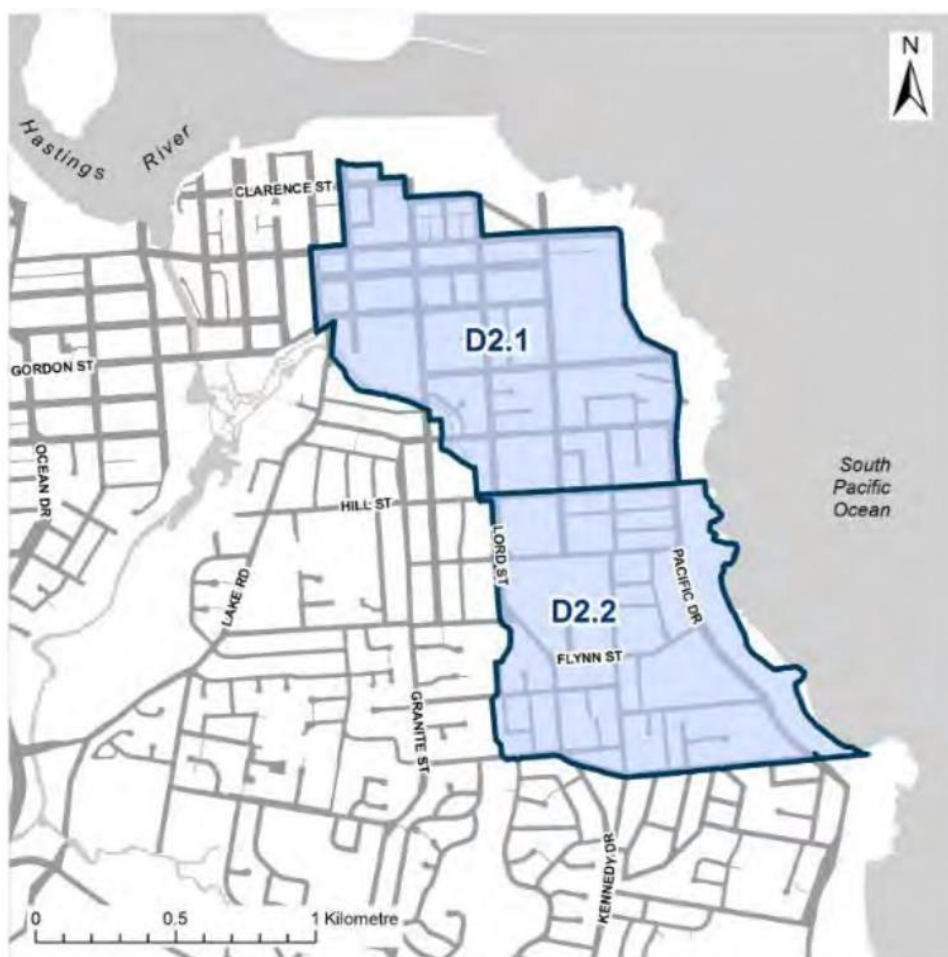


Figure 59: Land subject to Section D2

D2.1: EAST PORT NEIGHBOURHOOD

Section D2.1 applies to the land highlighted in Figure 60 below.



Figure 60: Land subject to Section D2.1

Strategic Context

East Port extends from the eastern edge of the Town Centre to the northern edge of Flynn's beach, comprising a range of functions and character within the precincts of Town Beach, Oxley Park, Windmill Hill, Lord Street and the Civic Precinct (including Council offices, pool and library).

The following provisions provide guidance on how future development will meet the objectives of the Port Macquarie-Hastings Local Environmental Plan 2011 and add detail or in some cases replace the general provisions of Part C of this DCP.

The following desired future character statements and structure plans for each precinct serve to guide assessment of development applications, Council's contributions planning and future Council or community led projects.

Town Beach

The Town Beach Precinct will continue to evolve into an urban precinct that supports tourist activity with a strong street grid culminating in landscape and foreshore views.

Clarence Street is a transition to the CBD and will continue to develop a mixed use character, retaining a mix of both tourist and permanent residential apartment and hotel/motel buildings, with the north side of Clarence Street predominantly residential in this precinct. Development design will reinforce a clear distinction between the Port Macquarie Town Centre and the Town Beach Precinct, with each having their own discrete character. Shop top housing will increase the residential population adjacent to the CBD.

William Street's mixed use urban characteristics will further develop with retail and commercial uses at ground level. Soft landscaping and the promotion of restaurants and cafes below residential buildings towards the eastern end will serve local and tourist needs.

Church Street will become a higher density residential street with generous street tree planting. The view corridor to St Thomas Anglican Church will be retained and strengthened with building alignments, tree planting and the implementation of night lighting to key features and landmarks.

Owen Street and Grant Street will link the foreshore to the southern precincts, while Munster Street will remain the key link from Town Beach to the Civic Precinct. Soft landscaping and street planting will enhance pedestrian amenity along these routes.



Figure 61: Town Beach Precinct Structure Plan

Oxley Park

The Oxley Park Precinct will remain a key East Port destination for recreational activities and the enjoyment of coastal open space by residents and visitors.

Enhancements to the Maritime Museum grounds will better integrate this historic site with Oxley Oval. Upgrades to amenities at Oxley Oval will strengthen its role as a sports field of regional importance.

Oxley Park will be transformed into an activity-rich, landscape-oriented destination with appeal to visitors and residents of all ages.

Connectivity from east to west will be enhanced with a publicly accessible link from Owen Street to Pacific Drive. Northern foreshore views along Owen Street will be protected, and its function as a major north-south pedestrian link will be enhanced through street tree planting and soft landscaping.

The character of the residential quarter to the west of Owen Street will be retained and enhanced through landscaping and street tree planting along Owen, Burrawan and Gordon Streets.



Figure 62: Oxley Park Precinct Structure Plan

Windmill Hill

The Windmill Hill Precinct will continue to evolve as a medium density residential precinct with a diverse range of housing types. Building forms along the northern and eastern edges of the precinct will reflect the higher landform in this area and form a distinct edge to the open space, stepping down in height towards the west.

The eastern end of Burrawan Street and northern end of Pacific Drive will be developed with sensitive building design that reduces their visual impacts on views from the public domain and on open space.

Home Street will link the neighbourhood to the Town Centre and the landscape view corridors to the west will be further enhanced through tree planting and soft landscaping.

Owen Street will be strengthened as the main north-south link through the precinct with tree planting and soft landscaping.

Burrawan Street will have higher densities between Owen Street and Pacific Drive creating a consistent edge to the school and Oxley Park, and could become a green focal point for community activity through the planting of edible streetscaping.

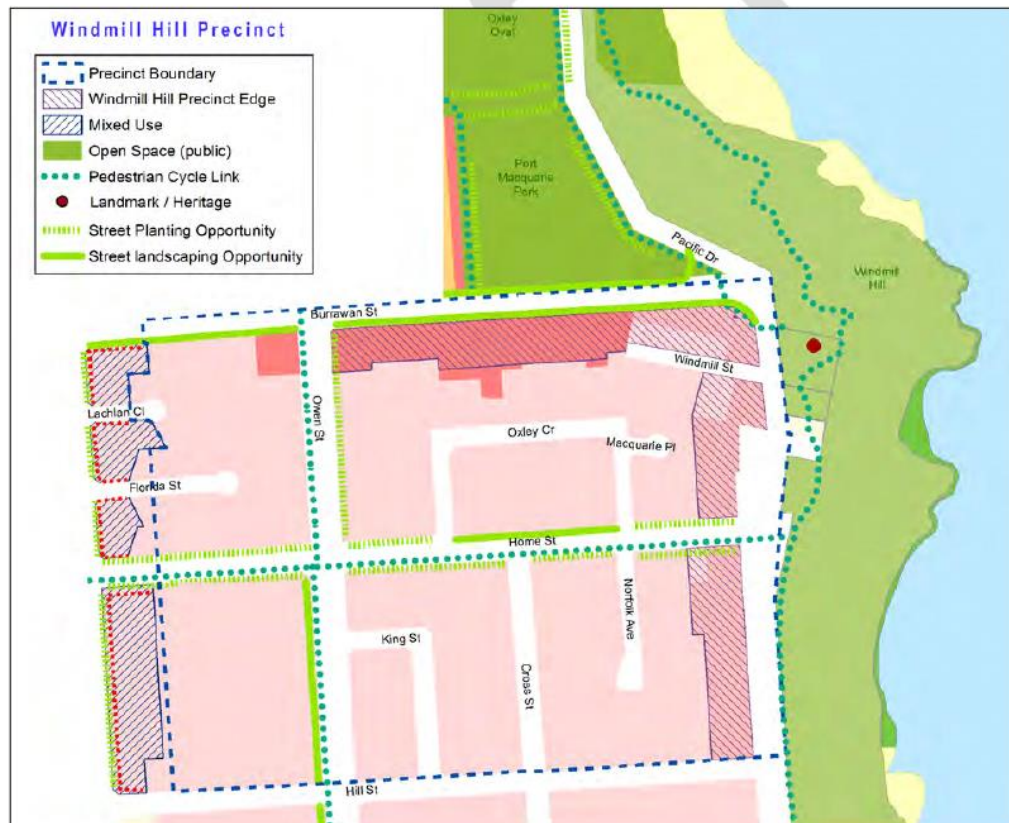


Figure 63: Windmill Hill Precinct Structure Plan

Lord Street

Lord Street will further develop its identity as an important activity corridor for the East Port neighbourhood. Over time Lord Street will see an increase in higher-density building types which should include shop-top dwellings so that lower-level street activation and commercial activity can be further strengthened. This type of housing will retain the street's mixed use character, strengthen its role as an activity corridor and provide a consistent and legible built form edge for Lord Street.

Small pockets of lot amalgamation will occur to promote more useful land parcel sizes that will sustain desired commercial uses into the future. The corridor of taller building height that occurs as Lord Street progresses northwards will be further strengthened through a future increase in building heights between Burrawan and Gordon Streets. This will provide a legible edge between coastal development on the hill, and the hinterland suburbs to the south. Where appropriate, the addition of street trees, landscaping and safe pedestrian crossings will assist in improving the pedestrian experience.



Figure 64: Lord Street Precinct Structure Plan

Wrights Creek

The Wrights Creek Precinct will remain a hinterland residential precinct with a low-density mix of residential types, including houses, villas, town-houses and apartments.

The neighbourhood's parkland setting will be preserved and enhanced, and over time small improvements to the public domain will increase pedestrian penetration through the neighbourhood.

Pedestrian activity will be further enhanced through strengthened landscape connections between Mallowa Crescent, Home Street and Grant Street.

Soft landscaping improvements in the form of edible streetscaping to Burrawan Street and Grant Street could create community focus and activity for the precinct.

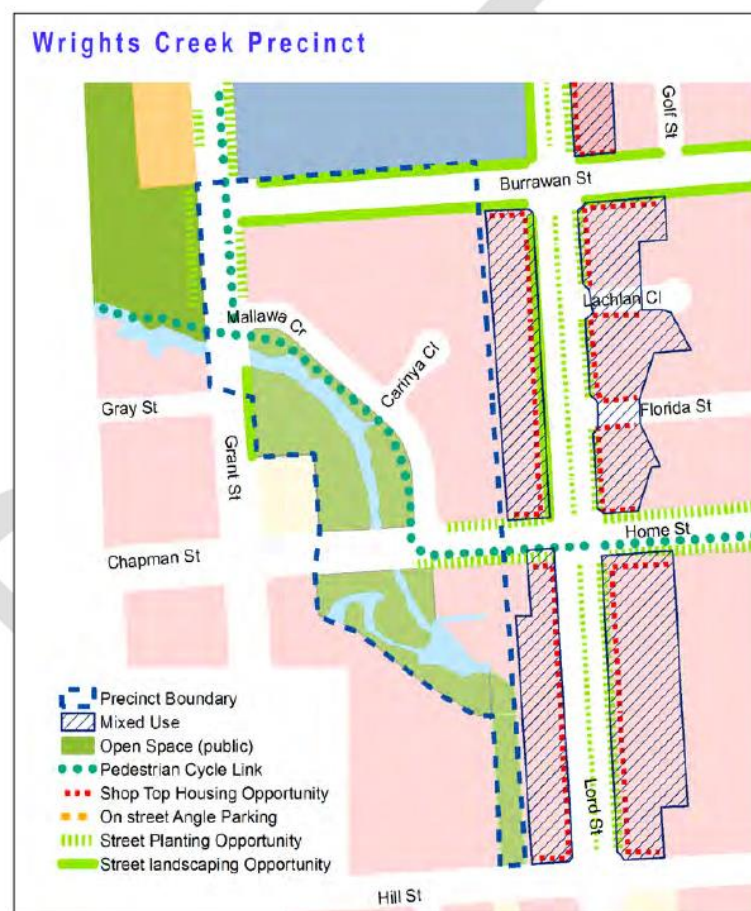


Figure 65: Wrights Creek Precinct Structure Plan

Civic Precinct

The Civic Precinct will evolve into a cohesive, strongly identifiable civic centre for Port Macquarie and the East Port neighbourhood. Consistent and large-scaled street tree planting to Gordon Street will improve Port Macquarie's civic address and define the edge of Macquarie Park.

Taller building heights along Gordon Street will spatially define Gordon Street as an edge between the Town Centre neighbourhood and the Civic Precinct and lower scale residential neighbourhoods to the south.

The Gordon Street local centre will be strengthened over time with new mixed use development, an improved public domain edge along Gordon Street and Munster Street which could include strategically placed safe pedestrian crossings.

The pedestrian experience along Grant Street would be improved by soft landscaping embellishments that could potentially include edible streetscaping, a community-driven feature that would strengthen links between schools, the university and residents in the area.



Figure 66: Civic Precinct Structure Plan

Development Guide

Precinct Structure Plans

211. Objective

- To ensure that development occurs in accordance with the desired future character of the East Port neighbourhood.

Development Provisions

- a) Development is generally in accordance with the precinct structure plans shown in the previous section

Lot Size and Frontage

212. Objective

- To ensure that development is carried out on sites that are adequate size and dimension.
- To maximise the potential of land to achieve the desired floor space and to deliver greater housing capacity within the neighbourhood.
- To enable design quality and adequate amenity within the site and between neighbours.
- To ensure that on-site parking requirements can be adequately met.
- To avoid isolated sites.

Development Provisions

- a) The minimum lot width for residential apartment buildings is:

18 metres where:

- the proposed building height is not greater than 14.5 metres and minimum side setbacks are satisfied, or
- the site has multiple street frontages, or
- requirements for on-site parking, setbacks, separation and deep soil can be achieved,

OR

22 metres

Note:

Where minimum lot width cannot be achieved, applicants are encouraged to consider amalgamation with an adjoining lot. Where amalgamation is not possible, the maximum height of building and floor space ratio denoted in the local environmental plan may not be achieved.

Building Height

213. Objective

- To provide for finer grain neighbourhood level guidance in assessment of building heights under the local environmental plan, ensuring development responds to the desired scale and character of the street and precinct.
- To reduce the visual impact of buildings on coastal views from the public domain.
- To encourage buildings that are not overbearing on adjacent open space.

Development Provisions

General

- a) Buildings do not exceed the maximum height of buildings shown in the local environmental plan maps.
- b) Development from 2 to 10 Burrawan Street and from 5 to 9 Pacific Drive
- c) Where buildings exceed three storeys, the upper storey is set back from the front facade of the building by three metres.

Streetscape and Front Setbacks

214. Objective

- To ensure a consistent streetscape along key streets.
- To reduce the visual impact of buildings on coastal views from the public domain.
- To ensure buildings are not overbearing on adjacent open space.

Development Provisions

- a) Northern side of Clarence Street, east of Munster Street
 - Setback to Clarence Street is 3 metres.
- b) Southern side of Clarence Street, between Munster and School Streets
 - A zero street setback is provided
- c) Southern side of William Street, between Murray and Grant Streets
 - Setback to William Street is 2 metres.
- d) Development from 2 to 10 Burrawan Street
 - For lots with dual frontage to Burrawan and Windmill Streets, buildings are to address Burrawan Street as their primary frontage.
- e) Development from 5 to 9 Pacific Drive
 - Setback to Pacific Drive is a minimum of 6 metres.

Side and Rear Setbacks

215. Objective

- See Objective 61.

Development Provisions

- a) Party wall development is to be used along the south side of Clarence Street where within the Town Beach Precinct.
- b) Party wall development is not appropriate in other areas within the East Port Neighbourhood.
- c) Where there is a zone change at the rear of the site to the R1 General Residential Zone, any storey above 11.5 metres in height is set back a further 3 metres from the rear boundary.

Waste Management

216. Objective

- To minimise the impact of waste management facilities on adjoining properties.

Development Provisions

- a) Communal bulk waste facilities are required for residential apartment development where collection is proposed from Windmill Street regardless of number of dwellings.

DRAFT

D2.2: FLYNN'S BEACH PRECINCT

Section D2.2 applies to the land highlighted in Figure 67 below.



Figure 67: Flynn's Beach Precinct and Sub Precinct areas

Strategic Context

The DCP also identifies five precincts within the larger Flynn's Beach Precinct with desired urban outcomes for each of these. Any development proposed in these precincts must demonstrate how it will contribute to achieving the desired future character.

Flynn's Beach Activity Area

Existing Character

The Flynn's Beach Activity Area is focussed on a small cluster of shops, including a corner store, a video shop, bottle shop and restaurant. It is adjacent to the very popular Flynn's Beach. The Activity Area is located in low area, close to the Wrights Creek Valley open space system. The apartment buildings in the area are of a varied age and condition.

Desired Future Character

Redevelopment in the Flynn's Beach Activity Area is to be stimulated, resulting in a slightly expanded retail strip with shop top housing, both along Pacific Drive and Flynn Street. Redevelopment of non-strata titled sites is desirable, optimising increased heights and density controls.

Pacific Drive

Existing Character

Pacific Drive is presently characterised by a mix of housing and tourist accommodation types. The predominant building type is detached houses. Recently, a number of large detached houses

have been developed just north of Flynn's Beach. To the south of Flynn's Beach there are some inappropriately designed residential/tourist apartment buildings.

Desired Future Character

Pacific Drive shall be developed, clearly defining the eastern extent of Port Macquarie. Slightly increased heights shall be permitted in relation to adjacent blocks to help define this edge, and define the ridgeline.

It is desirable that pedestrian amenity is improved to compliment the likely high quality of design in this precinct.

Rocky Beach

Existing Character

The Rocky Beach Precinct has dramatic topography with extensive views to the west and south west across Port Macquarie. The precinct largely comprises detached housing.

Desired Future Character

The scale of development in Rocky Beach will typically range from town houses to small apartment buildings, responding to the topography and access to views to the west.

Lord Street Mid

Existing Character

The character of the portion of Lord Street, between Roto Park, and Burrawan Street is defined by the relatively low building heights, and its location within the valley. Lord Street is lined by a mixture of detached houses, some villas, and a number of low commercial offices, such as medical centres.

Desired Future Character

It is appropriate that the Lord Street mid precinct allow for some lower ground commercial uses, optimising access and exposure to this main axial road. Relatively lower heights are appropriate in this precinct, responding to the valley condition.

Lord Street South

Existing Character

The Lord Street South Precinct is comprised mostly of detached houses with some apartments. Development is low, generally not extending beyond two storeys in height.

Desired Future Character

It is proposed that the existing character is maintained in this precinct, whilst encouraging a small increase in heights to Lord Street, so as highlight the significance of this road. The local high point, and importance intersection of Lord Street and Yarranabee Road is to be emphasised with a small increase in height.

Development Guide

The large 2000m² blocks of Port Macquarie result in deep lots with minimal frontages, and in development such as villas running along lots. These developments are difficult to access, have poor street address, and have privacy issues between dwellings on adjacent sites. Introducing streets into these large blocks is highly desirable to allow for better building types, with improved street address as well as improved pedestrian access.

There are many underdeveloped sites in eastern Port Macquarie with the potential for redevelopment. Many of these sites are adjacent to significant open spaces. It is highly desirable that where a large site is to be developed, that a master plan is prepared, and that where the site is adjacent to open space, that public road is developed adjacent to the open space. This will optimise public access to the open space, and will allow for high quality address to the proposed dwellings opposite, addressing the open space.

Application of Bonuses - Through Block Connections and Park-edge Streets

217. Objective

- New connections in the form of public streets are desirable to permit better quality development and improved access.

Development Provisions

- Relaxation of one or a number of controls may be considered depending on the merits of the proposal so as to achieve a new public through-block connection and/or park-edge street. Preferred location for site links/roads are identified in Figure 68.
- Other sites may be considered where it can be demonstrated that higher quality development can be achieved, and where there are clearly demonstrable benefits to the access within, and the quality of the public domain.



Figure 68: Opportunities for through site links/roads

D3: PORT MACQUARIE WEST

Application

Section D3 applies to the land highlighted in Figure 69 below.

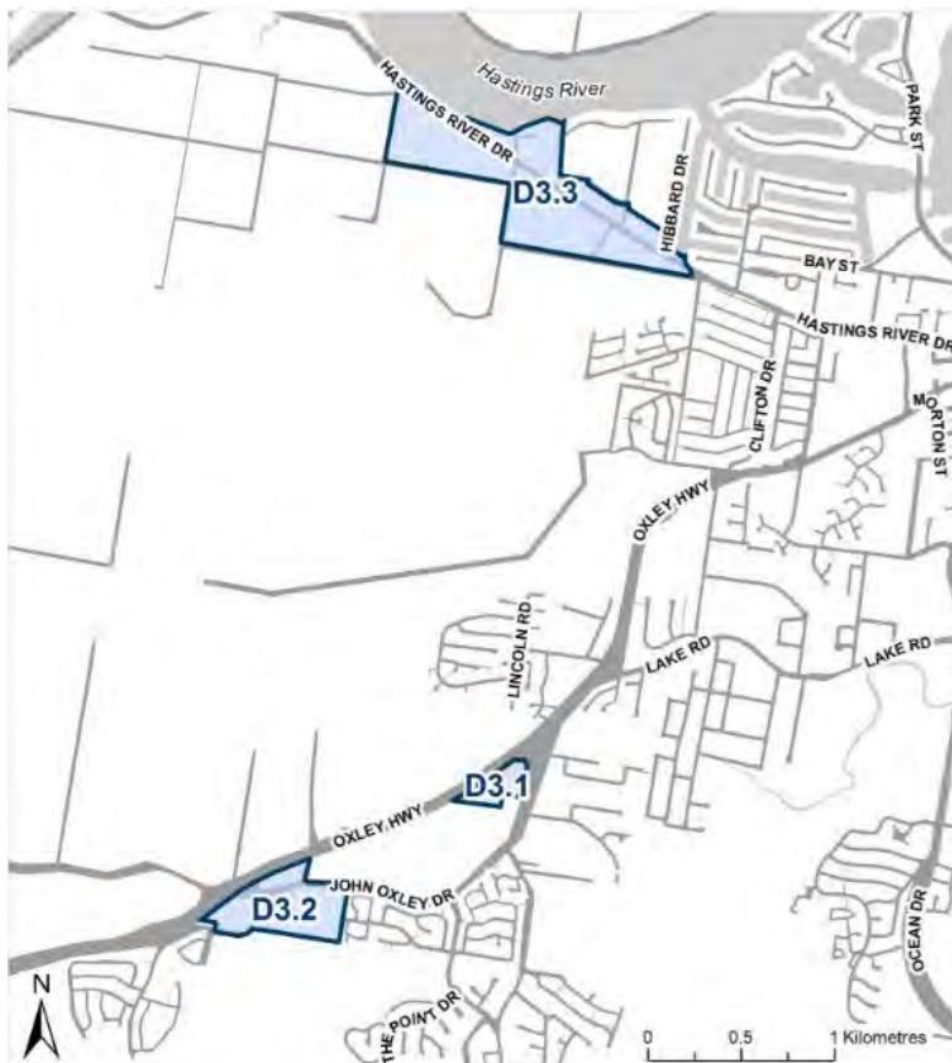


Figure 69: Land subject to Section D3

Relationship to other Sections of the DCP

The following provisions are in addition to the general requirements of Parts A to C of this Development Control Plan. Where they conflict with the requirements of Section A - C, this section prevails.

D3.1: JOHN OXLEY DRIVE EAST

Section D.3.1 applies to the land highlighted in Figure 70 below, for which commercial development is permissible. Due to neighbouring residential development and to high visibility from the Oxley Highway entrance to Port Macquarie, these site-specific provisions apply in conjunction with the provisions of Section C3 Business and Commercial Development, particularly Objective 127.



Figure 70: Land subject to Section D3.1

Development Guide

Commercial Development of 18 John Oxley Drive, Port Macquarie

218. Objective

- To ensure that the amenity of neighbouring residents is not adversely affected by noise emanating from the subject property.

Development Provisions

- a) A development application should be accompanied by a Noise Impact Assessment report, which is to be prepared by a professional acoustician in accordance with the Industrial Noise Policy 2000, NSW Environment Protection Authority and with applicable Australian Standards. This requirement may be waived by Council for minor applications or modifications where minimal noise impacts are likely.

219. Objective

- To avoid the potential for significant overshadowing of habitable rooms and key open space areas for adjoining residential properties.

Development Provisions

- a) Sunlight to the principal area of ground-level private and other key open space of adjacent residential properties shall not be reduced to less than 3 hours between 9.00am and 3.00pm on June 22.
- b) Buildings shall not reduce the sunlight available, to the north-facing windows of living areas in existing adjacent dwellings, to less than the above specification.

220. Objective

- To ensure the visual impact of the development enhances the amenity of:
 - the entrance to Port Macquarie along the Oxley Highway,
 - John Oxley Drive, and
 - the adjoining residents.

Development Provisions

- a) The design details for any development application should address mitigation of any adverse impacts of the proposed development, when viewed from outside the site, in relation to:
 - siting and bulk of buildings
 - car parking areas
 - signage.
- b) Photomontages could be used to illustrate the visual impacts on the property to the south, and when viewed from east-bound traffic on the Oxley Highway.
- c) These requirements may be waived by Council for minor applications or modifications where minimal visual change is proposed.

D3.2: SOUTH LINDFIELD PRECINCT

Section D3.2 applies to the land highlighted in Figure 71 below.

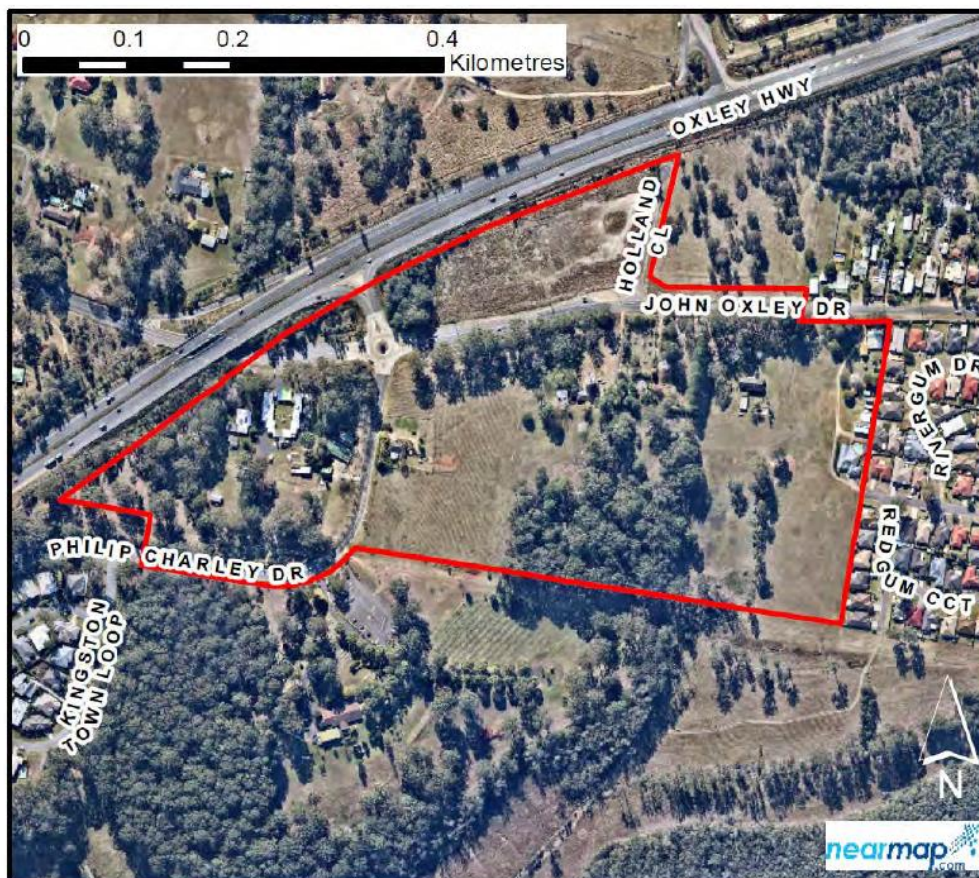


Figure 71: Land subject to Section D3.2

Strategic Context

Characteristics of this precinct include:

- located on the low ridgeline linking Port Macquarie and the Pacific Highway.
- bounded on the northwest by the new Oxley Highway alignment and by Lake Innes Nature Reserve to the southeast.
- part of a larger habitat area for koalas, requiring protection of koala food trees and habitat linkages, and mitigation of any threats.
- south-western end of Port Macquarie (east of Thrumster), which is having its first wave of development at urban densities.
- fragmented land ownership, and requiring greater level of detail for integration of infrastructure, including road linkages, stormwater and sewerage services.
- affected by traffic noise from the Oxley Highway.

- on the western side of the Oxley Highway overpass there is land zoned for a future neighbourhood business centre.

Vision for Precinct

The vision is for a residential neighbourhood that:

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

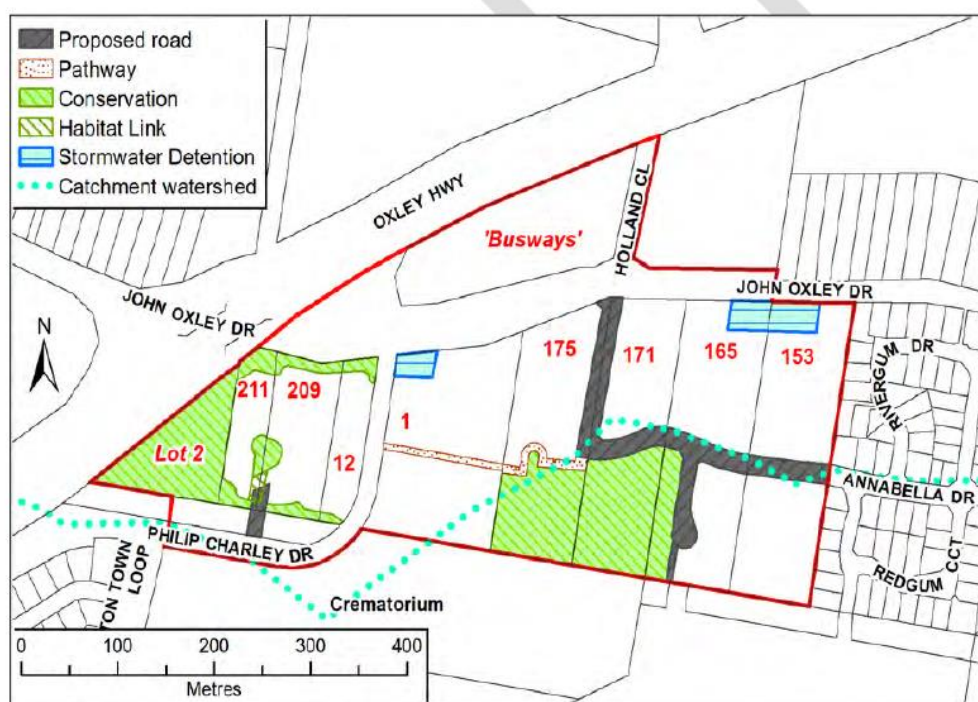


Figure 72: South Lindfield key development components

Development Guide

This Development Guide covers the following topics:

- Road Hierarchy
- Stormwater Management
- Sewerage Services

- Environmental Management
- Oxley Highway Relationship
- Traffic Noise Management
- Western Sub Precinct

In relation to provision of infrastructure the precinct is divided into the sub precincts shown on Figure 73. The Eastern sub precinct is further divided for stormwater and sewerage services in relation to the northern and southern drainage catchments.

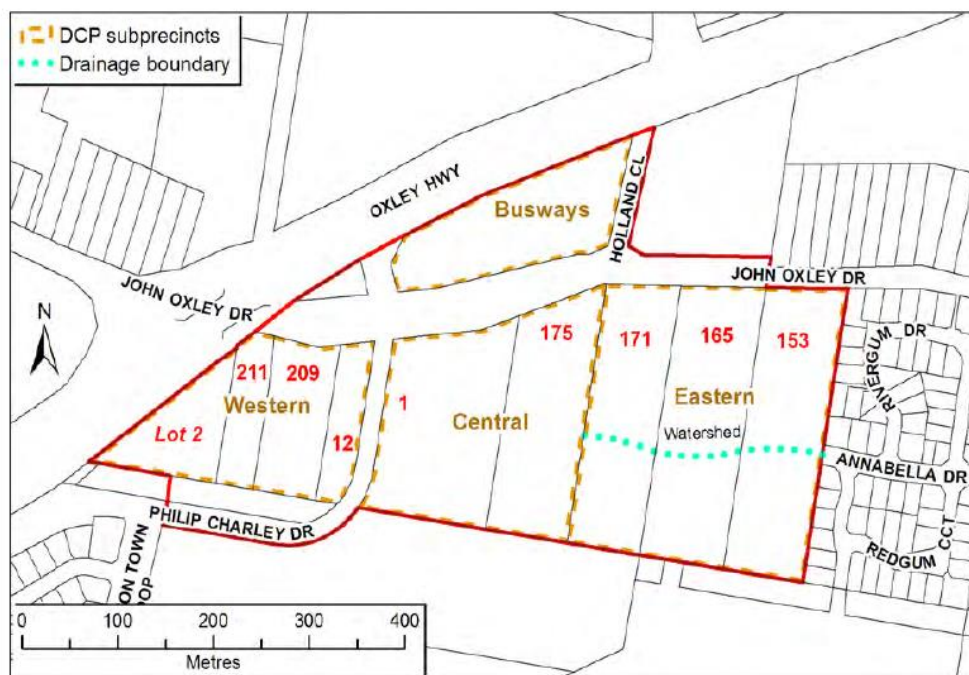


Figure 73: South Lindfield Sub Precincts

Road Hierarchy

221. Objective

- To facilitate a functional and safe road pattern within the precinct that provides efficient connectivity across multiple land parcels.

Development Provisions

- Subdivision layouts to provide a road network that conforms with the connectivity shown in Figure 72, in relation to intersection locations and inter-property connections, unless otherwise agreed to by Council (in consultation with affected landowners).
- New development within the western sub precinct has access via a single access from Philip Charley Drive from the south.

222. Objective

- To enhance the role of John Oxley Drive as a sub-arterial road.

Development Provisions

- No direct vehicular access from John Oxley Drive by new development.

Stormwater Management

The following applies in addition to Section C5 Subdivision - Infrastructure - Stormwater Management, which contains the general objectives and development provisions that need to be satisfied.

For long-term effective and affordable stormwater management within this precinct, the following factors need to be addressed:

- Fragmentation of ownership, with development probably occurring on an individual parcel basis,
- There are two separate drainage catchments, with some properties straddling the watershed.
- Discharge in the northern catchment has to work with changes to drainage arising from construction of the new alignment of the Oxley Highway.
- Life cycle costs to the community are reduced by minimising the number of separate water detention and water quality structures.

A series of options were evaluated for Council by Storm Consulting between 2010 and 2012. The strategy is a composite of the preferred options, relying on shared detention basins as partly shown in Figure 72, to accommodate changed development proposals.

Coordination of stormwater management involves four detention basins for water flow and quality purposes, as described below.

Basin	Properties	Notes
Busways	Busways	Privately managed, involving re-use
Central	175 John Oxley Drive 1 Philip Charley Drive	Shared on common boundary, possibly built in stages
East	153 John Oxley Drive - north, 165 John Oxley Drive - north, 171 John Oxley Drive	Shared on common boundary, possibly built in stages
South	153 John Oxley Drive - south, 165 John Oxley Drive - south	Built within lots, or (with agreement with owner of land to south) on land to the south.
West	12 Philip Charley Drive, 201 John Oxley Drive, 211 John Oxley Drive, Lot 2	To be determined in conjunction with more detailed development concept proposal - refer to specific provisions at the end of this section.

Note:

Implementation of stormwater management as proposed requires provision of stormwater management infrastructure across multiple sites. This will require arrangements for co-ordination and funding beyond this DCP.

223. Objective

- To ensure that any development of the land has a neutral or beneficial effect on water volumes and quality in relation to downstream stormwater capacities and protected wetlands identified in *State Environmental Planning Policy (Coastal Management) 2018*.

Development Provisions

- All stormwater infrastructure is consistent with the outcomes of the stormwater management strategy summarised in Figure 72.

224. Objective

- To ensure long-term management of facilities serving multiple properties.

Development Provisions

- All stormwater infrastructure (including access) is to be dedicated to Council, unless:
 - it serves only one property, or
 - suitable alternative arrangements are agreed to by Council.

Sewerage Services

The following applies in addition to the Infrastructure - Sewerage Provisions in Section C.

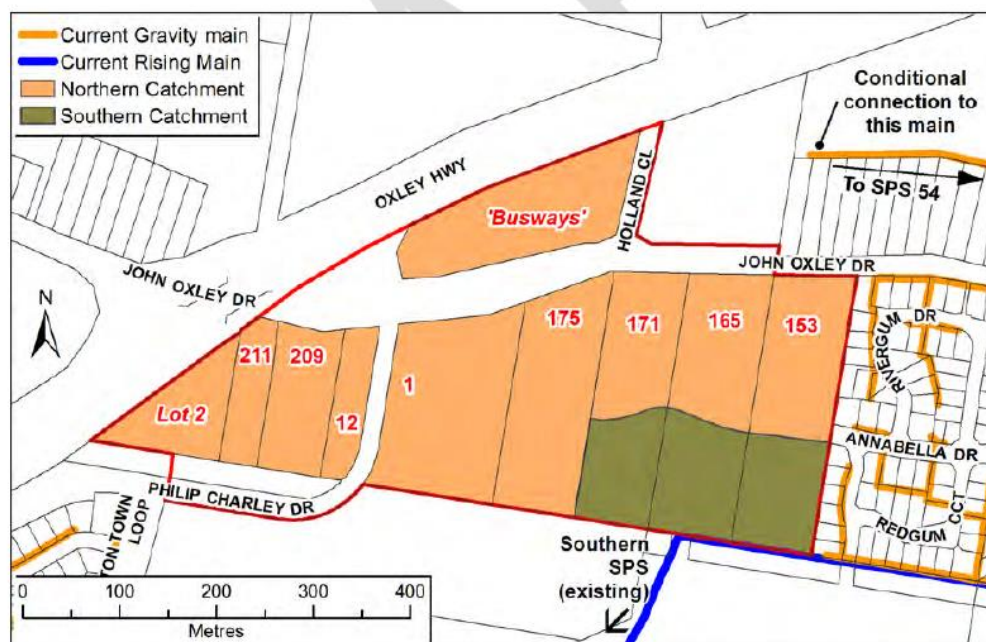


Figure 74: South Lindfield sewer services

The Precinct drains to two catchments, and in both cases connection to the existing sewerage network requires arranging access for gravity main across a property outside this precinct. The southern catchment is served by an existing sewer pumping station 80 (SPS) to the south.

Evaluation of options for the northern catchment has identified that it can be served by connection into an existing gravity main located to the northeast of this precinct, as shown on Figure 73. This is also conditional on:

- Diversion of some of the current and future load for SPS 54 arising in the Kingfisher Road precinct - this is feasible with construction of a new gravity main in the vicinity of the Lake Innes Shopping Centre.
- Alignment of the connecting mains that drains to the existing gravity main should cater for possible extension to the lots west of Philip Charley Drive.
- Council will not be involved in the negotiations or coordinate compensation, access or construction of the required infrastructure, including gravity mains.
- Without upgrade, the existing gravity main has capacity for only 150 equivalent tenements [et], which would be reached with development of the land proposed to be zoned Residential at an average development yield of approximately 16 tenements per developable hectare.

Preliminary planning is underway for provision of a sewer pumping station on the northern side of the Oxley Highway. The date it will be operational is not known at present. However, when operational, it could enable additional et within this precinct.

Sewer connections for both catchments require extensions to the current Scheme (at no cost to Council) and require consent of the relevant owners to allow the augmentation.

225. Objective

- The design of the sewer network is to provide for sewerage services which are efficient, within network capacity and consistent with overall network planning.
- Development densities are not to exceed the operational capacity of the local sewerage network.

Development Provisions

- a) Development is to provide an integrated solution for sewerage services with adjoining properties.
- b) Development will require approval from relevant landowners for gravity sewerage mains connecting to the existing sewerage network.
- c) In the northern catchment:
 - the sewer mains are to connect to an existing gravity main connecting to Sewer Pump Station 54, until a sewer pumping station on Lindfield Park Road is operational
 - the alignment should cater for possible extension to serve the bulk of the 4 lots west of Philip Charley Drive
 - development yields of the land zoned Residential are not to exceed 16 et/ha prior to provision of upgraded local sewerage main capacity.
- d) In the southern catchment the sewer mains are to connect to Sewer Pump Station 80 to the south.

Environmental Management

These provisions operate in conjunction with the provisions in Section B2 Environmental Management and contain precinct level details, particularly relating to the adopted *South Lindfield Koala Plan of Management*.

Environmental management is important for the maintenance and enhancement of biodiversity and health of ecosystems, which are significant for the ecological processes upon which human life depends. The cumulative impacts of environmental degradation and losses will have significant long-term costs.

The following provisions were prepared having regard to:

- *Ecological Assessment West Lindfield*, by Biolink Ecological Consultants, 2009
- *South Lindfield KPOM Stage 3: Koala Plan of Management*, by Biodiversity Australia, 2018.

Development Guide

226. Objectives

- Maximise retention of remnant vegetation across the precinct to preserve and enhance habitat for threatened species such as koalas.
- Implement relevant provisions of adopted Koala Plan of Management applying to the land.
- Compliance with PMH LEP 2011 clause 7.5.

Development Provisions

- a) Compliance with requirements of the *South Lindfield Koala Plan of Management*.
- b) Subject to c) and d) below, the areas shown on Figure 72 for Conservation are to be dedicated to Council for long term management, following embellishment planting of koala food trees:
 - in forested areas - within available canopy spaces where the space has a radius of at least 5 m, or
 - in cleared areas - at 10 m centres.
- c) Alternatively, with Council approval planting in cleared areas can be provided elsewhere in the vicinity at an offset ratio of 4 trees for each koala food tree removed, with trees at 10 m centres.
- d) Where land zoned E2 or land containing offset planning is held in private ownership, satisfactory arrangements will be required for ongoing maintenance in perpetuity. If the land is not covered by a Voluntary Planning Agreement, the developer will be responsible for the establishment cost for the first year, and
 - if it is to be dedicated - 20 year maintenance cost, or
 - otherwise - in perpetuity.
- e) Development adjoining the land zoned E2 Environmental Conservation must ensure that the long-term habitat integrity of that E2 land is not compromised by the development activities.
- f) Refer to Section B2: Environmental Management – Hollow Bearing Trees, in relation to the hollow bearing trees on the southern side of John Oxley Drive. The approximate location of five identified hollow-bearing trees is shown on Figure 105.

Oxley Highway Relationship

227. Objective

- To maintain and enhance the visual appearance of the Oxley Highway entrance to and from Port Macquarie.

Development Provisions

- a) Development visible from the Oxley Highway must contribute to attractive visual amenity when viewed from vehicles travelling along the Oxley Highway. The objectives are not to be met solely through landscaping, and are to include a range of design solutions including:
 - Building facades and roofs,
 - Use of outdoor areas,
 - Signage,
 - Fencing and screens, and
 - Landscaping.
- b) Provision of a viable corridor of trees on land adjoining the south eastern side of the Oxley Highway, including advanced landscaping at commencement.

Traffic Noise Management

Investigations were made into the impact of traffic noise from the next Oxley Highway alignment on adjoining land. The primary report is *West Lindfield Area, Port Macquarie - Noise Impact Assessment*, Renzo Tonin & Associates (NSW) Pty Ltd, July 2010. *Port Macquarie-Hastings Local Environmental Plan 2011* includes an Acoustic Controls Map, which identifies land subject to acoustic controls. Clause 7.9 of the LEP text refers to this map and requires Council to:

- consider the location of the development in relation to the relevant criteria set out in NSW Road Noise Policy,
- be satisfied that the occupants of the development will not be subject to excessive noise, and
- be satisfied that appropriate noise mitigation measures will be incorporated into the development to reduce noise to an acceptable level.

The clause does not prohibit development, but requires assessment of whether noise levels will be acceptable for the intended use. At subdivision stage it may be appropriate to submit an updated assessment, which could simplify subsequent approvals for purchasers.

228. Objective

- To minimise duplication of traffic noise assessments for consents for subdivision and building construction.
- To ensure that any noise attenuation barriers have low visual impact.

Development Provisions

- a) Applications for subdivisions should provide site-specific updated traffic noise assessments, with adequate information to simplify subsequent assessment of building proposals.
- b) Acoustic mitigation measures should not use high visual barriers.

Western Sub Precinct

Figure 73 shows the four lots in the Western Sub Precinct - they are smaller lots, and require detailed integrated design for any redevelopment.

While the current LEP controls do not permit more intense development, Council is prepared to consider proposals which satisfy the following objectives:

- 1) Road access: Access to new development (including on No 12 Philip Charley Drive) to be via a single crossing of Council's trunk water mains on the southern side. For traffic safety it is desirable to avoid access off John Oxley Drive and off Philip Charley Drive on the eastern side. There are higher construction costs and potential water main failures for roads over such mains, and the number of such crossings should be kept to a minimum.
- 2) Stormwater management: The outcome of any development should be that there is no increase on pre-development flows, and there should not be more than one shared stormwater facility for Council to maintain.
- 3) Wastewater disposal: Any reticulated sewerage is to connect with the sewer line serving the balance of the northern catchment of the South Lindfield precinct.
- 4) Environmental management: Retention of the koala food trees as identified in the Koala Plan of Management, including on the western lot, and the cluster on the boundary on Nos 209 and 211 John Oxley Drive. A visual screen of trees is to be retained along the John Oxley Drive frontage. Similarly, a band of trees should be retained along the southern boundary. Refer to Figure 72. Offset planting could embellish those two areas where approval is given for removal of isolated koala food trees. Long term ownership or management of the areas to be conserved will be considered having regard to the details of the development proposal.
- 5) Integrated solution: Satisfaction of all the requirements requires an integrated development concept for all four lots.

Note:

This does not preclude staged development, nor omission of a property from a development application. However, the application must show how all properties can be incorporated in the ultimate development.

It is suggested that an appropriate way for this to be submitted to Council is for a combined rezoning and development application, as provided for under Division 3.5 Planning Instrument amendments and development applications of Part 3 of the *Environmental Planning and Assessment Act 1979*. This allows two approval processes to be combined into one application.

D3.3: HASTINGS RIVER DRIVE

Section D3.3 applies to the land highlighted in Figure 75 below.



Figure 75: Land subject to Section D3.3

Development Guide

229. Objective

- To provide additional access ways into and through the precinct.

Development Provisions

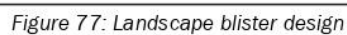
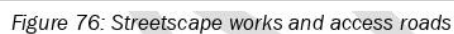
- a) Subdivision design shall incorporate access roads generally in the location shown on Figure 76. New building development shall be located to avoid the proposed access roads and be designed to provide access to them, in preference to Hastings River Drive.

230. Objective

- To establish an attractive gateway into Port Macquarie that is consistent with Council's corridor plan for Hastings River Drive.

Development Provisions

- All development (including minor works and change of use development) on land fronting Hastings River Drive shall contribute to the improvement of the streetscape of Hastings River Drive, and are required to incorporate landscaping works.
- Where development involves subdivision, new buildings or major additions, and the development site has a frontage greater than 40m, landscaped blisters shall be provided generally in accordance with Figure 76 and Figure 77 and to the satisfaction of Council's engineers and Parks and Recreation Manager.
- Land required for road widening is to be dedicated to Council as a condition of consent.
- Development is to be designed to be operational for both pre and post road widening.
- Flush wall signs and pole or pylon signs are preferred signs in the precinct. Pylon or pole signs are subject to the following:
 - maximum height of 6m;
 - one pylon (or pole) sign per property. Multiple signs may be attached to the one pole. Where a property has more than 50m frontage to Hastings River additional pylons may be allowed, provided that there is a minimum separation of 40m between pylons;
 - the sign shall not overhang the boundary.
- For motor showrooms, the application shall demonstrate that consideration has been given to the impact of all signs and advertising techniques utilised on the site (including flags, bunting etc), in respect to visual amenity and reduction of visual clutter, integration of landscaping works, car display and signage.
- Where multiple car franchises are to operate from the one site, one corporate pole sign per franchise may be allowed, provided the position, height and size of each sign is integrated so that the overall impact is controlled, eg grouping of poles, with differing heights, and different setbacks and stepping of signs. In addition, there should be careful integration with landscaping works and car display. No other pole signs will be allowed on site. If a dealer name identification sign is required, this should appear on the building, or as part of a franchise corporate sign. Directional signs eg visitor parking, customer service, parts etc, should be either attached to a corporate franchise "pylon" style sign, or a small entry way wall sign.



D4: THRUMSTER

Application

Section D4 applies to the land highlighted in Figure 78 below.

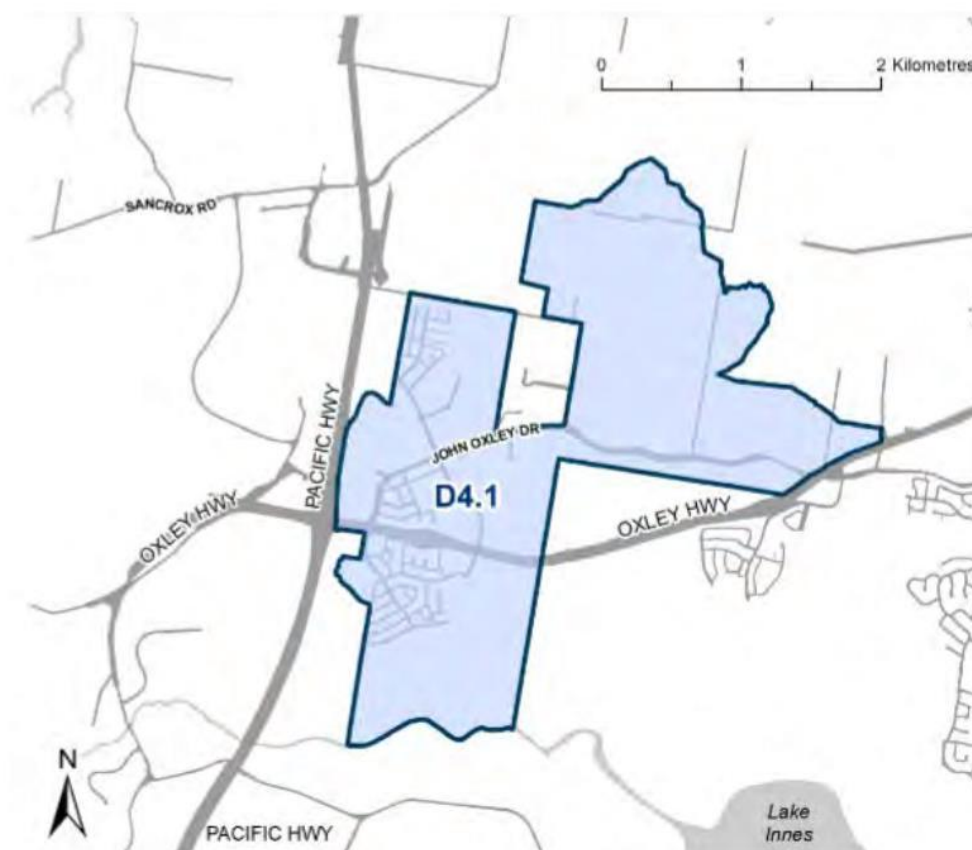


Figure 78: Land subject to Section D4

Relationship to other Sections of the DCP

The following provisions are in addition to the general requirements of Parts A - C of this Development Control Plan. Where they conflict with the requirements of Parts A - C, this plan prevails.

D4.1: THRUMSTER NEIGHBOURHOODS

Section 4.1 applies to the land highlighted in Figure 79 below.

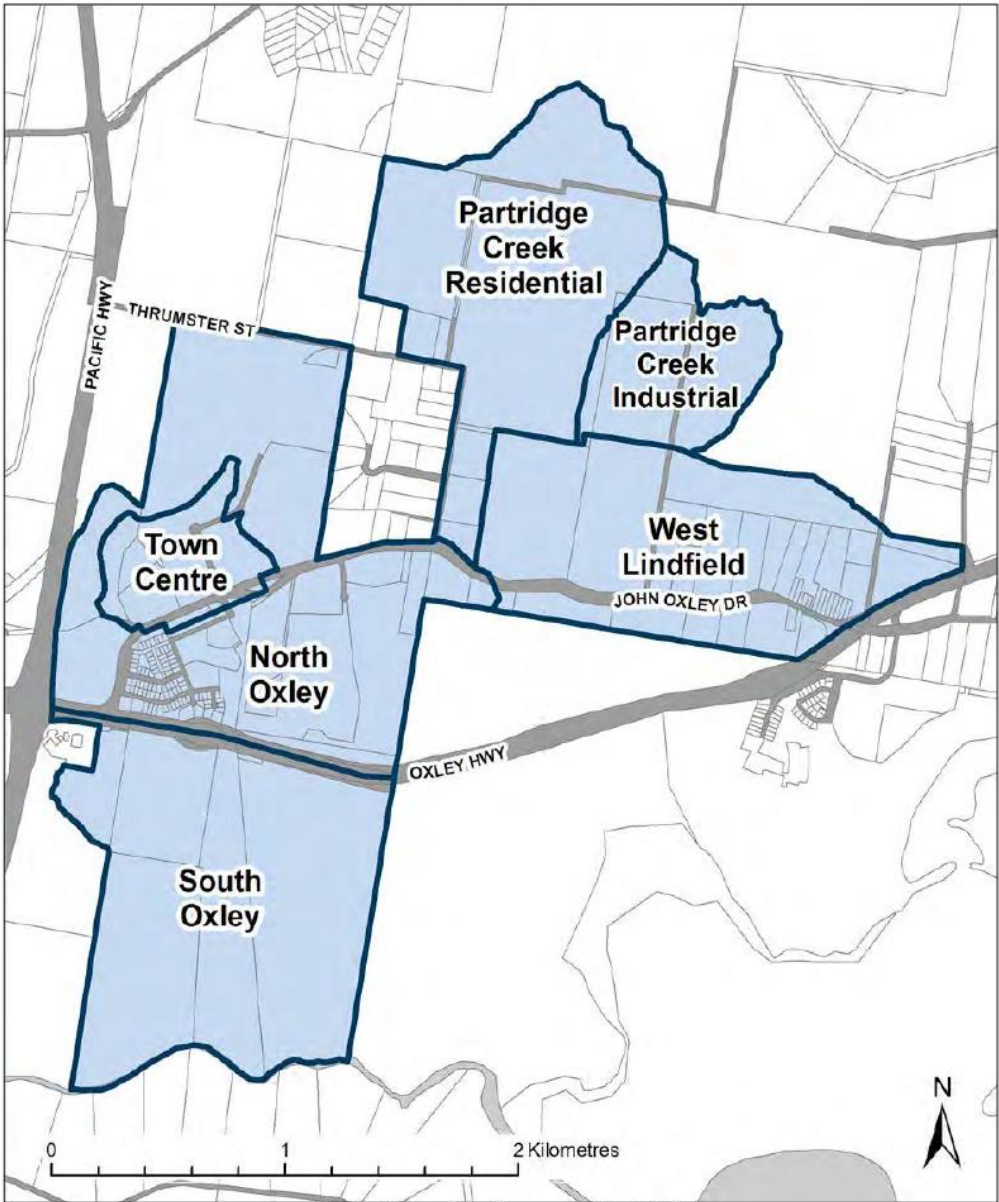


Figure 79: Land subject to Section D4.1

Strategic Context

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

Vision for Thrumster (Area 13)

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

Neighbourhoods and Precincts

Thrumster comprises six distinct neighbourhoods, each comprising several precincts. The six Thrumster neighbourhoods are shown in Figure 79. The desired future character for each neighbourhood and precinct is described below.

North Oxley

The North Oxley Neighbourhood (Figure 80) is centrally located and within easy access to the future Thrumster neighbourhoods to the north, south and east. The neighbourhood is bisected by John Oxley Drive. The area generally to the north of John Oxley Drive will form the future Town Centre.

The vision for the North Oxley community builds upon the rationale established in Thrumster DCP and the role that the Town Centre will play within the overall community. The North Oxley vision will also apply to the future planning and design of the South Oxley Neighbourhood.

North Oxley will be a community that will be a:

- Sustainable place that is liveable, competitive and environmentally sensitive,
- Well connected and accessible place that is easy to get to, move through and make contact,
- Creative place that provides opportunity and nurtures innovation and creativity,
- Place designed in response to its setting, climate and the emerging needs of the community,
- Place designed for change, with lasting and adaptable buildings and spaces,
- New neighbourhood with a strong identity and contemporary design character.

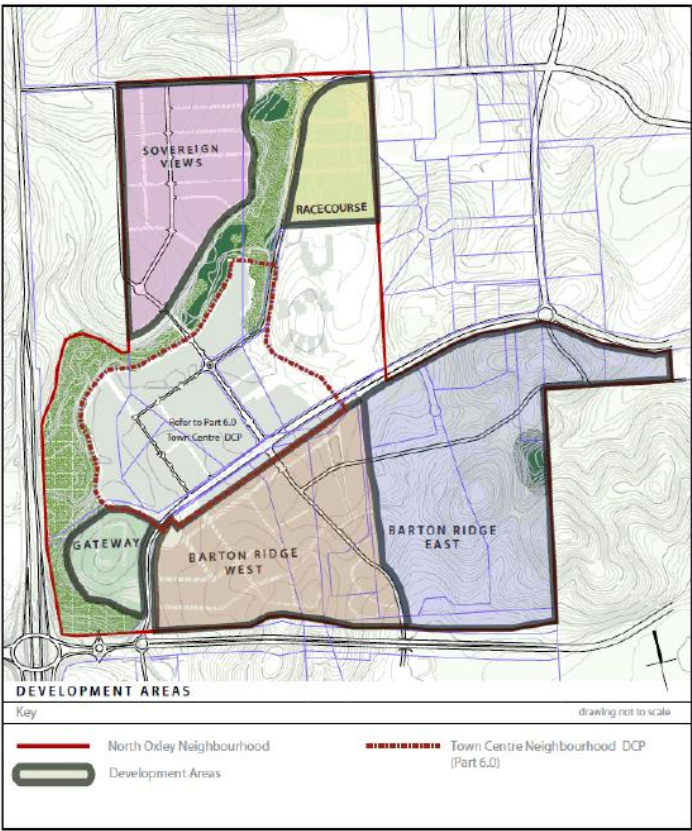


Figure 80: North Oxley Precincts

Partridge Creek Industrial

The Partridge Creek Industrial Neighbourhood (Figure 81) provides an employment ‘hub’ for the area. The neighbourhood contains a diverse range of employment generating uses. Buildings have been designed to incorporate articulation, as well as a variety in colours, materials and finishes in order to provide a high level of visual amenity when viewed from the public domain and roadways.

All development has been designed and operates so as to minimise impacts on adjacent residential areas in terms of noise, traffic, emissions and bulk and scale. Public transport circulates through the area and connects to other employment areas.

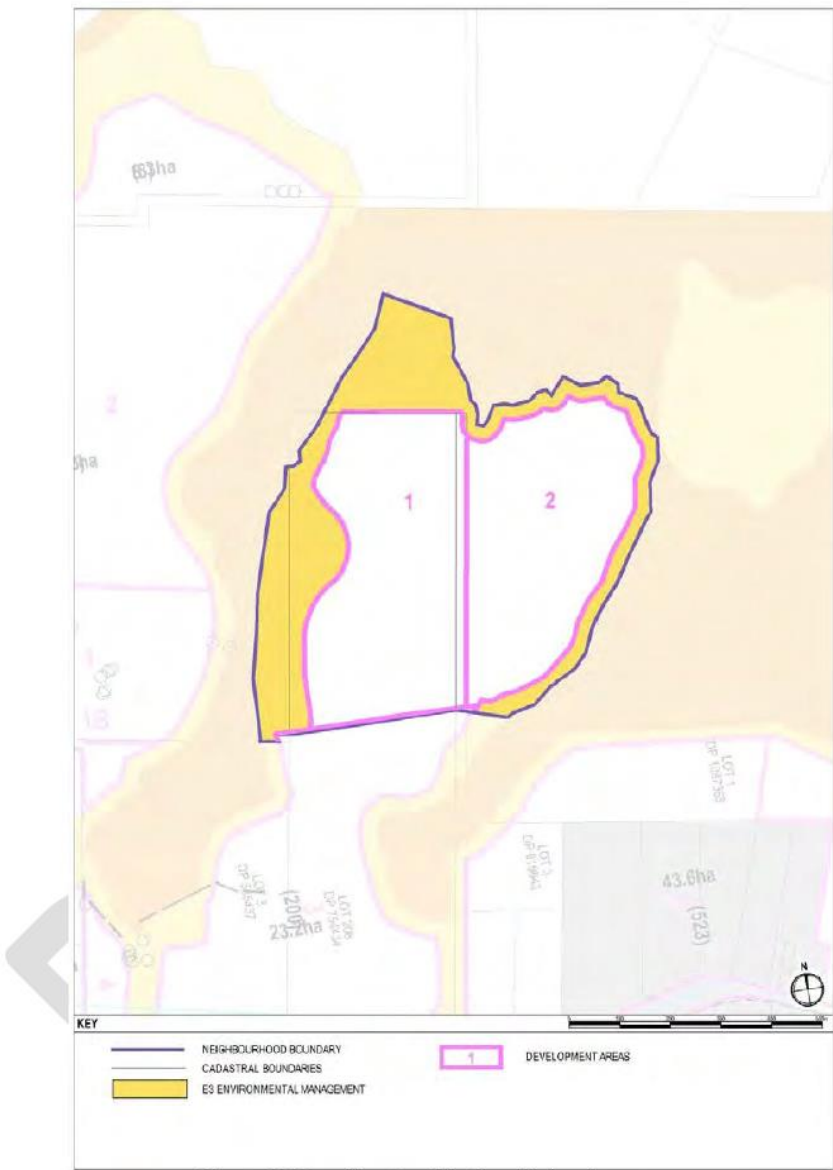


Figure 81: Partridge Creek industrial development area

Partridge Creek Residential

The main objective of this local community is to retain and enhance the existing biodiversity, watercourses and riparian and Koala vegetation. Community groups undertaking bush regeneration and other works have achieved this objective. An old growth hollow bearing tree is a landmark within this community and has been retained in a park setting. This tree is visible from a number of places.

Conventional housing forms have been developed to the north of this rural residential area. This area is clearly defined by the wetlands and riparian corridors that fringe the locality on the northern, eastern and western sides. This provides for a 'sense of place' within this setting.

Streets in the residential area are characterised by landscaped front gardens and consistent front setbacks.

The area is well serviced by public transport. The streets are legible and connectivity to other areas is maximised.

A small neighbourhood (village) centre is the focal point of this community. The village centre provides retail and community focus for the locality, incorporating a mix of uses and housing types. Mixed use buildings have been orientated to the street. Ground floor premises are characterised by shops and commercial uses that encourage street level interaction and contributes to life within the streets and other public spaces. Housing and offices are located on the upper floors. Higher residential density development is located within the immediate area of the village centre and frames the centre.

Building and dwelling designs contribute to the vibrancy and define the streets and public spaces; creating environments that are comfortable, interesting and safe. Streets are characterised by landscaped front gardens and consistent front setbacks.

Local parks are strategically provided, generally within 400 metres walking distance to residents. These parks are well used and safe for families. Dwellings overlook these parks to provide casual surveillance.

Three development areas are shown on Figure 82.

Partridge Creek Village Precinct (Area 1) is the gateway to the Partridge Creek Residential Neighbourhood. The area will become the neighbourhood hub for convenience shopping and services. Residential dwellings will be at a higher density than elsewhere in the neighbourhood to take advantage of the proximity to shops and public transport and may include a mix of detached houses on small lots as well as attached or multi-dwelling housing catering to a variety of residential needs.

A key feature of the area will be an old growth tree, preserved within the landscaped entrance to the village.

Partridge Creek Residential Precinct (Area 2) represents the bulk of the Neighbourhood and is bordered by environmental lands to the north and east. This area forms the core residential area of the neighbourhood and includes two local parks within walking distance from the majority of homes. This area will be predominantly detached dwellings on a mix of lot sizes

John Oxley Drive Precinct (Area 3) stands at the corner of Thrumster Street and John Oxley Drive and is the entrance to the neighbourhood. Residential dwellings will be predominantly detached houses on larger lots and will be responsive to Koala Habitat in the area.

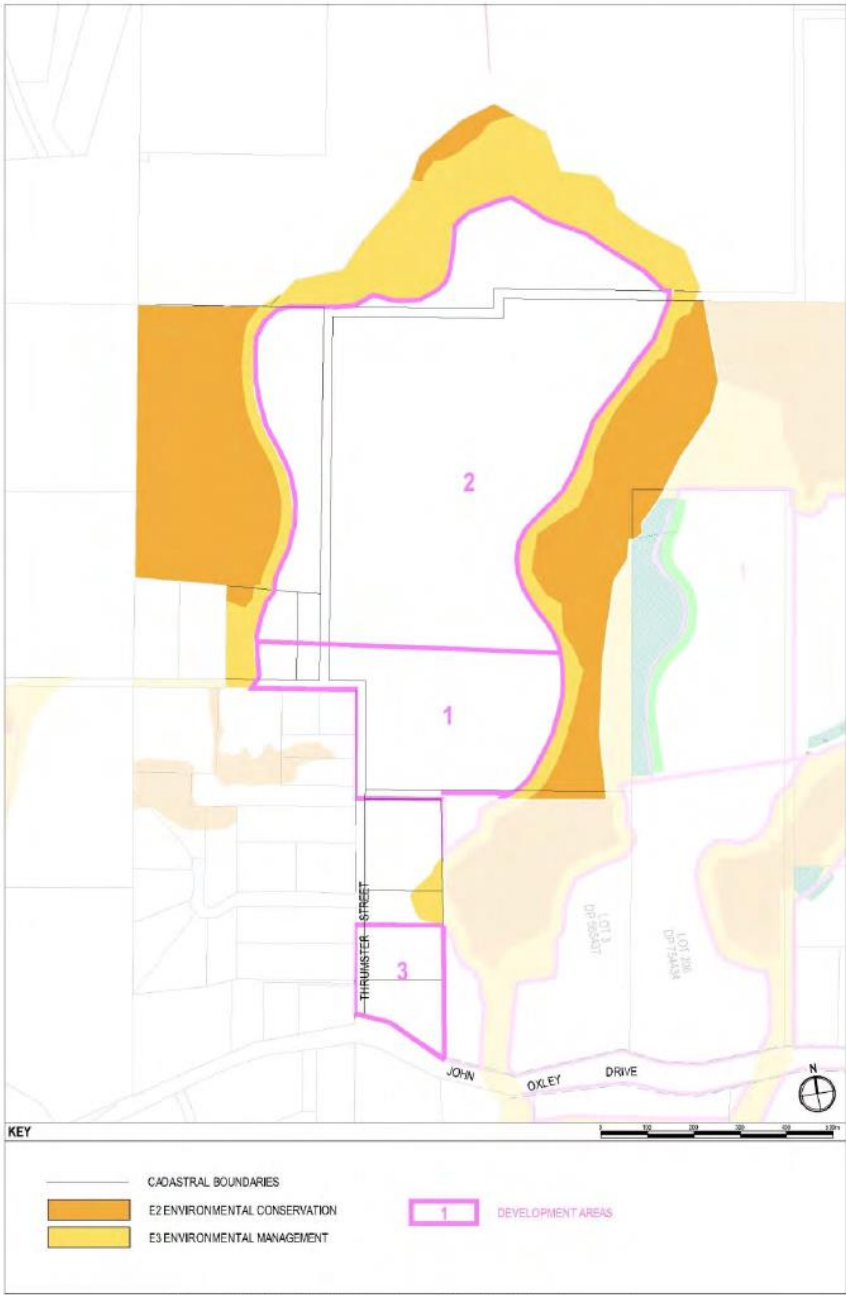


Figure 82: Partridge Creek residential development area

South Oxley. The locality is characterised by residential uses in the form of attached dwellings, detached dwellings and other forms of medium density development. The precinct has easy access to the Town Centre and the various services and facilities.

A small neighbourhood (village) centre is the focal point of this community. The village centre provides retail and community focus for the locality, incorporating a mix of uses and housing

types. Mixed-use building has been orientated to the street. Ground floor premises are characterised by shops and commercial uses that encourages street level interaction and contributes to life within the streets and other public spaces. Housing and offices are located on the upper floors. Higher residential density development is located within the immediate area of the village centre and frames the centre.

Building and dwelling designs contribute to the vibrancy and define streets and public spaces; creating environments that are comfortable, interesting and safe. Streets are characterised by landscaped front gardens and consistent front setbacks.

Local parks are strategically provided, generally within 400 metres walking distance to residents. These parks are well used and safe for families. Dwellings overlook these parks to provide casual surveillance.

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

Three Development Areas have been identified within the South Oxley Neighbourhood, as shown on Figure 83.

Area 1 – Gleeson Creek Residential and South Oxley Neighbourhood Village Centre. This area will become the first of the residential land releases for South Oxley establishing the early population necessary to support the future neighbourhood Village Centre.

Development within South Oxley Area 1 will be characterised by gently sloping residential areas overlooking the central water course locally known as Gleeson's Creek, ringed by elevated residential lands and retained vegetation areas designed to protect and complement the environmental values of the precinct.

The habitat link, Tarrokoe Habitat Corridor is to be enhanced and further strengthened by vegetation plantings during the course of development.

The location of the Village Centre on the North side of the Gleeson's Creek Corridor will facilitate a greater degree of connectivity between the 3 Development Areas of South Oxley Neighbourhood and is supported by proximity to key road routes.

This area will be predominantly detached dwellings on a mix of lot sizes, with opportunity for medium density housing close to the Village Centre.

Area 2 – East Oxley Residential and Tarrokoe Environmental Living. This area includes significant tracts of Koala habitat and is bordered to the North and West by Koala habitat corridor.

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

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

Area 3 - Karikeree Residential. This area forms the Southern residential area of the Neighbourhood.

It will be characterised by the natural environmental setting to the south and east of the development area and focus towards the passive recreational opportunities along Gleeson's Creek Recreational area.



Figure 83: South Oxley development areas

Town Centre

The Town Centre will provide the activity centre and heart of the new community planned for Thrumster. It will be characterised by a diverse mix of land uses and provide an integrated living and working community with the potential for up to 2,000 jobs in a diverse range of businesses.

The Town Centre will complement the hierarchy of centres, both existing and proposed, within Port Macquarie-Hastings, adding to the diversity of retailing, servicing and employment, without detracting from the significance, role and function of other centres.

The Town Centre will provide a range of high quality convenience retail, lifestyle entertainment, commercial uses and service facilities to meet the needs of the local community.

To provide for an active, secure and vital town centre, residential accommodation within the centre is required. A minimum dwelling yield of 180 residential dwellings will be provided; however, depending upon the mix of future land uses in the Town Centre, this yield could increase to over 300 dwellings.

The Town Centre can be defined by five separate Precincts which will all perform different roles and functions but interrelate to cumulatively provide for a viable and vital Town Centre (Figure 84).

The Precincts are:

1. Town Centre Core
2. John Oxley Drive
3. Mid Town
4. Northern Edge
5. West End

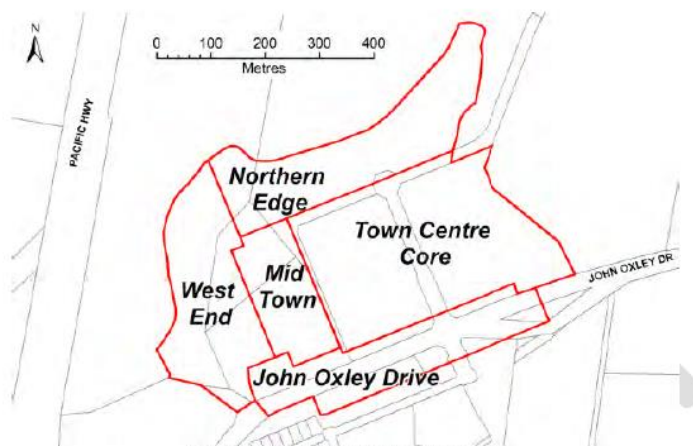


Figure 84: Town Centre Precincts

The **Town Centre Core Precinct** should be the centre of retail, leisure, community and civic activity for the emerging community. It should integrate both physically and visually with the lakes to the east through the provision of east west pedestrian priority areas and activity nodes which link civic open spaces, market places and pedestrian priority zones with active uses at ground level.

'**Main Street**' (Figure 85) will provide the prime activity spine and the most important street in the Town Centre. When the Town Centre is fully developed, Main Street will be the primary retail street in the Town Centre. From a landscaping perspective, Main Street will be the signature street of the town. It will have a consistent central median for its entire length providing a striking avenue of Norfolk Island Pines and Jacaranda trees.

A 'Main Street' running north-south should provide the main access, but through good design and landscaping, create an identifiable, high quality place which encourages interaction and activity for all people.

The Town Centre should be an aesthetically pleasing place which is safe, vibrant, accessible and economically, environmentally and socially sustainable. A place designed to foster a community where people come to work, live and play.

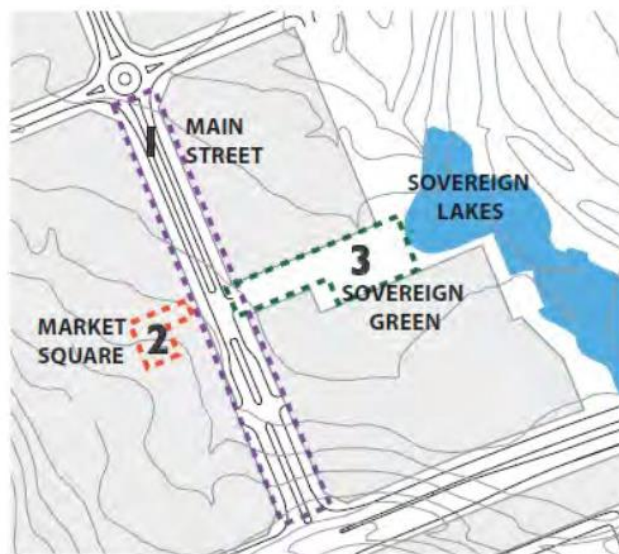


Figure 85: Main Street - key elements of the public domain

The **John Oxley Drive Precinct** defines the southern edge of the Town Centre and incorporates both sides of the road to ensure built form relates to both the main connector road and the Town Centre itself.

It should accommodate a mix of land uses appropriate to a sub-arterial road frontage which may include, but are not limited to: business, showrooms, retail and health/medical centres.

High quality buildings and landscaping should define the gateway to the Town Centre.

Flexibility of future land use is a fundamental requirement for the **Mid Town Precinct**. It should provide a mix of uses which promote a range of live-work, studio/workshop, light industrial and commercial activities contributing to the vitality and diversity of the town. High quality design of buildings and spaces which integrate with the adjoining precincts in form, siting and use is essential. While providing a transition between the retailing hub of the Town Centre Core and the West End, Mid Town development must ensure a coherent urban design structure which enables identification of place.

Housing development within the Mid Town and West End precincts must have a density of 10 dwellings per hectare which equates to approximately 76 dwellings.

The **Northern Edge Precinct** is bound to the north and east by riparian vegetation. It's 'edge of town' location is ideal for the provision of a range of land uses, comprising business (potential Business Technology Park), medium density residential and recreational uses (potential Health and Country Club). The precinct is accessible and provides a high visual amenity while enabling the provision of a defined built edge envelope to the Town Centre.

Housing development within the northern edge precinct must have a density of 12 dwellings per hectare which equates to approximately 104 dwellings.

The **West End Precinct** sits within the view corridor from the Pacific Highway and is bound by the riparian corridor to the north. The amenity offered by the gently sloping land lends itself to medium density residential development interspersed with ancillary mixed uses designed to integrate with the landscape setting and provide an edge to the Town Centre.

Housing development within the West End and Mid Town precincts must have a density of 10 dwellings per hectare which equates to approximately 76 dwellings.

Town Centre Population and Employment Strategy

The greenfield development of a new town needs to allow for the provision of an appropriate balance of land uses to ensure vitality and economic viability over time. Sufficient flexibility is required to ensure demand can be catered for while providing a degree of certainty that the ultimate development will be viable. In this regard, as Thrumster and the Town Centre grows, based upon the overall block structure and land uses proposed, two main employment / residential population scenarios are proposed for the future development of the Town Centre. For the purpose of achieving Town Centre employment and residential population objectives, Scenario Two is preferred.

Scenario One at Figure 86 assumes the development of a moderately sized Business Technology Park of 5 Hectares, as indicated in an expanded Northern Edge Precinct, combined with more extensive medium density residential areas and a higher residential population. In this scenario, dwelling yield may reach in excess of 300 dwellings. This would equate to a density of up to 28 dwellings per hectare.

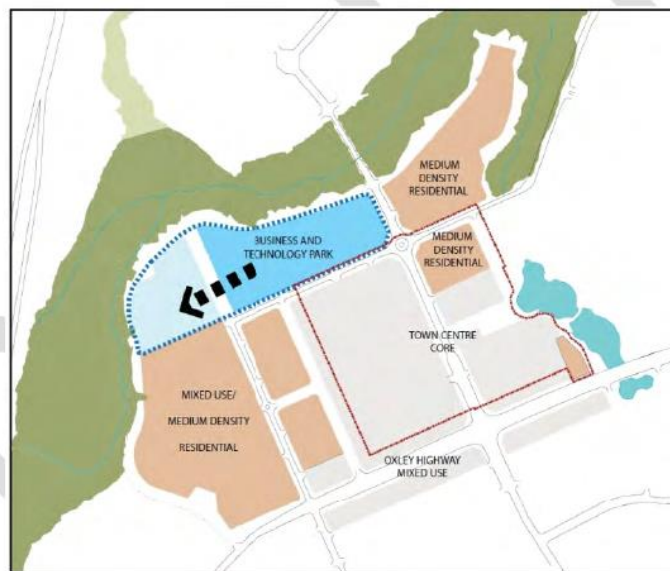


Figure 86: Thrumster Town Centre development Scenario One

Scenario Two at Figure 87, assumes the development of a more successful and extensive Business Technology Park of up to 11 Hectares, occupying the entire Northern Edge, part of Mid Town and part of West End precincts. In this scenario, the dwelling yield will achieve a minimum of 180 dwellings on 6 Hectares. This would equate to a density of up to 30 dwellings per hectare.

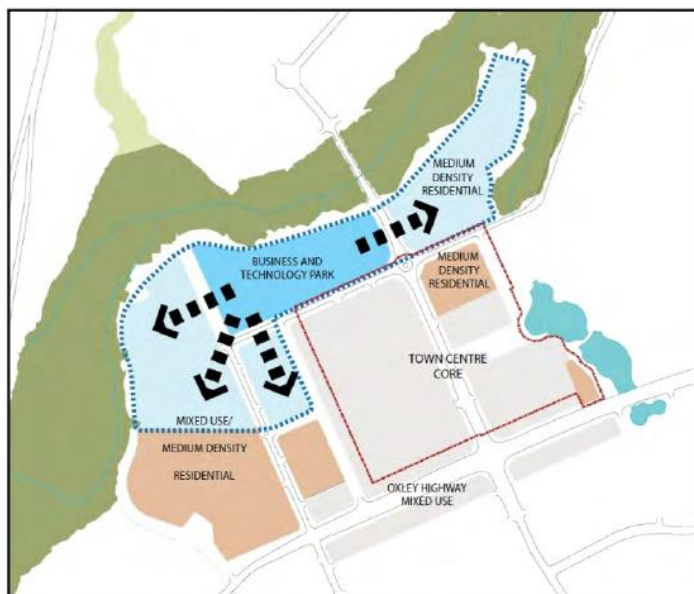


Figure 87: Thrumster Town Centre development Scenario Two

West Lindfield

West Lindfield is a low-density residential locality, with medium density concentrated around the neighbourhood centre. The road system provides for legibility and circulation throughout the precinct. A public transport system (bus) operates and connects to other areas, particularly for employment and shopping.

Building and dwelling designs contribute to the vibrancy and define streets and public spaces; creating environments that are comfortable, interesting and safe. Streets are characterised by landscaped front gardens and consistent front setbacks.

Local parks are strategically provided, generally within 400 metres walking distance to residents. These parks are well used and safe for families. Dwellings overlook these parks to provide casual surveillance.

The two major wildlife linkages running north-south through the neighbourhood are well established and are home to a variety of native species.

An employment area is located on the eastern edge of this neighbourhood. The employment area is compact and provides employment opportunities for residents of the neighbourhood and is within easy walking distance to peoples' place of residence and reduces the need for car dependency.

Three development areas are shown at Figure 88.

West Lindfield neighbourhood centre and Lindfield Park Light Industrial (Area 1) will become the West Lindfield neighbourhood hub for convenience shopping and services and includes the local employment area of the Lindfield Park Light Industrial precinct. Residential dwellings in this area will be at a higher density than elsewhere in West Lindfield to take advantage of the proximity to shops and public transport and may include a mix of detached, attached or multi-dwelling housing catering to a variety of residential needs. Development at the interface between residential and industrial zones will be designed to be harmonious. A corridor of existing and

revegetated Koala habitat will contribute to a visual buffer between industrial and residential areas.

West Lindfield Residential (Area 2) forms the core residential area of the neighbourhood and includes a local park within easy walking distance from the majority of homes. This area will be predominantly detached dwellings on a mix of lot sizes.

West Lindfield Environmental Living (Area 3) includes significant tracts of Koala feed trees and is bordered to the east and west by Koala habitat corridor. Residential dwellings in this area will be designed to protect and contribute to these valuable features. The area will be predominantly detached dwellings on larger lots, retaining significant vegetation in private ownership. The northern edge of the area adjoins the Partridge Creek Industrial Neighbourhood with separation provided by an electricity transmission easement and adjacent collector road.

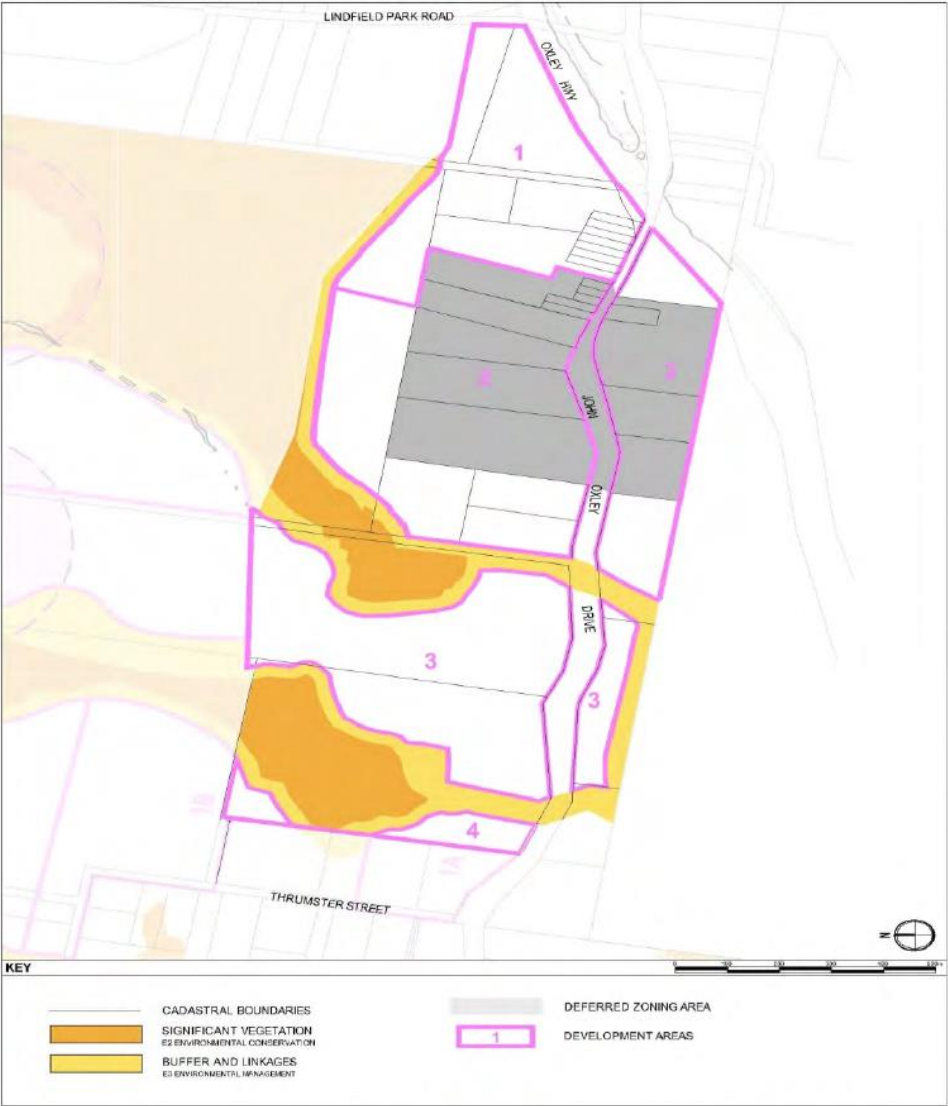


Figure 88: West Lindfield development areas

Development Guide

Environmental Management

Aboriginal heritage and archaeology (guidance to clause 5.10 of the Local Environmental Plan)

231. Objective

- To preserve and manage key areas of Aboriginal heritage and archaeological remains.
- To ensure other areas of Aboriginal heritage and archaeological remains are assessed prior to development proceeding.

Development Provisions

a) General

- Sites 1, 2 and 3 shown in Figure 89 are to be preserved and managed to reflect their significance.
- All development-related surface disturbance works within a 300 metre radius of Sites 1, 2 or 3 are to be monitored by Birpai Sites Officers. The affected areas are shown in Figure 89 as Buffer Area. If any Aboriginal artefacts or a scarred tree are discovered during earthworks, subdivision and or building works, all work in the vicinity of the site is to immediately stop, the area cordoned off and the discovery reported to the relevant Aboriginal stakeholders, a suitably qualified archaeologist and the Department of Industry and Environment, Biodiversity and Conservation Division, in accordance with the provisions of the National Parks and Wildlife Act 1974.
- Development is not to proceed in other areas containing Aboriginal archaeological sites without appropriate consideration and consultation with the relevant local Aboriginal community.
- In areas where development cannot avoid impacting on identified Aboriginal sites, "Consent to Destroy" Permits are to be sought under Section 90 of the *NSW National Parks and Wildlife Act 1974*, and any such application will be Integrated Development.

b) Site 1 (Karikeree 1)

- Prior to any earthworks, clearing works, or excavation works, an inspection of the proposed development site is to be undertaken by an Aboriginal Cultural Sites Officer from the Local Aboriginal Land Council and a report on the site inspection is to be obtained.
- If discovered, artefacts should be moved under an approved Aboriginal Heritage Impact Permit to a location outside the impact area but within South Oxley Neighbourhood in consultation with the relevant Aboriginal stakeholders and Biodiversity and Conservation Division.

c) Site 2

- Watoo 7' (Site 2 on Figure 89) has been assessed to be of high Aboriginal social and moderate to high local scientific significance. The following protection and management measures are required for this site:
- Protection:
 - A buffer area consisting of a 300 metre radius of Watoo 7 is to be delineated within which development related surface disturbance works are to be monitored by Birpai Sites Officers.
 - A sign is to be erected identifying the area as Bush Regeneration Area.

- Fencing is not required.
- Custodianship:
 - While Council will continue to own the site, the Birpai Local Aboriginal Land Council is entrusted with the care and control of the site.
 - The shaded area on Figure 89 is to be allowed to regenerate naturally to bushland.
 - Vegetation management including control of noxious weeds (such as lantana) is the responsibility of the Birpai Local Aboriginal Land Council.
 - Port Macquarie Hastings Council has responsibility for weed management along any roads bounding the site.

d) Site 3 (The Island)

- The buffer area associated with 'The Island' (Site 3 on Figure 89) is partially located within the Partridge Creek Industrial Neighbourhood. The following protection measures are required for this site:
- Protection:
 - A buffer area consisting of a 300 metre radius of The Island is to be delineated within which development-related surface disturbance works are to be monitored by Birpai Sites Officers.

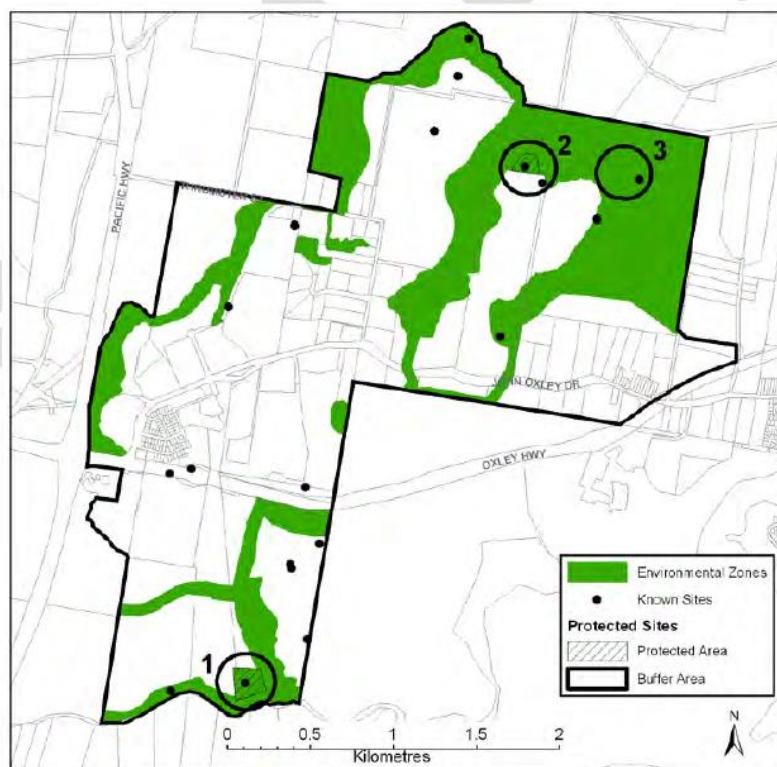


Figure 89: Aboriginal archaeological sites

Environmental Management Areas and Buffers

232. Objective (in addition to Objective 7)

- To coordinate development activity with the rehabilitation and dedication of environmental management areas (E2 Environmental Conservation and E3 Environmental Management Zones).

Development Provisions

a) General

- The first development application within a Development Area is to be accompanied by a Vegetation Management Plan for the Development Area prepared by a suitably qualified person and consistent with Council's Vegetation Management Plan Guidelines. The plan should include, but is not limited to, guidance on the following matters:
 - Environmental Management Areas
 - Hollow-bearing trees
 - Koala habitat
 - Stormwater management
 - Asset Protection Zones
 - Airspace protection (in particular tree heights where affected by the Obstacle Limitation Surface)
- Any additional matters identified in an 'Assessment of Significance' report related to the land
- Relevant planning agreements
- Staging of environmental works, including the co-ordination of clearing or regeneration works within individual development stages, and link these stages to development within the associated stormwater catchment
- The timing of any dedication of land to Council, including the maintenance regime before and after dedication, and the process for certifying completion of works at critical stages
- Relevant neighbourhood-specific matters and plans identified in this section.

Note:

The first subdivision or major development application in a Development Area will usually prepare the Vegetation Management Plan. Subsequent development applications are required to be consistent with the approved plan or prepare a new plan for Council approval.

- Development retains mature vegetation in buffer areas and revegetates existing cleared areas of the E3 Environmental Management Zone as shown in Figure 90.
- Environmental areas are to be publicly managed in accordance with any voluntary planning agreements between landowners and Council, or managed by private land owners in perpetuity in accordance with management plans and enforced through development accompanied consent conditions.
- Development is in accordance with the approved Vegetation Management Plan.

b) North Oxley

- Environmental management works are consistent with the Environmental Management Principles and Works Plans shown at Figure 92 to Figure 94 and staged to occur in conjunction with development of the adjacent residential land generally in accordance with the Staging of Environmental Works Plan shown at Figure 95. Note however, the special requirements for Barton Ridge East detailed later in this section.

c) Partridge Creek Industrial

- Environmental management works are consistent with the Environmental Management Principles Plan at Figure 96 and the Environmental Management Works Plan at Figure 97 and staged to occur in conjunction with development of the adjacent residential land.
- Vegetated swales and bio-retention ponds are to be incorporated within the E3 Environmental Management Zone, as set out on Figure 96.

d) Partridge Creek Residential

- Vegetated swales and bio-retention ponds are to be incorporated within the E3 Environmental Management Zone, as set out on Figure 98.
- Environmental management works are consistent with the Environmental Management Principles Plan at Figure 98 and the Environmental Management Works Plan at Figure 99 and staged to occur in conjunction with development of the adjacent residential land.

e) South Oxley

- The Vegetation Management Plan demonstrates a buffer width of not less than 50 metres to both sides of the centre line of Karikeree Creek and 30 metres to both sides of the centre line of identified watercourses shown in Figure 100.
- Environmental management works are consistent with the Environmental Management Works Plan at Figure 100 and staged to occur in conjunction with development of the adjacent residential land.

f) Town Centre

- Environmental management works are consistent with the Environmental Management Principles Plan at Figure 101 and staged to occur in conjunction with development of the adjacent land as shown by the black arrows.
- The Vegetation Management Plan for each stage of restoration work identified in Figure 102 is to be submitted to Council and approved prior to the issue of consent for development relating to that stage.

g) West Lindfield

- Environmental management works are consistent with the Environmental Management Principles Plan at Figure 103 and with the Environmental Management Works Plan at Figure 104 and staged to occur in conjunction with development of the adjacent residential land.

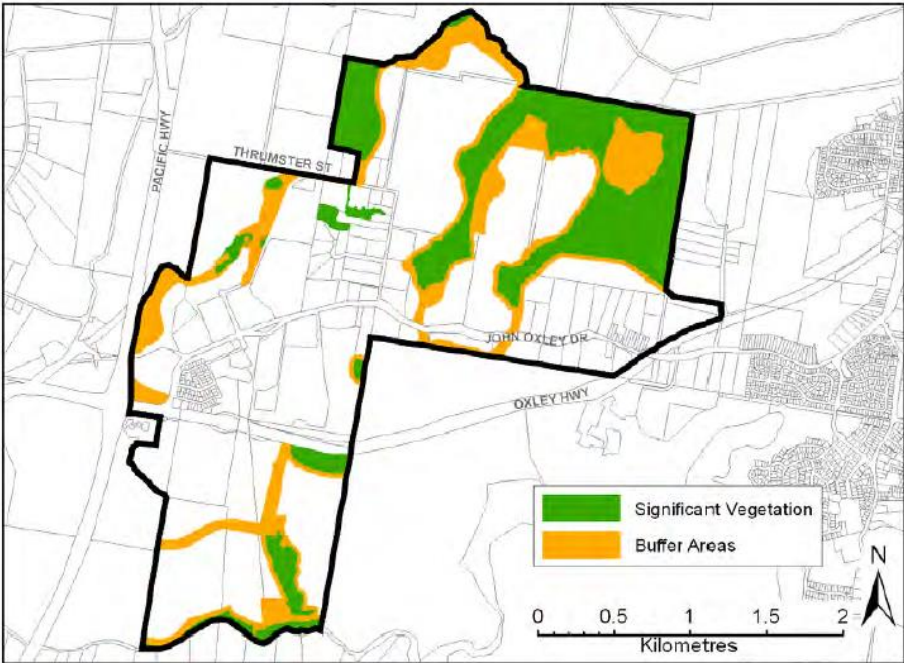


Figure 90: Significant vegetation areas

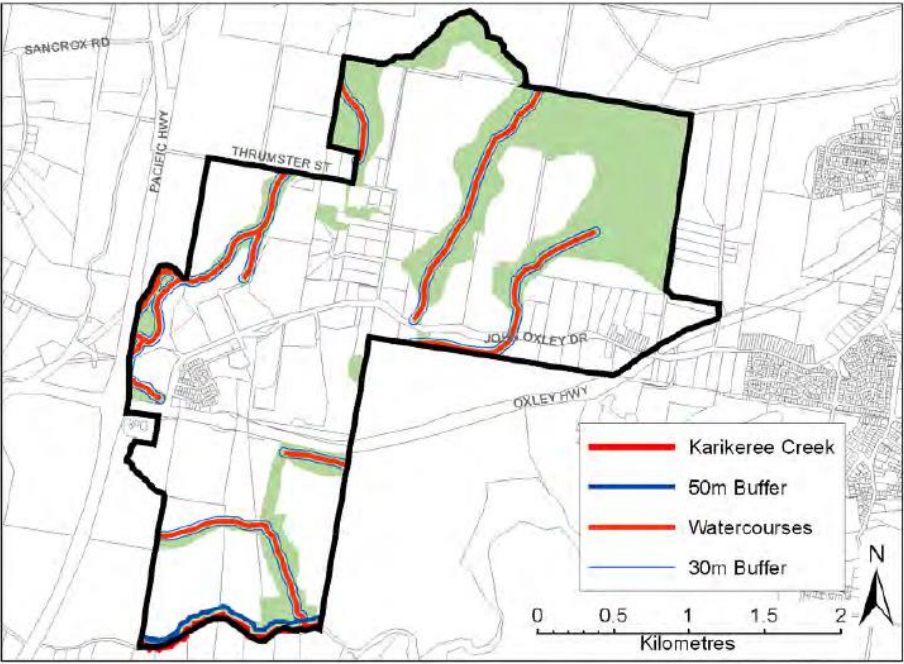


Figure 91: Water courses

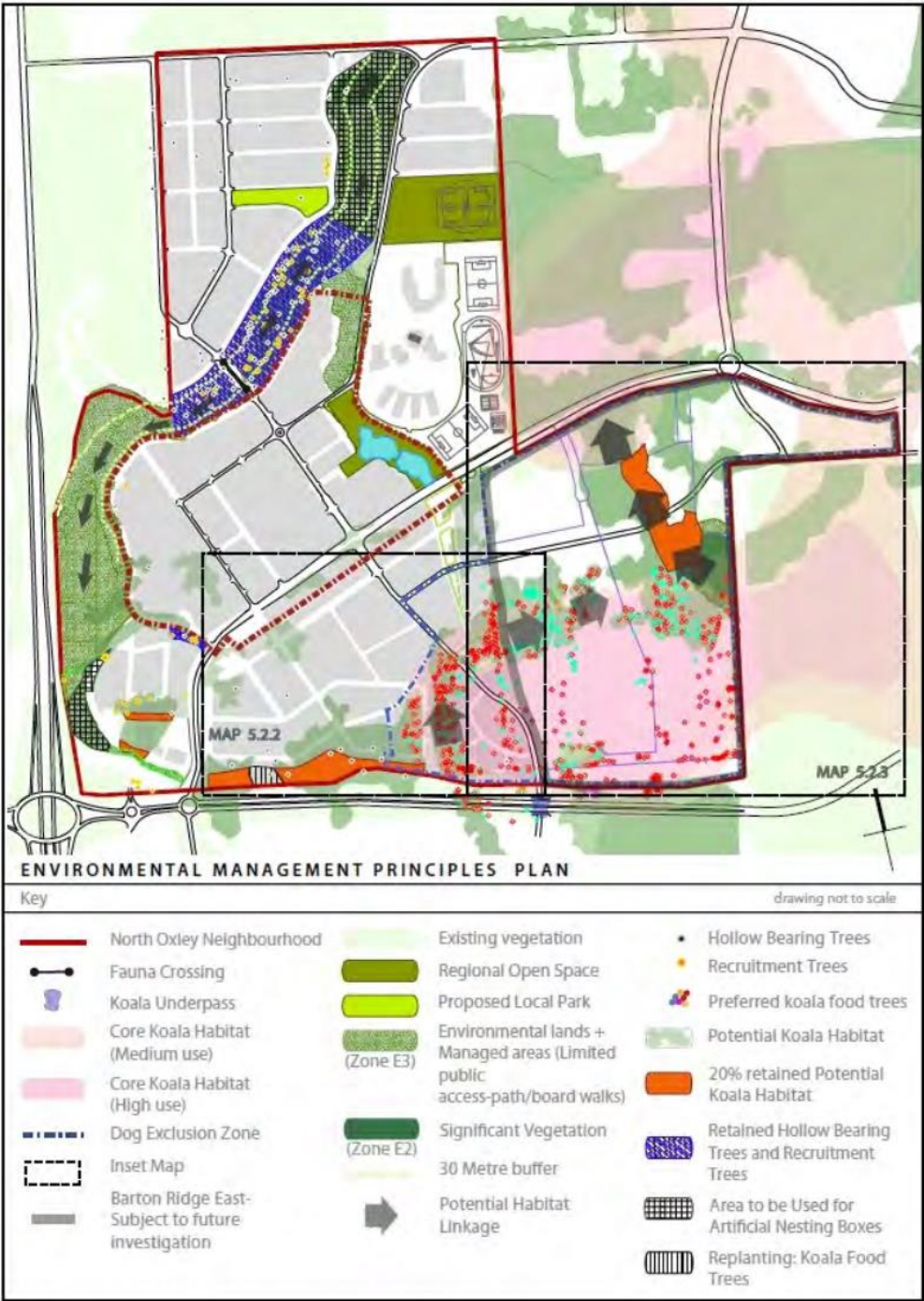


Figure 92: North Oxley - Environmental Management Principles Plan

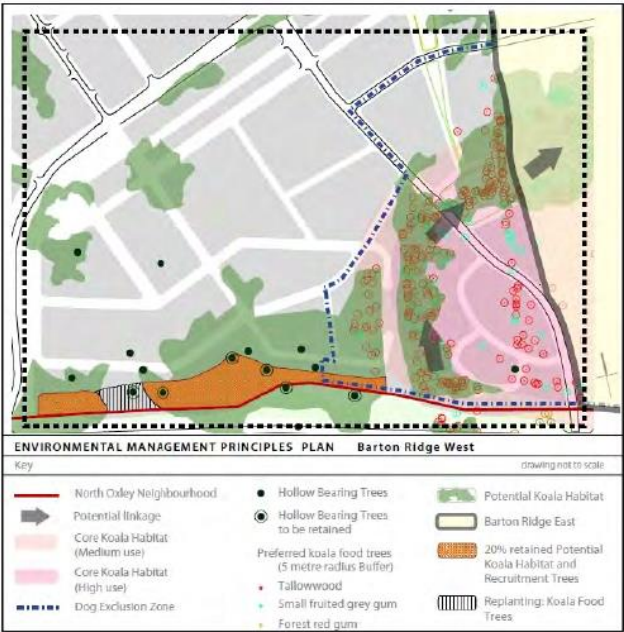


Figure 93: North Oxley - Barton Ridge West Environmental Management Principles Plan

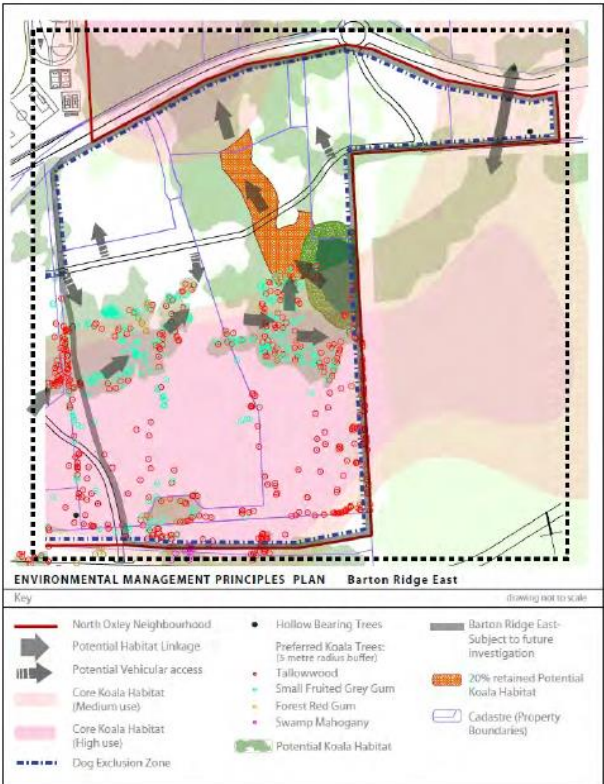


Figure 94: North Oxley - Barton Ridge East Environmental Management Principles Plan

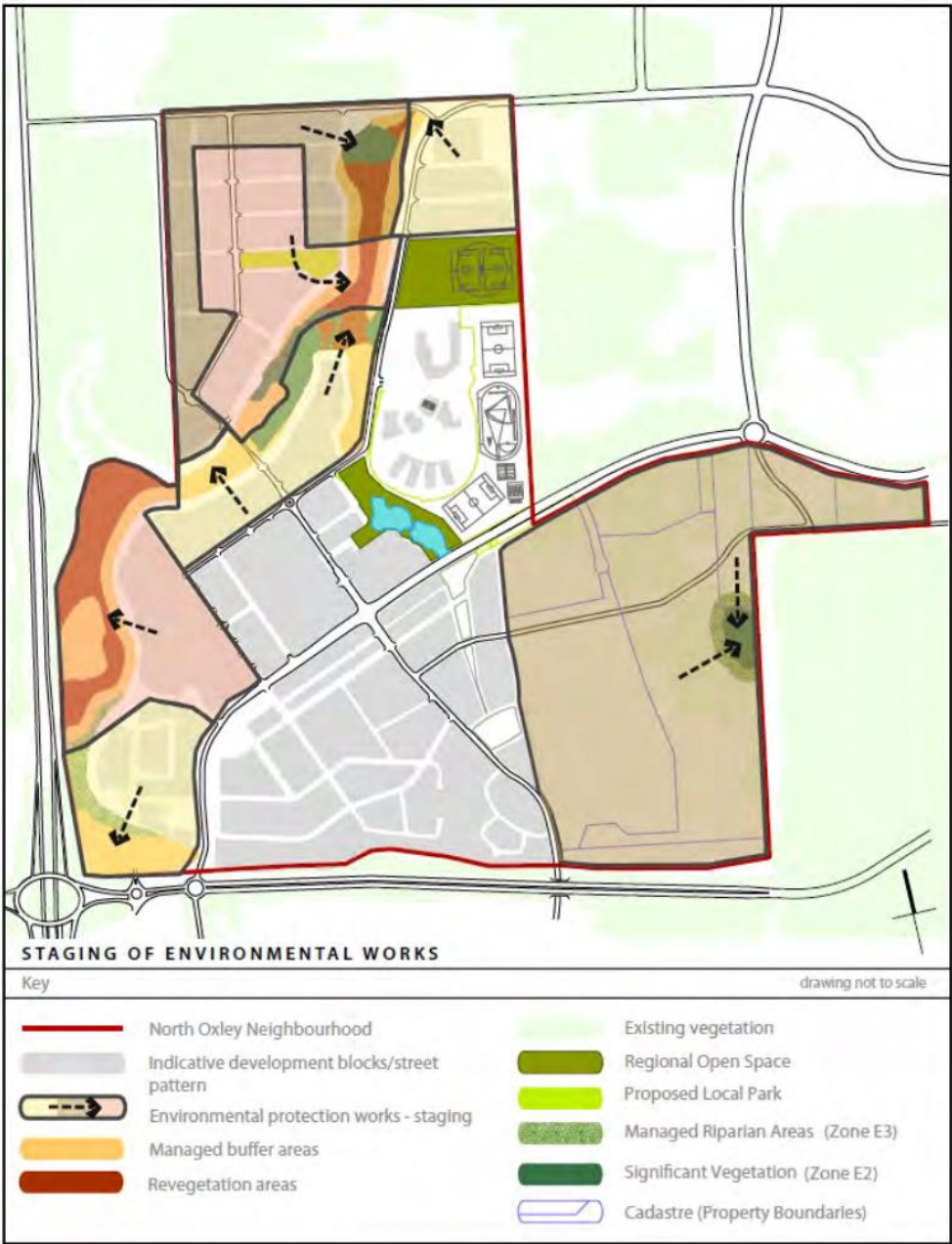


Figure 95: North Oxley - Environmental Management Works Plan

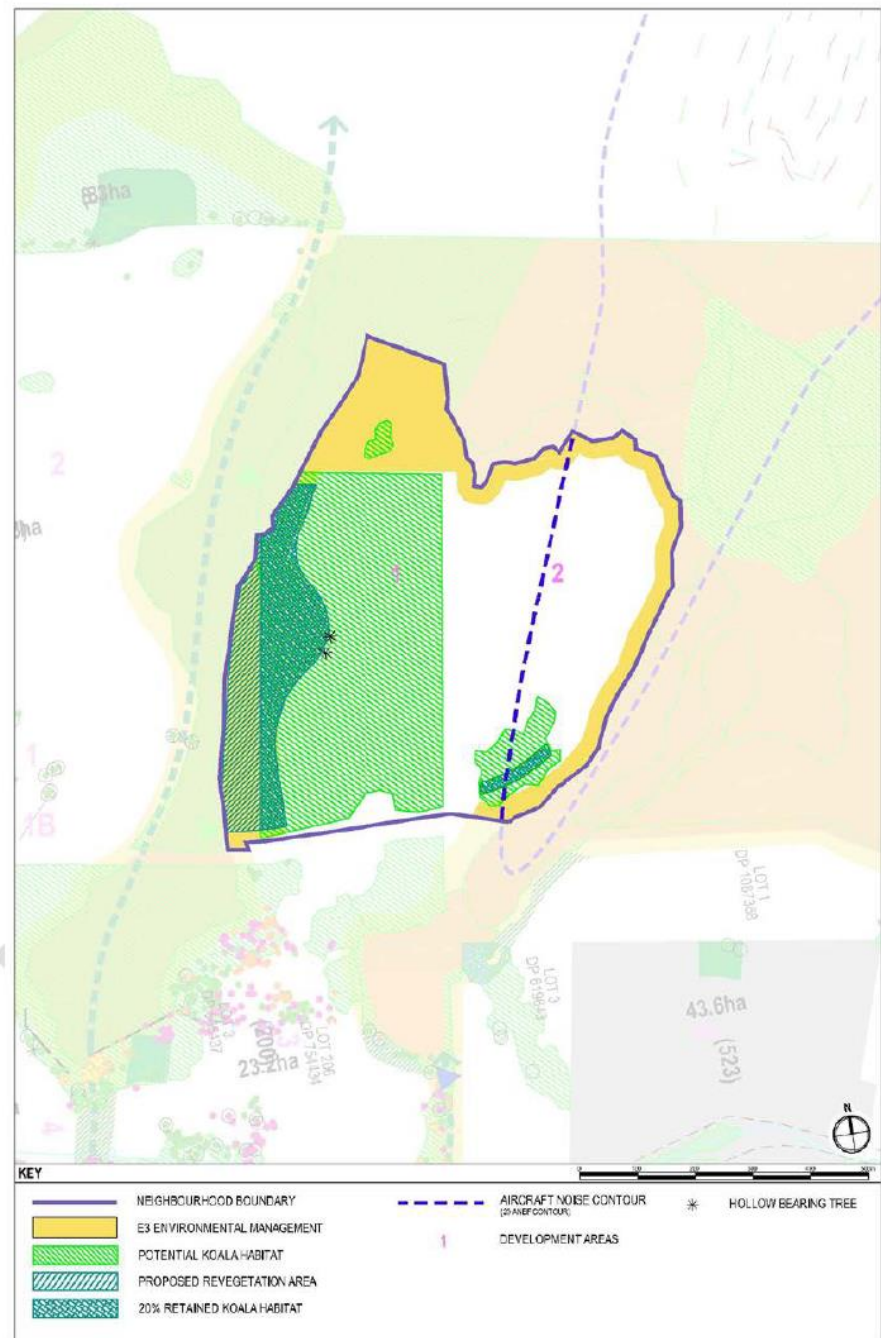


Figure 96: Partridge Creek Industrial - Environmental Management Principles Plan

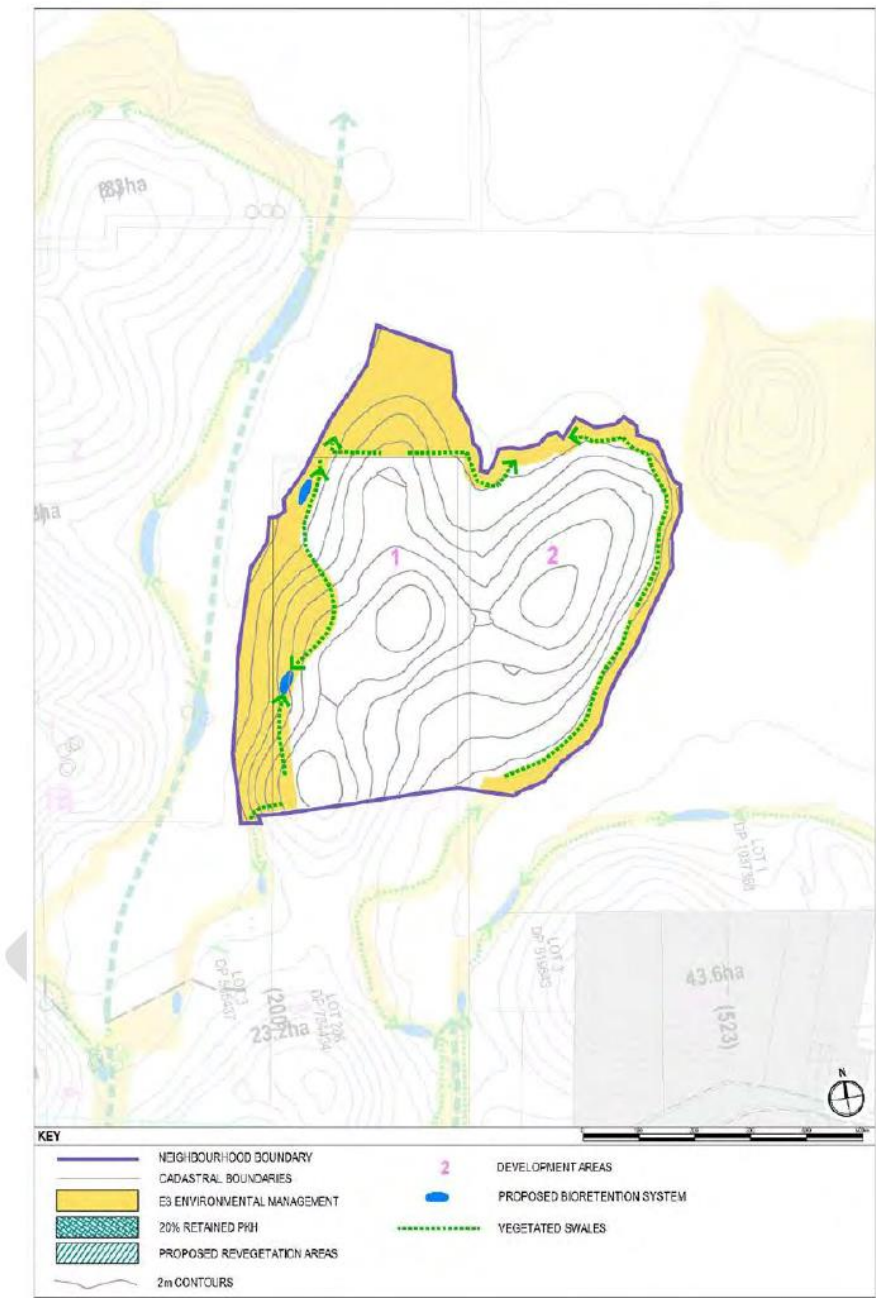


Figure 97: Partridge Creek Industrial - Environmental Management Works Plan

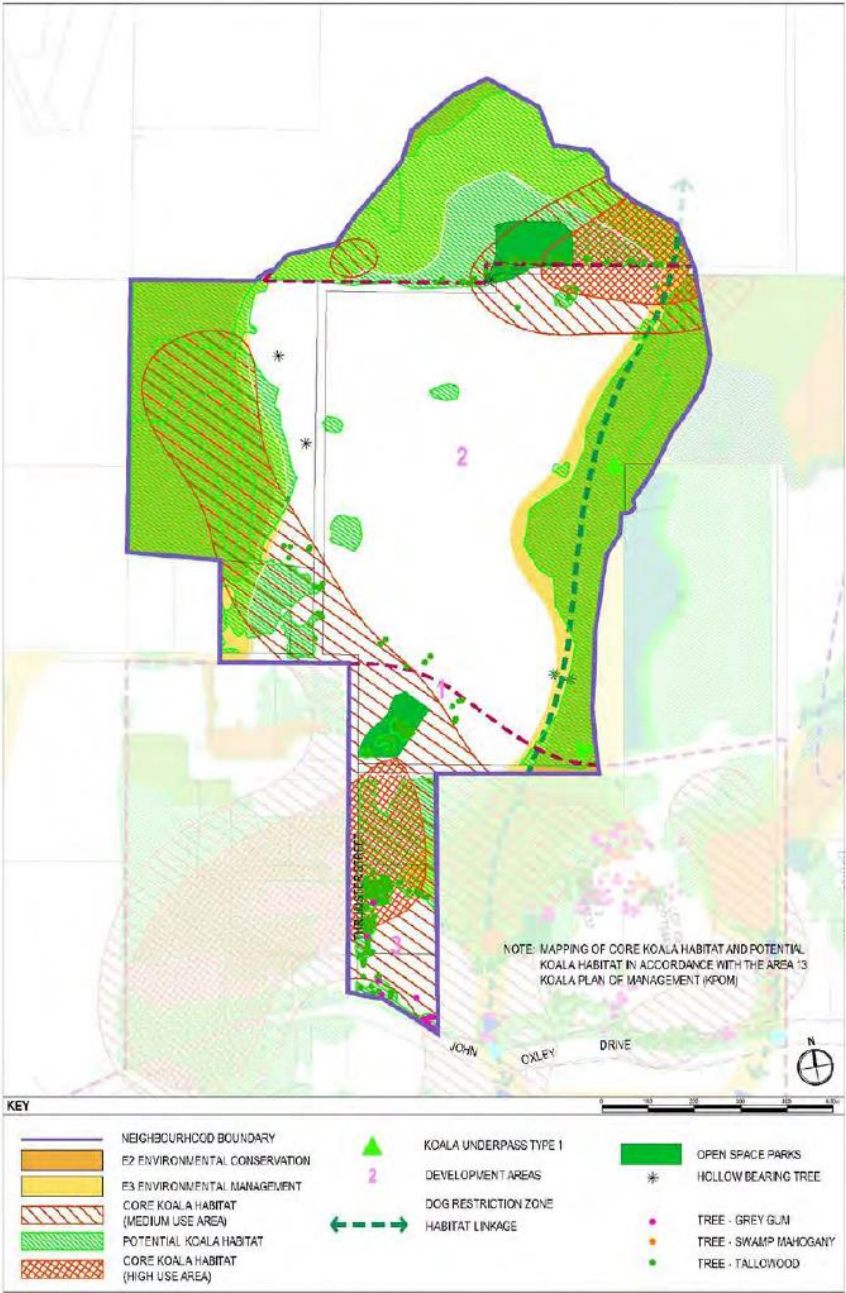


Figure 98: Partridge Creek Residential - Environmental Management Principles Plan

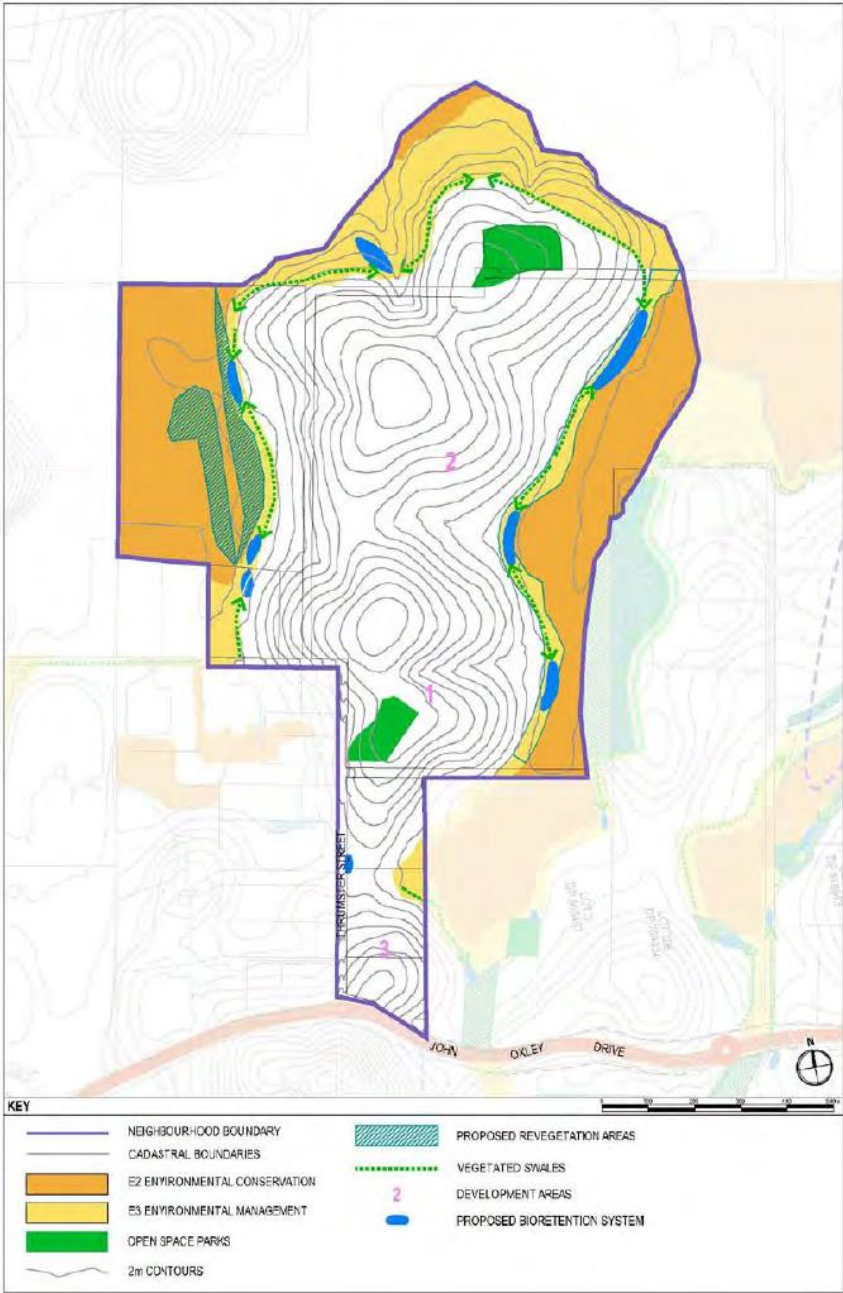


Figure 99: Partridge Creek Residential - Environmental Management Works Plan



Figure 100: South Oxley - Environmental Management Principles Plan



Figure 101: Thrumster Town Centre - Environmental Management Principles Plan



Figure 102: Thrumster Town Centre – Environmental Management Works Plan



Figure 103: West Lindfield Environmental Management Principles Plan

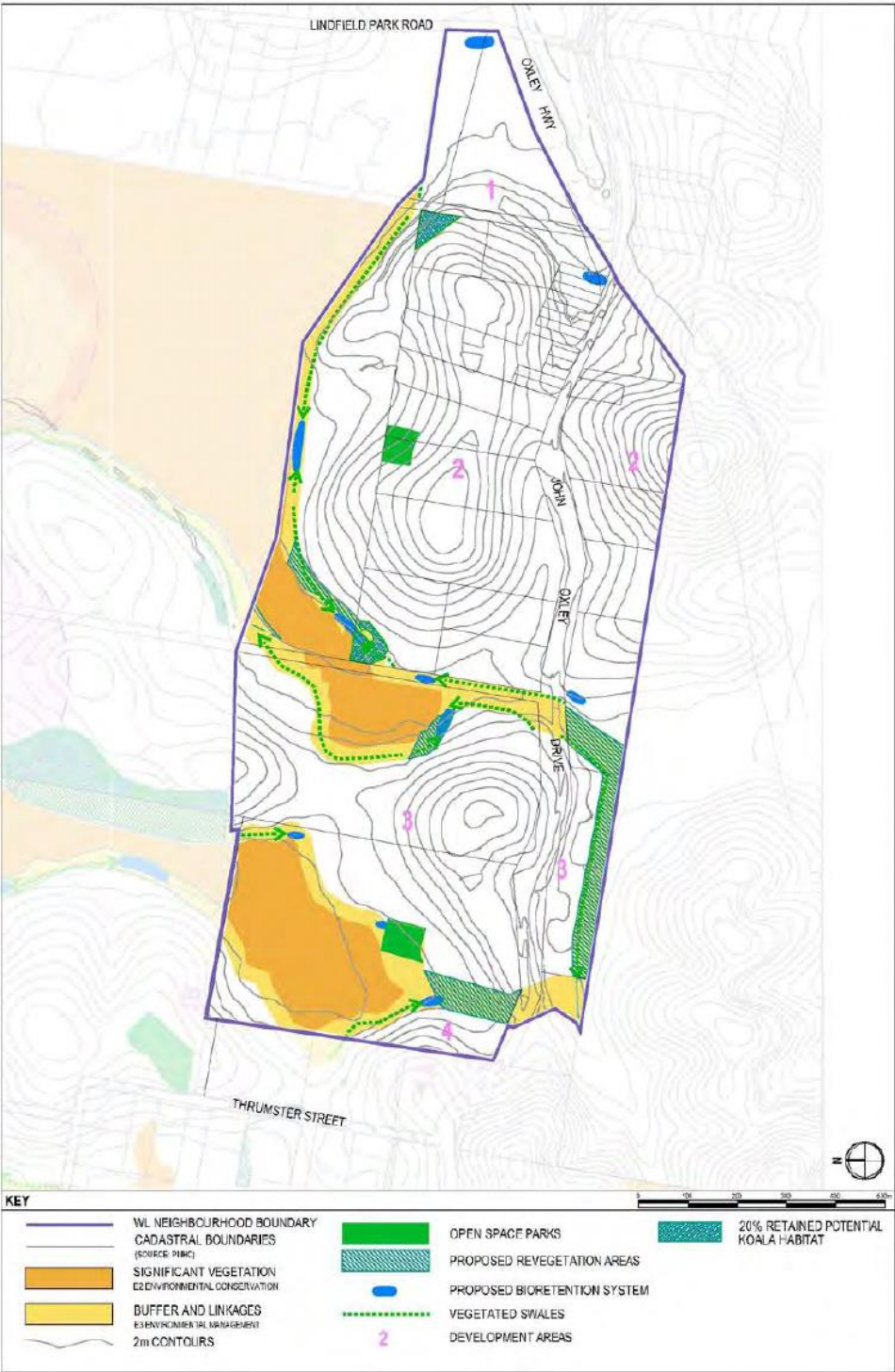


Figure 104: West Lindfield Environmental Management Works Plan

Hollow Bearing Trees

233. Objective

- See Objective 13.

Development Provisions

a) General

- Vegetation Management Plans confirm the hollow-bearing tree locations shown in the relevant neighbourhood maps and provide detailed guidance on their retention or possible removal.

Koala Habitat

234. Objective

- To assist the effective implementation of the Area 13 Urban Investigation Area Koala Plan of Management.

Development Provisions

a) General

- Vegetation Management Plans are to provide necessary guidance to achieve the aims and objectives set out in Part 2 of the *Area 13 Urban Investigation Area Koala Plan of Management* as amended from time to time. This will primarily be achieved through the actions and measures set out in Parts 3 to 8 of the Koala Plan of Management. Key aspects of the Koala Plan of Management are shown on Figure 105.
- No lot is to be created within an area shown as “Dog Restriction Area” in Figure 105, unless there is to be a restriction prohibiting the keeping of domestic dogs attached to the title of the land.
- Development applications for subdivision of land in the Dog Restriction Area are to provide details of signage and information boards to advise prospective purchasers or tenants of the restriction on the keeping of dogs.

Note: Council has adopted a Local Orders Policy controlling the bringing of dogs into the area.

- All restoration works required by the Koala Plan of Management are to be undertaken prior to release of the subdivision certificate.
- Where E3 Environmental Management Zones cannot accommodate Koala feed tree offset plantings, a suitable area is to be identified and be subject to the same conditions as environmental lands as defined in the relevant voluntary planning agreements. Applicant must demonstrate that this additional environmental land is secured and managed in perpetuity to Council’s satisfaction.
- A habitat link is to be provided in accordance with Figure 105, which comprises a minimum of 20% of preferred Koala feed trees.

b) Partridge Creek Industrial

- Specifications are to be included in the relevant Vegetation Management Plan for the inclusion of Koala feed tree species within the nearby revegetation area associated with the environmental zone shown at Figure 96.

c) Partridge Creek Residential

- Where development provides for a connection to the Partridge Creek Industrial Neighbourhood, a 'type 1' Koala underpass within the E3 Environmental Management Zone is to be provided generally in the location shown on Figure 105.
- Development provides suitable signage within the northern area to advise of the importance of the area for the Koala and that domestic dogs are prohibited from entering this area.

d) South Oxley

- Type 4 Koala Crossings are to be included in the design for the East West link roads across the habitat corridor between Development Areas 1 and 2. Refer to Road Hierarchy in Figure 131.
- Where additional offset plantings are required they are to be located around the South East corner of Development Area 2 and along the Karikeree Creek Corridor.

e) West Lindfield

- The Development Application for urban development adjoining the western north-south buffer / habitat link will provide for a 'type 2' Koala underpass within the north-south buffer / habitat links as shown on Figure 103.
- The initial Development Application for urban development within Area 4 provides for a 'type 2' Koala underpass within the north-south buffer / habitat link as shown on Figure 103.
- The initial Development Application for urban development within Area 3 provides for a 'type 2' Koala underpass within the eastern and western north-south buffer / habitat links as shown on Figure 103.
- Where development south of John Oxley Drive provides for a connection to either Area 3 (east) or to the west, the Development Application will provide for a 'type 2' Koala underpass within the E3 Environmental Management Zone as shown on Figure 103.
- Where development south of John Oxley Drive provides for connection to Area 3, the Development Application will provide for a 'type 2' Koala underpass within the E3 Environmental Management Zone as shown on Figure 103.

Core Koala Habitat**General**

- Dwellings must be located so as to retain preferred Koala feed trees identified on neighbourhood maps.
- Residential allotments containing preferred Koala feed trees of a size specified in Part 6 of the Koala Plan of Management must ensure their protection through an effective restriction on the title of the land.
- High-density subdivision is not supported in the High-Use Core Koala Habitat identified on Figure 105.
- Vegetation Management Plans relating to areas defined as Core Koala Habitat on Figure 105 should demonstrate that any landscaping incorporates preferred Koala feed trees.

South Oxley

- The grassed open area within the mapped Core Koala Habitat of Development Area 2 may be considered for a Neighbourhood Park, where such use can be shown to be compatible with the Koala Plan of Management and not hinder the passage of Koala's across the mapped Core Koala Habitat area. Refer Figure 100.
- Modification to the Koala Plan of Management may be considered prior to determining Development Applications affecting the Core Koala Habitat areas in South Oxley Neighbourhood, where current and suitably rigorous SAT assessments of the Potential Koala Habitat and Core Koala Habitat in South Oxley Neighbourhood demonstrate a better outcome for Koala's and Koala Habitat can be achieved in this neighbourhood.

Potential Koala Habitat**General**

- Any proposed lot that contains potential Koala habitat to be retained in private ownership contains an adequate building envelope outside of the vegetation to be retained and any associated Asset Protection Zone. The building envelope is to be identified in an appropriate restriction on the title of each lot.
- The removal of trees within the areas of Potential Koala Habitat are to be compensated by the inclusion of Koala feed tree species within the adjacent Environmental Zone. Specifications are to be included in the relevant Vegetation Management Plan

North Oxley - Barton Ridge West Development Area

- The Vegetation Management Plan is to provide for 20% of the potential Koala habitat within that development area to be retained, generally in the location shown on Figure 93.

South Oxley

- The Koala Plan of Management provisions for retention of 20% of mapped Potential Koala Habitat for Development Areas 1 and 2 may be consolidated into the South East extent of the Potential Koala Habitat in Development Area 2. Refer to the Environmental Principles Plan at Figure 100 and the modified perimeter road alignment in the Road Hierarchy Map Figure 141.

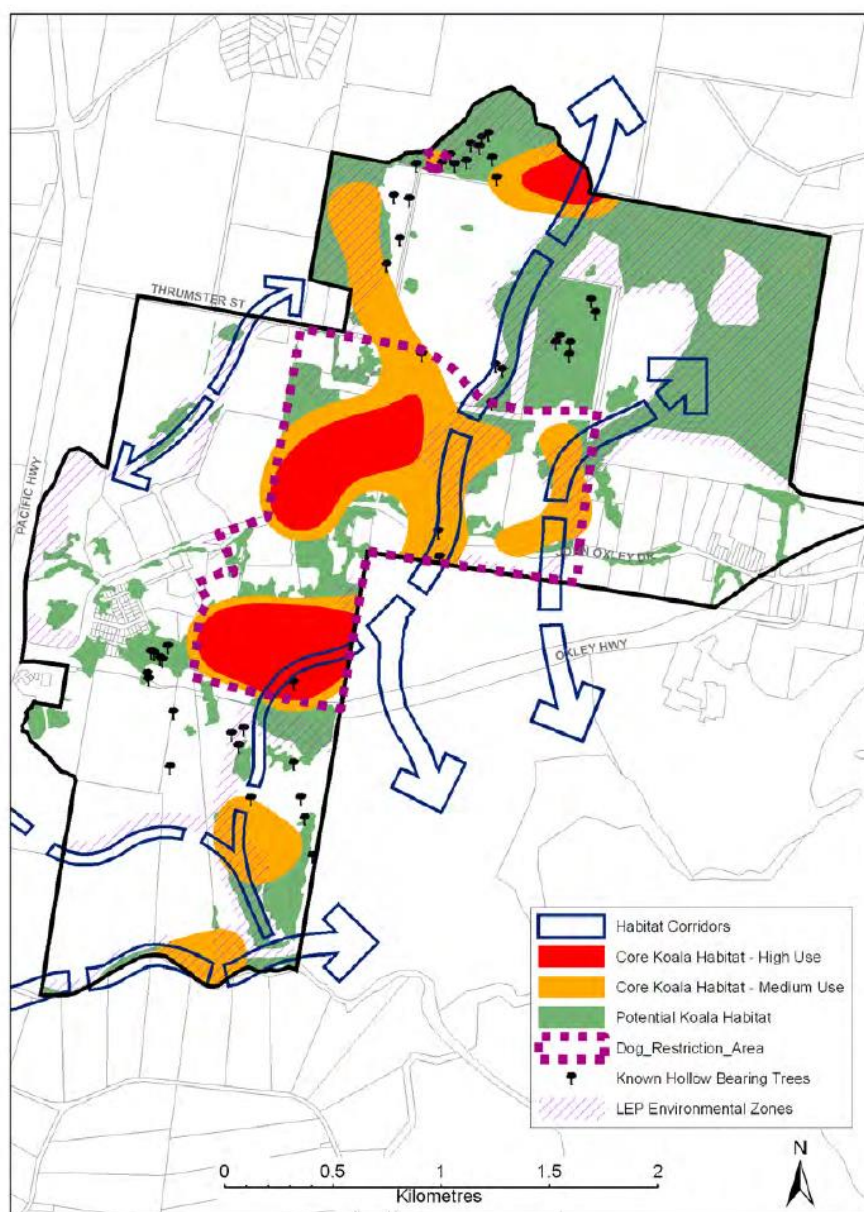


Figure 105: Koala habitat

Stormwater Management

235. Objective (in addition to Objectives 151)

- To protect and enhance the natural water systems and water quality.
- To ensure no net increase in runoff.
- To ensure that stormwater discharge does not degrade the water quality of surface runoff and underground receiving waters.

- To maximise opportunities for local on-site storage where feasible and appropriate.
- To avoid adverse alteration to water balance and the groundwater system.

Development Provisions

General

- a) Where development is required to prepare a Stormwater Management Strategy, the strategy is to have regard to the relevant neighbourhood Stormwater Management Strategy and the Thrumster Integrated Water Management Plan Stage 3 Final Report (Maunsell 2007) and incorporates the following design solutions:
- Bioretention areas ('rain gardens'), which can be integrated into the residential streetscape along local streets. Rain gardens are to be provided at a density of 50 square metres per hectare and will desirably be between 5 metres x 3 metres and 7 metres x 3 metres in size.
 - Grassed swales along all perimeter roads and divided collector roads to collect and treat road runoff.
 - Conventional stormwater piped trunk drainage system extending from the residential bioretention areas to the 'end-of-line' treatment system.
 - End-of-line bioretention treatment systems (off-line) before discharge of stormwater into natural waterways. End-of-line stormwater treatment systems that incorporate standing water (eg wetlands/ponds) are not preferred. It will be the developer's responsibility to ensure the securing of any off-site facilities to achieve the preferred location of end-of-line stormwater treatment infrastructure.
 - Structural water quality management devices, including gross pollutant and sediment traps, oil/water separators (where required) and litter management devices for the Town Centre, neighbourhood centres and light industrial areas.
 - Residential Bioretention Areas for typical low - medium density residential areas (with approximately 60% impervious area), are to be located within the street reserve (as shown in Figure 106) and designed as follows:
 - Desirably be 5 metres x 3 metres to a maximum of 7 metres x 3 metres in size.
 - Maximum ponding depth 300 mm.
 - Maximum ponding time of 24 hours.
 - Filter medium comprising sandy loam with a saturated permeability coefficient between 40 and 180 mm/hr.
 - Minimum filter medium depth of 600 mm.
 - By-pass for flows greater than the design event.



Figure 106: Example of typical bioretention system along roadway

- b) Grassed Swales (vegetated depressions that are used for the conveyance and treatment of stormwater runoff from impervious areas, as shown in Figure 106, are to be designed as follows:
- Longitudinal grades between 1% and 6%.
 - Bed width minimum of 0.8 metres.



Figure 107: Example of typical grassed swale along roadway

- c) End-of-line bio-retention systems are to be designed in accordance with the following:
- A total bio-retention surface area equivalent to 2% of the contributing catchment area.
 - A sub-soil filtration surface area (with underlying sub-soil pipes) equivalent to 0.5% of the total contributing catchment area.
 - A maximum ponding time of 24 hours.
 - Filter medium comprising sandy loam with a saturated permeability coefficient between 40 and 180 mm/h.
 - Minimum filter medium depth of 0.6 metres.
 - A Maximum ponding depth of 0.3 metres.
- d) Flood attenuation to reduce the post-development flows to no greater than the 1:100 year average recurrence interval for pre-development flows.



Figure 108: Example of sand filter with dual purpose

- e) Where an alternative water sensitive urban design (WSUD) solution is proposed, it is to:
 - demonstrate compliance with the water quality targets, and
 - include justification for the alternative method, and
 - demonstrate that the overall number of treatment system is not increased, and
 - include suitably detailed documents, plans and computations of the preferred WSUD strategy.
- f) Where inconsistent, development applications are to demonstrate attainment of the objectives for this Section and Objective 151.

Additional Neighbourhood Design Considerations

North Oxley

Development within Development Areas should generally be consistent with the strategy at Figure 110.

Note

Preliminary design investigation for North Oxley residential areas has identified the potential need for an additional end-of-line bio-retention area. The need for such a structure is to be justified during the detailed design phase.

Partridge Creek Industrial

An Indicative Stormwater Management Strategy for the Partridge Creek Industrial Neighbourhood is included at Figure 111.

Partridge Creek Residential

An Indicative Stormwater Management Strategy for the Partridge Creek Residential Neighbourhood is included at Figure 112.

South Oxley

An indicative Stormwater Management Strategy for South Oxley is included at Figure 113.

Town Centre

An indicative Stormwater Management Strategy for the Town Centre is included at Figure 114.

Permeable pavements

- Permeable pavements are to be used in car parking areas to minimise peak stormwater flows.

Grass swales

- Central medians are to be provided to the Main Street and significant neighbourhood avenues (collector roads).
- Development is required to incorporate gently sloping grassed or rock lined swales in appropriate locations.

Traditional detention basins

- Ornamental detention basins in the upper catchments surrounding the Town Centre are to be considered in the design of development.
- Detention basins are to be designed to serve multiple purposes and provide recreational spaces as well as stormwater control.

Gross Pollutant Traps

- Gross Pollutant Traps should be provided to intercept debris or litter before it enters receiving waters, must be considered having regard to upstream land uses and other proposed treatment facilities.

Greenroofs

- Consideration must be given to the incorporation of greenroofs and other forms of roof garden as part of buildings to assist in the detention and utilisation of rainwater, stormwater filtration, storm flow management and promotion of environmentally sustainable design.

West Lindfield

An Indicative Stormwater Management Strategy for the West Lindfield Neighbourhood is included at Figure 115.

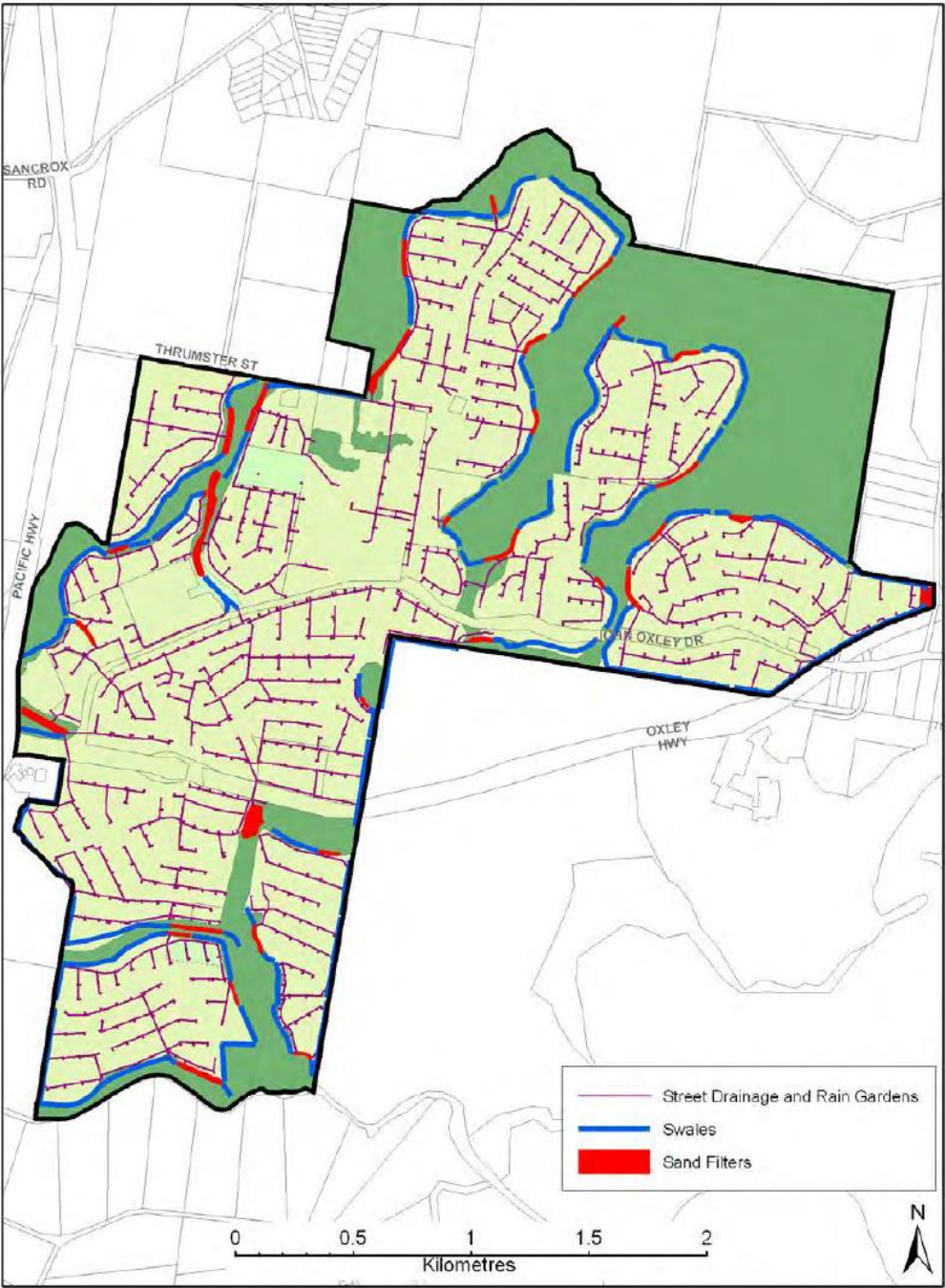


Figure 109: Stormwater Management

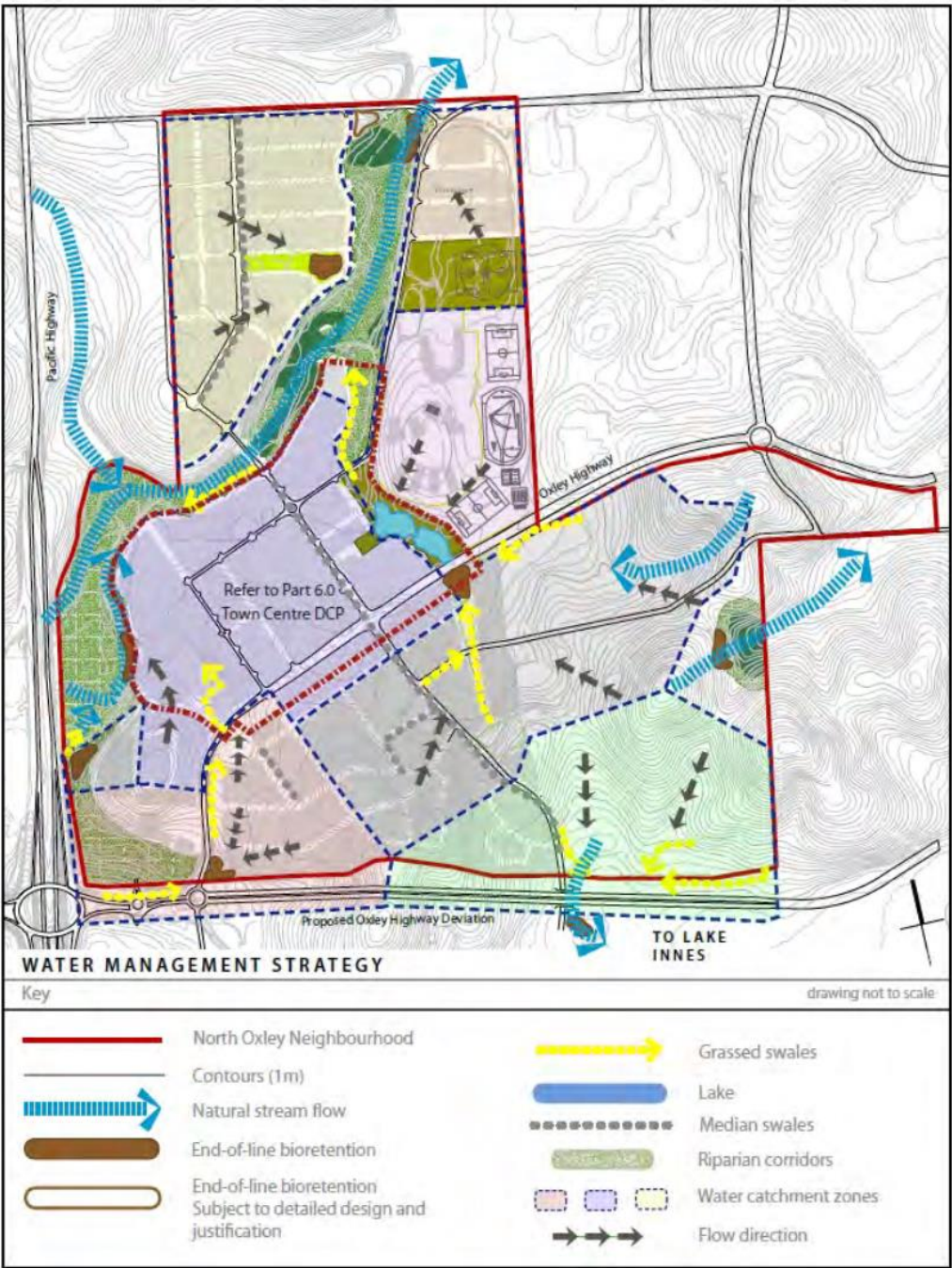


Figure 110: North Oxley Stormwater Management Plan

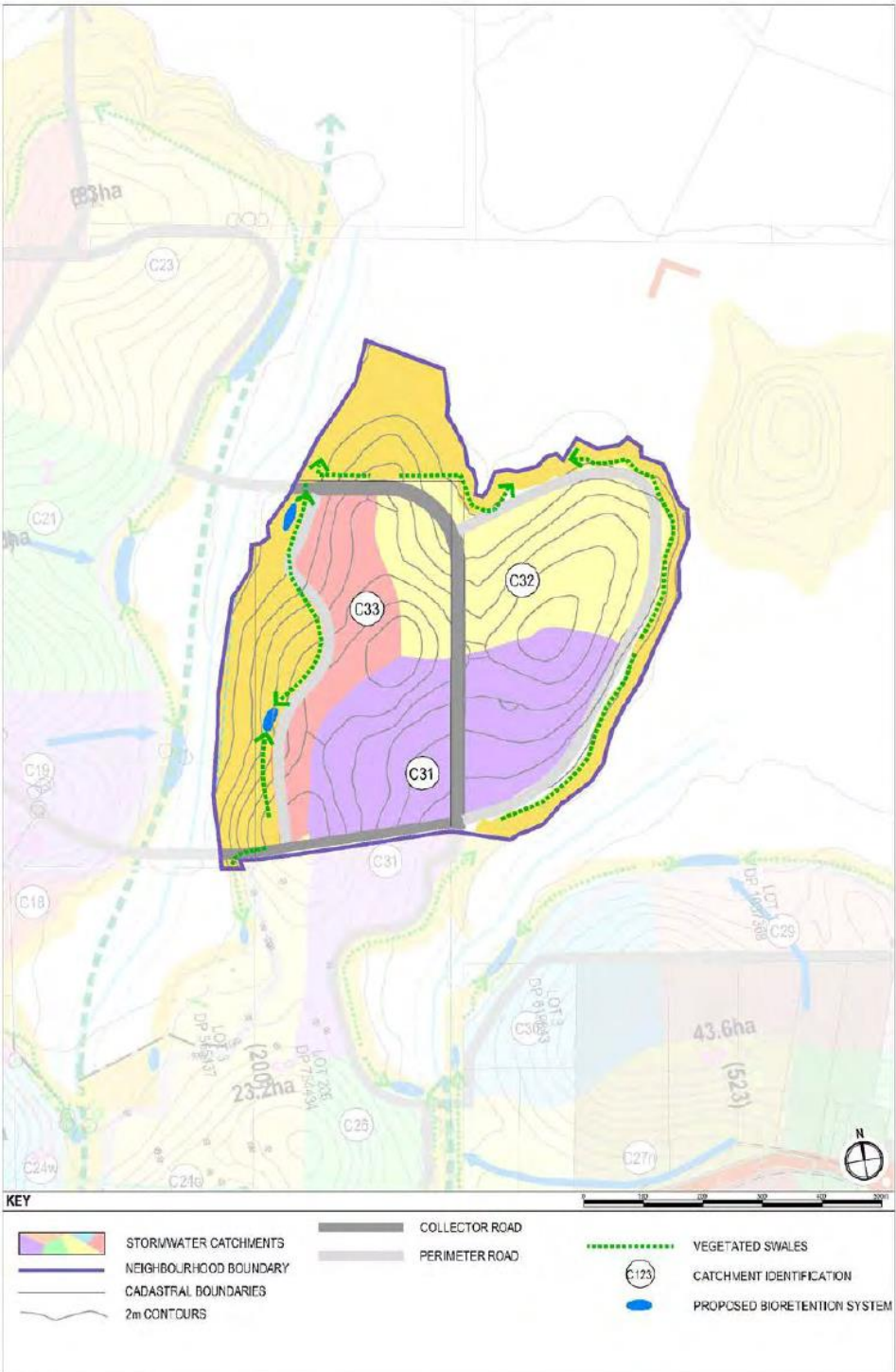


Figure 111: Partridge Creek Industrial Stormwater Management Plan

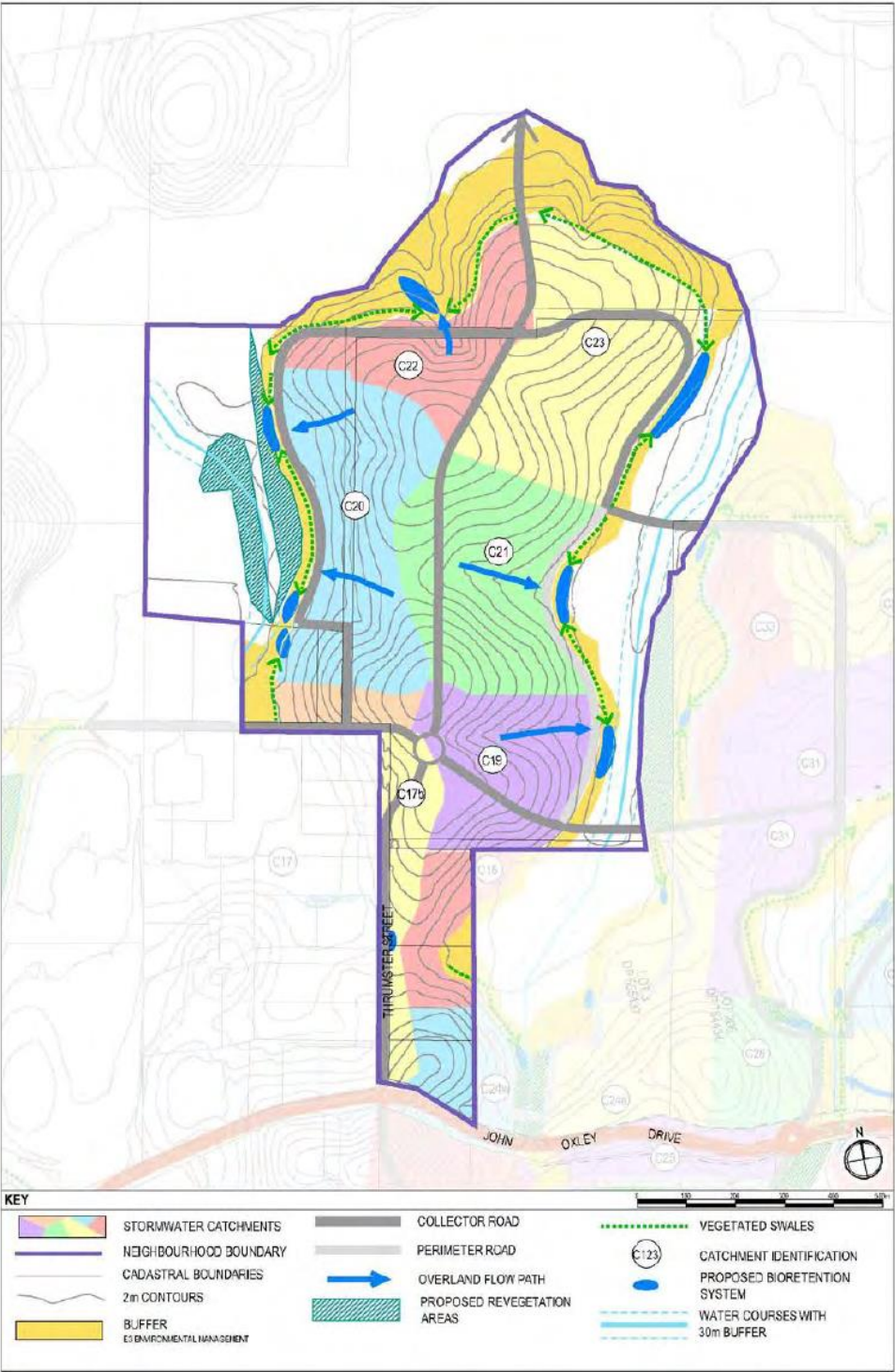


Figure 112: Partridge Creek Residential Stormwater Management Plan

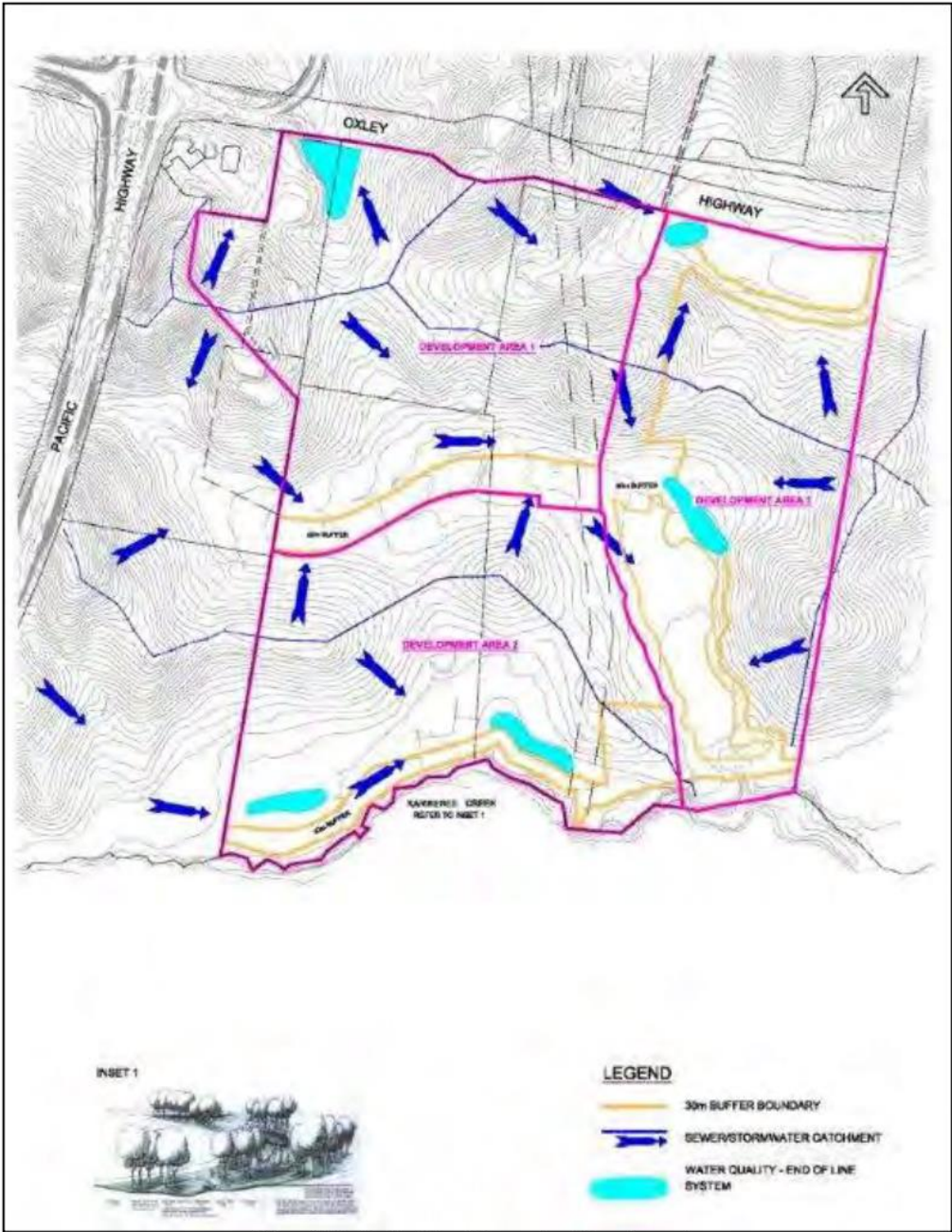


Figure 113: South Oxley Stormwater Management

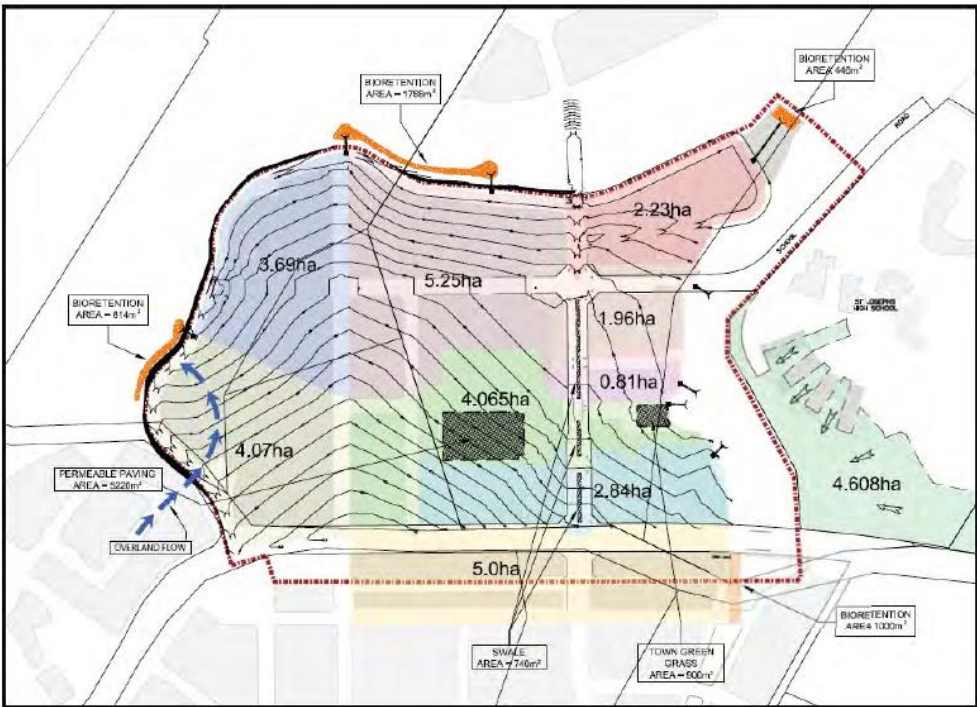


Figure 114: Thrumster Town Centre Stormwater Management Plan

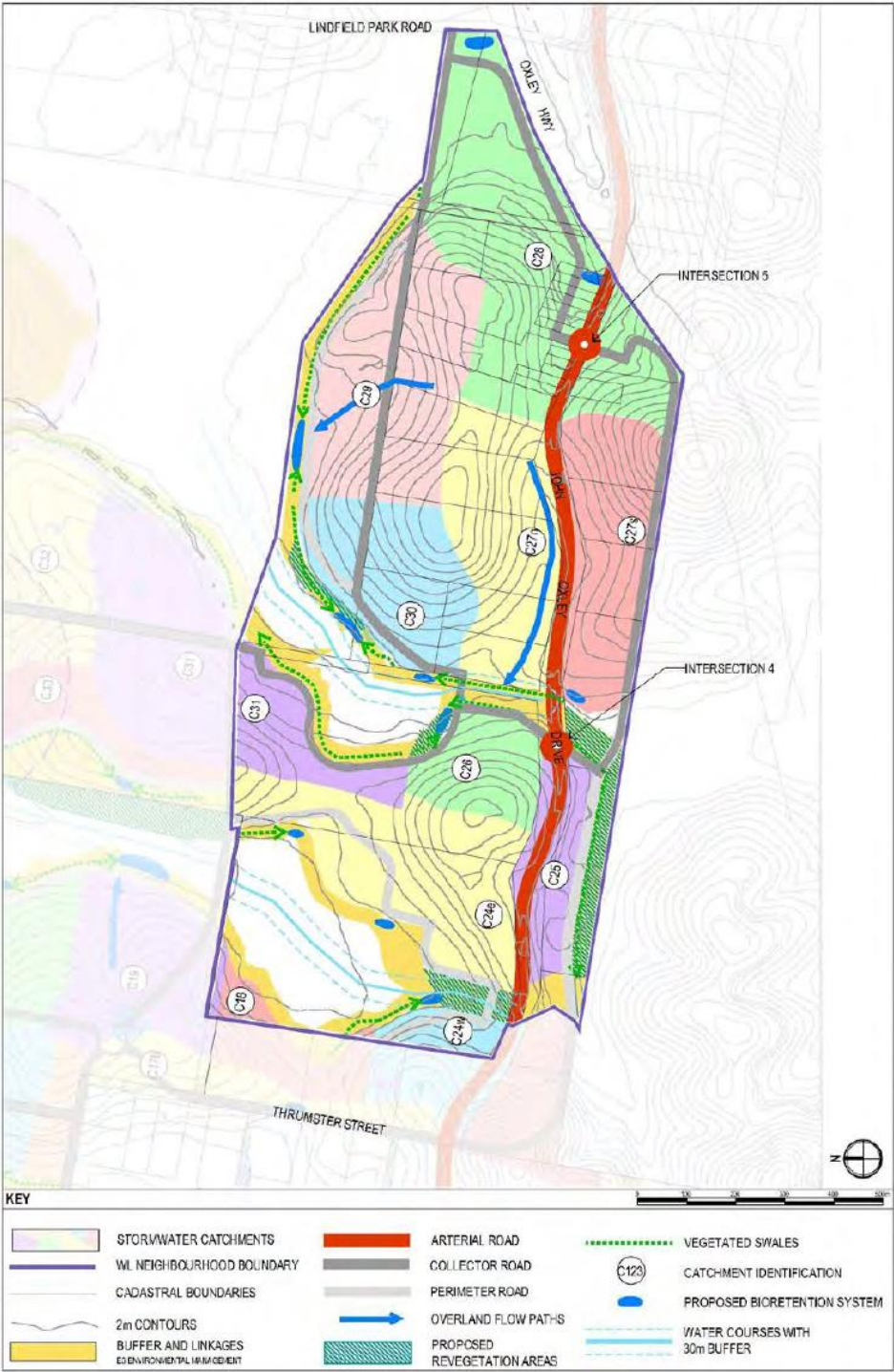


Figure 115: West Lindfield Stormwater Management Plan

Water Supply - Reclaimed Water and Rainwater Tank Supply**236. Objective (in addition to Objectives 153 and 154)**

- To minimise the use of potable water where appropriate, minimising the water supply demand from the Hastings River.
- To facilitate the efficient and safe use of reclaimed water as an integrated component of the water supply system of the release area.

Development Provisions**a) General**

- Development is to incorporate the provision of a dual reticulated supply of water.
- Development is designed to ensure:
 - Only reclaimed water to supply all toilet cisterns,
 - Only reclaimed cold water or rainwater to supply washing machines
 - Only reclaimed water to be available for outdoor uses except pool filling.
 - Gardens, opens spaces and recreational areas to be planted with drought tolerant plants and irrigated with reclaimed water.
- Commercial developments, public buildings and schools to use reclaimed water or rainwater for toilet flushing and approved outdoor uses.
- All public toilets to be supplied with reclaimed water for toilet flushing. Waterless urinals are to be used where practical.
- Consent may be granted to development that does not incorporate the provision of dual reticulated supply of water if Council is satisfied:
 - It is for additions or alterations to existing development and it would be unreasonable to require dual reticulation, or
 - It is an area that is not proposed to be serviced by dual reticulation
- Rainwater tanks may supply household hot water systems, all laundry cold water and water for pool filling provided that the tank top-up system is not connected to the reclaimed water system.
- Rainwater tanks may supply household hot water systems, all laundry cold water and water for pool filling provided that the tank top-up system is not connected to the reclaimed water system.
- Potable water top-up to rainwater tanks is permitted. The top-up flow rate should not exceed 9 litres per hour (maximum 210 litres per day) and be set to operate only between 25% and 33% of tank capacity. Automated rainwater tank bypass systems are prohibited.

b) Partridge Creek Industrial

- Reclaimed mains are to be constructed along John Oxley Drive in conjunction with water main upgrades and intersection works.
- New reclaimed water mains are to be constructed in conjunction with the north-south arterial road.

c) Partridge Creek Residential

- Reclaimed mains are to be constructed along Thrumster Street to serve development in Areas 1, 2 and 3A.
- Reclaimed mains are to be constructed along John Oxley Drive in conjunction with main upgrades and intersection works (intersection No.3).

d) West Lindfield

- Reclaimed mains are to be constructed along John Oxley Drive in conjunction with main upgrades and intersection works.

Hazards Management

The proper management of hazards is an important issue to ensure that future residents are not subject to hazards from a range of past and present human activities, as well from natural hazards. The objectives and development controls relating to hazards management issues apply to specific land affected by the various hazards across Thrumster including bushfire hazard management, road and aircraft noise, contamination and flood prone land. This section is to be read in conjunction with Section B3 as it provides additional local guidance.

Airspace Protection

237. Objective (in addition to Objectives 15 to 17)

- To restrict the height of development within the vicinity of the airport in accordance with the Obstacle Limitation Surfaces plan.

Development Provisions

a) General

- Development does not result in any structure exceeding the obstacle clearance limitations shown on the Obstacle Limitation Surfaces identified in the Port Macquarie Airport Master Plan current at time of assessment.

Bushfire Hazard Management

238. Objective (in addition to Objective 18)

- To ensure appropriate protection of people and property through the provision of adequate separation of development and the bushfire hazard.

Development Provisions

a) General

- Development is to satisfy the requirements of the Planning for Bushfire Protection Guidelines.
- Council may allow up to 15 metres of the 30 metre buffer width within the Environmental Management Zone to be managed as an Outer Protection Area where the following requirements are met.
 - The 15 metres is provided on the hazard side of a perimeter road.
 - The canopy cover is to be an average of at least 20% to a maximum of 30%.
 - Where existing trees are to be removed to reduce the canopy to 30%, Koala feed trees are to be retained as far as possible where not affected by Airspace Protection provisions.

Note: Development applications are to have regard to the planned works to environmental areas in the assessment of bush fire risk and proposed Asset Protection Zones.

b) North Oxley

- Development applications are to have regard to the Bushfire Management principles shown on Figure 117.

- New lots created requiring management of bushland within areas identified as Managed Woodland Area on Figure 117 within Barton Ridge West and Barton Ridge East must be subject to a restriction on title for the purposes of bushfire hazard management.
- c) **Partridge Creek Industrial**
 - Figure 118 illustrates the bushfire prone vegetation within the Partridge Creek Industrial Neighbourhood.
- d) **Partridge Creek Residential**
 - Figure 119 illustrates the bushfire prone vegetation within the Partridge Creek Residential Neighbourhood.
- e) **South Oxley**
 - Figure 120 illustrates the bushfire prone vegetation within the South Oxley Neighbourhood.
- f) **Town Centre**
 - Figure 121 illustrates the indicative bushfire management plan. Development applications are to have regard to the planned works to environmental areas in the assessment of bush fire risk and proposed Asset Protection Zones.
- g) **West Lindfield**
 - Figure 122 illustrates the bushfire prone vegetation within and adjacent to the West Lindfield Neighbourhood.

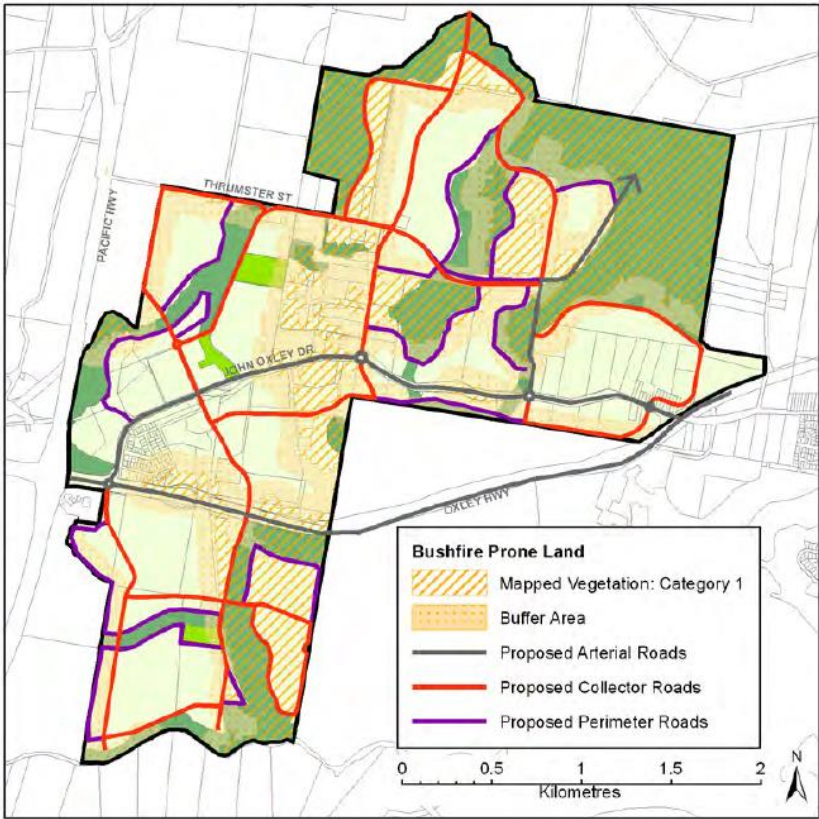
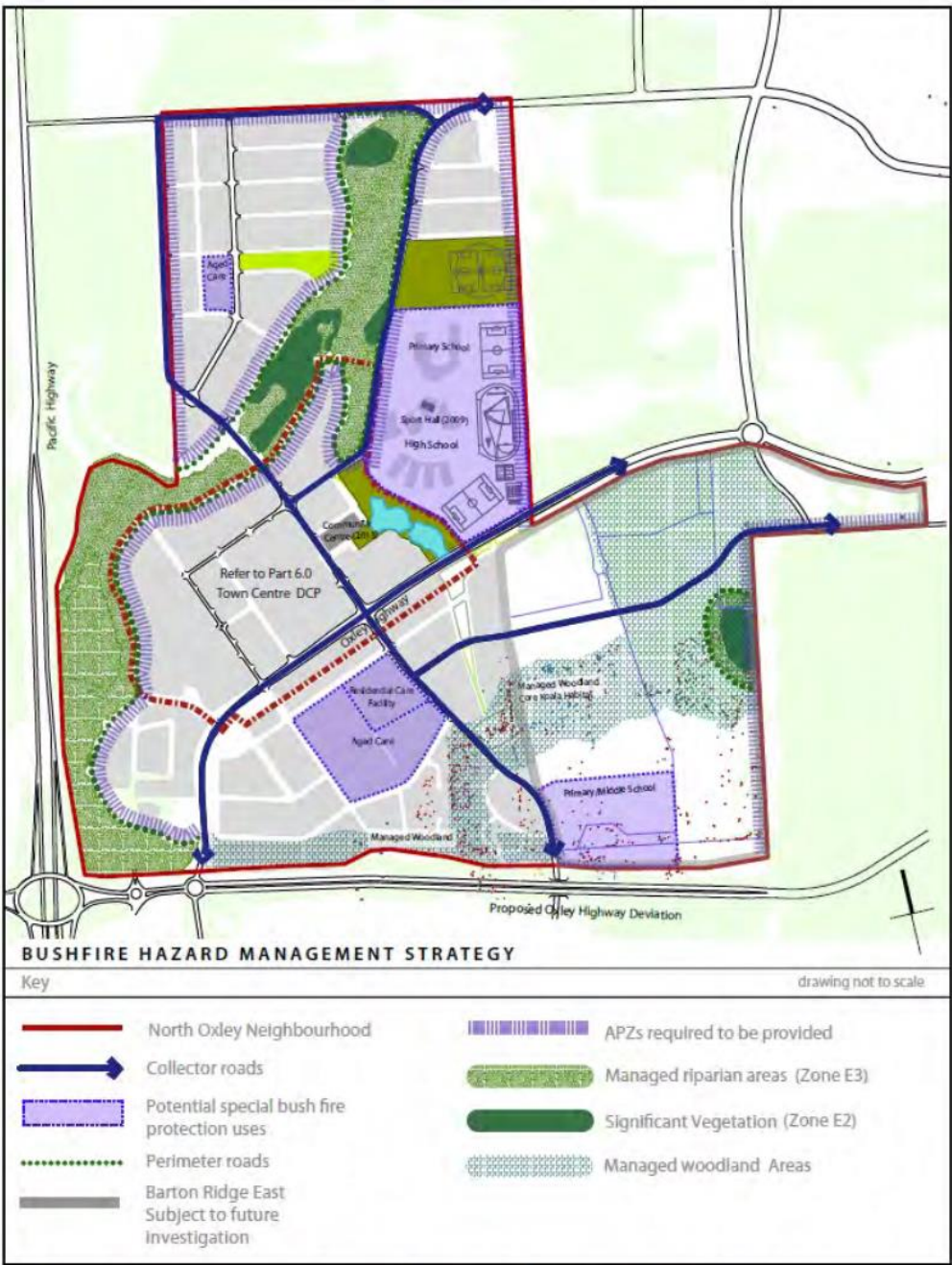


Figure 116: Bushfire prone land



NOTE: The extent and location of managed woodland in Barton Ridge East is to be determined following more detailed investigation.

Figure 117: North Oxley Bushfire Management Plan

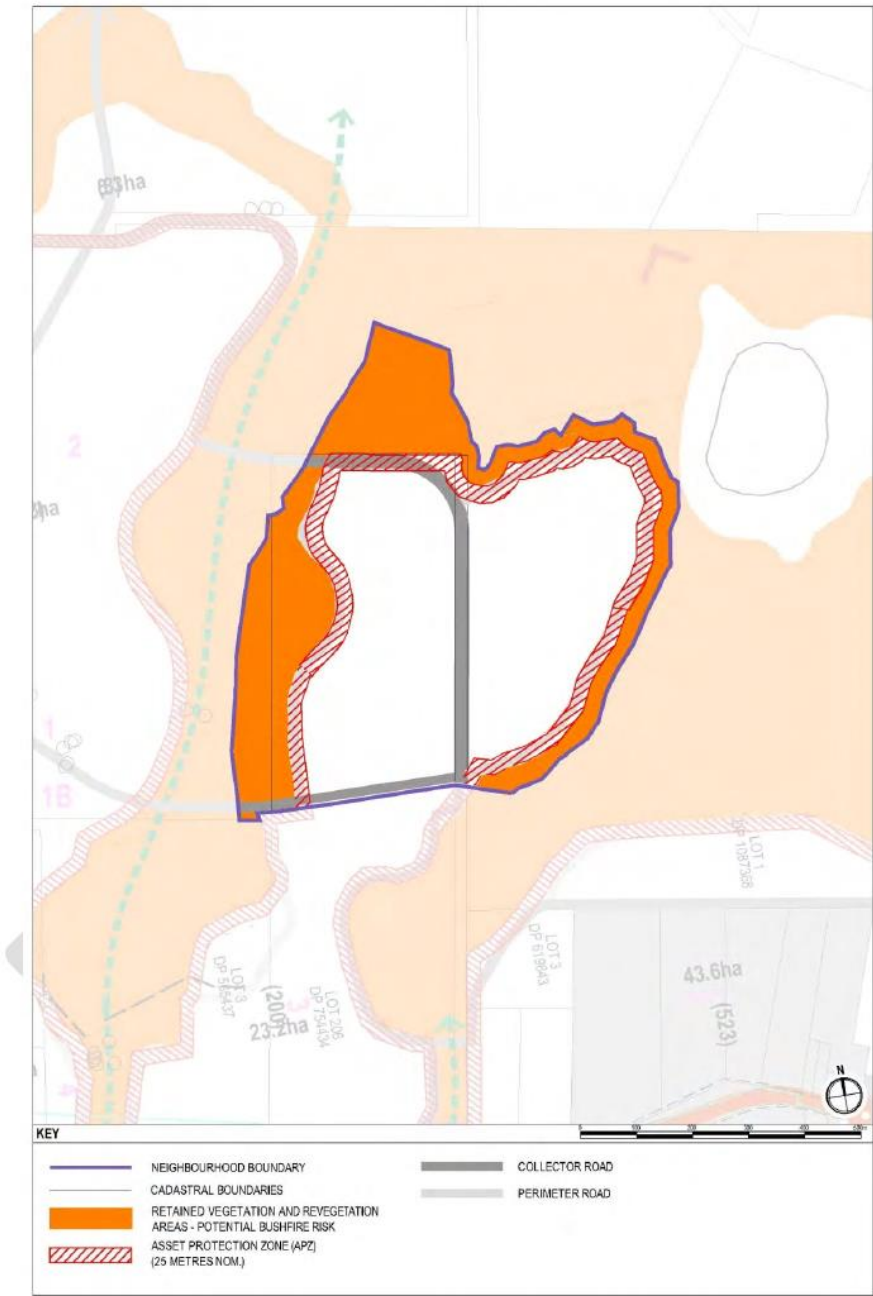


Figure 118: Partridge Creek Industrial Bushfire Management Plan

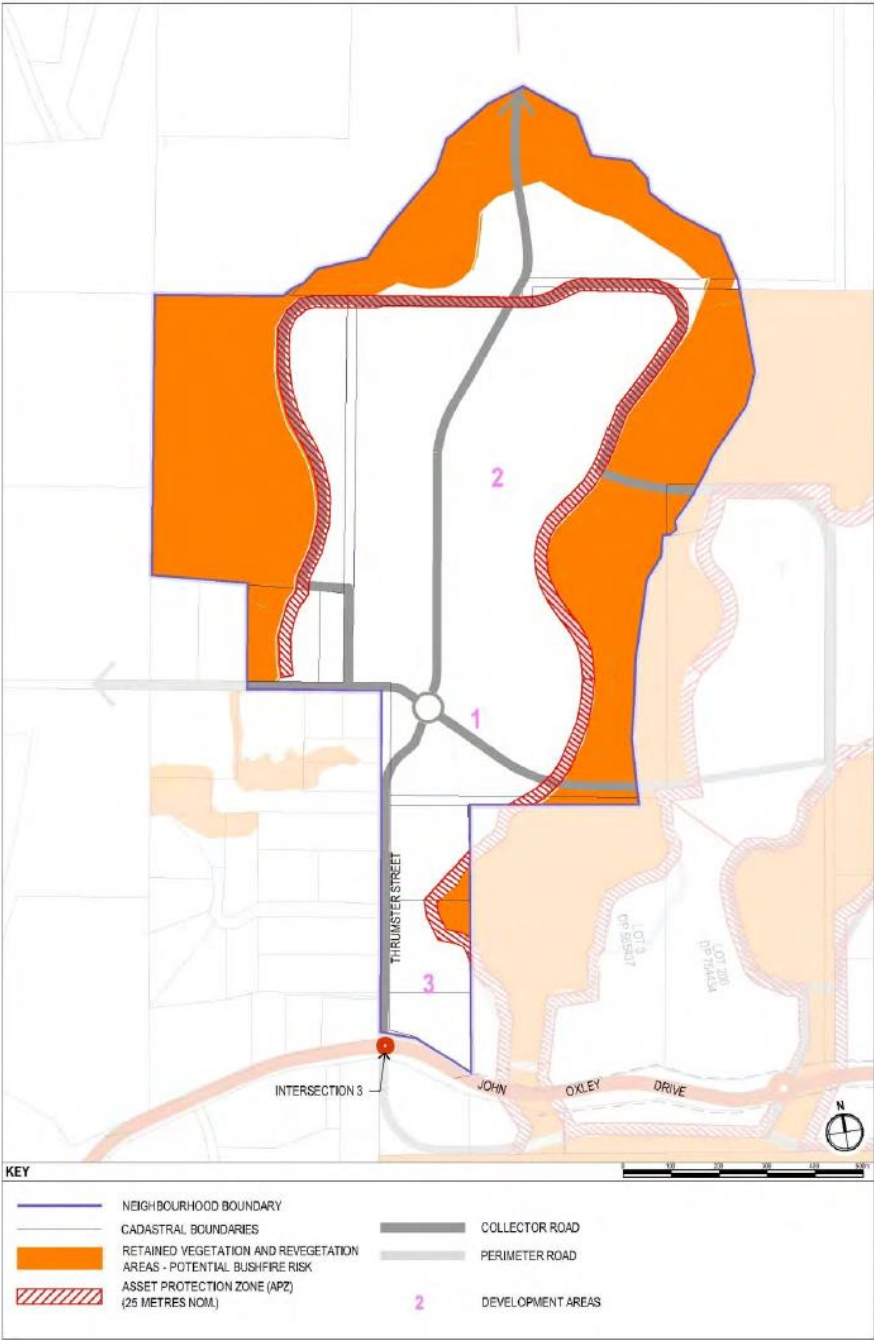


Figure 119: Partridge Creek Residential Bushfire Management Strategy

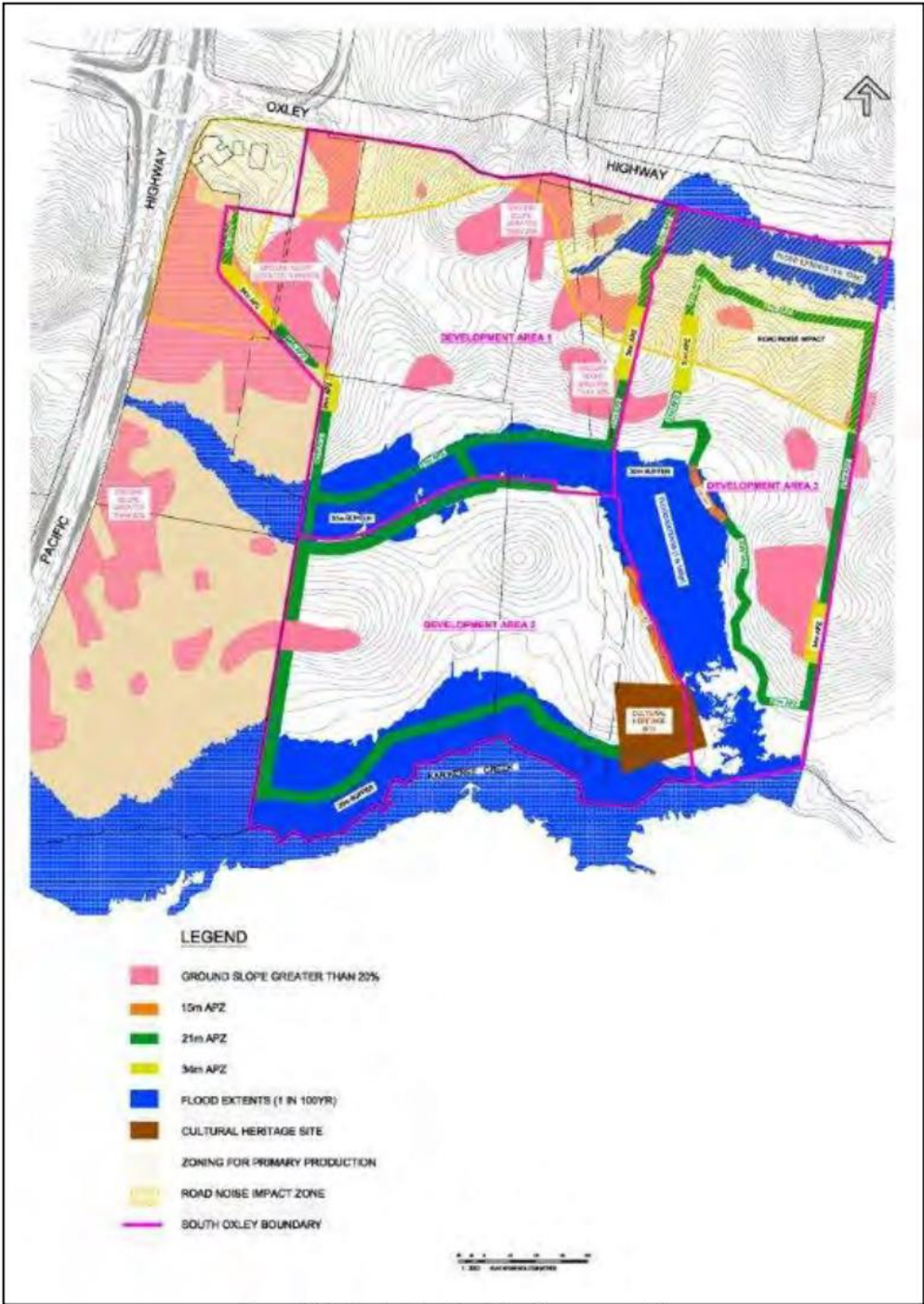


Figure 120: South Oxley Bushfire Management Plan



Figure 121: Thrumster Town Centre Bushfire Management Plan

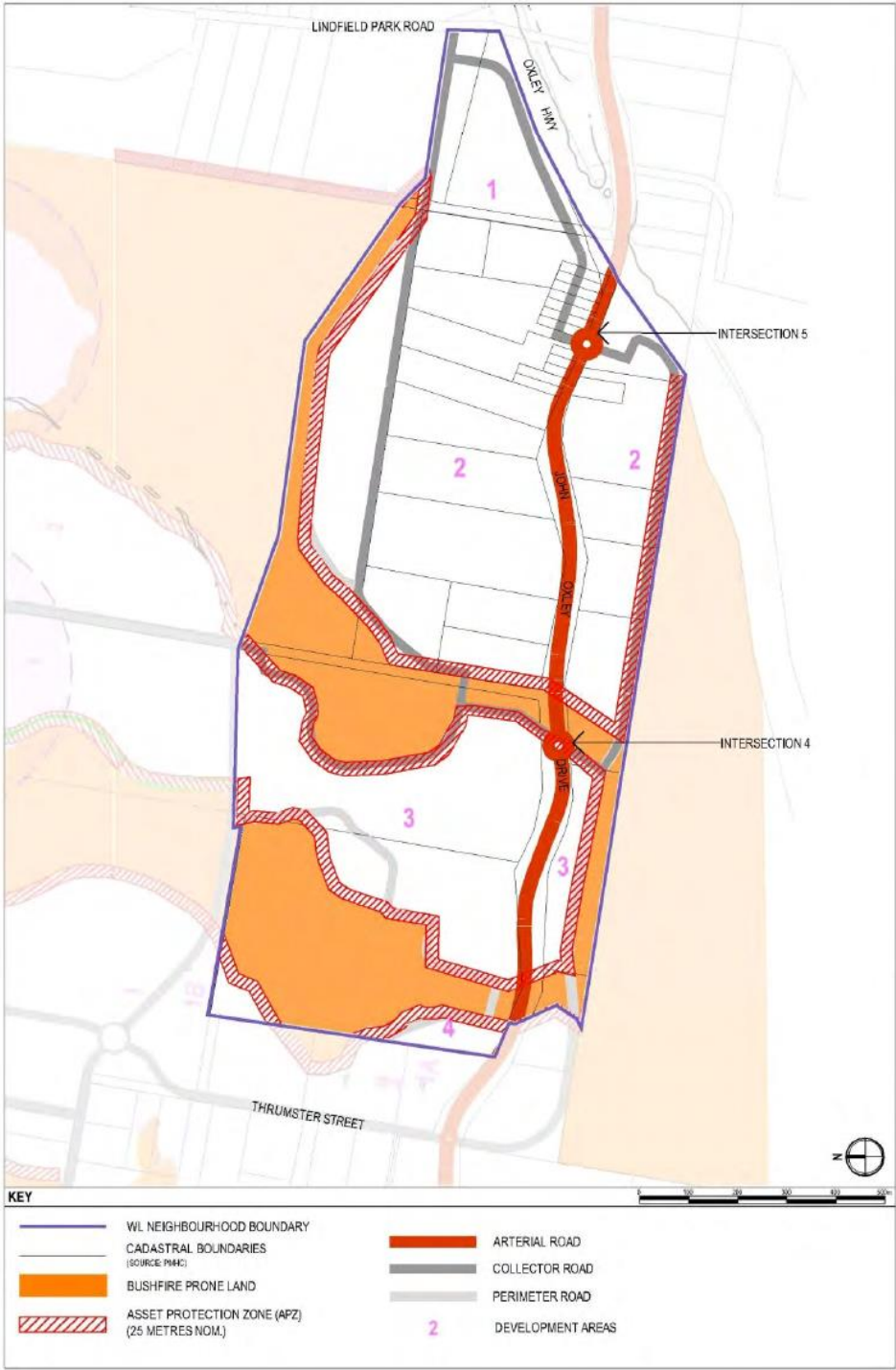


Figure 122: West Lindfield Bushfire Management Plan

Flooding**239. Objective**

- See Objective 19.

Development Provisions**a) General**

- Submission of survey accurate data is required with the development application showing site layout in relation to flood boundaries and allowed encroachments shown on Figure 123 to demonstrate maintenance of minimum floodway dimensions.
- Design of development and filling is to have regard to the need for overland flow paths and address issues of flood water velocities and potential for scouring. Details of fill and batter slopes and gradients to be provided with the application for Construction Certificate. The extent of batter slopes may be required at Development Application stage if there is the potential to impact on any significant vegetation communities or hollow bearing trees.

b) North Oxley

- The first Development Application for residential development in Sovereign Views, Gateway and racecourse Development Areas, are to be accompanied by a Flood Evacuation Plan for referral to the Emergency Management Committee under the State Emergency and Rescue Management Act 1989. Such plan is to be to Council satisfaction prior to issue of development consent.

c) Partridge Creek Industrial

- Overland flowpaths are to be provided generally as shown on Figure 123 and are to be designed as public reserve or road to a standard acceptable to Council.
- All arterial and collector roads, as shown on Figure 138, are to be constructed above the Probable Maximum Flood event to ensure appropriate evacuation routes.

d) Partridge Creek Residential

- Overland flowpaths are to be provided generally as shown on Figure 112 and are to be designed as public reserve or road to a standard acceptable to Council.
- All arterial and collector roads, as shown on Figure 139 are to be constructed 650mm above the 1:100 flood event to ensure that all residential lands are provided with appropriate evacuation routes.

e) South Oxley

- Overland flowpaths are to be provided generally as shown on Figure 113 and are to be designed as public reserve or road to a standard acceptable to Council.
- The Central Neighbourhood/Collector road, as shown on Figure 141 traversing north-south across Development Areas 1 and 3, is to be constructed above the Probable Maximum Flood event to ensure that all residential lands are provided with appropriate evacuation routes.
- Flood channelization of Gleeson's Creek is to take into account the Karikeree Tributary 1 report by Cardno Willing (October 2005) and planted to enhance local habitat linkages.
- Recreational infrastructure such as bike and pedestrian pathways or local park infrastructure can be incorporated in these areas.

f) West Lindfield

- Overland flowpaths are to be provided generally as shown on Figure 115 and are to be designed as public reserve or road to a standard acceptable to Council.
- All arterial and collector roads, as shown on Figure 143, are to be constructed above the Probable Maximum Flood event to ensure that all residential lands are provided with appropriate evacuation routes.

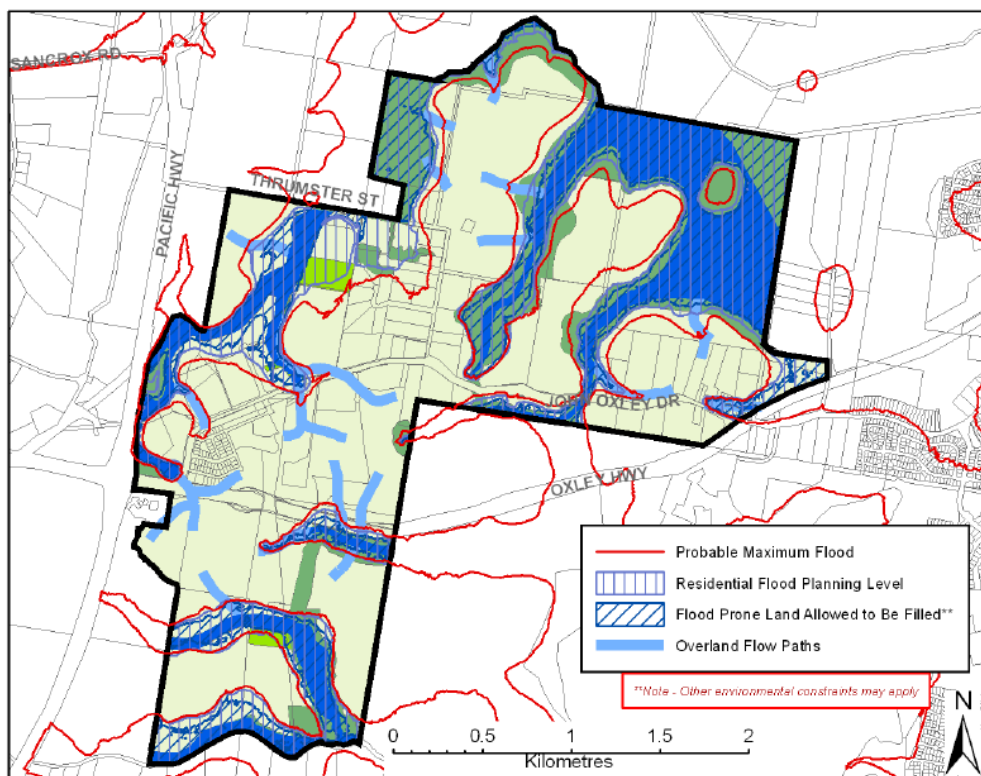


Figure 123: Flooding

Noise - Industrial

240. Objective

- Development is to contribute to the equitable management of noise by preventing exposure of residential dwellings to excessive noise and minimising the risk of noise complaints being made about industrial activities.

Development Provisions

a) General

- Where in an industrial zone, proposed land uses on premises within 100 metres of a residential zone
 - o operate only between 7am and 6pm, Monday to Saturday
 - o are designed to limit operational activities to within the building or areas on the side of the building away from the residential zone

- Where in a residential zone and development is proposed within 100 metres of an industrial zone:
 - subdivision design responds to the potential for noise from the industrial zone by maximising the distance between future dwellings and the industrial area
 - dwelling design locates noise sensitive areas away from the industrial area
- Where alternative solutions are proposed, development applications must demonstrate that project-specific noise levels have been determined consistent with the methodology set out in the Noise Policy for Industry (2017) and satisfy the acceptable noise level for the relevant amenity criterion.

Noise - Road (guidance in achieving compliance with s7.9 of the Local Environmental Plan)

241. Objective

- To achieve an acceptable residential noise environment while maintaining well-designed and attractive residential streetscapes.
- Ensure that consideration is given to the future traffic volumes on the Pacific Highway, John Oxley Drive and new Oxley Highway.

Development Provisions

a) General

- Development avoids or minimises the number of new dwellings within the area identified in the Local Environmental Plan Acoustic Controls Map.
Note: Where noise mitigation measures are constructed at subdivision, council will consider amending the Acoustic Controls Map where supported by a revised noise impact assessment prepared by a suitably qualified person.
- Development Applications for subdivision relating to land identified as potentially affected by road noise on the Local Environmental Plan Acoustic Controls Map are to be accompanied by acoustic reports that demonstrate that proposed lots and future dwellings will comply with the Environmental Protection Authority's NSW Road Noise Policy.
- Where a proposed subdivision adjoins an arterial road, subdivision design incorporates noise mitigation measures on private land along the road boundary.
- The final design of noise control solutions must consider non-acoustic aspects such as aesthetics, urban planning and urban design, long term maintenance cost and solar access. Landscaped noise mounds or a combination of noise mound and acoustic barrier are preferred noise mitigation measures rather than acoustic barriers alone.
- Construction plans for any proposed acoustic barrier are to be endorsed by an acoustic engineer. The materials proposed for use are to be guaranteed to provide a minimum of ten years of life and are to be maintained by the developer for normal wear and tear.
- Where development adjoins a Core Koala habitat area, noise barriers are to incorporate any wildlife exclusion fencing required under the Koala habitat provisions of this plan or the Local Environmental Plan.
- Where residential lots cannot be designed to achieve an internal noise level less than the recommended maximum specified in AS 2107-2000 Acoustics - Recommended

design sound levels and reverberation times for building interiors, residential dwellings are constructed in accordance with the relevant construction category specified in AS 3671- 1989 Acoustics - Road traffic noise intrusion - Building siting and construction to achieve the required noise level reduction.

- Where the acoustic reports required above identify the need for future dwellings to incorporate building design and construction requirements to achieve required internal noise levels, an appropriate restriction on the title of the lot is to be created ensuring compliance with the requirements.

b) North Oxley

- Cross sections shown in Figure 124 to Figure 128 provide indicative solutions to achieving the development criteria.

North Oxley - Gateway Site - Development Guidelines

The following guidelines should be applied when designing development on the Gateway Site:

- Development of the Gateway Site should incorporate noise barriers as indicated in the indicative cross section illustrated in Figure 129 and confirm the barrier achieves the reduced noise levels shown in Figure 130.
- Mitigation measures for building development on the Gateway Site are to include:
 - Minimising the size and number of windows facing the noise source;
 - Locating noise insensitive areas towards the noise source, for example in a residential dwelling the kitchen, storage areas and laundry;
 - Using construction techniques that focus on ceiling gaps around windows, doors, ceiling spaces etc.;
 - Using thick glass or double glazing;
 - Using solid core doors and appropriate door seals;
 - Replacing a conventional roof design with eaves with a flat roof with parapets (in non-residential);
- Considering site layout where the building structure could be used to shield outdoors areas.

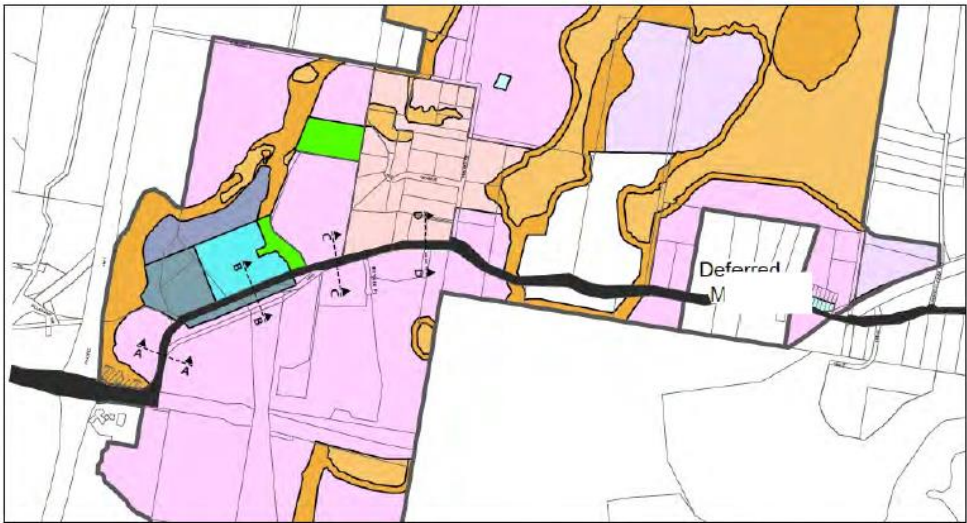


Figure 124: North Oxley cross sections

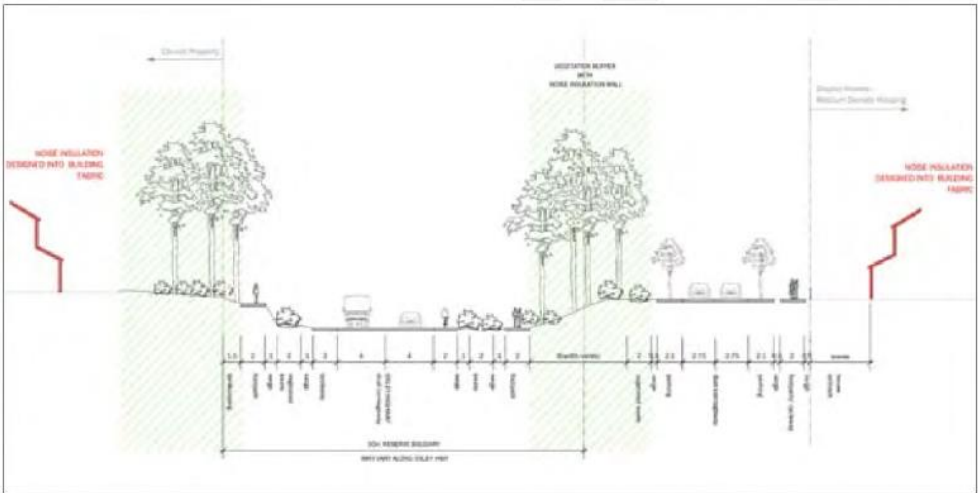


Figure 125: North Oxley Cross Section AA

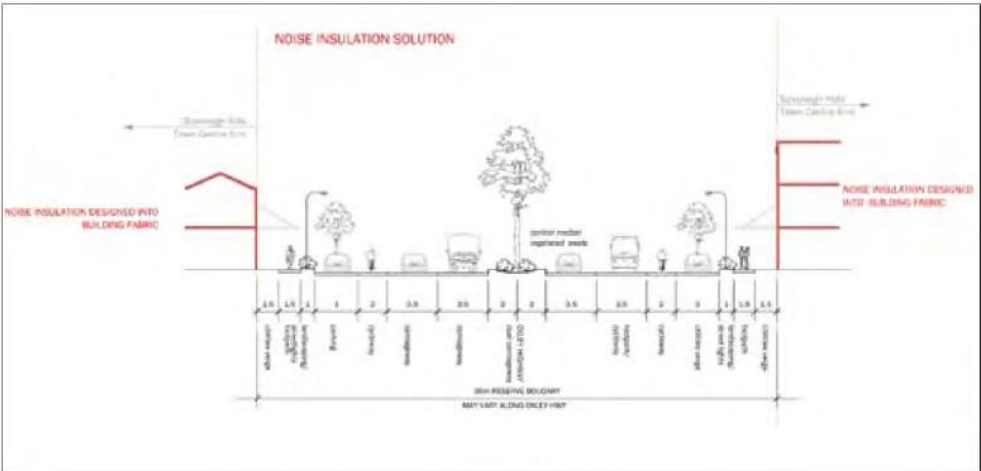


Figure 126: North Oxley Cross Section BB

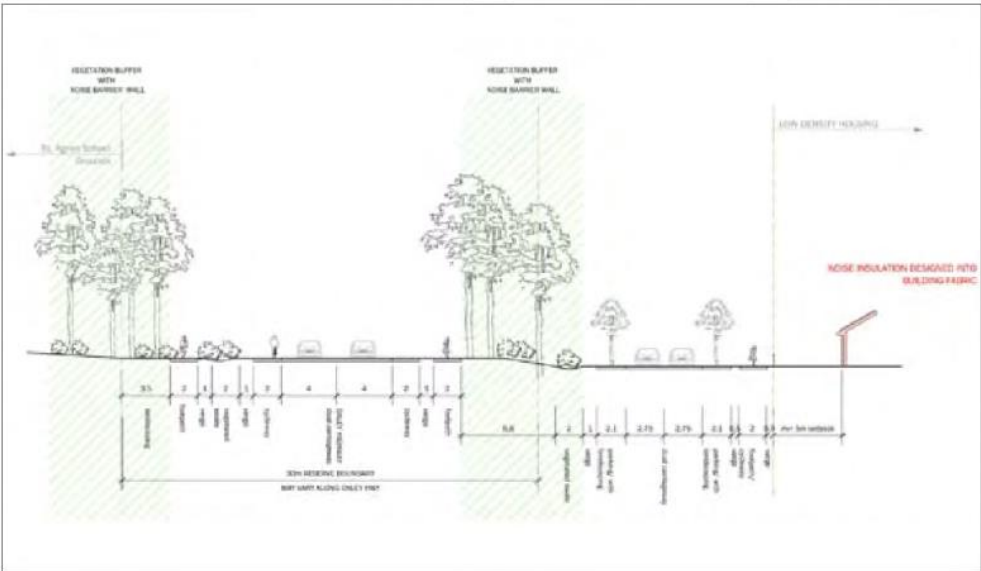


Figure 127: North Oxley Cross Section CC

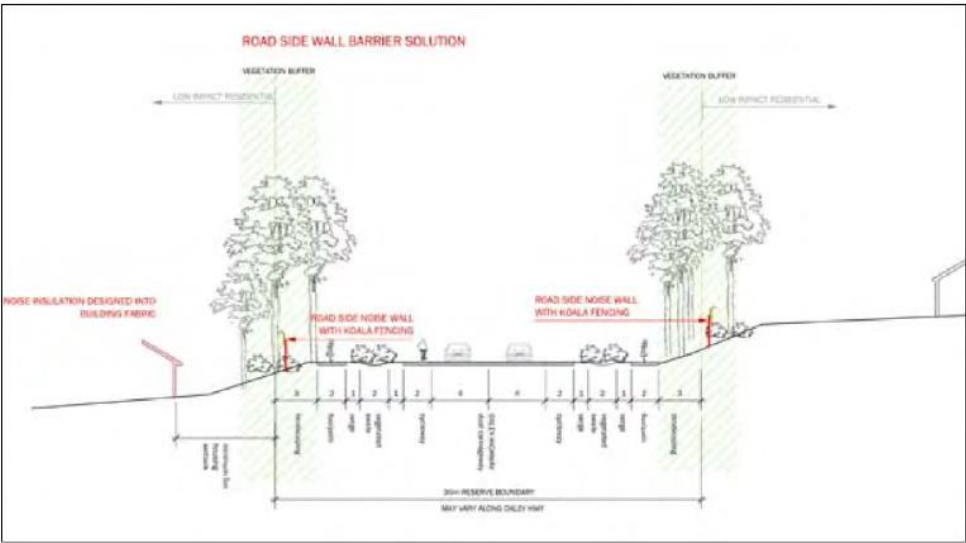


Figure 128: North Oxley Cross Section DD

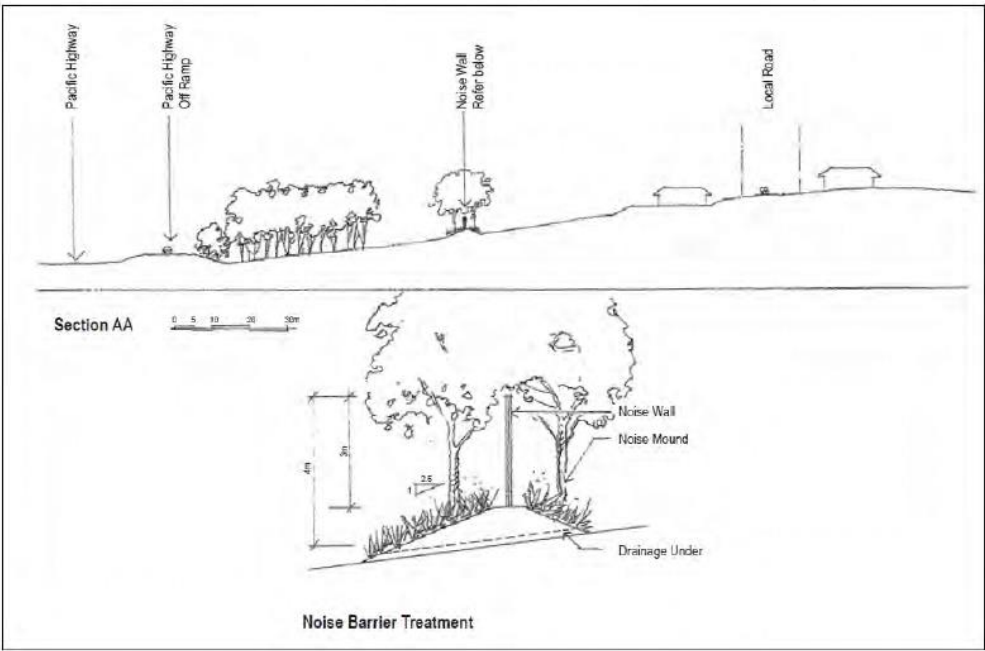


Figure 129: North Oxley Gateway Site - indicative noise barrier treatment



Visual Impacts

242. Objective

- To minimise the potential visual impact of development on views from the Oxley Highway

Development Provisions

a) West Lindfield

- The Development Application for industrial development which includes the southern collector road (adjacent the Oxley Highway) is to include the following visual screen plantings on its southern edge, generally at 5 – 10 metre centres, as shown on the West Lindfield Urban Development Plan:
 - o Eucalyptus tereticornis (Forest Red Gum);
 - o Eucalyptus microcorys (Tallowwood); and
 - o Eucalyptus propinqua (Grey Gum).

Transport Networks

Intersections

243. Objective (in addition to Objectives 22 and 23)

- To provide guidelines for the development of land to enable the effective, efficient and timely provision of transport infrastructure.
- To maintain the Oxley Highway and John Oxley Drive as denied access roads.

- To generally facilitate the planned intersections and underpasses identified at Figure 131.

Development Provisions

a) General

- Vehicular access to and from John Oxley Drive is limited to those shown on Figure 131. Existing vehicular access ways may be retained until redevelopment of the affected property occurs or alternative access is available. Note that the Thrumster Pottery Site is landlocked and relies on an existing access. Development of the site may be permitted subject to an upgraded access to the satisfaction of RTA and Council.

b) North Oxley

- Access to the land on the northern side of the Oxley Highway (known as the Gateway Site) will initially be from the existing roundabout that provides access to the Service Centre. After construction of Intersection 1, the roundabout will be removed, and access will be left in and left out only. Total development will be limited to a maximum of 100 peak hour movements per day. Alternative access must be provided if this is to be exceeded.

c) Partridge Creek Industrial

- Development within Areas 1 and 2 is not to occur until suitable vehicular access is available via a north-south collector road from John Oxley Drive, or from a connection with the Partridge Creek Residential Neighbourhood from Thrumster Street.
- Construction of a north-south collector road will also require the completion of intersection no.4.

d) Partridge Creek Residential

- The Development Application for Partridge Creek Residential and Partridge Creek Gateway precincts will require a Traffic Impact Assessment to determine the timing of future upgrades of the existing intersection of Thrumster Street and John Oxley Drive.

e) South Oxley

- Development of South Oxley is not to occur until after construction of Intersection 1, or via an access road that provides for the future underpass.
- Future development of South Oxley is to generally accommodate the intersections as shown on Figure 141.

Area 1

- Access is to be provided from the existing roundabout at the Western extent of the Oxley Highway (Gateway Link) leading South East centrally through development Area 1.
- Construction of the extension of Carlie Jane Drive South under the Oxley Highway overpass into Development Area 1 is to occur when development reaches 75% of the potential lot yield for Area 1.

Area 2

- Access to Development Area 2 is to be from Carlie Jane Drive and across Tarokoe Habitat Corridor to connect Areas 1 and 3.

Area 3

- Access to Area 3 by continuation of the central Collector Road from Area 1 across Gleeson's Creek.
- Construction of the crossing for Gleeson's Creek is to occur with the first residential land releases in Area 2.

- A second egress from Area 3 for emergency purposes is to be identified as part of the development application for this Area.

f) Town Centre

- All development within the Town Centre Business Zones, fronting John Oxley Drive, is to gain vehicular access from a rear access lane or street.

g) West Lindfield

- Full development of West Lindfield will generally not occur until after construction of the new Intersection 4 and or Intersection 5. Council will consider an interim access for a limited number of lots via Lindfield Park Road, subject to the agreement, and any requirements of, the RTA. Any required works will be at the cost of the developer.
- Future development of West Lindfield is to generally accommodate the intersections as shown on Figure 143.
- Access is to be provided from either Area 3 to the east or through the adjoining Partridge Creek Residential Neighbourhood to the west, via Thrumster Street.
- Should access be available from Lindfield Park Road only, residential development is limited to 200 residential lots
- Further development can be undertaken with the construction of intersection no.5.
- Access is provided from intersection no.4 or from Area 1 if intersection no.5 is constructed.
- Permanent access south of John Oxley Drive is provided from either intersection no.4 or no.5.

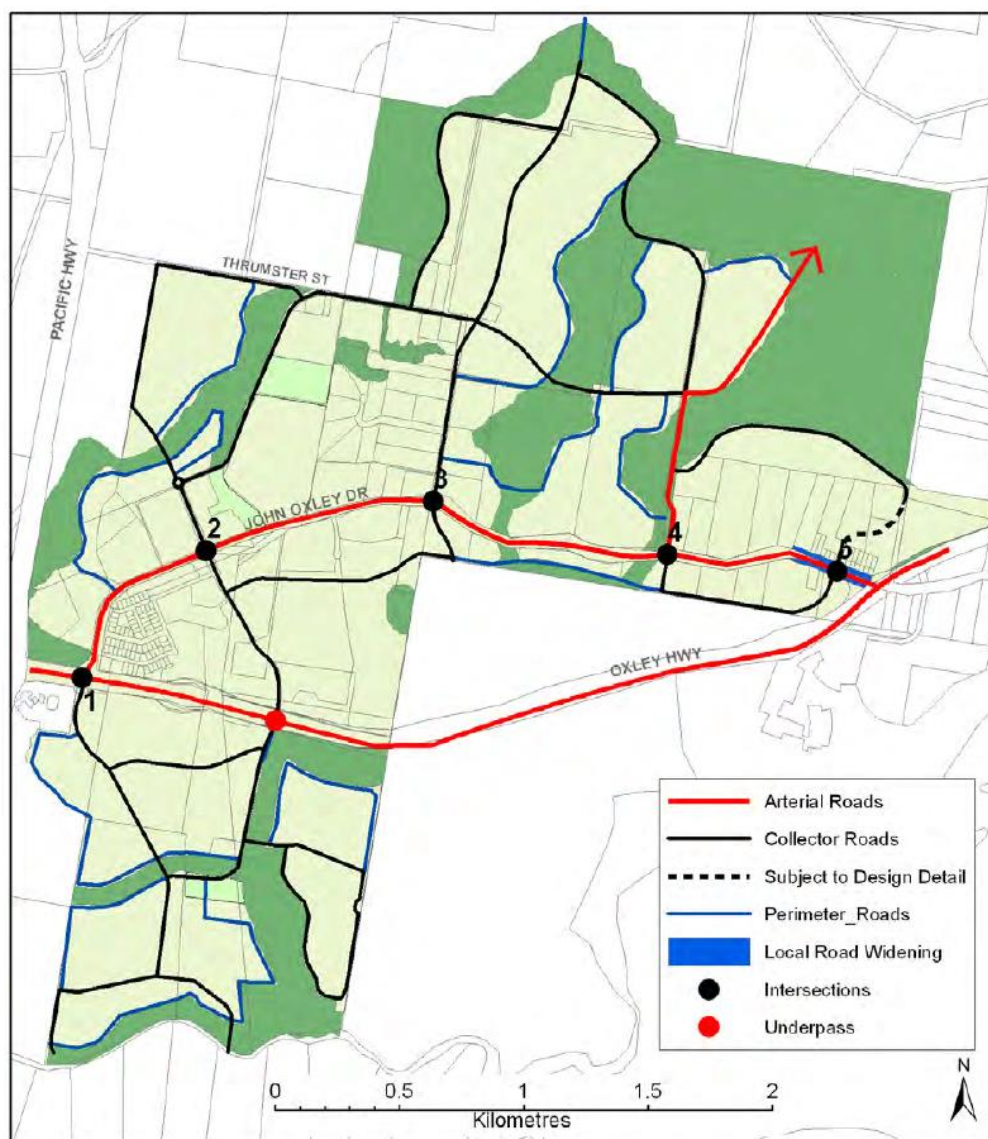


Figure 131: Road hierarchy and intersections

Parking and Servicing

244. Objective (in addition to Objectives 24 and 27)

- Parking demand is facilitated by providing:
 - public parking in accessible and central locations, including on street parking to accommodate the needs of visitors, shoppers and some employees.

Development Provisions

a) Town Centre

- Short stay parking can be provided in publicly accessed car parks within reasonable proximity of the development.
- To reinforce a high quality public domain, servicing functions are to be generally achieved from the rear or centre of development blocks.
- Some limited servicing is allowed to occur directly off the street network.

Pedestrians and Cycleways

245. Objective

- To provide a clear pedestrian and cycle way system that links residential areas; open spaces, schools, social and cultural facilities; and the Town Centre and neighbourhoods and safety for all users.
- To provide a local cycleway network using predominately on street systems, linking to the regional network.
- Ensure the road network accommodates the potential for safe cycleways.

Development Provisions

a) General

- Development is to provide for pedestrian and cycle ways generally in accordance with the relevant neighbourhood maps following this section.
- Development for the subdivision of land or major residential development is to provide footpaths on both sides of all Collector and Arterial Roads.
- Off-road shareways and on road cycleways are to be provided in accordance with the indicative cross sections in Figure 144 to Figure 147.
- Development is to otherwise provide footpaths in accordance with Council's AUS-SPEC design specification.
- Underpasses are to be provided in the locations shown on Figure 132, designed for the passage of pedestrians, cyclists and Koalas.

b) North Oxley

- Provide cycleways generally in accordance with Figure 133.

c) Town Centre

- Provide cycleways generally in accordance with Figure 134, which are in areas of high amenity, alongside creek lines and through environmental areas.

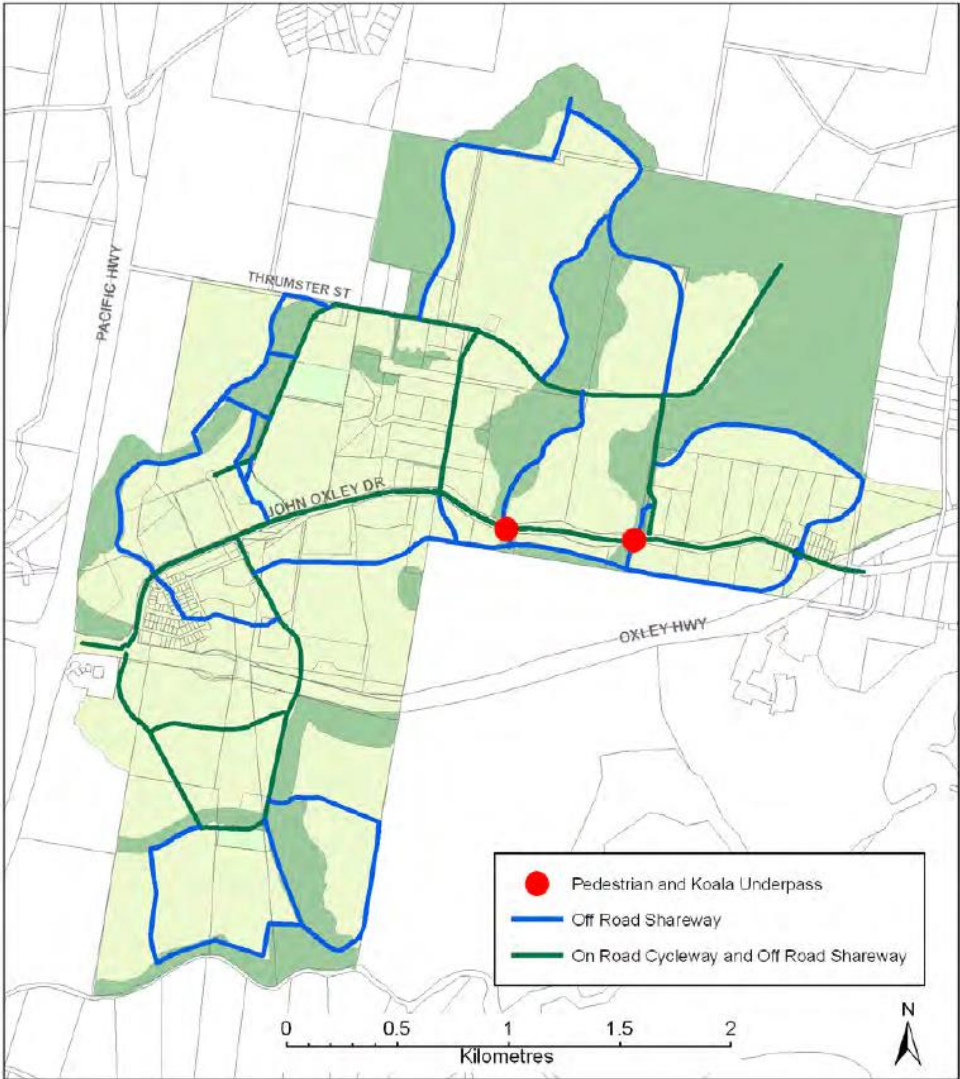


Figure 132: Cycleways

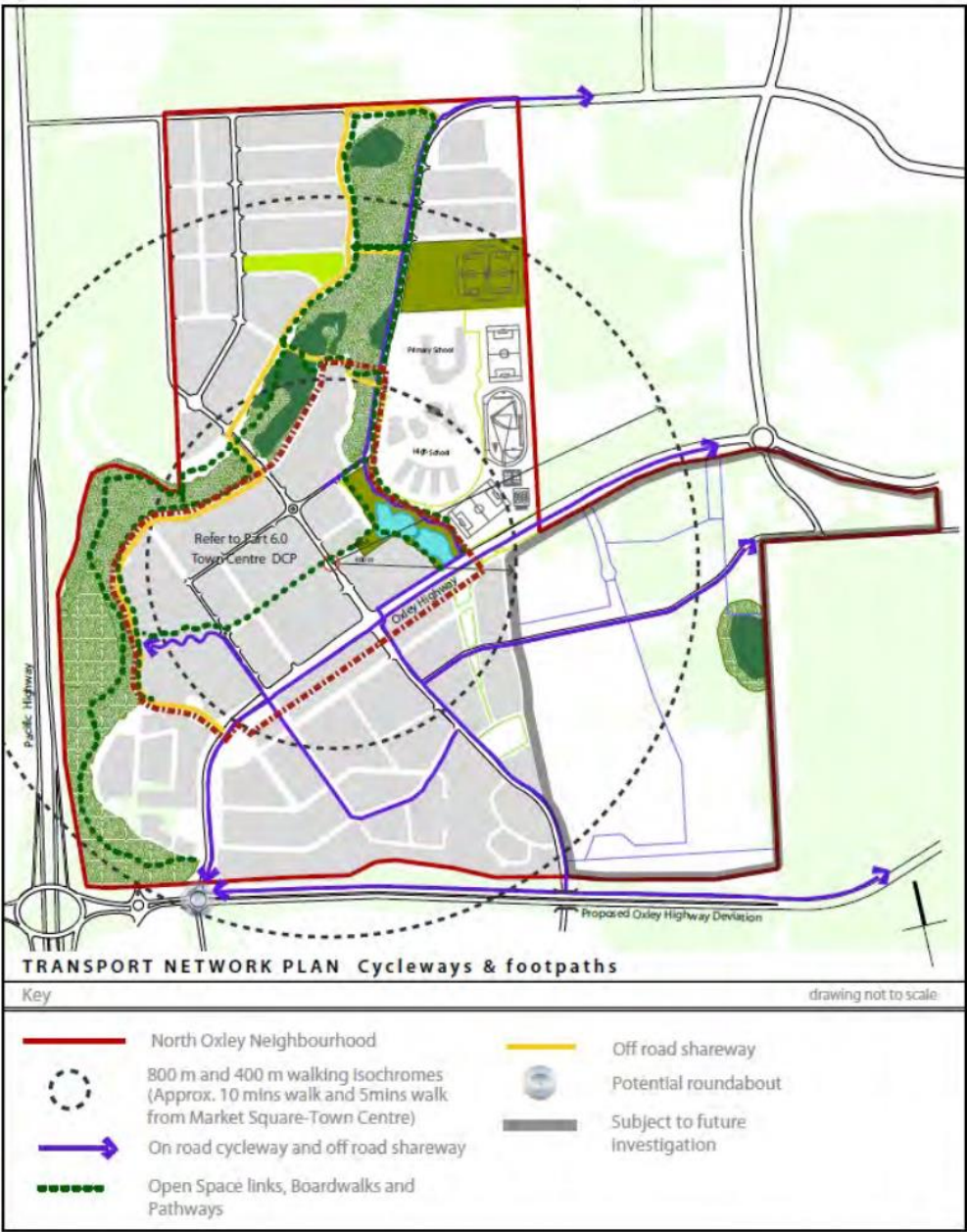


Figure 133: North Oxley cycleways and footpaths



Figure 134: Town Centre indicative cycleway and footpath network

Public Transport

246. Objective

- To ensure development design provides for an effective public transport system to link within and outside of Thrumster.

Development Provisions

a) General

- The design of roads identified for bus routes must comply with the AUSTROADS standards, including design of bus bays and stops.
- Development is to provide the bus stops, including bus bays, and shelters, generally in the locations shown on Figure 135 and the relevant neighbourhood maps and not more than 600 metres apart.

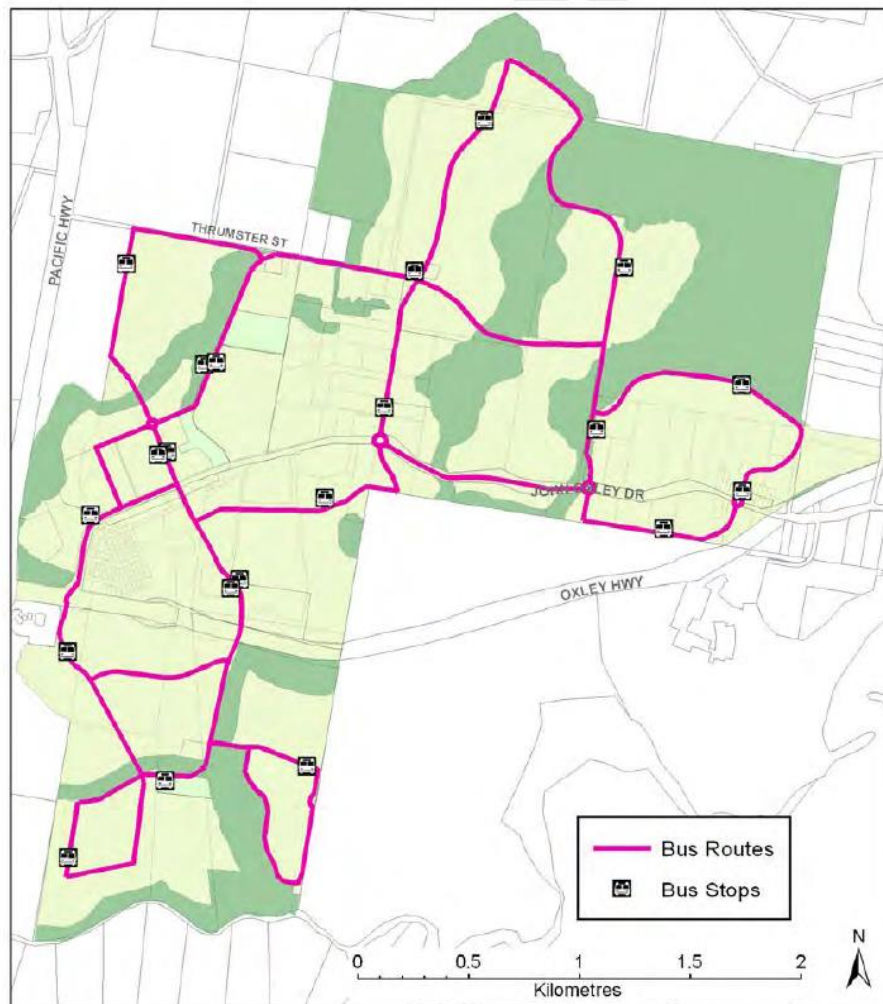


Figure 135: Bus routes

Roads and Fauna Management Corridors

247. Objective

- To ensure the road network is designed to minimise impacts on fauna movement.

Development Provisions

a) General

- Within Core Koala Habitat Areas (Figure 105), road design standards or approved vehicle calming devices must be incorporated into all subdivision designs such that motor vehicles are restricted to a maximum speed of 40 km/h along minor residential streets.
- All collector roads within Koala Habitat Areas (Core and Potential) are to incorporate design measures to reduce traffic speeds to 50 km/h.
- Where new roads cross the wider sections of the main habitat linkages (shown as Type 1), Koala underpasses are to be provided on both sides of the creek line.
- Where new roads crossover the main habitat linkages in other locations (Type 2), a Koala underpass is to be provided on at least one side of the creek line.
- Where new roads cross the secondary habitat linkages (Type 3), road design is to incorporate either fauna underpasses, or features to facilitate fauna crossing the road safely.
- Where new roads cross the habitat linkage in South Oxley (Type 4), road design is to incorporate features to assist Koalas to cross the road safely eg lighting and vehicle slow points.
- The vehicular underpass associated with the Oxley Highway (Type 5), is to incorporate features to facilitate the safe passage of Koalas.
- Wildlife exclusion fencing is to be installed to direct wildlife away from the road for Types 1 and 2. The lower half of the fence must be clad with galvanised tin sheeting (or other approved material) on the outside face. Approved devices must be installed at fence-ends to discourage Koalas from crossing the roads.
- An additional Koala Underpass must be provided under the Oxley Highway in a suitable location in the section shown on Figure 136.
- Koala underpasses are to comprise a minimum of 1.2 metres x 1.0 metre Reinforced Concrete Box Culverts.
- Detailed design for fencing, underpasses and traffic speed measures must be prepared in consultation with a suitably qualified or accredited Koala specialist. General design principles are to be submitted with the development application, and detailed design with the Construction Certificate application. The design is to be certified by the Koala specialist, and is also to be certified upon completion of construction, prior to release of the Subdivision Certificate.

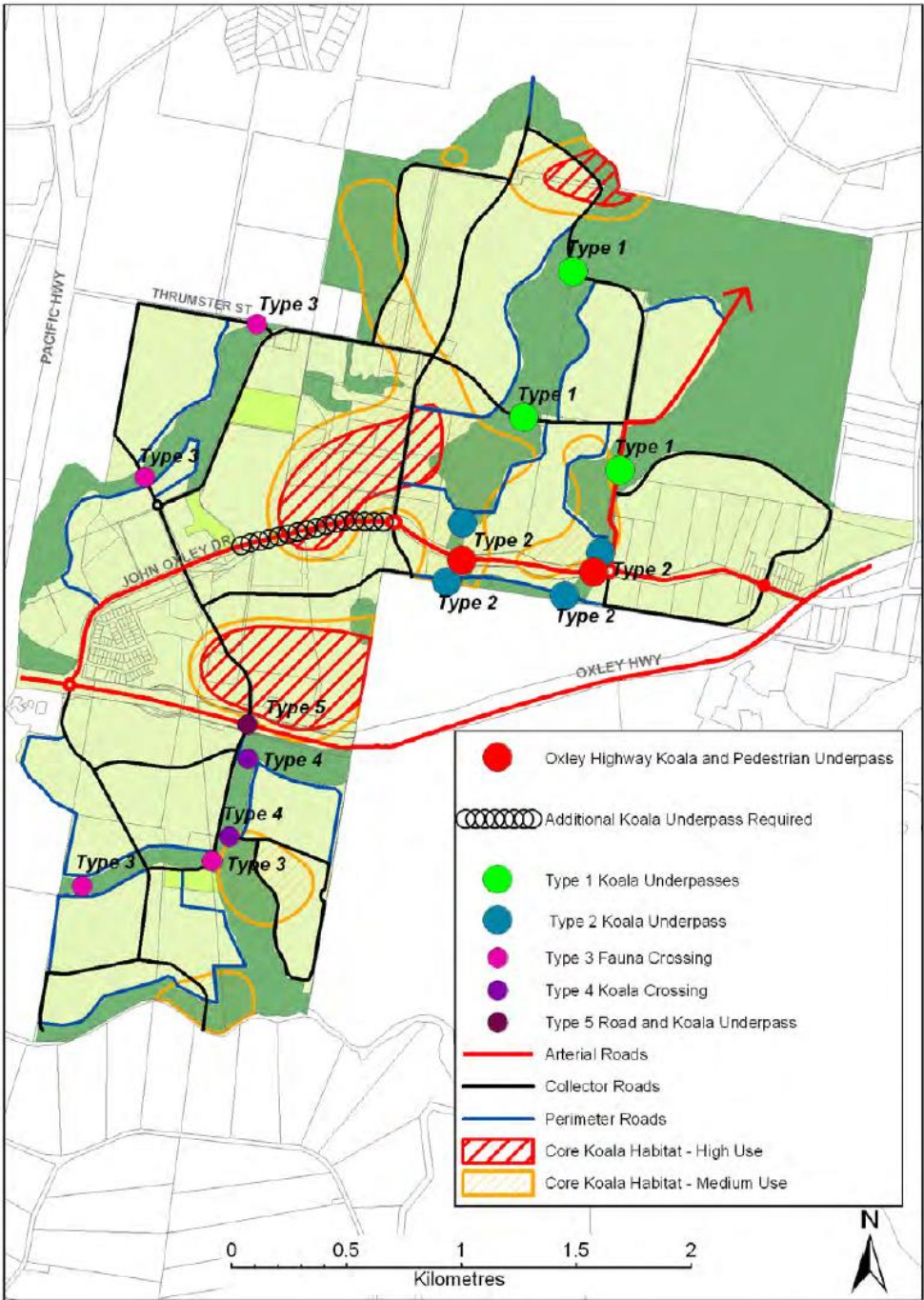


Figure 136: Roads and fauna management corridors

Road Hierarchy

248. Objective

- See Objective 19.

Development Provisions

a) General

- Development is to establish a street network, and hierarchy consistent with the relevant neighbourhood map.

b) North Oxley

- Development is to accommodate the provision of a street network generally in accordance with Figure 138.
- The local road at the western edge of Sovereign Views Development Area may be required to be placed inside the Development Area if consent cannot be obtained to clear the land under the Native Vegetation Act 2003 (NSW).
- Collector Roads identified as Type 1 (Neighbourhood Avenue - Type 1) on Figure 138 are to be designed to provide:
 - 3.5 metre wide traffic lanes to accommodate bus service
 - 2.5 metre wide parking lane each side of the carriageway to allow for future upgrade
 - off-road cycle facilities
 - 4 metre wide footpaths to both sides of the road.
- The Collector Roads (Neighbourhood Avenue) -Type 2 identified on Figure 138 are to be designed to provide:
 - 3.5 metre wide traffic lanes to accommodate bus services
 - 2.1 metre wide tree planting/parking lane on either side of the carriageway
 - a minimum 1.5 metre footpath on both sides of the carriageway.

c) South Oxley

Development Area 1

- The timing of construction of the Carlie Jane Drive link from South Oxley under the Oxley Highway Gateway to the Thrumster Town Centre is to be determined by a Traffic Impact Assessment to accompany the Development Application for Development Area 1

Note: It is anticipated that once 75% of allotments in Development Area 1 are released, the Carlie Jane Drive link will need to be constructed to Collector Road/Neighbourhood Avenue standard.

Development Area 2

- The construction of the roads crossing the North extent of Tarrocoe Habitat Corridor is to include the Fauna Crossing as depicted in Figure 141.

Development Area 3

- The construction of the Collector Road / Neighbourhood Avenue South across Gleeson's Creek is to occur with the first residential land release in Development Area 3 and is to include the Fauna Crossing as depicted in Figure 141.

d) Town Centre

- Establish a street network and hierarchy consistent with the objectives and Figure 142.
- The street network should be based upon a traditional orthogonal grid system of streets and blocks, adjusted to suit the circumstances of the site and the nature of the development proposed.

- Define John Oxley Drive and the Main Street as the two primary roads that establish the primary structure of the Town Centre.
- Establish Main Street as the hub of the neighbourhood connector system.
- To the north, Main Street is to connect with Collector Roads leading to the first residential release of Sovereign Views and to the Partridge Creek Neighbourhood, via the road serving the new Catholic Regional Campus.
- Collector Roads identified as Type 1 on Figure 142 is to be designed to:
 - have 3.5 metre wide traffic lanes to accommodate bus services (3.25 metre acceptable),
 - provide a 2.5 metre wide parking lane each side of the carriageway to allow for future upgrades,
 - provide off-road cycle facilities, and
 - provide 4 metre wide footpaths to both sides of the road.
- The Collector Road -Type 2 identified on Figure 142 as an extension to Main Street (north) is to be designed to provide:
 - 3.5m wide traffic lanes to accommodate bus services,
 - a 2.1m wide tree planting/parking lane on either side of the carriageway,
 - a 2.5m shared path to one side of the carriageway and a minimum 1.5m wide footpath on the other side.
- All other Collector Roads are not required to have dedicated cycle facilities and be designed to provide:
 - 3.5m wide traffic lanes to accommodate bus services,
 - a 2.1m wide parking lane on either side of the carriageway, and
 - a minimum 1.5m footpath on both sides of the carriageway.
- Local Streets are to be single carriageway and designed to provide:
 - 2.7m or 3.0m wide traffic lanes,
 - a 2.1m wide tree planting/ parking lane to one or both sides of the carriageway,
 - a 2.75m wide footpath and 2.75m verge on the other side, if tree planting/parking lanes are provided to both sides of the carriageway, or
 - a 3.0m wide and 3.0m wide verge (of which 1.5m is footpath) on the other side if tree planting/parking lane is provided to one side of the carriageway,
- Located along riparian corridors, bushland and parks, this road type allows for one lane of parking. Traffic calming measures may be introduced to increase amenity and safety.
- Figure 147 provides indicative street profile for Bushland/Riparian Edge Street.
- The width of the shared path will depend on the expected pedestrian and cyclist activity on each street. The minimum width will be 2.15m, widening to up to 3.0m for high use areas.

e) Partridge Creek Residential

- The collector roads will provide access within the neighbourhood and effective links with the adjoining neighbourhoods.

f) Partridge Creek Industrial

- Development is to be designed to prohibit direct access for residential development to the future arterial road that provides access to the Light Industrial area in the Partridge Creek Industrial Neighbourhood.

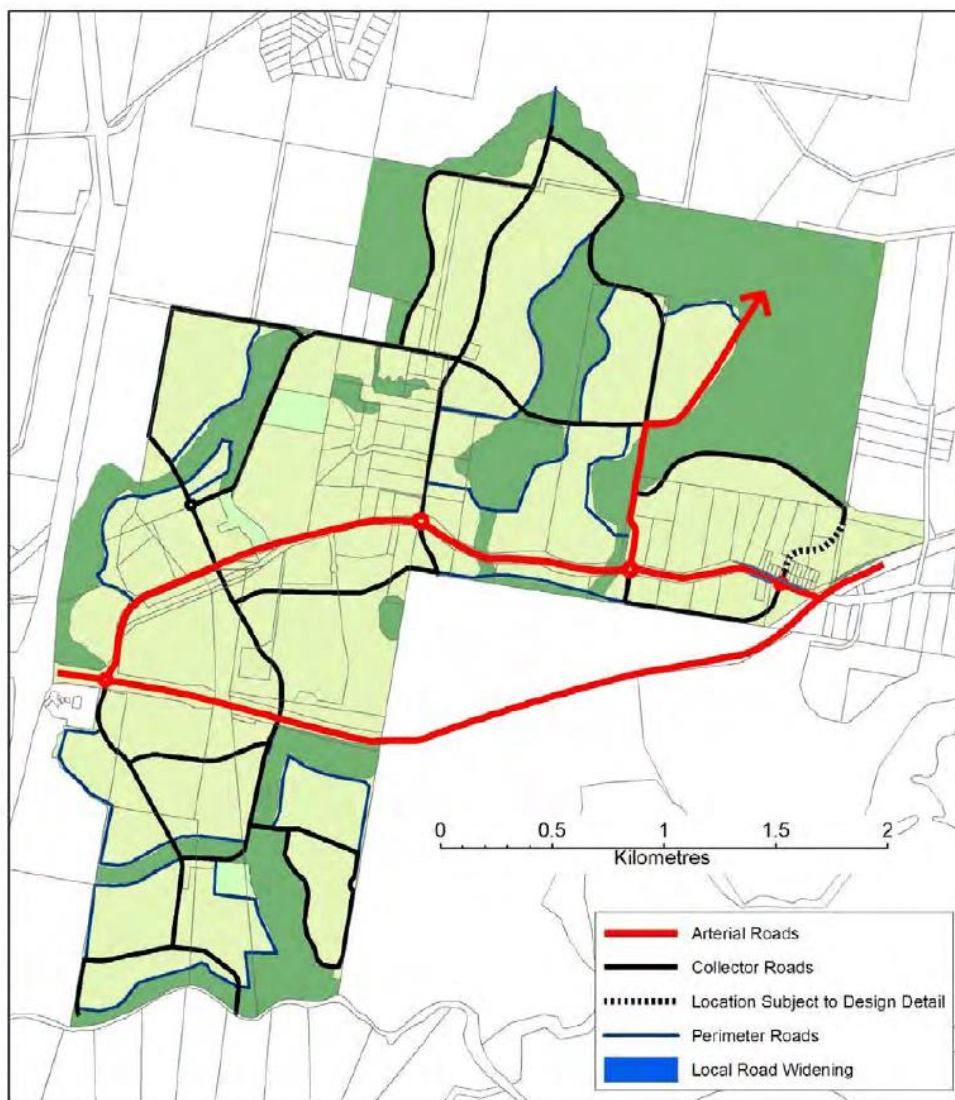


Figure 137: Road hierarchy and intersections

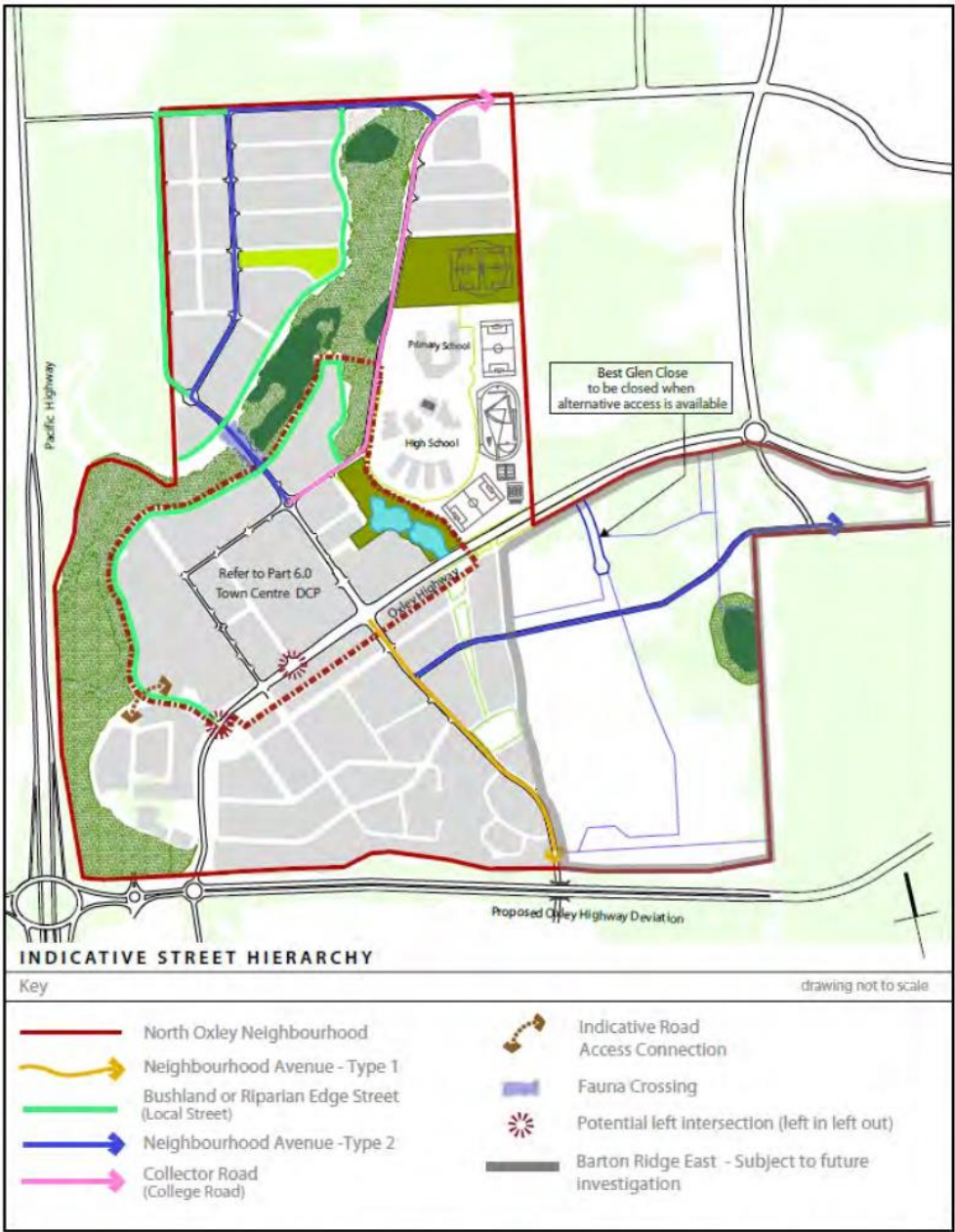


Figure 138: North Oxley road hierarchy

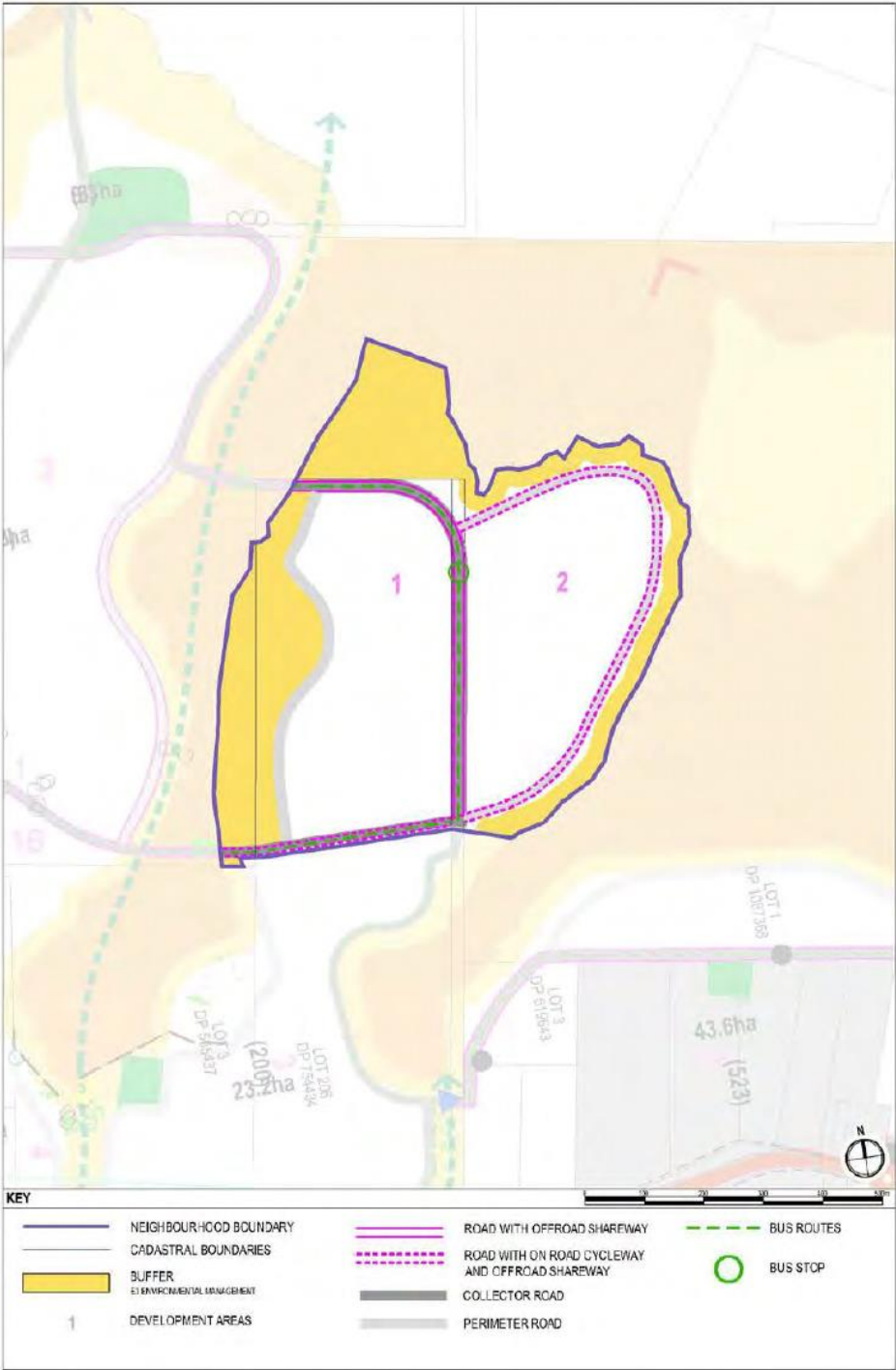


Figure 139: Partridge Creek residential hierarchy

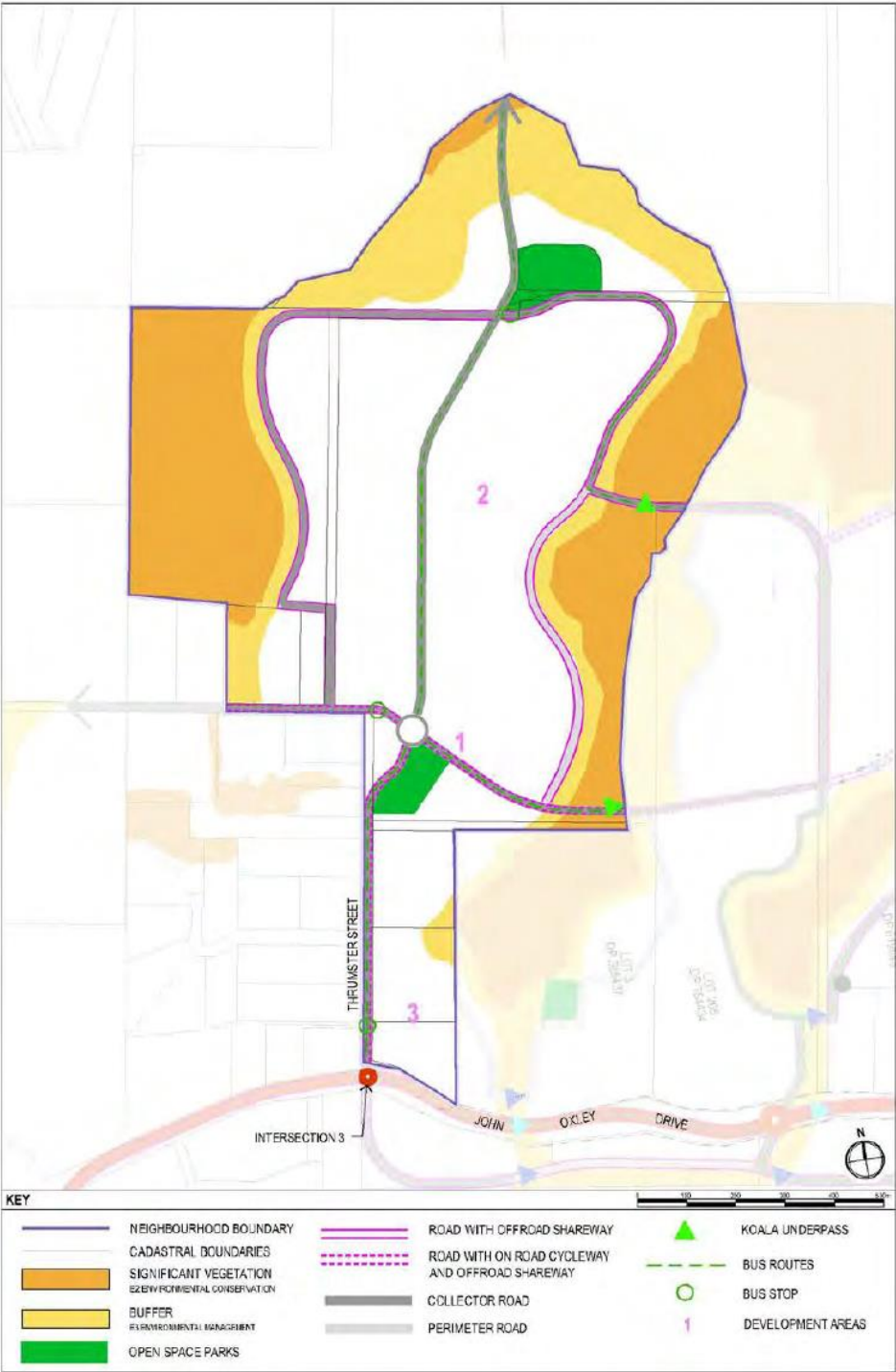


Figure 140: Partridge Creek residential road hierarchy

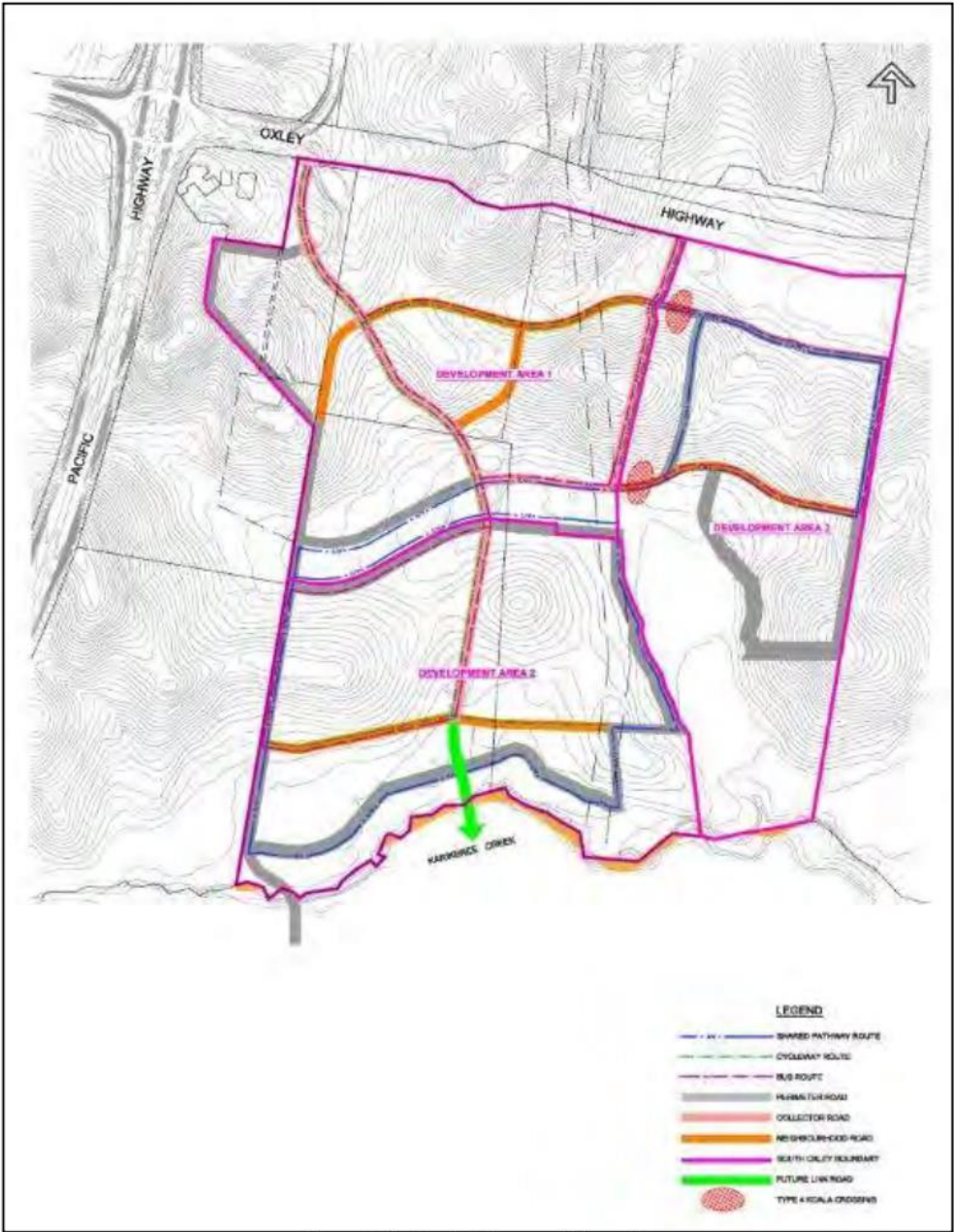


Figure 141: South Oxley road hierarchy

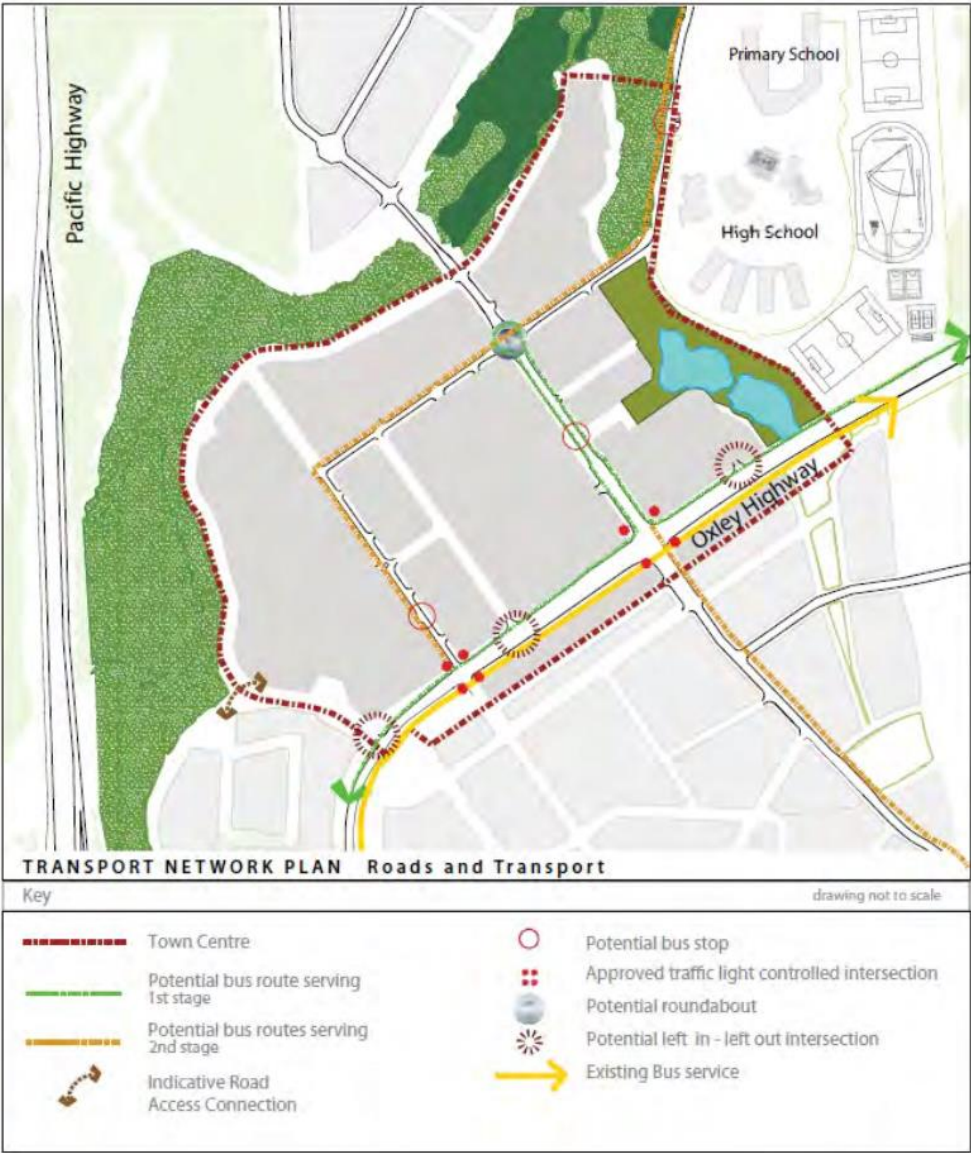


Figure 142: Thrumster Town Centre road hierarchy

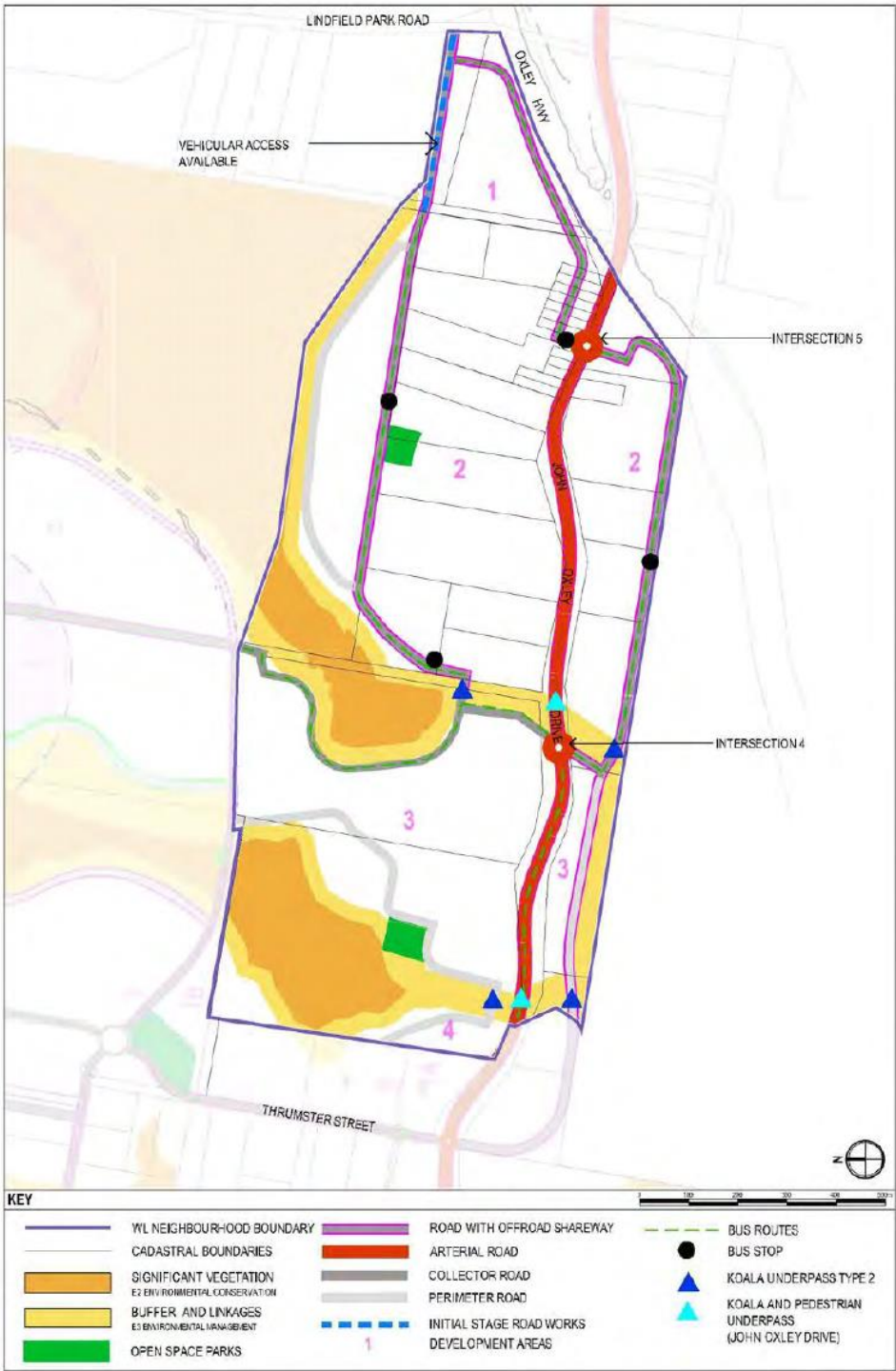


Figure 143: West Lindfield road hierarchy

Street Types

249. Objective

- To enhance visual amenity through good urban (road) design.

Development Provisions

a) General

- The road design for each road type is to be generally in accordance with the following:
 - Collector Roads (Neighbourhood Avenues) – Figure 144, Figure 145, or Figure 146.
 - Perimeter Roads (Bushland or Riparian Edge) – Figure 147.
 - Collector Roads that are Perimeter Roads – Figure 147 modified to accommodate increased widths for Neighbourhood Avenues.
- Landscaping of road reserves is to have regard to the need for the collection of domestic waste from residential properties. In this regard developments will need to take into the consideration requirement and number of waste receptacles to be collected and the type of development proposed in relation to landscaped areas and the need to efficiently and effectively collect waste.

b) West Lindfield

- Areas 2 and 3 are to include perimeter roads generally adjoining Environmental Management areas, adjacent to the power lines infrastructure, as required by Essential Energy and generally as shown on Figure 143.

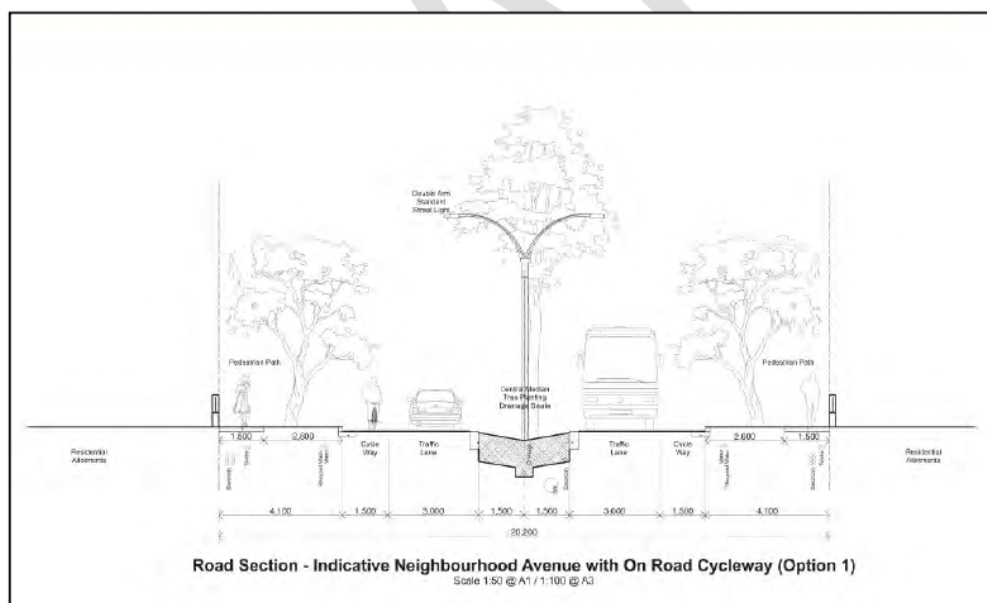


Figure 144: Indicative Neighbourhood Avenue Option 1

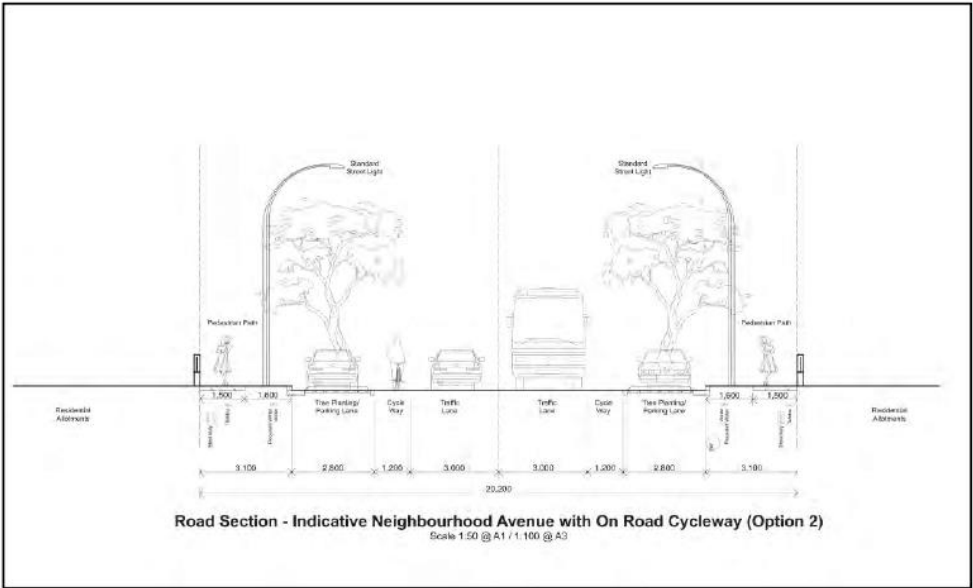


Figure 145: Indicative Neighbourhood Avenue Option 2

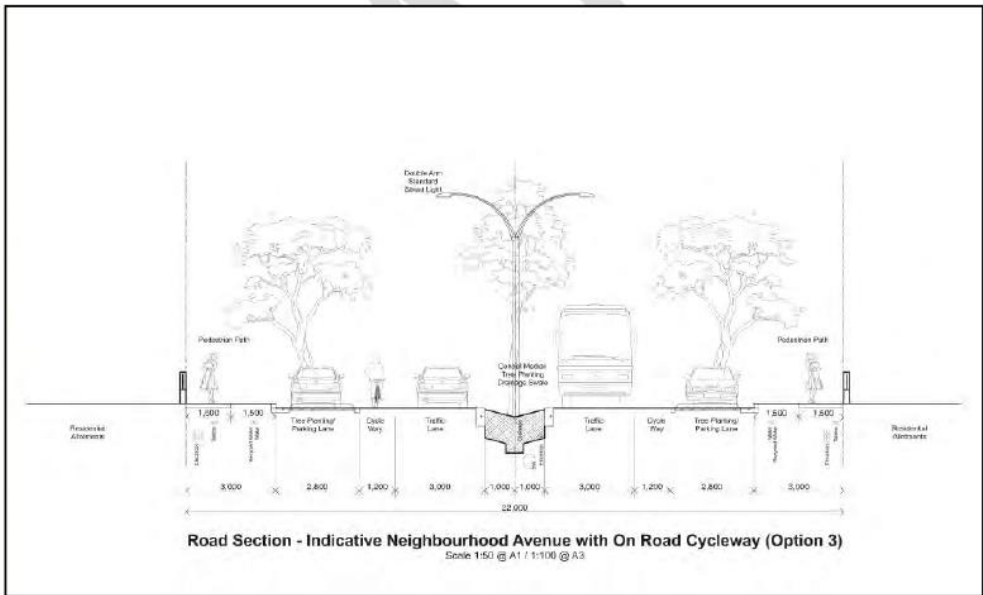


Figure 146: Indicative Neighbourhood Avenue Option 3



Development Sequencing Plans

- To provide the indicative staging of Development Areas, having regard to the provision and availability of essential services and infrastructure
- Development proposals have regard to the following neighbourhood development and infrastructure sequencing plans. Refer to Figure 148 and Figure 149.

Infrastructure	Scope of Proposed Works
Water Mains	<ul style="list-style-type: none"> • The existing 525 mm (Barton Ridge) and 300 mm (John Oxley Drive) trunk water mains pass through North Oxley. • The 300 mm trunk main will be used to gain water supply for development within the neighbourhood. • Sections of the 300 mm main must be replaced when the Town Centre works are undertaken. • Sections of Council's 525 mm main may also require replacement. • Development is to provide adequate land area for a future 600 mm main adjacent to the 525 mm main.

Infrastructure	Scope of Proposed Works
	<ul style="list-style-type: none"> Initially the area will be served by the Mill Hill Reservoir (height limit RL 25-28) then supplemented by the existing Sancrox Reservoir (height limit RL 35) as development progresses. No development should occur above the 35 metre contour until the new Sancrox Reservoir is built in accordance with Council's Servicing Strategy, or the developer funds alternative arrangements.
Sewer Mains	<ul style="list-style-type: none"> The sewer main will serve Thrumster, with an interim pumping arrangement prior to ultimately connecting to the new STP to the north. Council has not scheduled the provision of sewer to Barton Ridge (west) within the first stage of sewer infrastructure provision, and the developer will need to make interim arrangements if development is proposed prior to Council's servicing plan.
Reclaimed Water	<ul style="list-style-type: none"> A reclaimed water pipe network will be constructed for all development. Connection to a new reclaimed water reservoir will be dependent on Council's servicing plan.
Stormwater	<ul style="list-style-type: none"> All development areas will generally be serviced by the catchment based end of line sand filter systems which will be constructed by the developer as part of any development within the catchment.

North Oxley - Barton Ridge East

- An Indicative Neighbourhood Design Framework for the Development Area - Barton Ridge East must be lodged with Council prior to determination of development applications within that area, other than for infrastructure indicated in this Development Control Plan.
- The Indicative Neighbourhood Design Framework must demonstrate, through appropriate analysis of flora, fauna, topographical features, hazard management and infrastructure provision, that the urban development of the area is:
 - consistent with the purpose of this section and the vision for North Oxley,
 - consistent with the Environmental Management Principles shown at Figure 94, and
 - can comply with all statutory requirements.

Partridge Creek Industrial

Infrastructure	Location	Scope of Proposed Works
Intersections	North-south collector road and John Oxley Drive - new intersection No. 4	<ul style="list-style-type: none"> Intersection to be constructed by adjacent development as part of the initial development stage. Consideration to be given to the inclusion of this intersection in the Thrumster Local Roads Contribution with the next review of Council's Contributions Plan for Roads.
	Internal intersections	<ul style="list-style-type: none"> Intersections within the neighbourhood for local roads are required to be constructed by development as it occurs.
Roads	North-south collector	<ul style="list-style-type: none"> To be constructed by Council in accordance with Council's Contribution Plan for Major Roads.

Infrastructure	Location	Scope of Proposed Works
	East-west collector roads	<ul style="list-style-type: none"> To be constructed by adjacent development at the time of development or by Council in accordance with its Servicing Strategy. Consideration to be given to the inclusion of this road in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads.
	Perimeter roads	<ul style="list-style-type: none"> To be constructed by adjacent development at the time of development or by Council in accordance with its Servicing Strategy. Consideration to be given to the inclusion of this road in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads.
Water Supply	Existing 300mm water main - John Oxley Drive	<ul style="list-style-type: none"> Where adjacent development, road or intersection construction impacts upon this water main, the developer will be required to upgrade that portion of the main to 450mm.
	North-south collector road	<ul style="list-style-type: none"> New mains to be constructed by Council in conjunction with the north-south collector road and in accordance with Council's Servicing Strategy.
Sewer	Thrumster SPS No.3	<ul style="list-style-type: none"> The adjacent development will be required to construct the 'Thrumster SPS No.3', including associated rising and gravity mains.
Reclaimed water	All areas	<ul style="list-style-type: none"> A reclaimed water pipe network is to be constructed in conjunction with all development. Connection to Council's reservoir is to be in accordance with Council's Development Servicing Plan.
Storm water	All areas	<ul style="list-style-type: none"> All development areas are to be serviced by catchment based end of line bio-filtration system constructed by the developer as part of any development.

Partridge Creek Residential

Infrastructure	Location	Scope of Works
Intersections	Thrumster Street and John Oxley Drive – new intersection no.3	<ul style="list-style-type: none"> The existing Thrumster Street and John Oxley Drive intersection currently provides for both turning and deceleration lanes. This intersection is adequate to support the initial stages of development for the Partridge Creek Residential Neighbourhood. The first Development Application for either the Partridge Creek Residential Precinct or the Partridge Creek Village is to include a Traffic Impact Assessment to determine the timing of any future upgrade to this existing intersection.

Infrastructure	Location	Scope of Works
		<ul style="list-style-type: none"> Consideration is to be given to the inclusion of this intersection in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads.
	Internal Intersections	<ul style="list-style-type: none"> Intersections within the neighbourhood for local roads are required to be constructed by development as it occurs.
Roads	Thrumster Street	<ul style="list-style-type: none"> The first Development Application for either the Partridge Creek Residential Precinct or the Partridge Creek Village are to include a Traffic Impact Assessment to determine the future form of Thrumster Street and the timing of any future upgrade works and at what stage of development the upgrading of Thrumster Street will be required. Consideration to be given to the inclusion of the upgrade works in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads.
	East-west road links	<ul style="list-style-type: none"> To be constructed by adjacent development at the time of development. Consideration to be given to the inclusion of this road in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads
	Perimeter roads	<ul style="list-style-type: none"> To be constructed by adjacent development at the time of development. Consideration to be given to the inclusion of this road in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads
Water Supply	Existing 300mm water main – John Oxley Drive	<ul style="list-style-type: none"> Where adjacent development, road or intersection construction impacts upon this water main, the developer will be required to upgrade that portion of the main to 450mm.
	Thrumster St	<ul style="list-style-type: none"> Initial development of the Partridge Creek Residential Neighbourhood will be required to upgrade the existing 100mm water main in Thrumster Street.
Sewer	Thrumster SPS No.2	<ul style="list-style-type: none"> The adjacent development will be required to construct the 'Thrumster SPS No.2', including associated rising and gravity mains.

South Oxley

- Development sequencing for South Oxley Neighbourhood is anticipated to proceeding from the North West corner as Development Area 1.
- Two locations within development Area 1 are to be sub-stages pending:
 - completion of infrastructure relocations eg the TransGrid line along the East edge of Development Area 1 and Area 3
 - completion of soil investigations and remediation to residential standard the former waste water disposal area of the Highway Service Centre in the West of Development Area 1.

- The sequence proposes to then develop the Northern section of Development Area 2.
- The Southern part of Development Area 2 is constrained by Core Koala Habitat mapping and Potential Koala Habitat mapping over the residential zoned land.
- Options for development of the Development of the Southern half of Development Area 2 is likely to be deferred pending more detailed investigation of the mapped Koala habitat areas.
- Development Area 3 could readily proceed from completion of Development Area 1 by extension of all services and infrastructure Southward across Gleeson's Creek.

Town Centre

See table for North Oxley. Refer to Figure 138. Development of the Town Centre is staged as follows:

Development Precinct	Proposed Use
1. Town Centre Core	Development of Welcome Centre, first commercial building, convenience retail space, early dedication and landscaping of public open space comprising Sovereign Green and Sovereign Lakes.
2. Mid Town	Development of commercial premises to support and complement the Town Centre Core uses.
3. John Oxley Drive	Development of commercial premises to support and complement The Town Centre Core uses. Provision of upgraded infrastructure and landscaping.
4. West End and Northern Edge	Development of precincts together with associated rehabilitation works to the riparian lands will progress in the latter stages and subject to Voluntary Planning Agreements and detailed precinct controls.

West Lindfield

Infrastructure	Location	Scope of works
Intersections	Lindfield Park Road and new collector road	Intersection to be constructed by adjacent development as part of the initial development stage. Consideration to be given to the inclusion of this intersection in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads.
	Local access to Development Area 2.	Intersection to be constructed by adjacent development as part of the initial development stage.
	John Oxley Drive - new intersection no.5	Intersection to be constructed by adjacent development as part of the initial development stage. Consideration to be given to the inclusion of this intersection in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads.
	North-south collector road and John Oxley Drive - new intersection no.4.	Intersection to be constructed by adjacent development as part of the initial development stage. Consideration to be given to the inclusion of this intersection in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads.
Roads	John Oxley Drive	To be upgraded by Council in accordance with Council's plan for Major Roads.

Infrastructure	Location	Scope of works
	North-south collector	To be constructed by Council in accordance with Council's Contribution Plan for Major Roads.
	East-west collector roads	To be constructed by adjacent development at the time of development or by Council in accordance with its Servicing Strategy. Consideration to be given to the inclusion of this road in the Area 13 Local Roads Contribution with the next review of Council's Contribution Plan for Roads
Water Supply	Existing 300mm water main - John Oxley Drive	Where adjacent development, road or intersection construction impacts upon this water main, the developer will be required to upgrade that portion of the main to 450mm.
Sewer	Lindfield Park Road	The adjacent development will be required to construct the 'Thrumster SPS No.4', including associated rising and gravity mains. This includes an interim rising main connection to the existing 'SPS No.54'. Further development within the catchment will be required to provide rising and gravity mains within their property as development proceeds. When the load on 'Thrumster SPS No.4' reaches 200 equivalent tenements, a rising main and construction of 'Thrumster SPS No.3' and rising main to existing gravity main in Thrumster Street will be required prior to further development proceeding. Pump Stations 'Thrumster SPS No.4' and 'Thrumster SPS No.3' and associated rising mains should be included in the sewer Development Servicing Plan.
Reclaimed Water	All areas	A reclaimed water pipe network is to be constructed in conjunction with all development. Connection to Council's reservoir should be in accordance with Council's Development Servicing Plan.
Stormwater	All areas	All development areas are to be serviced by catchment based end of line bio-filtration system constructed by the developer as part of any development.



Figure 148: North Oxley Infrastructure Strategy



Figure 149: North Oxley Development Sequencing Plan

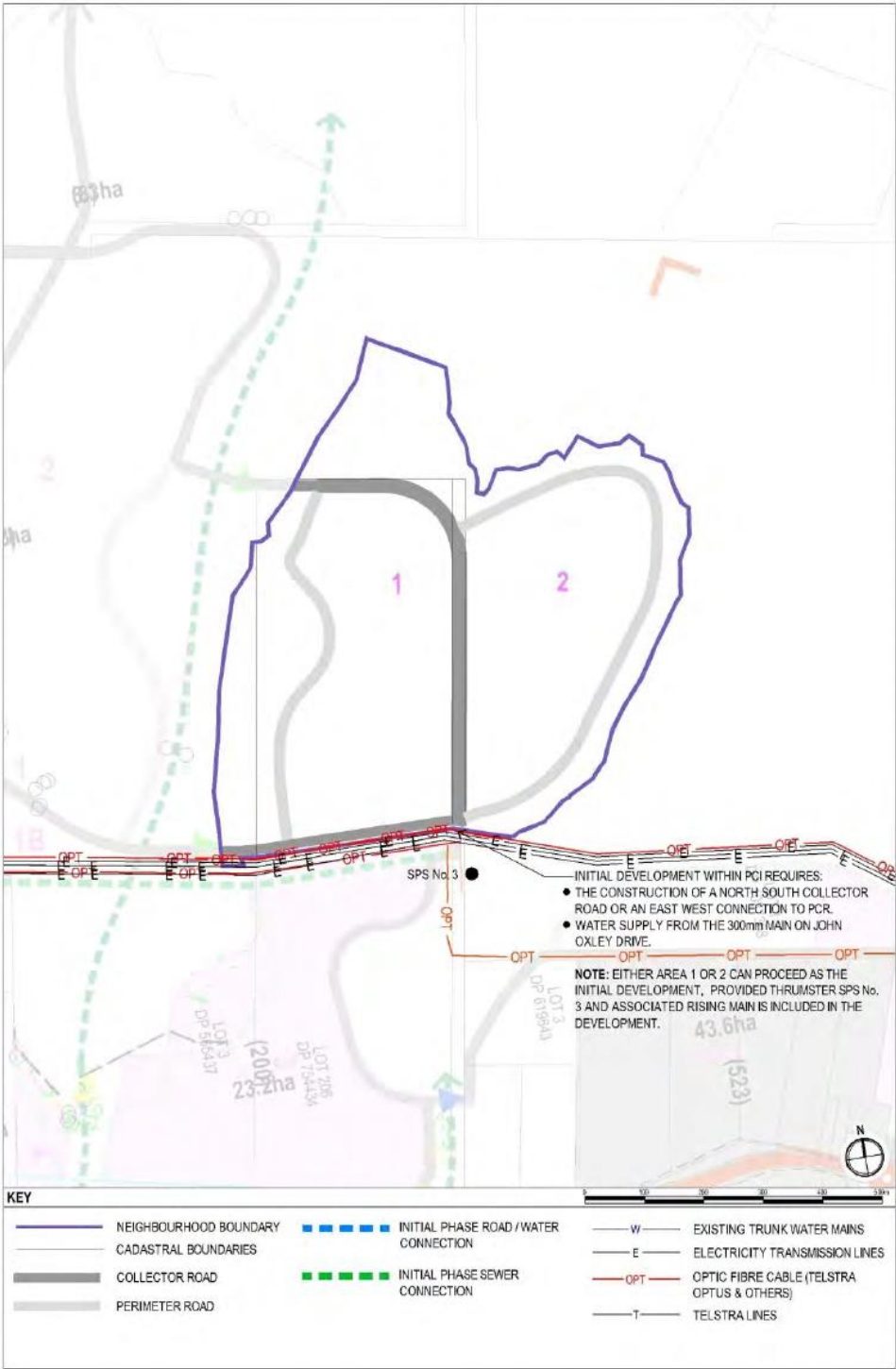


Figure 150: Partridge Creek Development Sequencing Plan

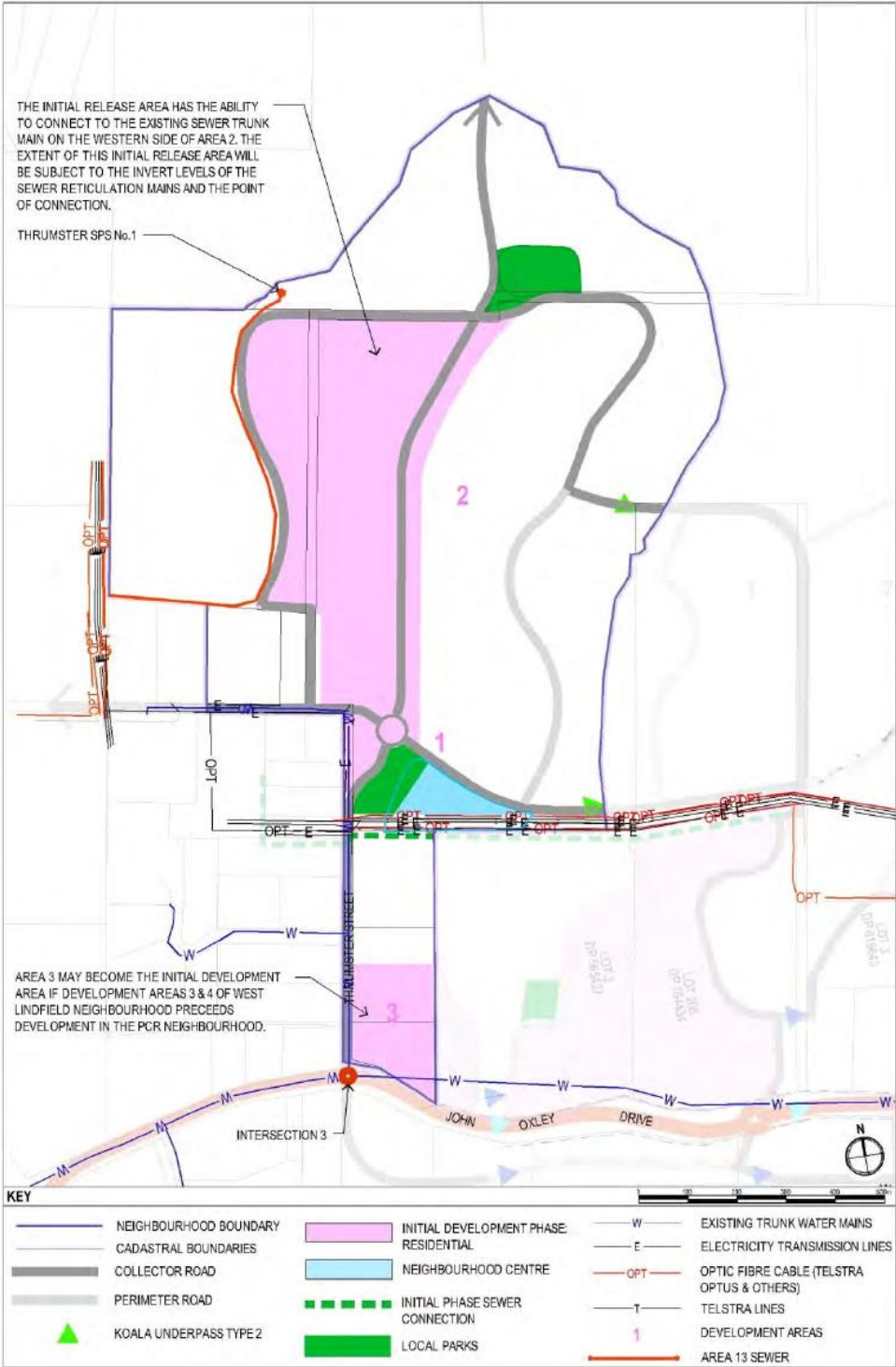


Figure 151: Partridge Creek Residential Development Sequencing Plan

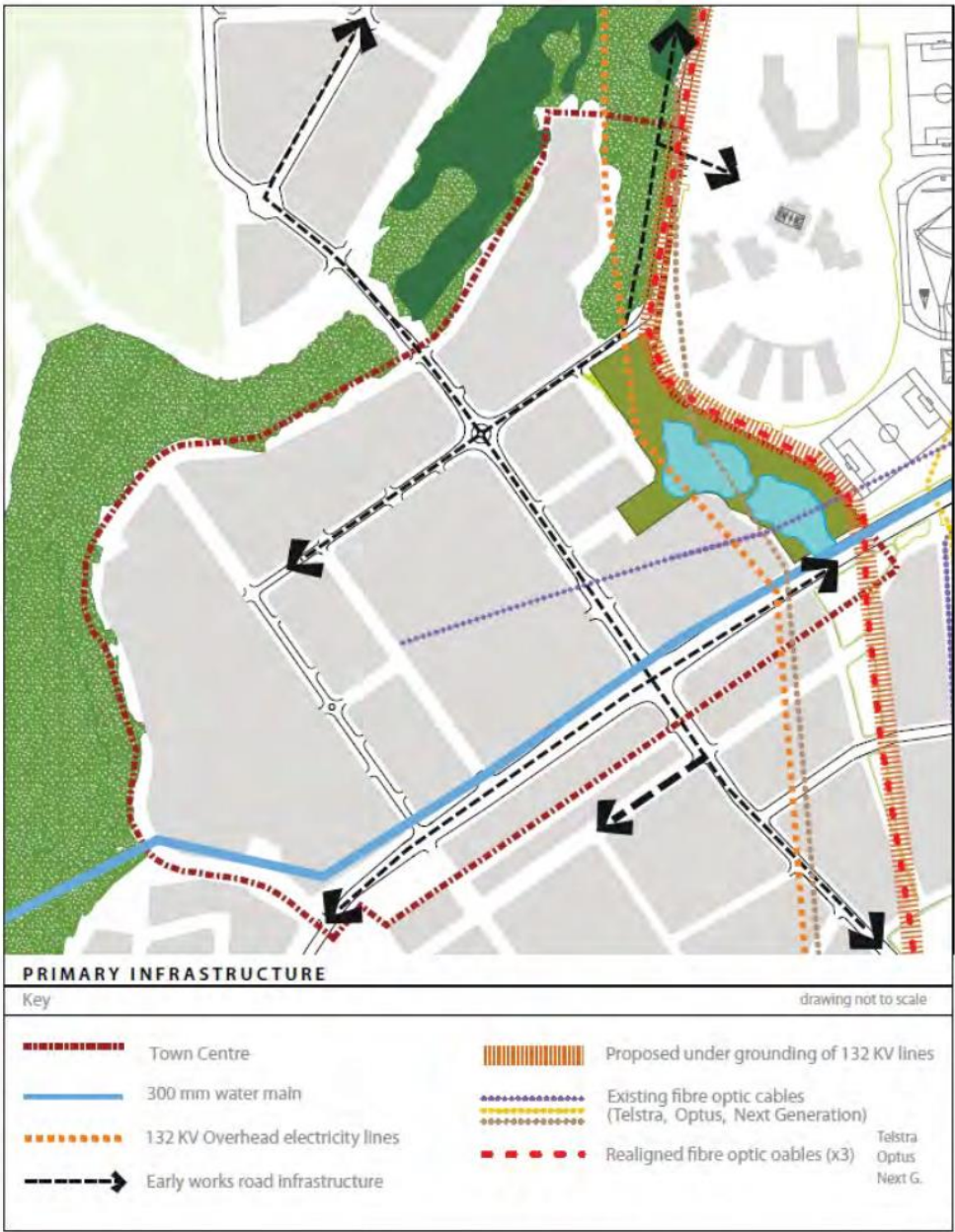


Figure 152: Thrumster Town Centre Infrastructure Sequencing Plan

Sewerage**251. Objective (in addition to Objective 155)**

- To provide for effluent management from the Thrumster Sewerage Treatment Plant.

Development Provisions**a) General**

- Any Pumping Stations required prior to Council's staging is to be funded by the developer and appropriate arrangements for credit against contributions to be determined in accordance with the Developer Servicing Plan.
- Core infrastructure, services and facilities are to be established at the early stages of development consistent with the Section 94 Contribution Plans and Development Servicing Plans for Thrumster.

b) West Lindfield

- As an interim strategy for Area 1 (200 equivalent tenements), the construction of a new pump station at Lindfield Park Road ('Thrumster SPS No.4') will provide connection to Council's existing network to the east ('SPS No.54').
- When the capacity provided by the interim strategy is reached, the pump station rising main is required to be redirected to the west, to link to the pump station for Area 3 ('Thrumster SPS No.3').
- Development south of John Oxley Drive is dependent upon downstream development occurring first.
- The initial Development Application for urban development in Area 3 will require the construction of pump station 'Thrumster SPS No.3', to pump to Council's existing gravity main near Thrumster Street.
- Development south of John Oxley Drive is dependent upon downstream development occurring first.
- The development of Area 4 is reliant on the provision of sewer through Area 3, for a point of connection.

c) Partridge Creek Residential

- The initial development application for urban development is to include a sewerage design that caters for the entire neighbourhood.
 - The initial Development Application for urban development on the western side of the central ridge line will require a sewer design that connects through the land west of the road reserve, or alternatively extends westward along Thrumster Street to the Carrier main.
 - The initial Development Application for urban development on the eastern side of the central ridge line will require construction of pump station 'Thrumster SPS No.2', to pump to the top of the central ridge line and the construction of a carrier main, via the road network to Thrumster SPS No.1.
 - The development of Area 3A is dependent upon the development of the adjoining Area 2 (and Area 1A) within the West Lindfield Neighbourhood to provide access to 'Thrumster SPS No 3'.

d) Partridge Creek Industrial

- Development can proceed in either Area 1 or 2, subject to the provision of 'Thrumster SPS No.3' and associated rising main as part of the initial stage.
- The initial Development Application for industrial development (Areas 1 and 2) will require construction of pump station 'Thrumster SPS No.3, to pump to Council's existing gravity main near Thrumster Street.

Urban Structure and Lot Layout**252. Objective (in addition to Objective 140)**

- To ensure appropriate infrastructure, services and facilities necessary for the proper functioning of Thrumster is provided in an orderly, efficient and timely manner.
- To ensure the staging of development and the release of land occurs in a timely manner.
- To establish a subdivision layout that uses the residential development areas efficiently, maximises the natural attributes of the site and clearly defines and reinforces the public domain.
- To ensure that all residential lots are afforded a high level of amenity in terms of solar access, views, or proximity to public and community facilities.
- To ensure that subdivisions do not detract from the desired future neighbourhood character of the locality.

Development Provisions**a) Town Centre**

- Development is required to be generally consistent with the aims and objectives of this Part and the Indicative Neighbourhood Design Framework, guidelines and development criteria set out in this Part.
- Proposed variations from the plans and illustrations contained in this Part are permissible through the preparation of detailed Precinct Master Plans for inclusion in the Development Control Plan, but are required to meet the overall objectives contained in this Part and be prepared to the satisfaction of Council.
- Buildings and structures are to be designed to:
 - o Generally, be built to the street alignment and achieve an appropriate sense of street enclosure where strong edges to public spaces and important streets are required.
 - o Locate and design buildings to provide informal surveillance of streets and public spaces.
 - o Ensure that active uses are provided at ground floor where active street frontages are defined.
 - o Provide shelter from the elements along important pedestrian routes particularly those defined as requiring active street frontages.
 - o Allow for change over time by designing buildings to be robust and adaptable.
 - o Design for ease of access.
 - o Locate parking areas, service areas and loading docks in areas not visible from important streets and spaces.
 - o Provide high quality public domain lighting and public art in both streets and public spaces in the Town Centre.

Residential Density

253. Objective

- To ensure the cost of necessary service infrastructure is paid for in an efficient and equitable way.
- To achieve the necessary population density to make public transport routes viable.
- To provide for the housing needs of the community within a variety of housing types and densities

Development Provisions

a) General

- The arrangement of dwelling types is to create a desirable urban structure with a transition of density generally decreasing out from the town and neighbourhood centres.
- Height limits will be generally 2-storey in detached dwelling house areas, grading to higher limits in neighbourhood centres, with highest limits within the Town Centre.
- A maximum height limit of 5 storeys will generally apply to the Town Centre. A landscape and scenic impact assessment may be submitted with the Neighbourhood or a Precinct Development Control Plan to justify a greater height limit.
- Mixed use and high density housing is to be located generally within the Town Centre and within the neighbourhood centres.
- Development layout is to demonstrate achievement of the net residential densities shown in the following table.

Zone	Net Residential Density
R1 General Residential	12 to 20 dwellings per hectare
R1 General Residential where identified within the Koala Habitat Area*	6 to 10 dwellings per hectare
R1 General Residential within 200 metres of the B1 Zone and not within the Koala Habitat Area*	More than 15 dwellings per hectare
R3 Medium Density	15 to 25 dwellings per hectare
R3 Medium Density where within 200 metres of the B2 Zone	More than 25 dwellings per hectare
B4 Mixed Use where residential accommodation comprises a part of the development	More than 10 dwellings per hectare
B4 Mixed Use where residential accommodation comprises all of the development	More than 25 dwellings per hectare

Net Residential Density includes the residential component of a development site plus local roads. It does not include non-residential land uses such as parks and schools, regional land uses or non-urbanised land. (Landcom Residential Density Guide 2011)

*As shown in the Local Environmental Plan

Note: For the purpose of estimating dwelling yield at subdivision, assume 10% of house lots will result in two dwellings per lot.

b) Town Centre

- A minimum yield of 180 dwellings is to be provided within the Town Centre.
- Precinct Development Control Provisions should provide details of the proportion of this yield to be accommodated within each precinct.
- The Town Centre Core will provide the majority of retail development and some medium density housing, together with leisure, recreation, service and community/civic uses.
- The Northern Edge, West End and Mid Town Precinct Development Control Provisions is to facilitate the intent of either Scenario 1 or 2 to be pursued at the development application stage.
- The West End precinct is to generally provide residential accommodation.
- Mid Town Precinct is to provide a mix of live/work and mixed uses to balance and complement the residential/employment objectives.
- The John Oxley Drive Precinct is to provide predominantly commercial/retail uses.

c) North Oxley

- Proposals for residential development within North Oxley are to be generally consistent with the strategy at Figure 153.
- The anticipated dwelling yield for Barton Ridge East, as illustrated in Figure 153 shall be justified by further analysis to establish an Indicative Neighbourhood Design Framework for this Development Area.
- Proposals for residential development and subdivision are to:
 - o demonstrate that the development is able to provide or adequately contribute to the cumulative attainment of dwelling yield as identified in Figure 153 having regard to the provisions of this Development Control Plan, and
 - o comply with the North Oxley Residential Design Guidelines.

d) Partridge Creek Residential

- Proposals for residential development are to be generally consistent with the Urban Development Plan at Figure 156.

e) South Oxley

- Population yields have been refined for the South Oxley Neighbourhood taking into account further detail on Environmental Constraints.
- Population yields for South Oxley Development areas are as follows:
 - o Development Area 1: 590 – 610 dwellings
 - o Development Area 2: 220 – 250 dwellings
 - o Development Area 3 – 430 – 460 dwellings

f) West Lindfield

- Proposals for residential development are to be generally consistent with the Urban Development Plan at Figure 156.

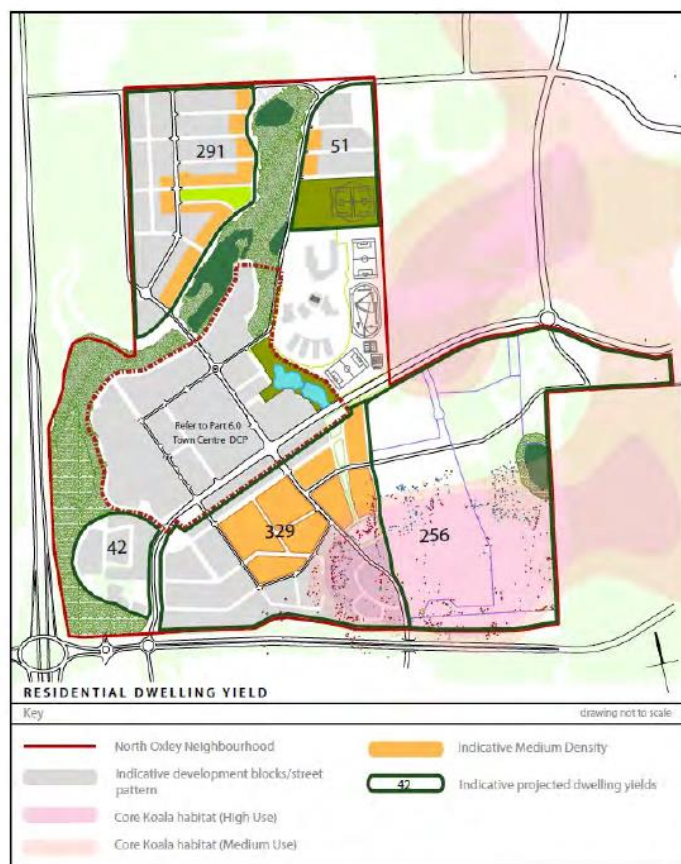


Figure 153: North Oxley Residential Density Strategy

Public open space (passive and active)

254. Objective

- To provide accessible, active and passive open space areas that meet the needs of the population.
- To ensure that open space is of a high quality that is sustainable into the future.
- To develop open space that connects to natural linkages, drainage and wildlife corridors; and that also enhances these natural values through appropriate protective measures and management.
- To provide open space in locations that benefit from casual surveillance to promote user safety.

Development Provisions

a) General

- Neighbourhood parks across Thrumster will provide a range of facilities, which are to be provided through the Thrumster Contributions Plan.

- Neighbourhood parks are to be dedicated as development occurs, and are to include the following:
 - o Minimum size of 5,000 square metres.
 - o Street frontage to the same standard as adjoining residential areas (i.e. kerb and gutter, or drainage swales where appropriate).
 - o Any landform grooming to ensure the park is to a standard to suit Council's maintenance regime.
 - o Any drainage works to ensure the functionality of the park.
- Neighbourhood park embellishment is to incorporate:
 - o Park furniture including seats with shelters, barriers and any appropriate path and cycleway linkages along desire lines or linking to the cycleway network.
 - o Any boardwalks necessary to achieve the required functionality of the park.
 - o Works will generally be required to be undertaken prior to dedication to Council.

b) South Oxley

- In relation to Development Areas 1 and 3 of the South Oxley Neighbourhood, development applications are to provide for Open Space and Recreational opportunities along the central East West corridor including shareways along each bank, environmental park land plantings, park furniture/playground equipment and grassed open spaces where suitable.
- A landscape concept plan for the open space corridor is to be prepared to Council's satisfaction addressing the multi-function character of the corridor, in particular:
 - o Flooding
 - o Habitat corridor
 - o Recreation infrastructure

Note: The Framework for the Integration of Flood and Stormwater Management into Open Space 2011 (Healthy Waterways Limited) provides useful guidance on good practice.

- The shareway is to link across the North South Habitat corridor (either by boardwalk or by perimeter road) to Development Area 2 connecting to the Neighbourhood Park shown in Figure 83.
- The Neighbourhood park is to be design to fit carefully within the existing open grassed area of the mapped Core Koala Habitat in Development Area 2.

c) Partridge Creek Residential

- The location of the local parks within the Partridge Creek Residential Neighbourhood shall be generally in accordance with Figure 155.
- The Development Application for residential subdivision within which the parks are located shall include the following:
 - o An arborist report detailing any necessary works (i.e. pruning etc) to be undertaken to ensure retention of the existing Koala feed trees within an urban environment; and
 - o The required tree protection measures, in accordance with AS 4970-2009, Protection of trees on development sites.

d) West Lindfield

- The location of the local parks within Area 2 and Area 3 are to be generally in accordance with Figure 156.

- The Development Application for residential subdivision within which the park is located shall include the following:
- An arborist report detailing any necessary works (i.e. pruning etc) to be undertaken to ensure retention of the existing Tallowood trees (2) within an urban environment; and
- The required tree protection measures, in accordance with AS 4970-2009 Protection of trees on development sites.



Figure 154: Open space

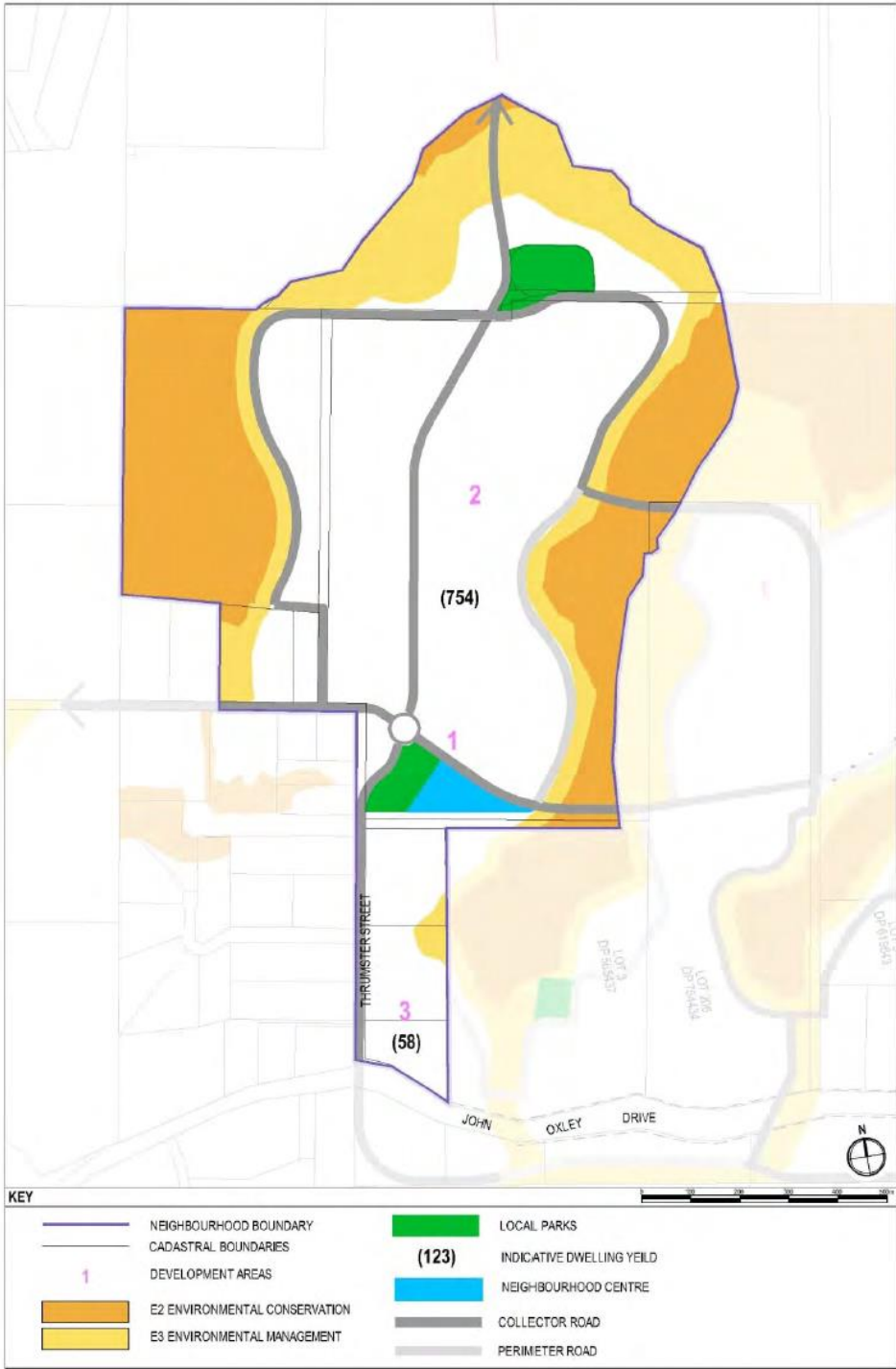


Figure 155: Partridge Creek Residential Urban Development Plan

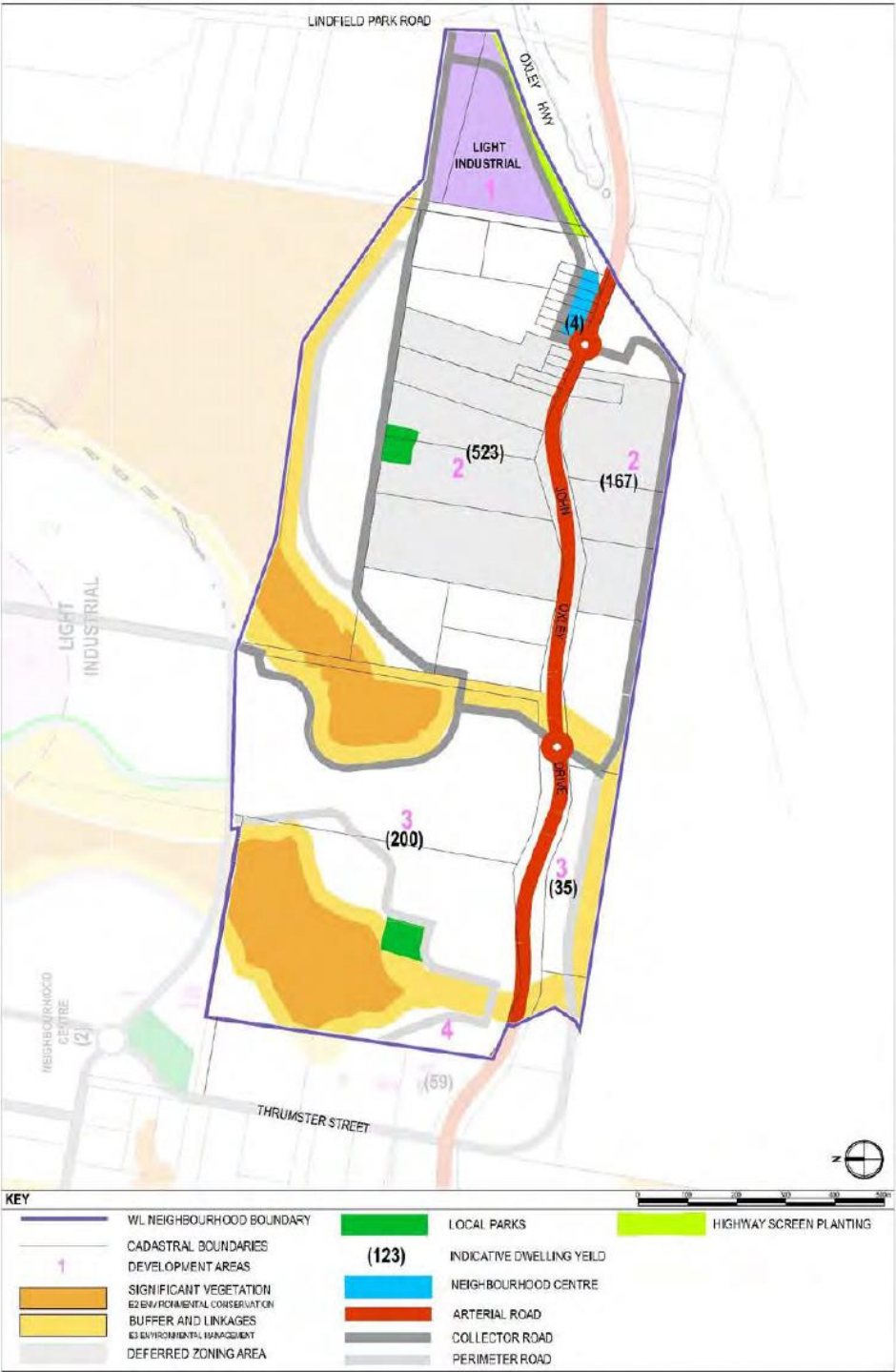


Figure 156: West Lindfield Urban Development Plan

Service Infrastructure**255. Objective**

- See Objective 161.

Development Provisions**a) North Oxley**

- Power for the North Oxley Neighbourhood should be supplied from the proposed Country Energy sub-station proposed to be constructed at the northern end of the Racecourse, adjacent to the TransGrid Sub Station. Local reticulation to service development areas must be located underground.
- North Oxley (and South Oxley) are served by existing 132 kV overhead power lines. Development must seek to provide these power lines undergrounded as part of the proposed development. The existing overhead alignment and proposed 132 kV undergrounding alignment are illustrated in Figure 152.
- The main East Coast fibre optic cables (Optus, Telstra, NextGen) are aligned through North and South Oxley Neighbourhoods. Development is to seek to provide these fibre optic cables in a common trench, where achievable, running parallel to the undergrounded 132 kV power cables. All residential and commercial areas within North Oxley will have suitable conduits installed ready for fibre optic cabling.

b) Partridge Creek Industrial

- All reticulation is to be taken from the network at points nominated by Essential Energy. All local reticulation to service development must be located underground.
- All development areas are to be serviced by underground fibre optic cables.
- A public frontage is to be created and maintained to the transmission easement. This can be achieved with the provision of either a public road or public open space.
- The existing 300mm main on John Oxley Drive is to be upgraded to a 450mm main as development occurs. The timing for this upgrade is to coincide with the construction of intersection No 4.
- New water mains are to be constructed in conjunction with the north-south arterial road.

c) Partridge Creek Residential

- A public frontage is to be created and maintained to the transmission easement. This can be achieved with the provision of either a public road or public open space.
- The existing 300mm main on John Oxley Drive is to be upgraded to a 450mm main as adjacent development occurs.
- The initial Development Application for urban development in Areas 1, 2 and 3A is to include the upgrading of the existing 100mm main in Thrumster Street.

d) South Oxley

- The urban development of land within or immediately adjacent the TransGrid power easement is to be deferred as a future stage in a development application for urban development of lands in Development Areas 1 and 3, until such time as the TransGrid overhead transmission line is relocated outside the area.
- Other overhead power lines are to be converted to underground supply as part of each subdivision development.

e) Town Centre

- Development is required to incorporate AAA rated water saving devices and other water conservation appliances into building design.
- Pavements and other hardstand areas are to link with landscaped areas to maximize passive irrigation and further minimize artificial irrigation requirements.
- Subsurface or surface drip irrigation is to be utilized where practicable and native and other drought tolerant plant species utilized extensively.
- Water features are to be designed to minimise excessive evaporation rates.
- Development is required to minimise water use in the design and operation of landscaping and outdoor water features.

f) West Lindfield

- The existing 300mm main on John Oxley Drive is to be upgraded to a 450mm main as development occurs. The timing for this upgrade is to coincide with the construction of intersections 4 and 5 (Area 3A and 3B) or as adjacent development occurs (Area 2).
- A public frontage is created and maintained to the transmission easement. This can be achieved with the provision of either a public road or public open space.

Design Guidelines - North Oxley**Setbacks, Articulation and Streetscape****256. Objective**

- To create a clear transition between public and private space.
- To establish the desired spatial proportions of the street and to define the street edge.
- To facilitate active and casual visual interaction and surveillance between the street and dwellings.
- To ensure garages and parking areas do not dominate the streetscape.

Development Provisions

- a) A garage, carport or car parking space must:
 - be at least 1m behind the building line, where the dwelling(s) has a setback from a road boundary of 4.5m or more, or
 - be at least 5.5m from a road boundary, where the dwelling(s) has a setback of less than 4.5m.
 - If the door or doors on a garage face a street, the total width of all those door openings must not be more than 6m, and not more than 50 per cent of the width of the building, measured at the building line to the relevant property boundary.
- b) Garages are to be visually downplayed by the provision of a pergola, overhang, or verandah in front of the garage.
- c) Additional off-street parking areas (other than stack parking in front of garages) are not permitted between the street boundary and the front building façade.
- d) Dwelling entries must not be hidden from view and must be easily accessible.

- e) Dwellings adjacent to the street are to have an entry door and a window of a habitable room addressing the street.
- f) Building walls are to step in and out at least every 12m by a minimum of 500mm.
- g) Dwellings, other than dwellings that have a setback from a street of less than 3m, may incorporate an articulation zone to a street frontage. The following building elements are permitted within the articulation zone:
 - an entry feature or portico,
 - a balcony, deck, patio, pergola, terrace or verandah,
 - a window box treatment d. a bay window or similar feature, e. an awning or other feature over a window,
 - a sun shading feature. These building elements must not extend above the eave gutter line, other than a pitched roof to an entry feature or portico that has the same pitch as the roof on the dwelling house. The maximum of all building elements within the articulation zone, other than a building element listed in above, must not be more than 25 per cent of the area of the articulation zone, measured through the horizontal plane of the elements.

Privacy, Amenity and Landscaping

257. Objective

- To minimise the impact of development on privacy and outlook for neighbouring properties, including future buildings.
 - To soften the visual impacts of urban development and to enhance the urban environment.
 - To provide an amenable living environment for residents.
 - To ensure that private open space is usable.

Development Provisions

- a) Minimum setback to any part of dwelling(s) of 4m from rear boundary. In some instances it will be desirable that the private open space be on the side of the building to allow good solar access to the space and adjoining principle living spaces. In that instance one side setback will be a minimum 4m in width (for an equivalent length of rear boundary, behind building line) and the rear setback may revert to 900mm. In these instances a detailed site analysis is to be provided indicating the impact of the design on adjoining dwellings and open space areas.
- b) 24m² of principle private open space is to be provided for single dwellings. Principle private open space means:
 - an area at ground level (existing) that is directly accessible from, and adjacent to, a habitable room, other than a bedroom, and
 - is at least 4m wide, and
 - is not steeper than 1 in 50 gradient.
 - A minimum of 35 per cent of the development site shall comprise soft landscaping with a minimum width of 2.5m. Details of compliance with this requirement shall be provided with the Development Application.
- c) A window in a dwelling(s) must have a privacy screen if:
 - it is a window in a habitable room, other than a bedroom, that has a floor level of more than 1m above ground level (existing), and
 - the wall in which the window is located has a setback of less than 3 m from a side or rear boundary, and
 - the window has a sill height of less than 1.5 m.

- d) A balcony, deck, patio, pergola, terrace or verandah must have a privacy screen if it:
- has a setback less than 3 m from a side or rear boundary, and
 - has a floor area more than 3 m², and
 - has a floor level more than 1 m above ground level (existing).

Design Guidelines - Thrumster Town Centre and Precincts

Urban Design

258. Objective

- Ensure that the Town Centre balances economic, social, cultural and environmental factors.
- Ensure well-designed pedestrian, cycleway and vehicular connections to the proposed residential communities.
- Ensure the provision of a fully integrated high quality community telecommunications network.
- Place an emphasis on a quality work environment, lifestyle, comfort and amenity.
- Create a ladder of workspace premises that will suit the needs of businesses at all stages of growth from home office/workshop to adaptable live-work premises, business incubator and campus business environments.
- Promote safety and security through good urban form and design.
- Promote biodiversity and resource management through environmental design and low maintenance landscaping of the public domain.
- Promote energy efficient and water sensitive building design.
- Ensure the provision of robust and adaptable development blocks capable of accommodating a range of urban uses.
- Allow for change over time by encouraging buildings to be designed which are adaptable and flexible in siting, layout and construction.
- To promote a robust ownership and management framework which defines the public and private realms in a functional and ordered manner.
- To encourage the provision of interconnecting streets and public spaces which promote direct connectivity, wayfinding, ease of use and functionality.
- To promote economic viability, character creation and sustainability by ensuring town blocks are of an appropriate size, shape and location relative to the public domain.
- Promote community interaction through the provision of a civic heart with well designed, functional public open spaces and centrally located community facilities.
- To define the Town Centre as a destination through appropriate urban form and design, distinctive and high quality architecture at strategic 'gateway' sites.
- To establish a 'Market Square' and civic open space - 'Sovereign Green' - centrally within the Town Centre to promote interaction and community activity and recreation opportunities at the hub of the town.
- To promote a pedestrian friendly Town Centre which promotes interaction and is visually interesting, functional and safe.

- To ensure Sovereign Green and Sovereign Lakes provide the focal point for future Town Centre community activities.
- To promote the integration of a dynamic, safe, aesthetically pleasing and multifunctional recreation and leisure space at the heart of the town.
- To establish the Town Centre within a natural setting, through the rehabilitation of riparian vegetation to the north and west and creation of parks and lakes to the east.
- To provide up to 15 ha of high quality publicly owned and accessible environmental lands on the doorstep of the Town Centre, which will link the Town Centre with adjacent development areas through a network of accessible pathways, cycleways and boardwalks.

Development Provisions

a) Thrumster Town Centre

- Development is required to be generally consistent with the aims and objectives of this Part and the Indicative Neighbourhood Design Framework illustrated at Figure 157 guidelines and development criteria set out in this Part.
- Proposed variations from the plans and illustrations contained in this Part are permissible through the preparation of Precinct Development Control Provisions, but are required to meet the overall objectives contained in this Part.
- Buildings and structures are to be designed to generally be built to the street alignment and achieve an appropriate sense of street enclosure where strong edges to public spaces and important streets are required.

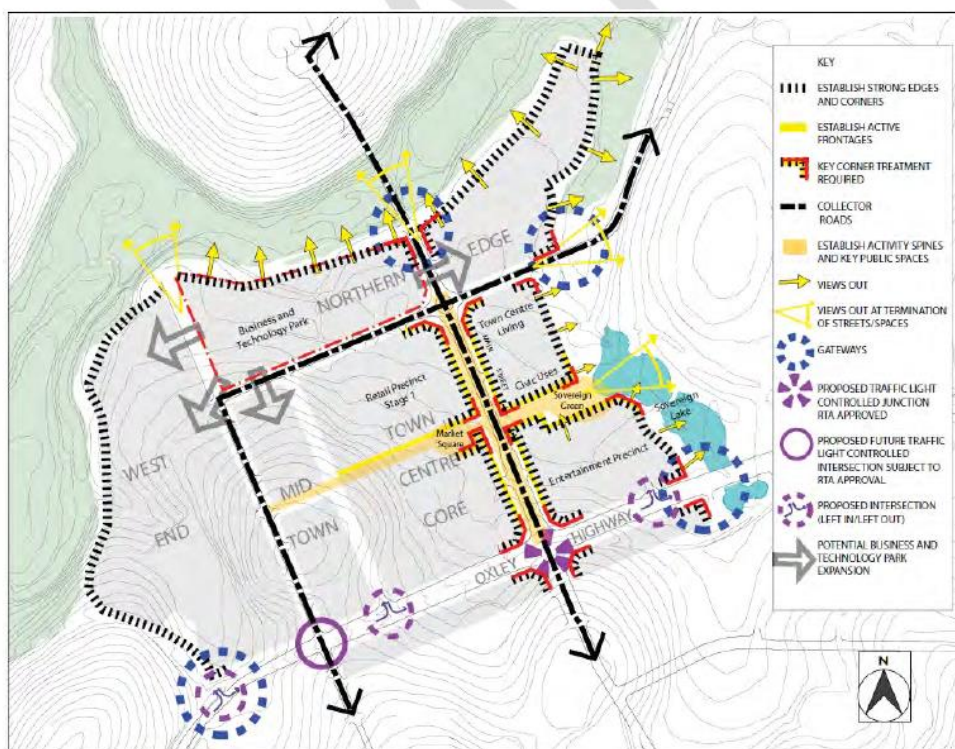


Figure 157: Thrumster Town Centre Neighbourhood Design Framework

- Buildings are located and designed to provide informal surveillance of streets and public spaces.
- Active uses are provided at ground floor where active street frontages are defined.
- Shelter from the elements is provided along important pedestrian routes particularly those defined as requiring active street frontages.
- Building design allows for change over time by designing buildings to be robust and adaptable.
- Buildings and structures are designed for ease of access.
- Parking areas, service areas and loading docks are located in areas not visible from important streets and spaces.
- Provide high quality public domain lighting and public art in both streets and public spaces in the Town Centre.
- Create streets and blocks which follow an orthogonal grid structure.
- Establish a clearly defined street and block structure that promotes connectivity and legibility of the public and private domains.
- Ensure street blocks are of a size, shape and location to be able to be developed in an economically viable manner and contribute to the character of the Town Centre.
- Ensure new development is designed to respect the street and block structure.

b) Town Centre - Main street

- Establish the 'Main Street' as the main activity spine and commercial destination of the Town Centre.
- Locate retail uses on 'Main Street' and ensure active uses are optimised at ground level.
- Provide mature landscaping in the form of Norfolk Island Pines and Jacarandas along Main Street, as a means of defining place.
- Provide a landscaped central median,
- Provide parallel on-street parking.
- Provide a traffic light controlled intersection at Main Street and John Oxley Drive.
- Ensure that the 'Main Street' connects directly with Collector Roads leading north and south into the Thrumster residential neighbourhoods.
- Provide high quality architecture built to the street alignment.
- Clearly define pedestrian and vehicular circulation.
- Design buildings, pavements and roads in a manner that encourages the use of the public domain for outdoor seating in association with ground floor retailing. Provide a consistent central median for its entire length defined by an avenue of Norfolk Island Pines and Jacaranda trees.
- Provide retail uses at ground floor within a mixed use street.
- Ensure variable street widths to manage traffic access and circulation. Main Street should have a minimum width of 30m in the southern section and 23m in the northern section as shown in Figure 158 and Figure 159 below.

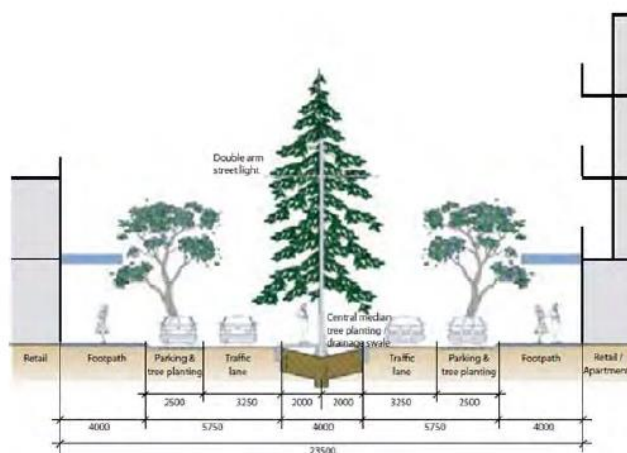


Figure 158: Indicative section of Main Street (northern end)



Figure 159: Indicative view looking north along Main Street

- Buildings at the intersections of Main Street and Market Square and John Oxley Drive should be designed to provide a focal emphasis, with additional height to define the corners and architectural treatment to enable identification of place and way-finding within the centre.
- Provide a central median swale which addresses water sensitive design.
- Provide pedestrian permeability by the provision of bridged paved decks across the Central median swale at regular and strategic locations.
- Provide generous 4m paths on either side of Main Street to cater for the high pedestrian flows and the provision of outdoor seating to cafes.
- Provide parallel parking on both sides of the road, demarcated with contrasting pavement to define the travel lanes and reduce the perceived width of the street.
- Provide Jacarandas to line the side of the street, between parking bays and provide a striking flowering shade tree to the Main Street and provide a landscaped point of reference and visual continuity with the adjoining residential neighbourhoods.

c) Town Centre - Gateways

- Define 'gateways' to the town which identify the Town as a destination, provide a focal point and enable ease of orientation and way-finding to and throughout the Town Centre thus promoting a 'sense of place'.
- Ensure the design of buildings located at identified 'gateways' combine urban form and architectural features which provide a focal emphasis consistent with the 'gateway' role. Building must provide high quality detailing and materials.

d) Town Centre - Market Square

- Provide an important urban space located on the western side of Main Street and defined by retail, dining and business uses.
- Provide the focal point for Stage 1 supermarket and speciality convenience retail uses.
- Provide greater definition of Corner buildings that define Market Square through the use of additional height and/ or architectural elements to define the space. Market Place to Sovereign Green
- Provide a flush threshold paved treatment across the road at the intersection of Market Square / Main Street to slow traffic and connect 'Market Square' with 'Market Place'.
- Ensure the location and design of bus stops are accommodated on either side of Main Street at Market Square.
- Market Square should be landscaped with a grid of deciduous exotic trees that will provide a shade canopy, thereby allowing cafes and bars to use these spaces for outdoor dining.
- To the east of Market Square, a public space should provide access to the civic and business uses and Sovereign Green beyond. This street can thus be closed to traffic for community and cultural activities or as a regular market, effectively linking Market Square with Sovereign Green.

e) Town Centre - Market Square to Sovereign Green

- Provide a pedestrian oriented, landscaped, high amenity space for use as a Market Square central to the Town Centre and west of the Main Street.
- Provide high amenity, landscaped civic spaces between the Lakes and Main Street.
- Ensure Sovereign Green links visually and physically in a seamless fashion with Sovereign Lakes providing ease of access from the parklands into the Town Centre.
- Ensure that buildings located between Market Square and Sovereign Green contain active retail or other active uses on the ground floor.

f) Town Centre - Strong Edge - Sovereign Lakes

- Provide a system of ornamental lakes to the eastern edge of the Town Centre.
- Design should incorporate a centrally dominant lake which provides visual integration with the public open space, Sovereign Green to the west, enabling water views and a waterside focus in the main public space of the town.
- Provide for buildings located on the lakeside edge to be designed with a strong urban edge character.
- Provide for a minimum 2 storey built form, orientated towards the lakes, with publicly accessible and active uses at ground level.

- Provide publicly accessible foreshore pathways.

g) Town Centre - Environmental Setting



Figure 160: Boardwalk links in the environmental lands to the north and west of the Town Centre

- Provide for buildings located adjacent to the environmental lands to be designed with a strong urban edge character.
- Provide for a minimum 2 storey built form orientated towards the natural lands.
- For all uses, ensure public access in the form of an edge road or public footpath that defines the interface between the Town Centre and the environmental lands.
- Provide for safe, accessible and direct pedestrian access to environmental lands.

h) Town Centre - Market Place to Sovereign Green

- Sovereign Green should be a well landscaped multipurpose public open space providing for community functions, day to day recreation and primary pedestrian circulation. See Figure 161 and Figure 162 for indicative view and plan.
- Design of buildings and spaces should be adaptable and seek to encourage multiplicity of use in both the private and public realm.
- A mix of community, civic and business uses shall define the northern edge of the Sovereign Green.
- A mix of soft and hard landscaping, water features, sculpture and shade structures and civic tree planting shall be incorporated into the design.
- Sovereign Green should interface seamlessly with Sovereign Lakes to the east.
- The surrounding uses and alfresco dining on the southern edge of Sovereign Green should make this an active and lively space day and night.
- Market Place should be a hard surfaced public space, linking Sovereign Green with the Main Street and Market Square, designed as a pedestrian environment that permits limited vehicle access.
- The southern edge of Market Place should have active uses such as cafes and restaurants utilising the pavement space. Market Place can thus be easily closed to vehicles for public events such as markets.



Figure 161: View across the proposed Sovereign Green



Figure 162: Market Square to Sovereign Green indicative layout plan

i) **Town Centre - John Oxley Drive**

- Development is generally consistent with the indicative design framework at Figure 163.
- Provide a carriageway separated by a central median.
- Intersperse the kerbside land with mature Norfolk Island Pine trees to provide place identity and assist in slowing traffic.
- A shared footpath/cycleway shall be provided to each side of John Oxley Drive to a minimum of 4.5m in width.
- Provide pedestrian connectivity between south John Oxley Drive and north John Oxley Drive through the provision of pedestrian crossings.

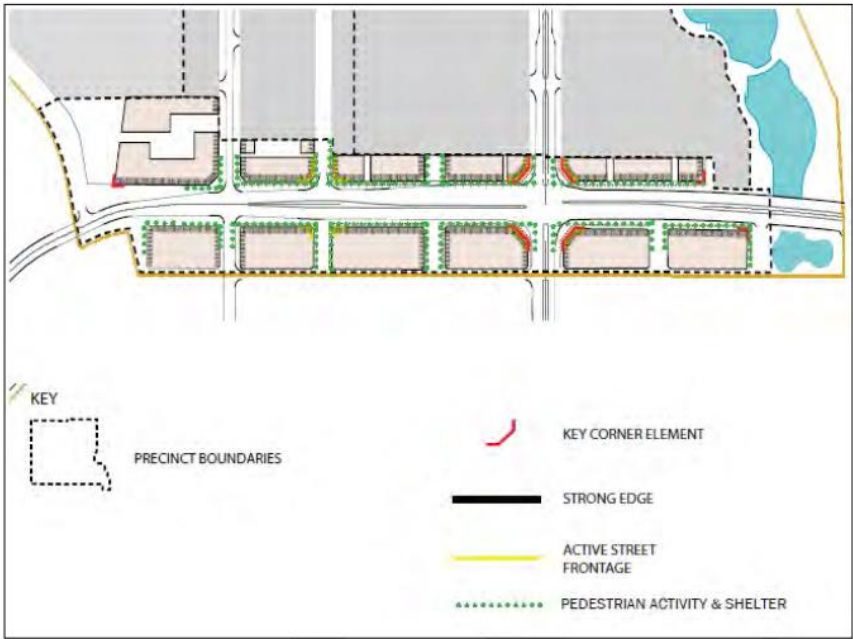


Figure 163: John Oxley Drive indicative urban form

- j) Town Centre - Northern Edge
- Development is generally consistent with the indicative design framework at Figure 164.

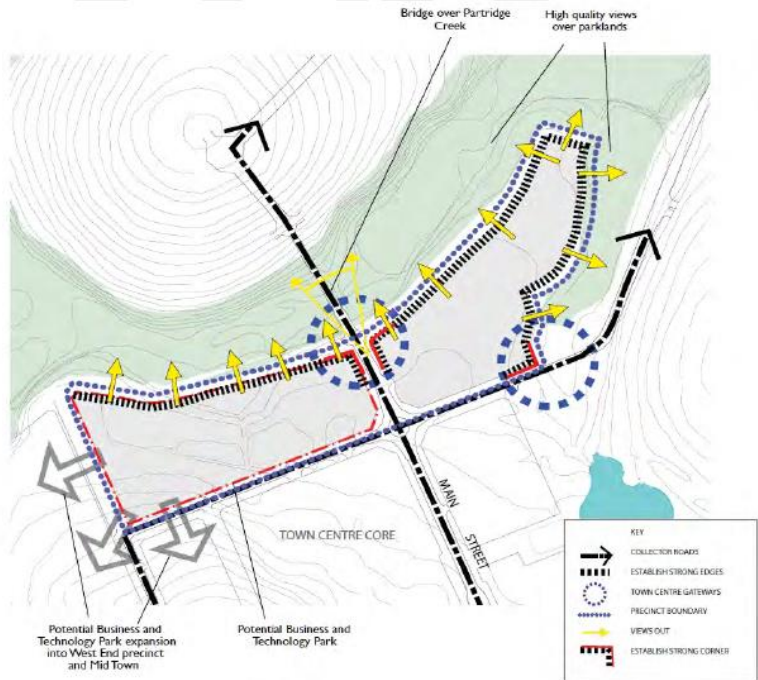


Figure 164: Northern edge indicative urban design

k) Town Centre - Sovereign Lakes

- The future landscape character should be consistent with the indicative design framework shown at Figure 165.

l) Central Lake

- The Central Lake should be designed as the centre piece of the Town Centre. It should project on an axis into Sovereign Green and engage people via a series of gently graded seating steps.
- The provision of a floating central water jet or similar feature element, on Sovereign Green axis, designed and programmed to provide a variety of visual effects and be well lit at night, will enable a sculptural focal point to the Town while respecting WSUD by aerating the water.
- The provision of outdoor seating to any proposed use of buildings positioned at the edge of the lake will enable full advantage to be taken of the Lakes, with views over both the Central and Upper lakes and provide a community hub which enjoys the northern aspect.
- The provision of a generous timber deck projecting over the water will afford public access and views to Sovereign Green, water play area and cascades between the Upper and Central Lake.



Figure 165: Sovereign Lakes indicative design framework

m) Cascades and Upper Lake

- Between the upper and central lake, at a convenient location, the lakes design should provide a bridge crossing a cascade at the terminus of one of the town's cross streets.
- Apartment Living fronting the Lakes, should provide east facing balconies and courtyards overlooking the lakes and a public walkway along the water's edge, completing the lake walkway circuit.

n) Regional Playground

- An intensive urban style playground and picnic facility shall be considered between the 'School Road', Town Centre and Sovereign Lakes. It should be designed to accommodate three discreet areas to cater for different age groups.
- The provision of timber decks overhanging the stream will enable further public interaction with the recreational opportunities provided by this scenic setting. The whole area should be subtly fenced to provide parents with peace-of-mind and prevent children from wandering into the road or creek area.
- The provision of a small amenities block should be provided at the southern end of the regional play area to service the playground, Sovereign Green, water play area and eastern picnic area.

o) Water Play

- The provision of a well shaded urban style water play area should be considered adjacent to the main playground and Sovereign Green to enhance the water theme and provide a fun family focus to the area Sovereign Green area.
- The design of the water play area shall be safe and secure and promote a fun experience with colourful sculptures, interactive pavement jets and toddler wading pools.



Figure 166: Typical 'water play' and landscape features

p) Eastern Picnic Area

- The provision of a small picnic area and BBQ facility should be considered projecting into the central lake, offering a quiet spot on the eastern side to enjoy the lake area.
- The siting of the picnic area shall be easily and readily accessible from the playground and amenities and its design shall consider the provision of a tall sculptural tower, which can be lit at night to provide a vibrant focus and promote the Town Centre while providing a vertical visual terminus to the main Sovereign Green and a useful way-finding device.



*Views over Sovereign Lakes, looking west from
the picnic area*

- The eastern shores of the lakes shall be provided with attractive pathway systems, with regular key crossing points, which weave along the shores linking the playground and tavern and providing excellent access to the Town Centre and a variety of experiences and views around the lake edges.

View of Sovereign Lakes from Sovereign Green*Views over Sovereign Lakes, looking north*

Land Use

259. Objective

- Promote an active Town Centre with a full range of complementary uses – retail, business, education, civic, diverse choice of residential accommodation, entertainment, recreation and public open space to serve the needs of the emerging local community.
- Promote easily accessible local convenience shopping for the community.
- Establish the Town Centre as an employment hub for both the local and regional community.

- Promote vitality and viability by encouraging a mix of uses within street blocks and vertically within buildings.
- The John Oxley Drive Precinct should accommodate a mix of land uses appropriate to a sub-arterial road frontage which may include, but are not limited to: business, showrooms, retail and health/medical centres. High quality buildings and landscaping should define the gateway to the Town Centre.
- The Mid Town Precinct should provide a mix of uses which promote a range of live-work, studio/workshop, light industrial and commercial activities contributing to the vitality and diversity of the town. High quality design of buildings and spaces which integrate with the adjoining precincts in form, siting and use is essential. While providing a transition between the retailing hub of the Town Centre Core and the West End, mid town development must ensure a coherent urban design structure which enables identification of place. Housing development within the mid town and west end precincts must have a density of 10 dwellings per ha which equates to approximately 76 dwellings.

Development Provisions

a) Town Centre Core

- A minimum street wall height of 7m should be provided to buildings fronting Main Street, to articulate desired streetscape and neighbourhood character.
- Building design shall incorporate the following features to assist in the achievement of high quality architectural outcomes;
 - Incorporation of appropriate facade treatments that helps the development to properly address the relevant street frontages, key vistas and to add visual interest to the skyline;
 - Incorporation of articulation in walls, variety of roof pitch, architectural features (balconies, columns, porches, colours, materials etc) into the facade of the building;
 - Variation in the planes of exterior walls in depth or direction;
 - Variation in the height of the buildings so that it appears to be divided into distinct massing elements;
 - Articulation of the different parts of a building's facade by appropriate use of facade by appropriate use of colour, arrangement of facade elements, and variation.
- Buildings of up to 6 storeys in height may be appropriate where key corner elements are identified in Figure 167, provided the additional height integrates with the adjoining building form.
- Buildings are to address the public open spaces and streets with active uses at ground level.
- Minor front setbacks or articulated facades maybe incorporated for interest and where they do not impact detrimentally on safety/security and contribute to the visual diversity and appearance of the streetscape.
- Buildings sited to the North of public open space are to minimise overshadowing through appropriate setbacks at upper levels.
- Buildings fronting public streets should be generally a minimum of two storeys.
- Except for Town Centre Core to the west of Main Street, single storey buildings are discouraged.

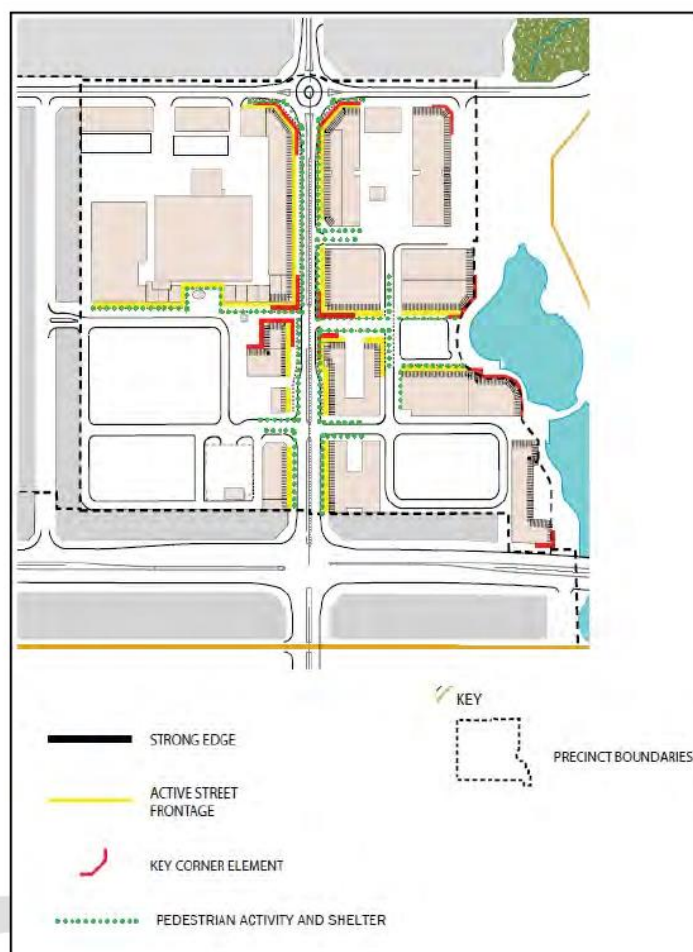


Figure 167: Thrumster Town Centre core - indicative urban form

b) John Oxley Drive

- The John Oxley Drive Precinct should contain uses appropriate to a main road frontage. Such uses would generally not rely on passing foot traffic for business but would be 'destination' uses in their own right such as: medical centres or specialist retailing with a need for large display areas such as vehicle showroom, musical instrument sales rooms or antique salesroom.
- The use of buildings within the John Oxley Drive precinct will be required to provide their main pedestrian access and display frontage addressing John Oxley Drive. Uses that will benefit from this exposure and contribute to the vitality and character of the Gateway to the Town Centre are encouraged.

c) Mid-Town

- The Mid-Town Precinct should accommodate a range of land uses. Generally, the mix of future land uses appropriate for Mid-Town are: business, education, workshop/showrooms, studios, light industry, live-work, and cafes/restaurants. However, a number of land-use scenarios could be considered:
 - an extension to the Business Technology Park,

- a Tertiary Education Precinct,
- a media / cultural industry cluster,
- Creative Industries Cluster, comprising workshop/incubator space, live-work premises and commercial studios.

d) Northern Edge

- The Northern Edge Precinct should ideally provide for a Business and Technology Park which will generate essential employment opportunities and create a sense of identity for the Town. Opportunities exist for the provision of medium density residential accommodation located on the 'Peninsula' to the north of Sovereign Lakes, where visual amenity is high and there is ready access to services and employment lands.

e) West End

- Provision of medium density residential development with the potential for the expansion of any Business Technology Park at the north which may result from development of the Northern Edge Precinct.

Building Height and Alignment

260. Objective

- Create the Town Centre as a 'place' by encouraging contemporary design with a readily identifiable community character.

Development Provisions

a) John Oxley Drive

- A minimum and consistent street wall height of 7m should be provided to buildings fronting John Oxley Drive with a maximum 5 storey height.
- Building design shall incorporate the following features to assist in the achievement of high quality architectural outcomes:
 - Incorporation of appropriate facade treatments that helps the development to properly address the relevant street frontages, key vistas and to add visual interest to the skyline;
 - Incorporation of articulation in walls, variety of roof pitch, architectural features (balconies, columns, porches, colours, materials etc) into the facade of the building;
 - Variation in the planes of exterior walls in depth or direction;
 - Variation in the height of the buildings so that it appears to be divided into distinct massing elements;
 - Articulation of the different parts of a building's facade by appropriate use of colour, arrangement of facade elements, and variation.
- Key corner sites identified in Figure 163 must be defined by architectural corner elements higher than the adjoining street wall height.
- Minor setbacks or articulated facades may be incorporated for interest and where they do not impact detrimentally on safety/security and contribute to the visual diversity and appearance of the streetscape.

b) Mid-Town

- Buildings are generally required to be a minimum of 2 storeys and a maximum of 5 storeys in height and integrate with the adjoining precincts in character and form having regard to the topography.
- Buildings located on street corners should turn the corner and be designed to emphasise and define the corner particularly on corners of key streets and/ or collector roads.
- A consistent street wall height of two storeys must be maintained along street frontages identified as having a 'strong edge' as illustrated on Figure 168. Above this height, buildings may be set back having regard to solar access, overshadowing and visual impact.
- Development is generally required to address the street and be built to the street alignment as identified on Figure 168.
- Minor front setbacks or articulated facades may be incorporated for interest and where they do not impact detrimentally on safety/security and contribute to the visual diversity and appearance of the streetscape.
- On other streets where development is designed as work/live or residential development, a front setback consistent with the provision of a front garden space or entry, should be provided.
- Incorporation of appropriate facade treatments that help the development to properly address the relevant street frontages, key vistas, and to add visual interest to the skyline.

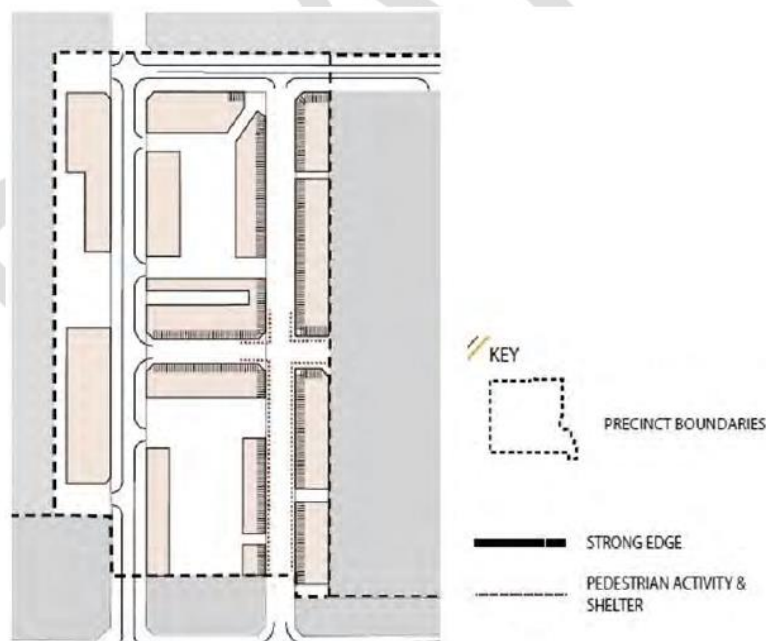


Figure 168: Mid Town indicative urban form

c) Northern Edge

- Buildings are generally required to address the street and be built to the street edge. Buildings fronting Partridge Creek should establish a strong 'urban edge' to the creek.

- Buildings either side of the Main Street, close to Partridge Creek should act as the northern 'gateway' to the Town Centre and be designed appropriately, strongly defining the corners of the blocks. Buildings either side of College Drive will act as the north eastern 'gateway' to the Town Centre.
- Commercial buildings are generally required to be a minimum of 2 storeys 'campus style' designed as an integral part of the Town Centre and maximising the amenity offered by the riparian environmental lands.
- Variations up to a building height of 5 storeys may be appropriate.
- Any residential development should maximise the amenity offered by the riparian border and may be up to 5 storeys depending upon topography and its visual impact.



Figure 169: Examples of typical future business buildings in the Northern Edge Precinct

d) West End

- Buildings are generally required to address the street and be built to the street edge. Buildings fronting Partridge Creek should establish a strong 'urban edge' to the creek.

- Buildings are generally required to be a minimum of 2 storeys with roads and building location enabling glimpses of the Town Centre to be obtained from the Pacific Highway. Variations up to a building height of 5 storeys are permissible.



Figure 170: Examples of typical built form in the West Precinct

Street Frontages

261. Objective (in addition to Objective 104)

- To encourage an active street experience for pedestrians by promoting streets which are evenly edged with high quality and accessible buildings and businesses.
- Provide for active uses which form a 'sleeve' around larger footprint uses and car parking areas to ensure human scale and a finer grain of urban form.
- Provide for active street edges and public spaces within a traditional robust street and block grid.

Development Provisions**a) John Oxley Drive**

- Buildings fronting 'active streets' as identified in Figure 163 shall comply with the 'Active frontages' provisions at 104a.

Corner Elements**262. Objective**

- See Objective 119.

Development Provisions**a) John Oxley Drive**

- Building elements identified on Figure 163 shall incorporate the provisions identified in Part C3, sites'.

b) Mid-Town

- Building elements identified on Figure 168 shall incorporate the provisions identified in 'Gateways and Landmark sites' (page 85).

Awnings**263. Objective**

- See Objectives 107-110.

Development Provisions**a) John Oxley Drive**

- Continuous awnings are to be provided for the full extent of the street frontage where denoted as pedestrian circulation and shelter on Figure 163.

b) Mid-Town

- Awnings should be provided along streets identified as pedestrian activity and shelter on Figure 168.

Vehicular Access Location and Design**264. Objective**

- See Objective 120.

Development Provisions**a) Town Centre Core**

- Main access to the precinct should be achieved via John Oxley Drive and Neighbourhood Connectors accessing the Town Centre from both north and south.
- Vehicular access/egress to parking and servicing areas are to be generally provided in the locations identified in Figure 171.

b) West End

- Access to the precinct should be achieved via Collector Roads from the north.

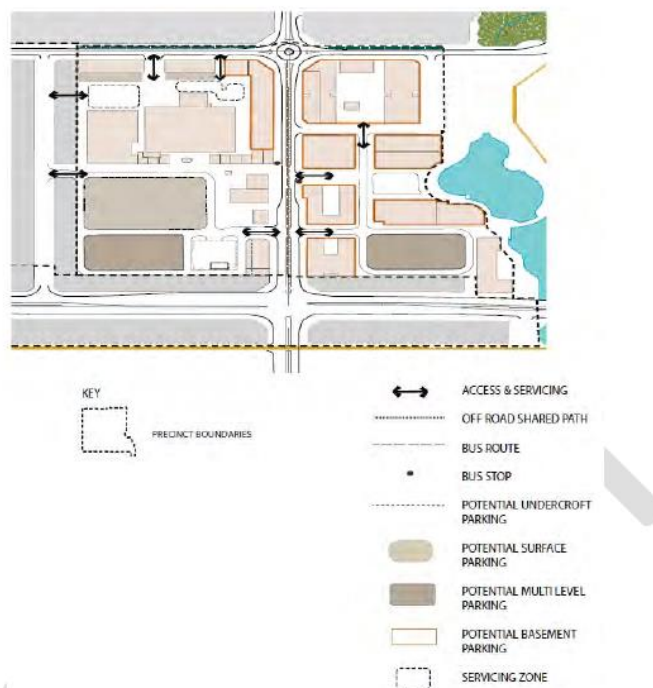


Figure 171: Town Centre Core - indicative car parking, access and servicing

c) Mid-Town

- Main access to the precinct should be achieved via collector roads from both the north and the south. The precinct will offer an alternative access to the main retail car park in the Town Centre Core.
- East-west and north-south roads should be provided to continue the grid network and connectivity within the Town Centre.
- Vehicular access to premises is to be achieved via a combination of street access and rear lane access, depending upon circumstances.
- Vehicular access/egress to parking and servicing areas are to be generally limited to the locations identified on Figure 172.
- Cycleways are to be provided in accordance with Figure 171.

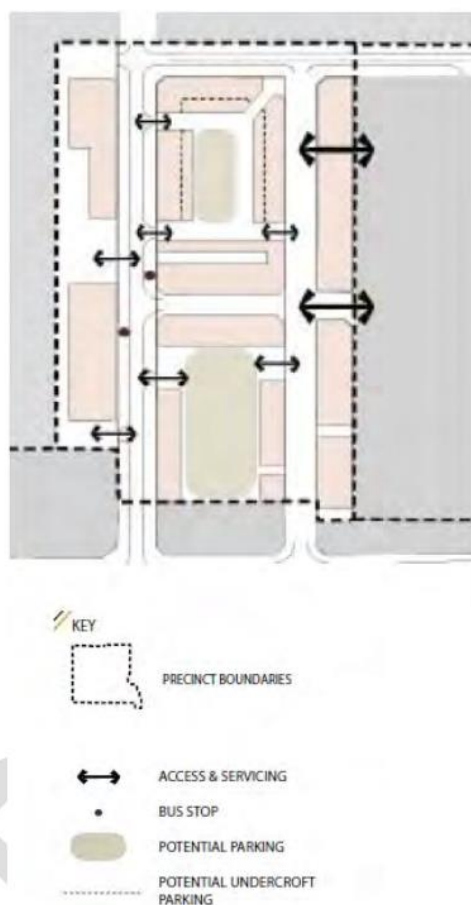


Figure 172: Mid Town indicative parking, access and servicing

d) Northern Edge

- Access to the precinct is achieved via Collector Roads accessing the Town Centre from both north and south.

Public Domain - Public lighting and Public Art

265. Objective

- To promote a pedestrian friendly Town Centre which promotes interaction and is visually interesting, functional and safe.

Development Provisions

a) Thrumster Town Centre

- High quality public domain lighting in both streets and public spaces will be a priority in the Town Centre.
- A Public Art Strategy is to be prepared that defines suitable opportunities for various forms of public art in the Town Centre.



Figure 173: Example of public art appropriate for the Town Centre

Population and Employment

266. Objective

- Promote vitality and economic viability by encouraging the provision of an appropriate balance of employment land and residential accommodation.
- Establish a flexible land use and urban form framework that enables the provision of a mix of commercial, residential, retail, community and open space uses to be developed.
- Establish a strong local employment base of up to 2000 jobs within the Town Centre, serving local and regional populations.
- Establish a residential population within the Town Centre through the provision of at least 180 dwellings in a range of medium density dwelling types of a minimum density of 20 dwellings per hectare.

Development Provisions

- a) A minimum yield of 180 dwellings is to be provided within the Town Centre.
- b) Precinct Development Control Provisions are to provide details of the proportion of this yield to be accommodated within each precinct.
- c) The Town Centre Core will provide the majority of retail development and some medium density housing, together with leisure, recreation, service and community/civic uses.
- d) The Northern Edge, West End and Mid Town Precinct Development Control Provisions will facilitate the intent of either Scenario 1 or 2 to be pursued at the development application stage.
- e) The West End precinct shall generally provide residential accommodation.
- f) Mid Town Precinct shall provide a mix of live/work and mixed uses to balance and complement the residential/employment objectives.
- g) The John Oxley Drive Precinct shall provide predominantly commercial/retail uses.

Employment

267. Objective

- To encourage employment-generating uses that can contribute to an economically, socially and environmentally sustainable community.
- To ensure that a wide range of employment-generating uses are permissible within the various land use zones that comprise Thrumster that optimises the investment in infrastructure.
- To encourage a ladder of workspace premises and provide guidelines and controls that enable both flexibility and guidance in the development of employment generating uses.
- To minimise the impact of light industrial activities on surrounding residential uses.

Development Provisions

a) Business Clusters

- Business Clusters are to be located within or close to the Town Centre or a Neighbourhood Centre, with good access to public transport and local services.
- The development of a Business Cluster may:
 - Vary building setbacks.
 - Provide private open space requirements
 - Reduce the need for off-street parking through the incorporation of increased on-street angled, 90 degree or centre parking.

b) Business Incubators

- The development of a Business Incubator may incorporate specific design provisions that:
 - Vary building setbacks.
 - Reduce the need for off-street parking through the incorporation of increased on-street angled, 90 degree or centre parking.

c) Light Industrial Uses (in addition to Section C5)

- In the IN2 Light Industrial Zone, subdivision meets the following requirements:
 - minimum lot size of 1,000 square metres
 - minimum width of 25 metres
 - minimum depth of 40 metres

Building Design in Business Zones (in addition to Section C4)

Active Frontages

268. Objective

- To promote the commercial viability and vitality of local and neighbourhood centres.

Development Provisions

- a) Ground floor levels shall not be used for residential purposes in Zone B1 Neighbourhood Centre or in active frontage areas in Zone B2 Local Centre, and will generally have a zero front setback.

- b) All ground floor levels in buildings facing active streets, internal and external arcades or pedestrian paths and areas are to incorporate retail, community, commercial or entertainment uses to activate the building frontage and adjoining space.
- c) Development along streets and public places shall be designed and sited so that formal entries to the development address the street or public place.

Building Facades, Materials and Finishes

269. Objective (in addition to 100)

- To ensure that building exteriors reinforce the character and continuity of streetscapes.
- To contribute positively to the streetscape by means of high quality architectural design.

Development Provisions

a) General

- Ground floor levels shall not be used for residential purposes in Zone B1 Neighbourhood Centre or in active frontage areas in Zone B2 Local Centre.
- Facades are to be suitably articulated and use a diverse range of materials.
- Materials are to be generally light in colour.
- Avoid expanses of any single material.
- Extensive expanses of solid wall are to be avoided.
- The use of glass, steel and architectural detailing is to be provided to promote articulation, character and interest in the streetscape.
- Balconies and terraces may be provided particularly along Park Edge Streets and to buildings fronting designated open space.
- Facades should be designed to reflect the orientation of the site incorporating environmental control devices as an integrated design feature of the building.
- Apartment buildings shall contain highly articulated façade elements to break down the scale of street wall, clearly expressing a 'base', 'middle' and 'top'.

Roof Form

270. Objective (in addition to Objective 99)

- To promote innovation in roof form.
- To ensure the design of the roof integrates successfully with the proportions and composition of the building.

Development Provisions

a) General

- Roof form is to be designed to be an integral part of the building and minimise overshadowing.
- Pitched roofs shall be designed to ensure that the depth of eave overhang is in proportion with the building and contributes to sun shading where required.
- Lift overruns, service ducting and plant and machinery must be integrated into the design of the roof.

- Green roofs shall be incorporated where possible and be designed to enable safe and amenable space for occupants of the buildings without impacting on the residential amenity of any neighbouring occupiers.

Awnings

271. Objective

- See Objective 107.

Development Provisions

a) General

- Awnings should be set back at least 600mm from the kerb line.
- The underside of awnings shall be provided with appropriate lighting.
- Colonnades are not favoured in the Town Centre Core.

Vehicular Access Location and Design

272. Objective

- See Objective 120.

Development Provisions

a) General

- There should be no direct vehicular access to at-grade or basement car parking from the street frontage of neighbourhood centres or from the Main Street in the Town Centre.
- Vehicular access is to be by access lanes, designed and constructed to accommodate the anticipated traffic levels.
- Vehicular entrances and the door treatments are not to dominate facades.
- Doors are to be designed for quiet automated operation.
- Streets or shareways (and public spaces) should not be presented with blank car park walls.
- Car parking structures at street level and where adjoining public places are to present an active frontage to adjoining streets and public spaces and preferably incorporate ground level retail tenancies where appropriate.
- Car parking areas should be visually unobtrusive.

Bicycle and Scooter Parking

273. Objective

- To maximise opportunities for employees of businesses to use alternative transport methods which have less impact on the environment.

Development Provisions

a) General

- All new development is to be provided with facilities for parking or storing bicycles and scooters.

- Large business and commercial development proposals are to include appropriate shower and change room facilities for staff

Mixed Use Development

274. Objective

- To encourage the integration of appropriate retail and commercial uses with residential development.
- To ensure that the design of mixed use developments maintains residential amenity and preserves compatibility between uses.

Development Provisions

a) General

- Ensure that loading bays, garbage collection areas and noise and odour generating aspects of buildings are located away from sensitive receivers (such as residential and some forms of commercial and retail activities).
- Design legible circulation systems, which ensure the safety of users by differentiating between commercial service requirements, such as loading docks, and residential access and primary outlook.
- Locate clearly demarcated residential entries directly from the public street.
- Distinguish commercial and residential entries and vertical access points.
- Provide security entries to all entrances into private areas, including car parks and internal courtyards.
- Avoid the use of blank walls at the ground level.
- Address acoustic requirements for each use by separating residential uses, where possible, from ground floor leisure or retail uses by utilising an intermediate quiet-use barrier, such as offices.
- Design for acoustic privacy from the beginning of the development to ensure that future services, such as air conditioning, do not cause acoustic problems later.

D5: KING CREEK

Application

Section D5 applies to the land highlighted in Figure 174 below.

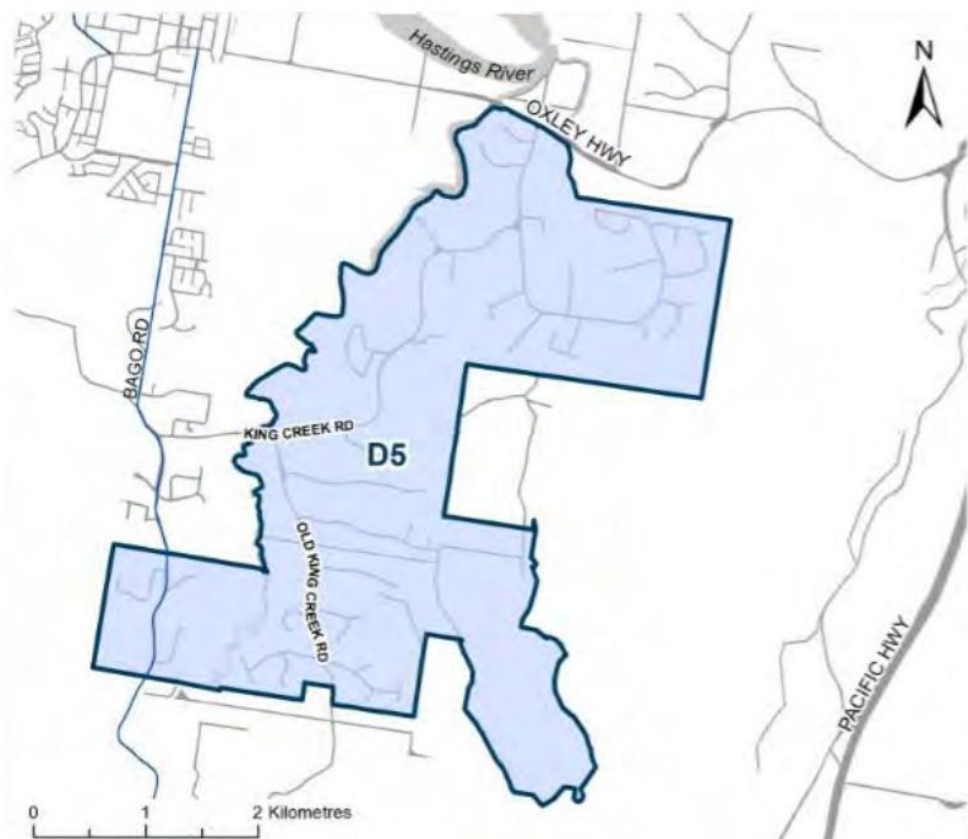


Figure 174: Land subject to Section D5

Strategic Context

The King Creek area has a history of rural residential subdivision but without a village centre, functioning as a dispersed suburb of Wauchope. Council drafted a DCP ("DCP8-Kings Creek") to address a range of development issues, infrastructure and servicing and to establish a unique character in the area.

The following development provisions are those that are considered relevant to future development in the King Creek area.

Development Guide

275. Objective

- To provide suitable land for rural residential development and servicing of those houses.

Development Provisions

- a) Dwelling house construction or effluent disposal shall not occur on land with a slope greater than 15 degrees.

276. Objective

- To provide water at acceptable pressures to development.

Development Provisions

- a) Proposed lots must have a building envelope designated which is below the 45mAH contour.

277. Objective

- To limit the number of residences below the dam break probable maximum flood (PMF) level.

Development Provisions

- a) A maximum of 60 residences below the dam break PMF is permitted.

Note: This number of residences is cumulative and approval will be granted on a 'first in' basis.

278. Objective

- To maintain existing habitat resources to protect existing native flora and fauna.

Development Provisions

- a) Where development is proposed on land identified as 'land available for providing habitat' in Figure 175 consent is subject to the maintenance of those areas.

279. Objective

- To supplement existing habitat resources to encourage the expansion of existing populations of native flora and fauna and to mitigate against adverse events such as drought or fire.

Development Provisions

- a) Where land, identified as 'land available for providing habitat' in Figure 175 is currently cleared it is to be revegetated with appropriate species (refer KPOM).

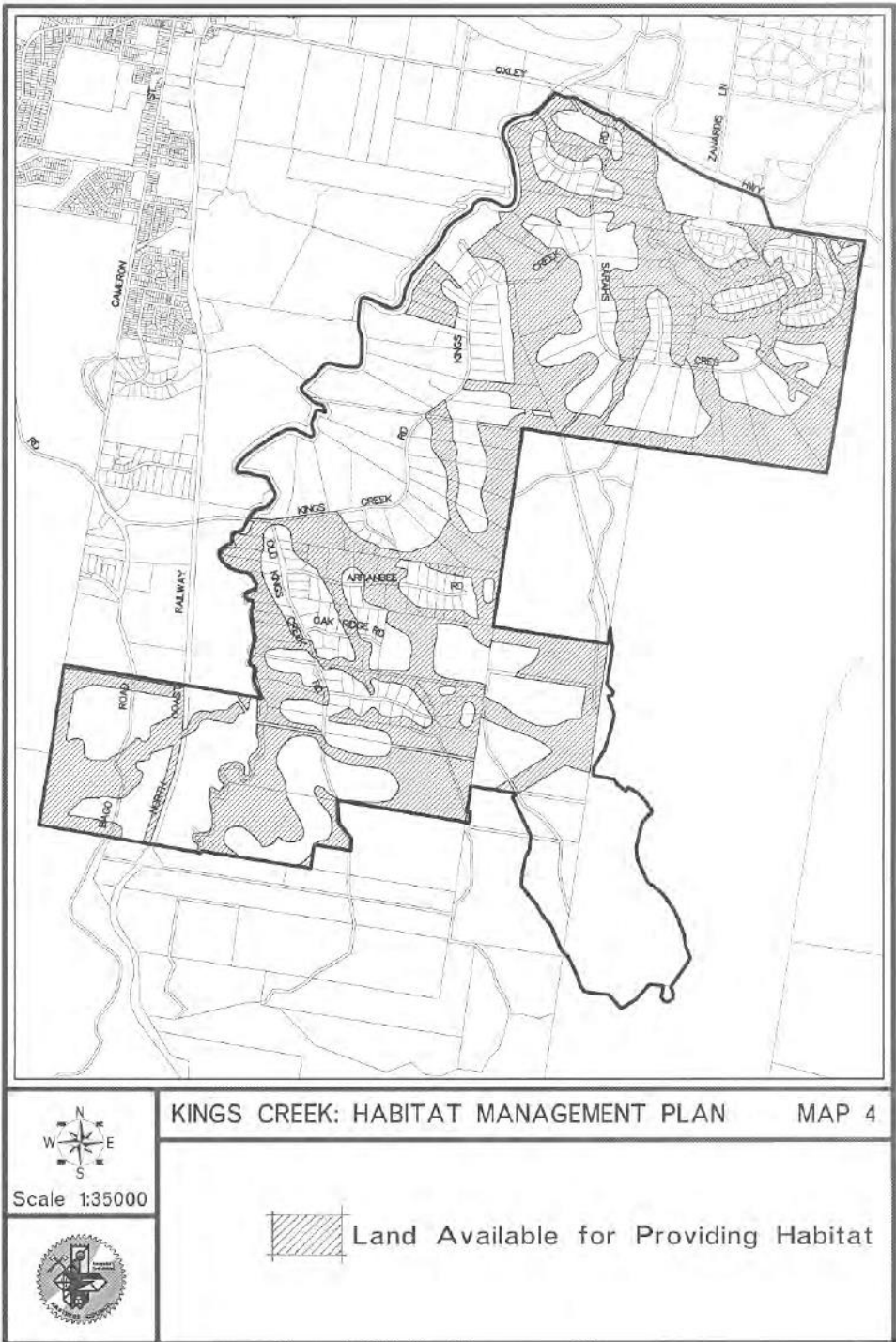


Figure 175: Habitat Management Plan

D6: WAUCHOPE

Application

Section D6 applies to the land highlighted in Figure 176 below.

The Town Centre comprises the core commercial area zoned B2 Local centre, and the adjoining mixed use area zoned B4 Mixed as shown on the map below.



Figure 176: Land subject to Section D6.1

Purpose

The purpose of the Guidelines is to implement urban design outcomes for renewal of the town centre consistent with the *Wauchope Framework Plan - Wauchope Town Centre 2009*. The guidelines reflect the community's shared vision for the Precincts as identified in the Plan and they will be used by landowners, developers and Council when preparing and assessing development applications for redevelopment within the centre.

Applicable Environmental Planning Instruments

1. Port Macquarie-Hastings Local Environmental Plan 2011
2. State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development

In the event of any inconsistency between this section of the DCP and the above environmental planning instrument, the planning instrument will prevail.

Relationship to other Sections of the DCP

The following provisions are in addition to the general requirements of Sections A - C of this Development Control Plan. Where they conflict with the requirements of Sections A - C, this plan prevails.

D6.1: WAUCHOPE TOWN CENTRE

This section applies to the land highlighted in Figure 177 below.



Figure 177: Wauchope Town Centre

Strategic Context

The Port Macquarie-Hastings Urban Growth Management Strategy 2017 - 2036 identifies Wauchope as playing a key role in accommodating projected population growth as part of the Port Macquarie - Wauchope Corridor. The Wauchope Town Centre will continue to offer regional centre support services, convenience retail and commercial activity for local residents and it will be supported by mixed use development to link the CBD with the river precinct.

The amenity of the town is heavily dependent on its natural setting among the surrounding river, rural land, forests, hills and ranges. The town scale and older housing areas provide amenity as well as a point of difference which sets Wauchope apart from other places in the Port Macquarie-Hastings Local Government Area. Renewal of the Town Centre and its elements will reinforce and consolidate High, Cameron and Hastings Streets, and the rail line.

Coordinated landscaping and public domain works consistent with the Wauchope Framework Plan - Wauchope Town Centre 2009, will improve streetscape and public amenity. The Framework Plan is available for viewing on Council's [website](#).

These works will be progressively implemented through the Council's Delivery Program.

This section sets out guidelines for renewal of the Town Centre.

Character Precincts

The Town Centre and Mixed Use Precincts have been identified through community consultation, analysis of land uses and character and consideration of the envisaged future character for the area as identified in the Wauchope Framework Plan - Wauchope Town Centre 2009.

These DCP provisions apply to the Town Centre and Mixed Use areas.

Development Guide

Mixed Use Precinct

Zone B4 Mixed Use is contained between the Wauchope CBD and the Hastings River with its emphasis on Hastings and Cameron Streets. The area comprises predominately single storey residential development, several heritage buildings and a range of additional buildings of architectural and or cultural merit that contribute strongly to the character and appearance of the street.

280. Objective

- To ensure that new development makes a positive contribution to the public domain and streetscape by encouraging low scale and fine grained mix of land use activities within walking distance of the Wauchope Town core/CBD; and together with public domain upgrades, enhance and reinforce connectivity between the town core and the river.

Note:

Land use grain is a commonly-used measure of the mixture of land uses, building styles, activity etc in the urban environment (Lynch) or the way in which different land uses in the urban environment are mixed together to create diversity (Jacobs). A fine grain is one in which there is a mix of smaller scale buildings and uses in a single area.

Development Provisions

- a) Commercial or edge retail uses should be concentrated along Hastings and Cameron Streets as the main north-south retail streets and primary connectors to the river/recreational precinct.
- b) Commercial uses should include live/work business attached to dwellings. Small office, home office and terrace style developments are encouraged to contribute to the character and appearance of the streets.
- c) Special care and attention should to be placed on the design of new buildings and/or alterations to existing buildings in order to ensure a compatible relationship with the existing built form and fine grained development pattern of the streetscape.
- d) Mixed use development should establish clear sightlines for casual surveillance of the public domain, whilst allowing for suitable privacy for upper storey residential.
- e) Simple hanging style signs or projecting small scale wall signs at the main entrance to the building are preferred.
- f) Applications in respect of a property within the vicinity of heritage buildings or other buildings of architectural or cultural merit should demonstrate that the architectural quality and appearance of the proposal is compatible with the streetscape and urban character established by the heritage/architectural building.

Town Centre Precinct

The town centre is the primary retail precinct in Wauchope and it is contained within zone B2 Local Centre. This is the shopping heart of Wauchope and it includes the special places of Cameron Street and Hastings Street. High Street is heavily car dominated and there is a lack of soft landscaping, trees or shade. Pedestrian movement is discouraged by intersection design and the street has inconsistent architecture, signage and awnings. It is envisaged that this precinct will capitalise on the outlook and proximity to Bain Park and the pedestrian amenity of Hastings Street and connection to Cameron Street. The role of the retail precinct is to reinforce this part of High Street as the central core of retail and business activity for Wauchope.

281. Objective

- To encourage new development, architectural quality, appearance and a coherent built form to reinforce the role of the Town Centre in the hierarchy of business and retail centres for the Port Macquarie-Hastings Area, and achieve a coordinated streetscape to enhance and strengthen the visual and pedestrian links between core town centre streets consistent with the Wauchope Framework Plan - Wauchope Town Centre 2009.

Development Provisions

- a) New development should retain the scale of the main street edge
- b) Shop fronts and the architectural profile of buildings should respond in width to the predominant narrow lot frontage.
- c) Shop fronts should be predominantly glass for cafes/ restaurants and encouraged to open fully to the street.
- d) Building facades, including colour palettes, should respond in a positive manner to the existing historical, cultural and high quality built form within Wauchope.
- e) At the street level, building facades, excluding restaurants, cafes and the like, should present a coordinated edge. Second and third level windows should complement the building style above the ground floor retail use with facades terminating by either articulated parapets or over-sailing pitched roofs.
- f) All buildings should have continuous, coordinated design and depth of awnings, which respond to the towns architectural qualities and provide shelter for pedestrians and street users. Awnings may be 1-2 storey verandas with posts for upper balconies where practical.
- g) Verandah posts are encouraged to be reinstated where possible. Post positions should be buffered from the carriageway to provide for pedestrian and vehicle safety.
- h) The use of weatherboards or masonry materials is encouraged.



Figure 178: Articulated parapet

D7: HIGHWAY EMPLOYMENT LANDS

Application

Section D7 applies to land highlighted in Figure 179 below.

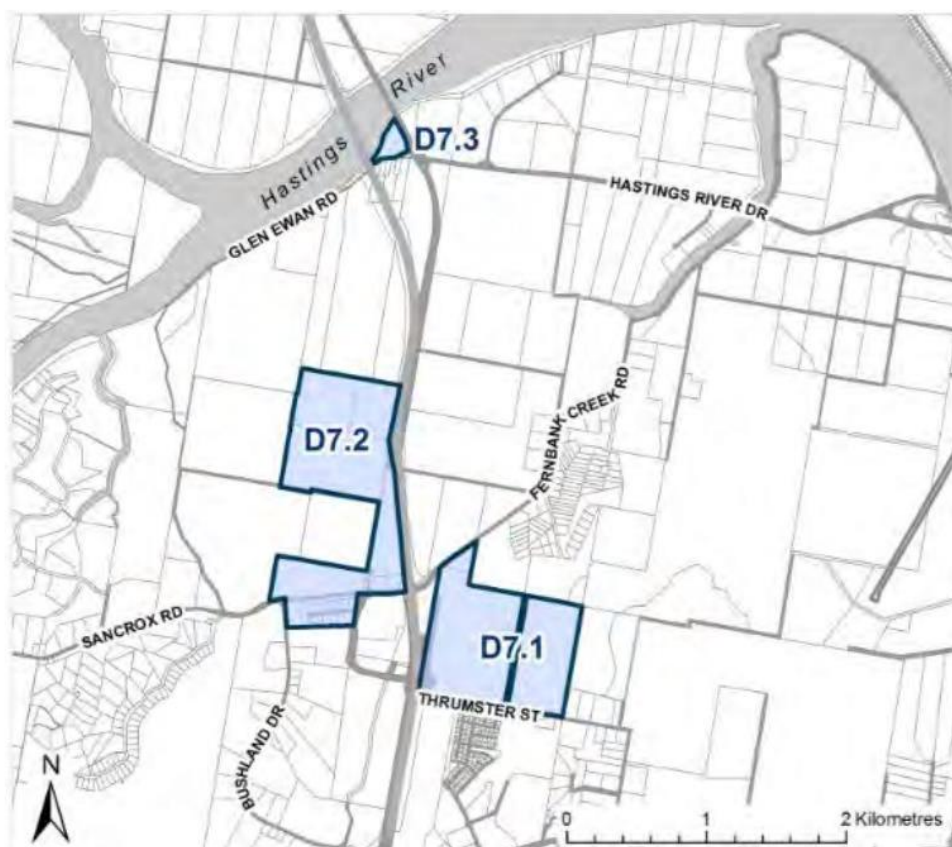


Figure 179: Land subject to Section D7

Purpose

These provisions supplement the General and the Development Specific (Industrial Development) Provisions of Port Macquarie Hastings DCP 2019 by providing additional guidance for development of the subject site.

Applicable Environmental Planning Instruments

Port Macquarie-Hastings Local Environmental Plan 2011.

Contributions Plans

1. Port Macquarie-Hastings Council S7.12 Levy Contributions Plan 2007.
2. Port Macquarie-Hastings Development Servicing Plan: Water Supply Schemes 2006
3. Port Macquarie-Hastings Development Servicing Plan: Sewerage Services 2005

D7.1: FERNBANK PARK EMPLOYMENT LANDS

This section applies to land highlighted below in Figure 180.



Figure 180: Fernbank Park employment lands

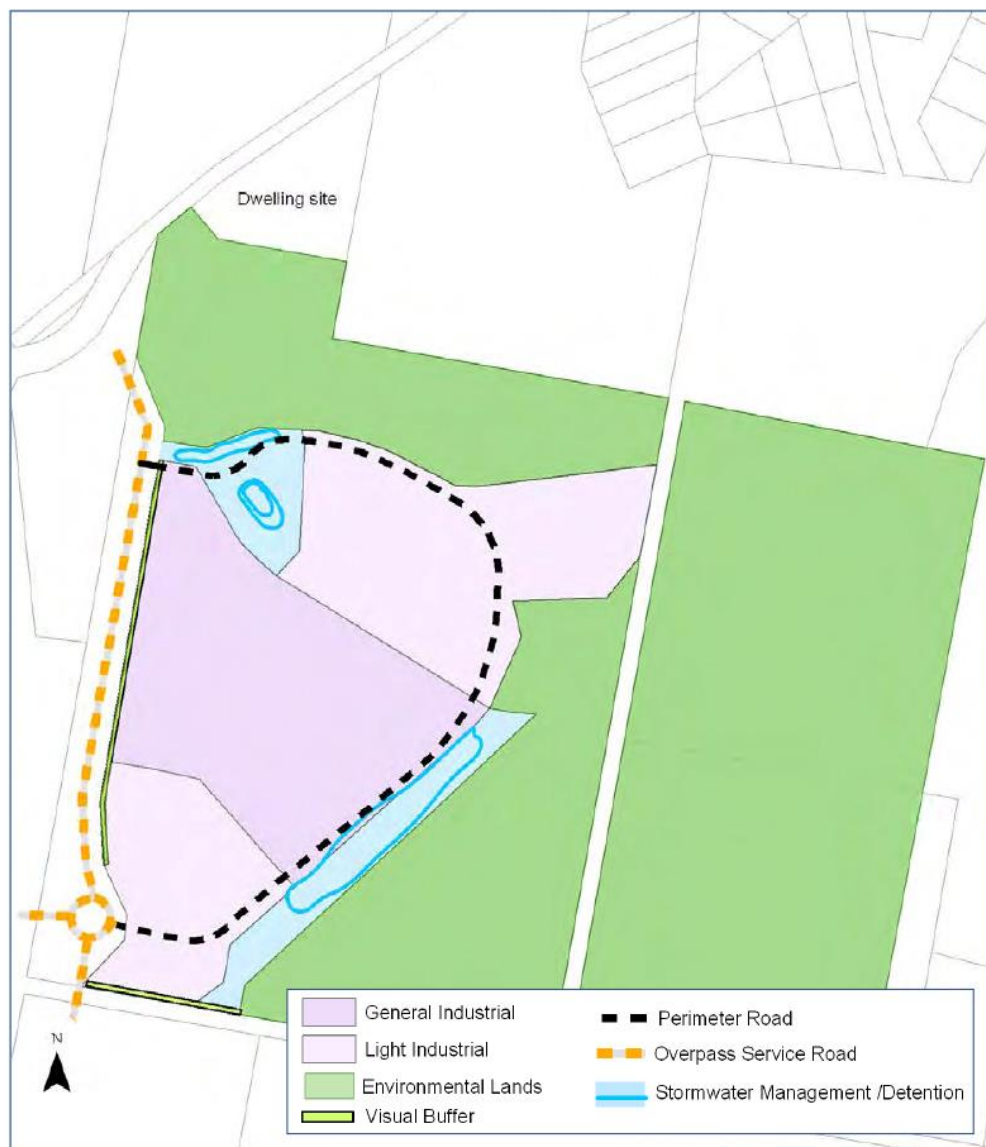


Figure 181: Key site elements

Strategic Context

The zoning of the site provides for approximately 23 hectares of industrial and 50 hectares of environmental lands, including buffers and precinct-scale stormwater management/detention. The zoning was informed by a concept subdivision layout submitted by Hopkins consultants, on behalf of the landowner. A visual representation of the key site elements is shown at Figure 181.

The concept is based on excluding environmental areas from development, together with visual and landscape screening of the industrial footprint from the highway overpass service road to the west; and from Thrumster Street to the south.

An internal perimeter road is provided to allow adequate access by industrial traffic and benefits relating to the management of bushfire hazard and environmental edge effects. Access to all industrial is via the internal road network with no direct access from the overpass service road or Thrumster Street.

The concept provides for landscape screening of industrial lots along Thrumster Street and noise attenuation to the adjoining residential area by appropriate building and site design. Vegetated buffers to the north are maintained in environmental lands.

The concept also provides for on-site stormwater facilities to manage post- development flows from individual lots in addition to precinct-scale facilities to manage runoff from road reserves.

The objectives of these provisions are:

1. To minimise potential for visual and amenity impacts;
2. To provide for appropriate establishment and management of environmental lands;
3. To provide for an appropriate internal road layout.
4. To ensure adequate environmental safeguards to minimise the likelihood of potential for any adverse impact from the development.

Development Guide

Visual and Environmental Amenity

282. Objective

- To identify certain land suited for development as a gateway to the Employment Lands.

Development Provisions

- a) Development of land at the intersection of the highway overpass service road and entry to Fernbank Park should be designed to create a distinctive, recognisable gateway entry to the site. Plans for subdivision should include landscaping of the public domain entry and plans for co-ordinated estate signage.

283. Objective

- To minimise the visual impact of industrial development as viewed from the highway overpass service road and Thrumster Street road reserve.

Development Provisions

- a) Industrial development is to be screened from the highway overpass service road and Thrumster Street road reserve through landscaped buffers to a minimum depth of 5.0 metres and to include mounding and canopy trees to limit the visual impact of development.
- b) Trees are to be selected from those that are indigenous to the area and are to be planted at the time of subdividing the land.
- c) Design details to be provided with the DA for approval at the time of subdividing the site, or land use, whichever occurs first.

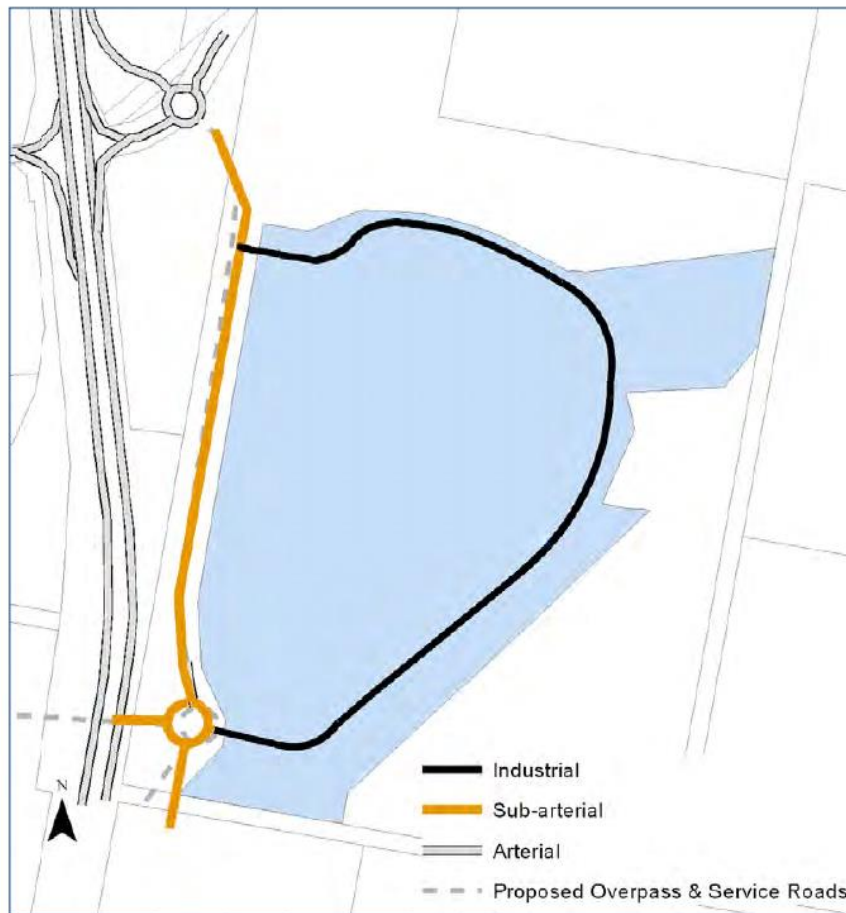


Figure 182: Road hierarchy

Native Vegetation and Habitat Areas

284. Objective

- To protect, maintain and enhance significant vegetation communities, habitat areas and wildlife corridors for the purpose of preserving natural habitat and enhancing both the character of the local landscape and the amenity of the developed area.

Development Provisions

- a) A Vegetation Management Plan (VMP) is required for all environmental lands for approval prior to issue of a Construction Certificate for earthworks, subdivision and/or building works, whichever occurs first.
- b) Approved VMP works are to be completed to Council's satisfaction prior to the issue of the subdivision or building construction certificate.

Roads, Access and Transport**285. Objective**

- To provide for an internal road network comprising a safe and convenient system of vehicle, pedestrian and cycleway accesses for all users.

Development Provisions

- a) The subdivision design is to reflect the road hierarchy in Figure 182 and cater for an efficient bus route and a combination of on- road and off-road pedestrian and cycleways.
- b) Industrial lots are to be designed to obtain access from the internal road network. Direct lot access to the overpass service road and the Thrumster Street road reserve will not be permitted.

286. Objective

- To mitigate against the potential for environmental conflict and degradation at the industrial interface.

Development Provisions

- a) The perimeter road between the industrial footprint and environmental lands is to be designed to control the industrial interface to manage potential conflicts of bushfire hazard, stormwater quality and environmental conservation.

Stormwater Management**287. Objective**

- To control and manage all stormwater flows generated as a result of development and ensure incorporation of Water Sensitive Urban Design techniques in the development design to minimise reliance on reticulated water.

Development Provisions

- a) Industrial development is to incorporate water sensitive urban design (WSUD) elements in the treatment train including:
 - Source control via rain gardens and permeable pavements at a minimum size of 2.5% of the gross lot area,
 - Conveyance treatment via vegetated swales and bio-retention trenches,
 - End of line treatment via gross pollutant traps and bio-retention systems,
 - Precinct-scale stormwater treatment systems within SP2 zoned lands to treat runoff from public roads.
- b) Detailed design of the WSUD elements is to be undertaken in accordance Council's *Design Development Specification for Stormwater Drainage D5 and D7* and Hopkins, *Water Sensitive Urban Design Strategy, Nov 2012*.

Bushfire Hazard**288. Objective**

- To ensure bushfire hazard is adequately managed.

Development Provisions

- a) A perimeter road is to be provided generally in accordance with the location in Figure 181 and outside of Zones E2 Environmental Conservation and E3 Environmental Management. Internal road layout to provide for evacuation routes in major bushfire events.

289. Objective

- To ensure Aboriginal archaeological values are respected in the design of development and in the development process.

Development Provisions

- a) Prior to any earthworks, clearing works, or excavation works, an inspection of the proposed development site is to be undertaken by an Aboriginal Cultural Sites Officer from the local Aboriginal Land Council and a report on the site inspection is to be obtained.
- b) If any Aboriginal artefact(s) are discovered during earthworks, subdivision and or building works, all work in the vicinity of the site is to immediately stop and the discovery reported to the Department of Planning, Industry and Environments Biodiversity and Conservation Division (BCD) in accordance with the provisions of the National Parks and Wildlife Act 1974.
- c) If discovered, artefact(s) should be moved under an approved Aboriginal Heritage Impact Permit to a location outside the impact area but within Lot 101 DP1106752, in consultation with the relevant Aboriginal stakeholders and BCD.
- d) If a scarred tree is located during site works or development, all works are to immediately stop in the vicinity of the tree, the area cordoned off and contact made with the BCD, a suitably qualified archaeologist and the relevant Aboriginal stakeholders so that the site can be appropriately assessed and managed.

Industrial Land Adjoining Sensitive Land Uses**290. Objective**

- To ensure adequate noise attenuation of industrial development, where required, adjoining the southern site boundary.

Development Provisions

- a) DAs for industrial development adjoining the southern site boundary are to be accompanied by noise impact assessment carried out by a suitably qualified person to:
 - Determine the noise reduction required to achieve suitable levels for the proposed industry (if any);
 - Design and incorporate any necessary noise mitigation measures to demonstrate achievement of acceptable noise levels at sensitive receivers, including visual detail of how the proposal integrates into the existing locality;
 - Provide justification for any proposed acoustic treatment(s), based on site characteristics and the nature and intensity of the proposed use; and
 - Demonstrate consideration of attenuation strategies of like industries with similar sites and requirements for noise reduction.

Electricity and Telecommunications

291. Objective

- To ensure that satisfactory arrangements are made with servicing authorities.

Development Provisions

- a) Arrangements are to be made with local service authorities for the provision of underground power and telecommunications to all industrial lots prior to release of the first subdivision construction certification for development of Lot 101 DP1106752.

DRAFT

D7.2: SANCROX EMPLOYMENT LANDS

This Section applies to the land highlighted in Figure 183 below.

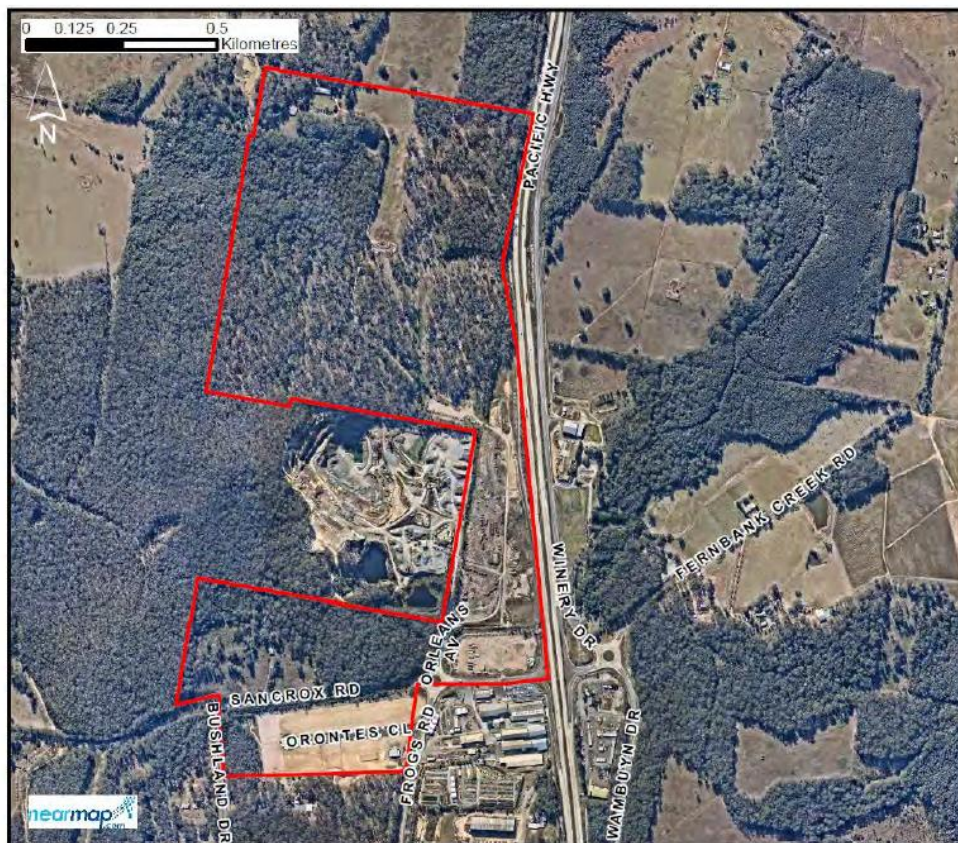


Figure 183: Land subject to Section D7.2

292. Objective

- To establish the role of the Sancrox Employment Lands as an important employment generator to provide for a range of new business and industrial opportunities to meet immediate and longer term employment demand.
- To minimise the potential for any detrimental impact of development of the Employment Lands through careful site planning and the provision of adequate environmental safeguards.
- To maximise retention of endangered ecological communities, potential koala habitat and strategic wildlife corridor links to surrounding populations and forest areas.
- To provide for an appropriate road hierarchy within the site to ensure that development does not adversely affect the function, efficiency and safety of the surrounding road network, particularly Sancrox Road and the Pacific Highway;
- To ensure that development proposed adjacent to the Pacific Highway, Sancrox Road and rural-dwellings is compatible on both visual and operational grounds;
- To ensure the orderly provision of services and infrastructure to meet the needs of future development.

Strategic Context

A Local Environmental Study (LES) for the Sancrox Employment Lands was prepared by Blueprint Planning Consultants having regard to extensive studies of the site and its locality. These studies, together with additional investigations included:

- Road network analysis
- Buffer area assessments to adjoining quarry and rural dwellings;
- Flora and fauna survey
- Precinct land use analysis;
- Archaeological/heritage assessment;
- Flooding and stormwater drainage analysis;
- Land contamination assessment;
- Bushfire hazard risk assessment;
- Geotechnical (land slope) constraints analysis
- Visual analysis;
- Utility strategies for reticulated sewer services and water supply; and
- Consideration to social and economic impacts.

Structure Plan

The LES includes a Structure Plan that provides for approximately 70 hectares of industrial and 30 hectares of environmental lands, including buffers and stormwater drainage. A visual representation of the key elements of the Structure Plan is at Figure 184.

The Structure Plan is based on the concept of excluding environmental areas from development, together with visual and landscape screening along the Pacific Highway, Sancrox Road and rural dwellings to the south and east.

The traffic network is designed to cater for approximately 1,835 workers generating about 2,200 vehicle trips during the afternoon peak. The concept road layout incorporates the RTA's longer-term Pacific Highway overpass access strategy and wherever possible, allows for separation of the industrial footprint from adjoining forest areas.

A flood encroachment study has established that the industrial footprint is able to be filled without significant impact to surrounding properties, subject to on-site detention of stormwater to manage post-development flows in the north; in addition to a drainage reserve in the south, to contain all post development 1% AEP flooding plus Climate Change extents to manage localised flooding.

The concept subdivision layout provides for lots backing onto the Sancrox Quarry to enable screening and noise attenuation by appropriate building design and siting. Internal access roads are located a minimum of 100 metres from the eastern and northern Quarry site boundaries.

A VPA between Council and the landowners has been entered into to ensure that all land affected by the quarry buffer to the north is able to be excluded from industrial development for up to 7+ years to allow for the continued extraction of the resource adjacent to this boundary.

Seven (7) sub-precincts (see Figure 185) are suggested across the site to facilitate a range of opportunities for co-location of like industry with similar levels of impact. The advantages of clustering businesses and industries with similar impacts relates to reduced likelihood for land use conflict and improved business synergies and efficiencies.

Precincts

The following are the Sub Precincts and the desired future character for each of these:

- Northern General Industrial - for a range of future general industrial uses including heavy industry, manufacturing and construction related industries, being located furthest from rural residential areas.
- North-western Warehousing - for warehousing and non-hazardous storage facilities, given location next to the transport and logistics sub-precinct 3a and higher level bushfire hazard to the west.
- North-eastern Transport and Logistics - trucking and transport related businesses providing a large relatively flat development site.
- Central General Industry - for a range of general industry and industrial businesses associated with the quarry resource.
- Entrance Light Industry - being highly visible to passing highway traffic, development will require careful and appropriate building, landscape and signage design to ensure an attractive and impressive statement of the Employment Lands.
- Southern Light Industry - this sub-precinct is the flattest land in the Study Site and only minimal landscape works will be required to establish suitable development sites. Consideration needed to maintaining a satisfactory level of amenity for adjoining rural-dwellings in Bushlands Drive.
- Light Industry and Training Services - containing some of the steepest land in the Study Site, this sub-precinct is on the entry road to rural-dwellings to the west and most exposed to view from passing traffic. This sub-precinct will need to be developed with sensitive design and building layout to reflect the constraints of slope and noise minimisation. Appropriate uses are light industry and support services such as workers' personal services/facilities and industry-related training and educational facilities.

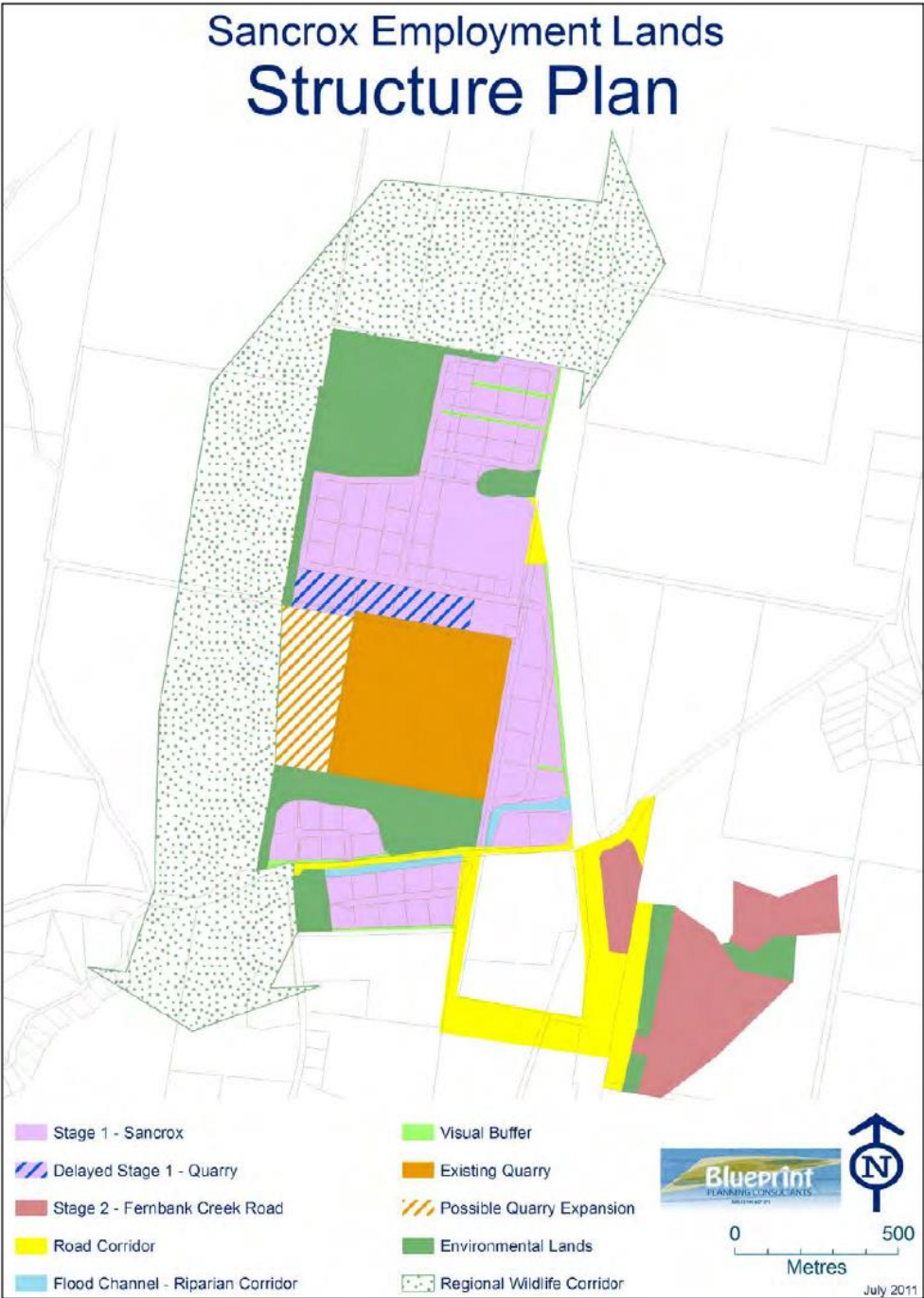


Figure 184: Sancrox Employment Lands Structure Plan

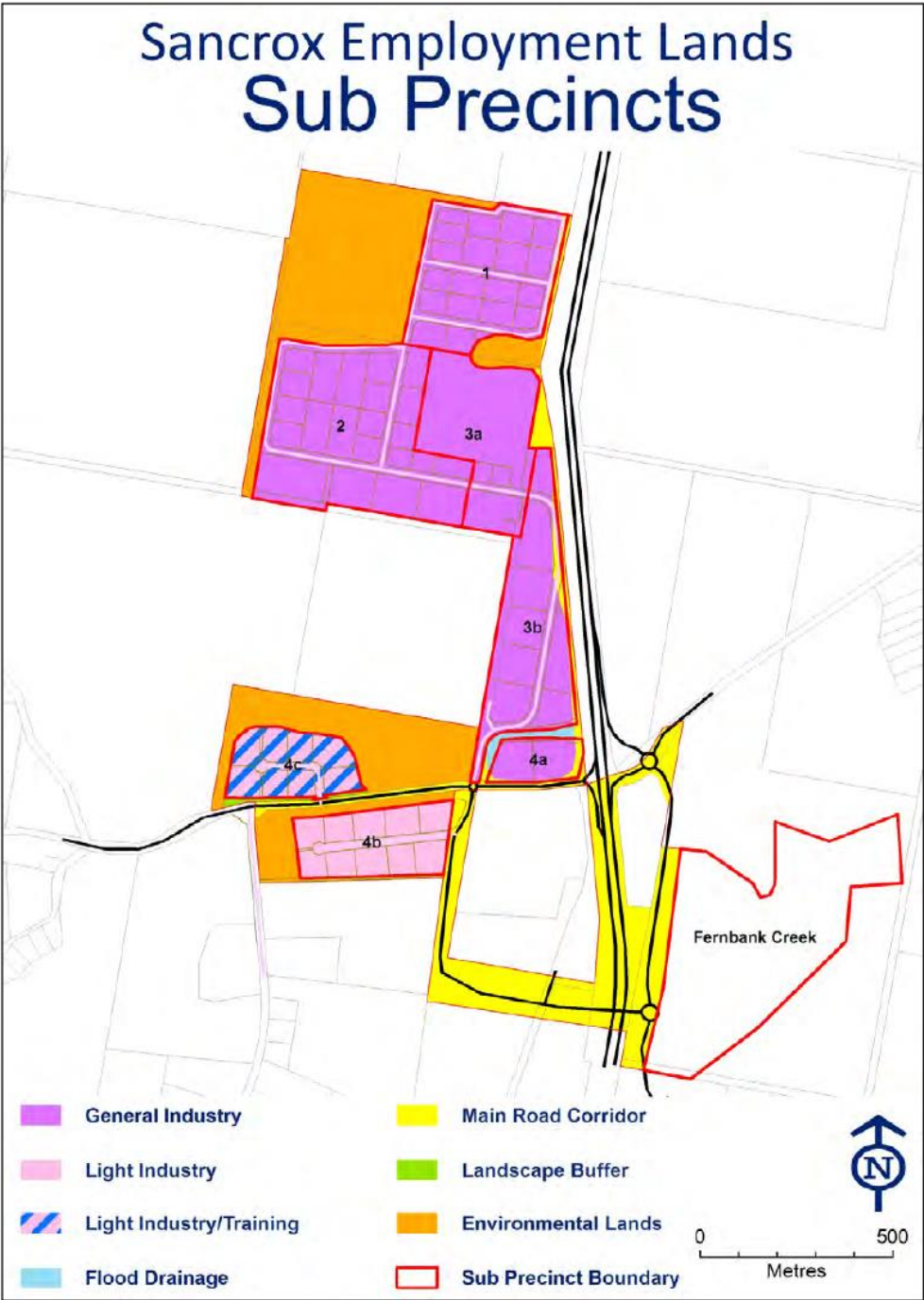


Figure 185: Sancrox Employment Land Sub Precincts

Development Concept Plan and Staging

The development concept is based on a number of fundamental principles that should guide all development of the site. These include:

- Protection and continued operation of the adjoining Sancrox Quarry;
- Exclusion of environmental areas from the development footprint;
- Safe and efficient access to the Pacific Highway and Sancrox Road via an appropriate internal road network;
- Screening of development adjacent to the Pacific Highway and Sancrox Road;
- Protection of a satisfactory level of existing rural amenity for residents of nearby dwellings; and
- Utilisation of existing infrastructure, or staged infrastructure upgrading, to provide the most cost efficient development servicing having regard to demand and take-up rates.

Development is to occur in stages in response to:

- The need to defer development of land adjoining the northern boundary of the adjoining Sancrox Quarry until such time as the quarry resource is fully extracted;
- The need to maintain and establish koala habitat in response to the development;
- The need for the early establishment of highway visual screen buffers, as well as noise mounds and barriers on the southern edge of the Employment Lands.
- The need to enable roads, sewer and water service infrastructure to be progressively developed in a cost efficient and effective manner; and
- The need for stormwater discharge from all stages of the development to meet the prescribed runoff quality/quantity requirements whilst also ensuring that the public stormwater drainage infrastructure is progressively developed in a cost efficient and effective manner in accordance with current industry best practice.

A staging and sequencing plan is to be submitted for Council's approval with the DA for the first stage of subdivision, or building construction (whichever occurs first).

The plan is to assess the capacity of existing water, sewer, stormwater and road infrastructure and provide details of proposed interim arrangements to enable early development of part of the site. Agreement to any staging and sequencing plan will be subject to Council being satisfied that other landowners will not be disadvantaged by the staging proposal.

Development Guide

Ecology

293. Objective

- To promote high quality development and achieve an attractive and viable neighbourhood shopping and tourist precinct, by design guidelines and a development strategy, which includes street landscaping, pedestrian crossovers on Ocean Drive to link the shopping precinct with the foreshore reserve and kerb-side parking and setting a design theme, which will unify and identify the precinct.

Development Provisions

- a) All environmental lands that are proposed to be dedicated to Council require lodgement of a Vegetation Management Plan (VMP) with the DA at the subdivision or building stage, whichever occurs first. Establishment of approved VMP works shall be completed to Council's satisfaction prior to the issue of the subdivision or building construction certificate.
- b) For all other environmental lands not covered by a VMP, weed control and management is to be carried out by persons suitably qualified in bushland regeneration, or as approved by Council in accordance with a condition of DA consent.

294. Objective

- To encourage movement of koalas from the east to higher value vegetation in the west of the site.

Development Provisions

- a) Koala proof fencing and food tree planting is to be provided along the northern boundary. Details to be provided at the time of subdividing the land or building works, whichever occurs first.

295. Objective

- To ensure that development of the site provides for protection and rehabilitation of important habitat areas and maintenance of native vegetation generally.

Development Provisions

- a) Threatened species and SEPP 44 assessments are to be undertaken at the subdivision or building DA stage, whichever occurs first, to assess the impact of the development and any proposal to clear native vegetation including old growth trees and any trees with hollows.
- b) Landscape plantings and street trees are to be in accordance with Council's Street Planting List and AUS-SPEC Design Specifications.



Figure 186: EECs, old growth trees and wildlife corridors

Water Quality

296. Objective

- To ensure that water quality enhancement systems are designed and constructed in accordance with relevant legislation.

Development Provisions

- A Stormwater Management Strategy prepared by a certified practicing engineer in accordance with Council's AUS-SPEC Design Specifications and Martens Concept Water Cycle Management Strategy (Apr 2010) at Appendix 3 to the Sancrox Employment Lands LES, is to be submitted with any DA for subdivision or building works, whichever occurs first.

297. Objective

- To control and manage all stormwater generated as a result of land development.

Development Provisions

- All industrial lots are to be provided with on-site stormwater detention facilities compliant with the volume and discharge recommendations of the Martens Concept Water Cycle Management Strategy.

298. Objective

- To ensure incorporation of Water Sensitive Urban Design techniques on site and building design to minimise reliance of reticulated water.

Development Provisions

- All industrial lots are to be provided with on-site rain gardens at a minimum size of 2.5% of the gross lot area. Rain gardens shall be designed and constructed as per Council's AUS-SPEC Design Specifications and Martens Concept Water Cycle Management Strategy.
- All industrial lots are to be provided with a minimum 10 KL rainwater tank. All roof water shall be directed to the rainwater tank and tank overflows directed to the lot rain garden.
- All site discharge, including hardstand areas and outflows from the on-site rain garden is to be directed to the on-site detention.
- Water quality treatment devices are to be located upstream of EECs to ensure water quality targets are achieved for water entering these areas.
- All road pit and pipe drainage is to be designed to drain to trash racks followed by bio-retention swales sized at 5% of pavement catchment area contributing to flow at the point of discharge. Swale locations and design detail to be provided at the subdivision DA stage.
- End of line bio-filtration systems designed to treat stormwater runoff from the road reserves are to be provided prior to discharge to local watercourses generally in accordance with the locations shown in Figure 187.



Figure 187: Recommended water treatment locations

Flood Liable Land**299. Objective**

- To guide the development of flood prone land within the Employment Lands

Development Provisions

- All development is to be located outside of the 1% AEP flood extent plus climate change flood level, except for land at the Sancrox Road/Pacific Highway intersection which has been assessed as capable of being filled for industrial development without significant adverse impact.
- A minimum width riparian/stormwater drainage corridor is to be provided for riparian function and to accommodate flood flows and access for future maintenance, generally in the location shown in Figure 188 (indicative cross section at Figure 189), with detailed design to be submitted at the subdivision or land use DA stage, whichever occurs first.
- The riparian/stormwater drainage corridor is to include replating to Council's satisfaction to provide some riparian function to the channel. Details to be submitted at the subdivision or land use DA stage, whichever occurs first.

300. Objective

- To set aside appropriate areas to convey and/or store flood waters.

Development Provisions

- The subdivision design is to incorporate drainage reserves to accommodate overland flow paths.

Note: All roads are to be designed to the 1% AEP plus climate change flood level.

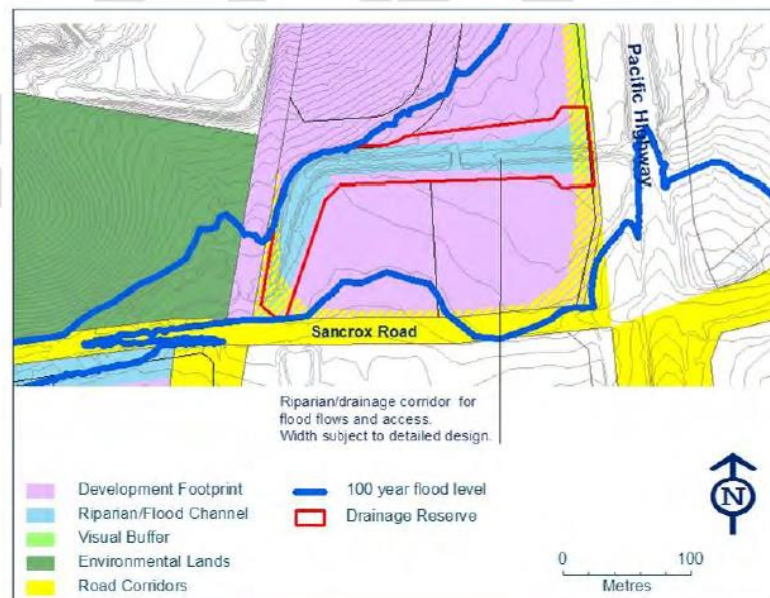


Figure 188: Land capable of being filled and indicative riparian/stormwater drainage corridor

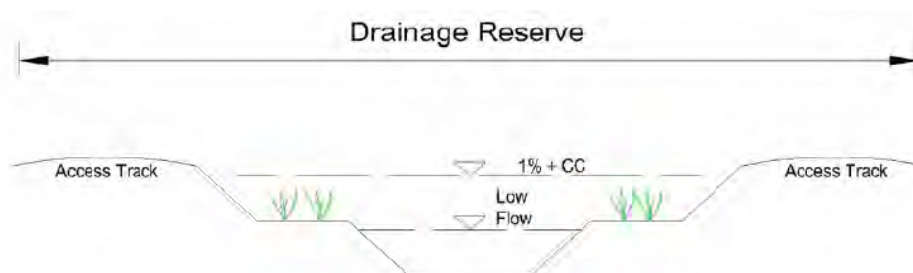


Figure 189: Indicative cross section for riparian/stormwater drainage corridor

Land Stability and Soils

301. Objective

- To set aside appropriate areas to convey and/or store flood waters.

Development Provisions

- Investigations to determine groundwater levels are to be undertaken for the lower elevations on the southern side of Sancrox Road to determine any limitations for development and associated roadwork, excavations, water quality control facilities, or other infrastructure construction.
- Fill in excess of 0.5m is to be suitably engineered to ensure good stability, compaction and water exclusion and/or drainage. Placement of fill is to be in accordance with Council AUS-SPEC guideline C213-Earthworks and Australian Standard 3798 Guidelines on Earthworks for Commercial and Residential Developments 1996.
- Where cut and fill is proposed to exceed 1.0m for land mapped as "Medium Land Hazard Risk" in Figure 190 below, specific slope instability assessment and sub-surface investigations are to be undertaken.
- Development requiring excavation is to include batter slope design based on assessment of excavated rock and careful design of drainage behind retaining structures and under roads. As a guide refer to the Preliminary Geotechnical Constraints Assessment undertaken by Martens (Oct 2009) at Appendix 5 to the Sancrox Employment Lands LES.
- Retaining structures greater than 0.75m high are to be designed and inspected by a suitably qualified engineer.
- Top soil is to be stripped and stockpiled for future landscaping purposes. If subsoils are to be reused as engineered fill, laboratory analysis is to be undertaken to determine suitability for re-use.
- Plans indicating the existing and final landform are to be submitted at the building DA stage.

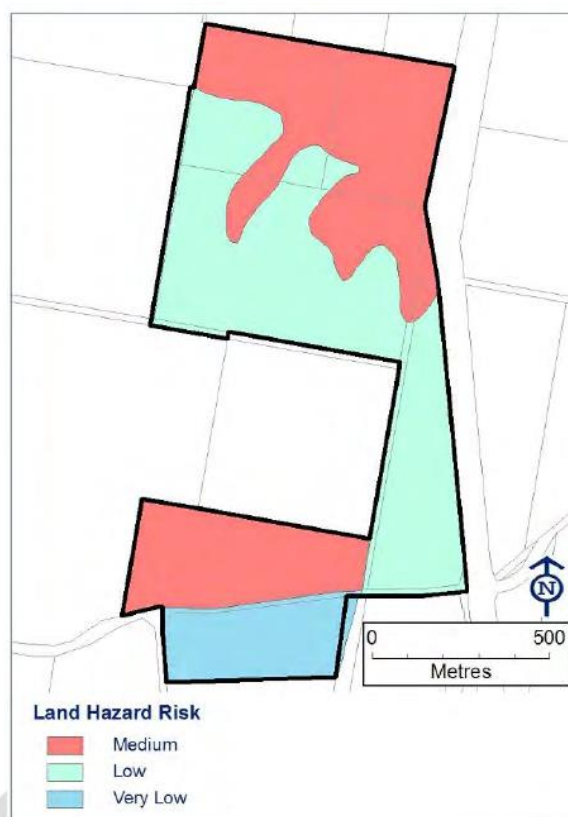


Figure 190: Land hazard risk zones

Land Contamination

302. Objective

- To implement measures to mitigate against the potential for risk posed by contaminated land to human health and the environment.

Development Provisions

- When bitumen tanks and or stored spare parts are removed from Lot 30 and part Lot 31 DP 255774, a preliminary site investigation is to be carried out by a suitably qualified person to determine if any remediation works are required in accordance with Council's *Contaminated Land Policy and SEPP 55 – Remediation of Land*.

Quarry Operational Impacts

303. Objective

- To ensure the long-term life of the Sancrox Quarry will not be compromised by development of industrial sites on adjoining land.

Development Provisions

- Development of land shown as "subject to acoustic controls" on the Acoustic Controls LEP Map, is to comply with clause 7.9 of PMH LEP 2011.

304. Objective

- To allow for the operators of the Sancrox Quarry to continue blasting operations adjacent to the northern quarry boundary until such time as the resource is extracted.

Development Provisions

- a) Development within the 125dB(L) overpressure contour or within the 25mm/s vibration contour from the existing Sancrox Quarry, as shown in Figure 191 is not permitted for a period of 5 to 7+ years in accordance with the Sancrox Employment Land and Quarry Agreement.

305. Objective

- To ensure appropriate noise attenuation measures are incorporated into building design and site layout for industrial development adjoining the Sancrox Quarry.

Development Provisions

- a) A noise impact assessment of development proposals for non-industrial proposals affected by the 70dB(A) contour and all development proposals affected by the 75dB(A) contour from the existing Sancrox Quarry and crushing plant, is to be provided with the DA to demonstrate suitable building design and siting to achieve acceptable noise levels within and without the industrial development to the noise source. Such to be prepared by a suitably qualified acoustic engineer.

306. Objective

- To enable adequate screening and noise attenuation of industrial development adjoining the Sancrox Quarry by appropriate lot layout, building siting and design

Development Provisions

- a) All new internal access roads (as described over page) are to be sited a minimum distance of 100 metres from the eastern and northern Quarry site boundaries
- b) Development, including car parking and staff recreation areas, are to be oriented to address the street, with solid barriers (eg high walls of buildings) to be located adjacent to the Quarry site boundaries to assist in noise reduction.

307. Objective

- To minimise the potential for future land use conflict

Development Provisions

- a) Dust sensitive land uses (eg spray painting workshops, photographic studios, fabric manufacturing, carwash premises) are not to locate on land adjoining the Sancrox Quarry.

308. Objective

- To maximise opportunity to win extractive resources.

Development Provisions

- a) Prior to industrial development of land, consider the ability to win any extractive resource within industrial zoned land.

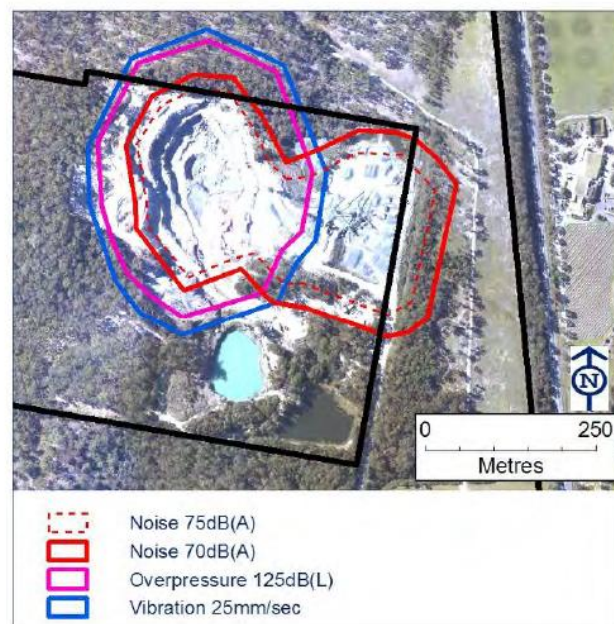


Figure 191: Quarry buffers (noise, blasting and vibration)

Roads, Access and Transport

309. Objective

- To ensure appropriate noise attenuation measures are incorporated into building design and site layout for industrial development adjoining the Sancrox Quarry.

Development Provisions

- The subdivision design is to reflect the road hierarchy in Figure 192 and cater for an efficient bus route and a combination of on-road and off-road pedestrian and cycleways.
- All new internal access roads that will revert to public road reserve, are to be designed in accordance Figure 194 and Figure 195.
- Where industrial land fronts onto Sancrox Road, an internal access road is to be provided. Direct lot access to Sancrox Road will not be permitted.

310. Objective

- To mitigate against the potential for environmental conflict and degradation at the industrial interface.

Development Provisions

- Perimeter roads between the development footprint and environmental lands are designed to control the industrial interface to manage potential conflicts of bushfire hazard, stormwater quality and environmental conservation.



Figure 192: Road hierarchy



Figure 193: Transport networks

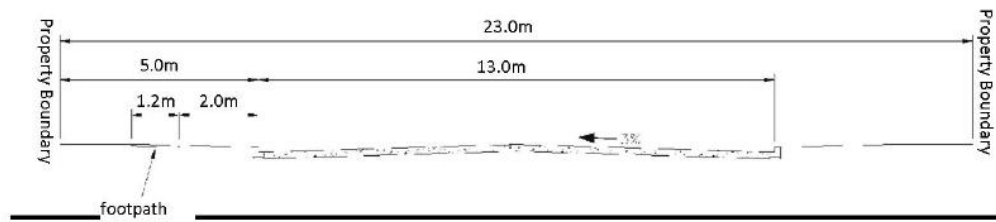


Figure 194: Industrial Road - Medium high traffic volume

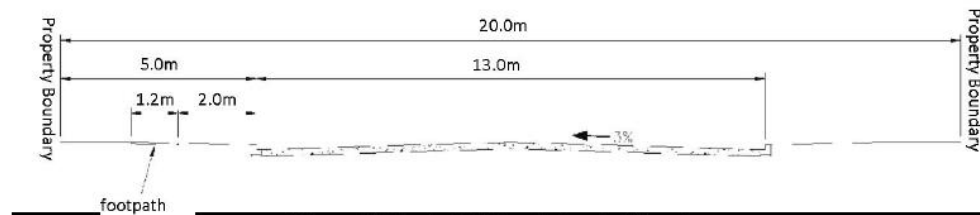


Figure 195: Industrial Road - low traffic volume

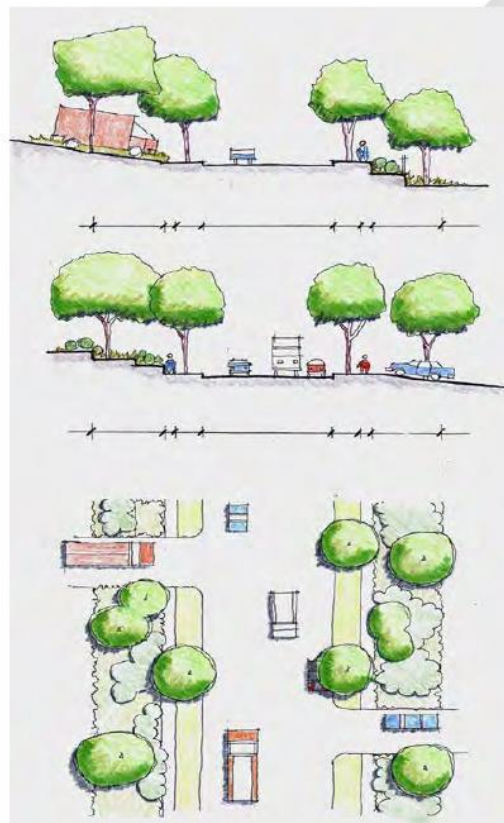


Figure 196: Urban design treatment of industrial roads

To provide large level industrial sites, the slope of the land will require careful road design and benching of sites at the time of subdivision.

Cross Section 1

Access to the high side of the road is at reasonable grade. The low side industrial lot is cut into the slope and terraced. Street trees and front setbacks provide shade and landscaped softening of the industrial area.

Cross Section 2

As the road level falls along its length, the high side is terraced and access to the low side becomes achievable at reasonable grade.

Plan View

Street trees frame the public domain, together with a minimum 7m setback containing terraced landscaped areas. Fences are setback behind the landscaped areas. Accesses are offset to account for the fall of the land.

Note: Final design also to incorporate bio-retention swales sized at 5% of pavement catchment area (refer to previously specified Water Quality provisions).

Visual Amenity**311. Objective**

- To identify certain land suited for development as a gateway to the Employment Lands.

Development Provisions

- a) Buildings on future lots at the Pacific Highway/Sancrox Road intersection shall be designed by a suitably qualified architect to create a distinctive and recognisable gateway entry to the Employment Lands. Detailed design plans, including proposed colours for buildings and signage are to accompany the DA for approval.

312. Objective

- To minimise the visual impact of industrial development as viewed from the southern visual catchment.

Development Provisions

- a) Buildings adjoining the northern site boundary are to be designed to incorporate appropriate architectural features in order to provide variation to the façade and reduce the visual bulk and scale of the building in the landscape. A visual impact assessment is to be submitted with the DA.
- b) The northern boundary is to be screened from adjoining properties. Design details to be provided with the DA for approval at the time of subdividing the site, or land use, whichever occurs first.

313. Objective

- To minimise the visual impact of industrial development as viewed from the southern visual catchment.

Development Provisions

- a) Site landscaping of industrial development in the north facing and elevated areas of the Employment Lands is to include horizontal landscaped strips in the locations indicated in Figure 198. In these areas of the site, plantings are to be in scale with the height and bulk of industrial development. Alternative solutions may be considered on merit where consistent with the corresponding objective and based on detailed assessment at DA stage.
- b) The 10m wide strip of E3 zoned land adjacent to the Pacific Highway is to be densely vegetated or regenerated which-ever is applicable and fenced to provide a robust natural buffer to screen buildings, parking areas, loading areas and any other associated uses of the site from the adjoining Highway. Trees are to be selected from those that are indigenous to the area and are to be planted at the time of subdividing the land.

314. Objective

- To minimise the visual impact of industrial development as viewed from the southern visual catchment.

Development Provisions

- a) Landscaped buffers to a minimum depth of 5 metres are to be provided along both sides of Sancrox Road between the intersection of the Pacific Highway overpass link road and Bushlands Drive.

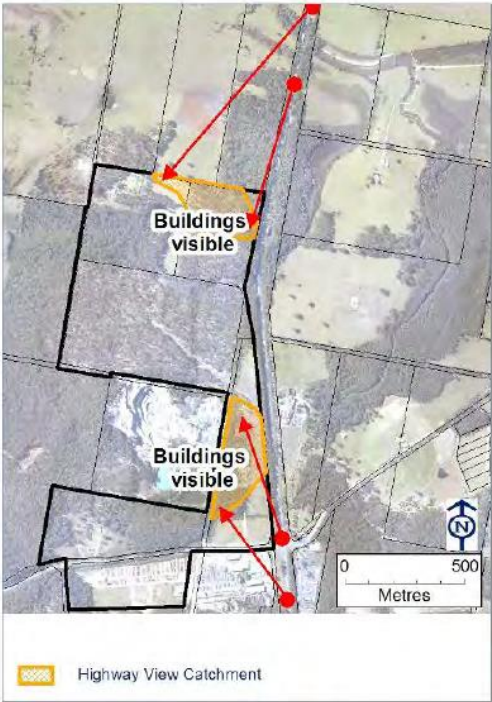


Figure 197: Highway view catchment



Figure 198: Visual buffers and environmental zones

Southern Site Boundary Treatment

315. Objective

- To ensure development maintains a satisfactory level of existing amenity to residents of rural dwellings in Bushlands Drive to the south.

Development Provisions

- At the time of subdividing land to the south of Sancrox Road (i.e. Lot 30 DP 255774), an acoustic treatment of the southern site boundary is to be provided in the location indicated at Figure 199 and in accordance with the design detail illustrated at Figure 200 and Figure 201.
- DAs for building works adjoining the southern site boundary are to be accompanied by noise impact assessment modelling to:
 - Determine the noise reduction required to achieve suitable levels for the proposed industry (if any).
 - Provide justification for any proposed acoustic treatment(s), based on site characteristics and the nature and intensity of the proposed use.
 - Include reference to demonstrate consideration of attenuation strategies of like industries with similar sites and requirements for noise reduction.
 - Design and incorporate noise mitigation measures to demonstrate achievement of acceptable noise levels at sensitive receivers, including visual detail of how the proposal integrates into the existing locality.

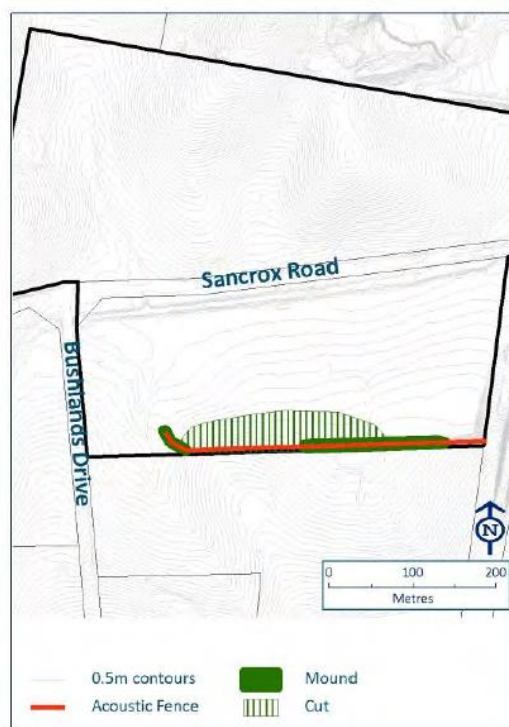


Figure 199: Acoustic fence location

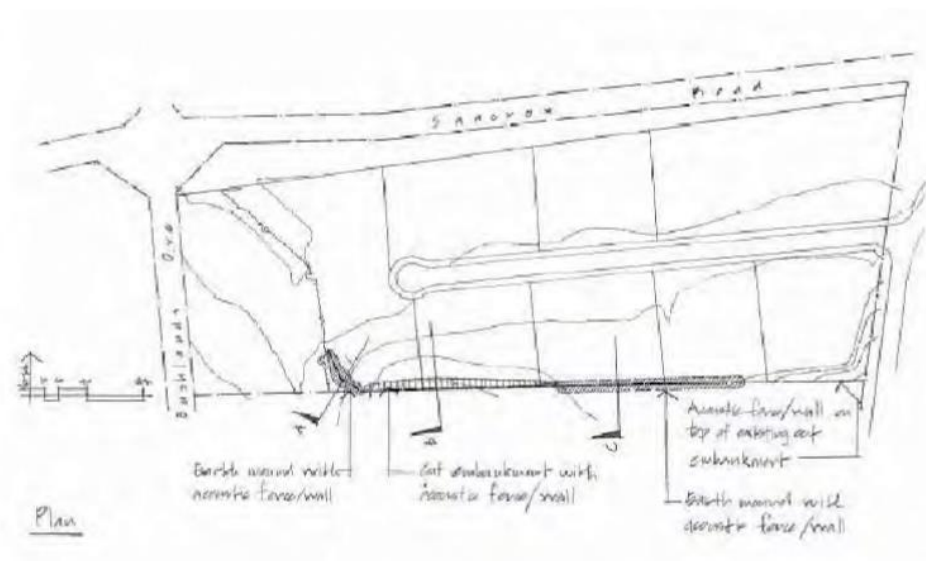


Figure 200: Acoustic fence landscaping and treatment

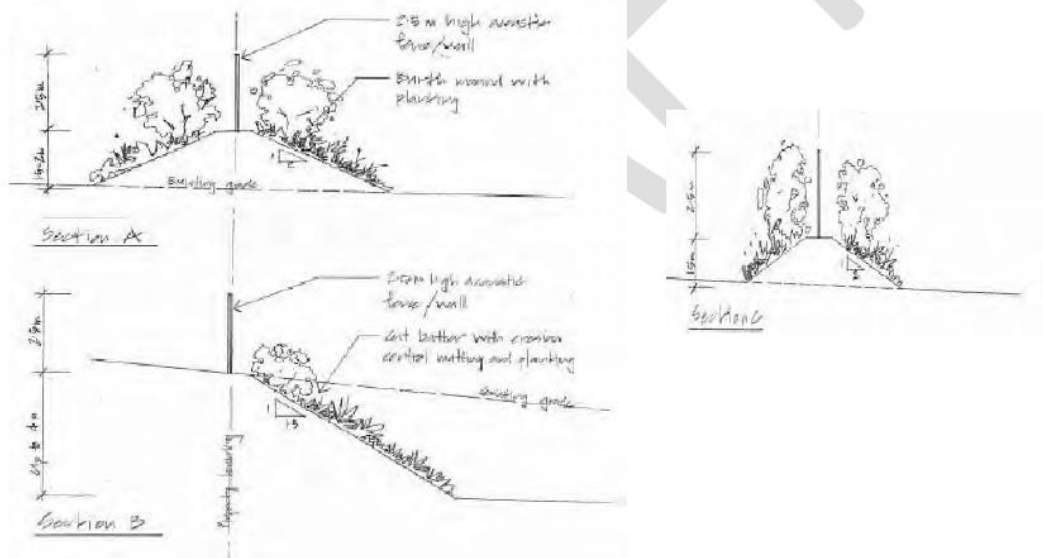


Figure 201: Acoustic fence landscaping and treatment

Cultural Heritage

316. Objective

- To ensure development maintains a satisfactory level of existing amenity to residents of rural-dwellings in Bushlands Drive to the south.

Development Provisions

- If an Aboriginal site or relic is unearthed or discovered during excavation, all work in the vicinity of the site/relic is to be stopped and the find immediately reported to the

Department of Planning, Industry and Environments Biodiversity and Conservation
Division in accordance with the provisions of the *National Parks and Wildlife Act 1974*.

Sewer, Water, Electricity and Telecommunications

317. Objective

- To ensure development maintains a satisfactory level of existing amenity to residents of rural-dwellings in Bushlands Drive to the south.

Development Provisions

- a) All lots must be connected to essential services (water, sewer, electricity and telecommunications) with capacity to accommodate the demands generated by proposed industrial development. Any proposal that requires a greater service capacity than is currently provided will need to be upgraded, at the expense of the developer, prior to the issue of a Subdivision Certificate.

318. Objective

- To ensure that satisfactory arrangements are made with servicing authorities.

Development Provisions

- a) Arrangements are to be made with local service authorities for the provision of underground power and telecommunications to all industrial development.

D7.3: BIRDON MARINE WEST

This Section applies to the land highlighted in Figure 202 below.



Figure 202: Land subject to Section D7.3

Strategic Context

The zoning of the site provides for approximately 3.7 hectares of working waterfront industrial and 2,100 sqm of rural transition lands for buffers and screening to adjacent rural-dwellings in Glen Ewan Road. The zoning was informed by a concept plan submitted by Land Dynamics consultants, on behalf of the landowner.

The concept provides for landscape screening along Glen Ewan Road, as well as vegetated areas to the north, east and west to screen development from the Pacific Highway corridor (existing & proposed), as well as the Hastings River.

An existing internal access road provides connection to the waterfront on land adjoining to the east.

The landowners have entered into a Planning Agreement with Council to ensure that no development of the site occurs before construction of the new Pacific Highway upgrade to the west, or otherwise, upgrade of the existing Pacific Highway/Glen Ewan Road intersection.

The concept also provides for on-site stormwater facilities to manage post-development flows and runoff from the internal road network.

The objectives of these provisions are:

1. To minimise potential for visual and amenity impacts
2. To ensure adequate measures are in place to minimise the likelihood of potential for any adverse impacts from the development to adjoining/adjacent residents, and
3. To provide for direct access to the waterfront from the subject land.

Development Guide

Visual Amenity

319. Objective

- To minimise the visual impact of working waterfront industrial development as viewed from the existing and future upgraded Pacific Highway, the Hastings River and Glen Ewan Road.

Development Provisions

- a) Working waterfront industrial development is to be screened from the existing and future upgraded Pacific Highway and the Hastings River through landscaped buffers to a minimum depth of 5m. Such to include mounding and canopy trees to limit the visual impact of development.
 - Trees are to be selected from those that are indigenous to the area and are to be planted at the time of developing the land.
 - Design details to be provided with the DA for approval prior to issue of a Construction Certificate for earthworks, subdivision and/or building works, whichever occurs first.
- b) The strip of RU6 Transition zoned land (generally 10m wide) adjacent to Glen Ewan Road is to be densely vegetated or regenerated, whichever is applicable; and fenced to provide a robust natural buffer to screen buildings, parking areas, loading areas and any other associated uses of the site from adjoining rural dwellings.
 - Approved screen planting works are to be completed to Council's satisfaction prior to the issue of the subdivision or building occupation certificate.
- c) Acoustic fences or noise barriers are not to be used in visually prominent areas of the site, with noise attenuation to be achieved through building design measures.
- d) Landscaping of flood mounds adjacent to the existing Pacific Highway is to be designed and assessed at regrading and fill stage; and established prior to issuing of subsequent approvals for any subdivision, buildings and or structures.
- e) Landscape treatment required in (a) and (b) above should be devoid of signage.

320. Objective

- To minimise the visual impact of working waterfront industrial development as viewed by the travelling public from the existing and future upgraded Pacific Highway.

Development Provisions

- a) Buildings adjoining the Hastings River are to be oriented and designed using appropriate materials and colours to limit any visual impact from public land and waters surrounding the site. A visual impact assessment is to be submitted with the DA.

Working Waterfront Industrial Land Adjoining Sensitive Land Uses**321. Objective**

- To ensure adequate noise, air quality and external lighting attenuation of working waterfront industrial development to adjoining and adjacent rural-dwellings.

Development Provisions

- a) DAs for working waterfront industrial development are to be accompanied by noise impact assessment carried out by a suitably qualified and experienced person to:
 - Determine the noise reduction required to achieve reasonable levels for the proposed industry (if any) in accordance with the provisions of the NSW Industrial Noise Policy, Environment Protection Authority 2000;
 - Design and incorporate any necessary noise mitigation measures to demonstrate achievement of acceptable noise levels at sensitive receivers, including visual detail of how the proposal integrates into the existing locality;
 - Provide justification for any proposed acoustic treatment(s), based on site characteristics and the nature and intensity of the proposed use; and
 - Demonstrate consideration of attenuation strategies of like industries with similar sites and requirements for noise reduction.
- b) Windows, doors and other wall openings should be arranged to minimise noise impacts on adjoining/adjacent rural-dwellings.
- c) External plant such as generators, air conditioning plant and the like should be enclosed to minimise noise nuisance and located away from adjoining/adjacent rural-dwellings.
- d) Prior to carrying out any development on the site, an air quality assessment is to be prepared by a suitably qualified and experienced person with reference to relevant legislation and guidelines, to demonstrate that development will be carried out in a way that prevents and/or mitigates any air pollution generated by the development and that all practicable measures are implemented to minimise any off-site odours and emissions generated by the development.
- e) External and security lighting should be directed and shielded to avoid light spillage to adjoining/adjacent rural-dwellings.
- f) Driveways should be arranged or screened to avoid headlight glare on windows of adjoining/adjacent rural-dwellings.

Waterfront Access**322. Objective**

- To ensure direct waterfront access for development.

Development Provisions

- a) Vehicular access arrangements are to be in place to guarantee access to the Hastings River via the adjoining land to the east (Lot 1 DP 225413) for any industry that requires direct waterfront access.
 - Such arrangements to be in place prior to issue of a Construction Certificate for earthworks, subdivision and/or building works, whichever occurs first.

D8: HIGHWAYS GATEWAY SITES

Application

Section D8 applies to the land highlighted in Figure 203 below.



Figure 203: Land subject to Section D8

Strategic Context

Council strategy identifies the gateway sites on the western side of the interchange of the Pacific and Oxley Highways as key sites at the main road entry to Port Macquarie and Wauchope.

State government policy also identifies that a Highway Service Centre may be suitable on one of the Gateway sites.

The following development controls have been informed by a visual impact assessment and urban design analysis prepared on behalf of Council by Envisage Consulting Pty Ltd (Nov 2018) to guide the form and visual presentation of future development on the Highway Gateway Sites.

Purpose

The purpose of these provisions is to ensure that new development respects the visual prominence of these sites at an important Gateway entry to Port Macquarie (to the east) and Wauchope (to the west). The intent is that future development provides good urban design and visual amenity outcomes for the community, visitors and the travelling public alike.

These provisions supplement the relevant provisions in Parts B and C of the Port Macquarie Development Control Plan. Where there is inconsistency between the Locality Specific Provisions in this Part, for the extent of the inconsistency these Locality Specific Provisions prevail.

Note: The figures shown in this plan are conceptual, not to scale and show indicative locations only.

Development Guide

Documentation

323. Objective

- b) To ensure that any proposed development responds to the context of the site.
- c) To ensure a high quality of documentation is provided that is clear, accurate and can be easily understood by the general public.

Development Provisions

- a) Documentation submitted with the Development Application should include:
 - A formal urban design/landscape analysis with a set of architectural diagrams explaining the design, and how it responds to the site context. The site analysis is also to include an evaluation of existing trees for protection and retention.
 - Detailed cross-sections through the entire site, including through the location of main access points and across the highway boundaries. The cross-sections are to be of a scale that can be clearly read and indicate:
 - The existing and proposed landform in separate colours and line form (e.g. use a dashed line for proposed)
 - Areas of cut and fill
 - Reduced Levels (RLs) of main features and heights of any buildings and structures such as signs
 - Location of existing and proposed vegetation, defining where any vegetation is proposed for removal.
- b) Photomontages to illustrate the development proposal as accurately as possible and produced in accordance with the NSW Land and Environment Court's Use of Photomontages document as available on their website. In addition, the photomontages are to:
 - Be approximately from the following locations indicated in Figure 204 (viewpoints B and D applicable to the southern site and viewpoints E and G applicable to the northern site). In addition, a photomontage is to be included from wherever the main access will be from the Oxley Highway, looking into the site.
 - Photomontages are to include an image of the development immediately following construction (i.e. with any new landscaping shown as immature) and at approximately 5-7 years post construction (i.e. showing new landscaping with estimated growth likely to be achieved in that timeframe).

Vehicular Access (also refer DCP Section B4)**324. Objective**

- To plan and locate access so that the Southern Site and the Northern Site are both considered and that the arrangement does not negatively constrain future development options or lead to an unfair burden in terms of cost.

Development Provisions

- a) In consultation with Council and the Roads and Maritime Services, a four-way intersection will need to be provided at the intersection of the Oxley Highway with Billabong Drive to service the likely future needs of development to the north and south of the Oxley Highway. The intersection design will need to be approved by the NSW Roads and Maritime Services, and Council.
- b) Prior to development of the Southern Gateway Site, provide detailed information demonstrating that the 'Access Land Dedication Land' referred to in the Highway Service Centre Planning Agreement is appropriately located and can be constructed to current AUS SPEC standards.

Site Layout and Boundary Treatment**325. Objective**

- To achieve a well-considered layout that nestles the built elements and any parking areas within a generously landscaped environment.
- To ensure an attractive site boundary is achieved which balances a commercial need for highway exposure with a public expectation of a 'gateway' that is of high scenic quality and retains the most desired elements of the existing landscape character.

Development Provisions

- a) Locate car and truck parking areas so that extensive areas of hard pavement are broken-up and articulated with landscaping, different materials/colours and level changes and sites buildings so as to contribute to screening views of car parking from outside views.
- b) Provide a 40m minimum setback to all buildings from the Pacific Highway frontage, and 20m from the Oxley Highway frontage.
 - The general requirements for this setback in terms of landscaping and the siting of hard surface areas is shown diagrammatically in Figure 205 and Figure 206.
 - If it can be shown that the Roads and Maritime Services can guarantee the retention of the majority of large trees within the existing road reserves along the highway boundaries in the long term (over 20 years) then consideration could be given to reducing the requirement for the Pacific Highway boundary setback to 20m, including a reduced landscape buffer to 10m. Such a scenario and its implications would need to be negotiated with Council.
- c) In consultation with Council and the Roads and Maritime Services, road access points from either the Pacific Highway or Oxley Highway are to be designed, as far as possible, to maintain the natural integrity of existing landform, vegetation and drainage systems. Structural drainage elements should be used in preference to mass fill embankments.

Landform Considerations (also refer DCP Section B2)**326. Objective**

- To ensure that any development responds sensitively to the existing landform of the site and seeks to minimise visual impacts as far as possible.

Development Provisions

- a) Any batters and retaining walls must be treated to reduce visual impacts and stabilise the landform.
- b) As a general rule, batters should be kept to a maximum gradient of 1V:2.5H (i.e. 1m vertical to 2.5m horizontal) and terraced so as to avoid a high single batter and allow trees of at least 5m mature height to be established on the terraces and base of the batter. Total maximum vertical height of any batter to be 8m.
- c) Excessive retaining walls are to be avoided, with a maximum height of 8m permitted.
- d) Alternative batter and retaining wall treatments may be considered providing that it is clearly shown that the objective of this provision is achieved.

Landscape Works (also refer DCP Section C4)**327. Objective**

- To achieve a final landscape that is attractive, has generous areas of landscape planting and provides aesthetic and general amenity benefits such as shade.
- To create parking areas that are as attractive as possible and provide shade.

Development Provisions

- a) Within the setback along the Pacific Highway and Oxley Highway boundaries design for a corridor of vegetation along the boundary of at least 15m wide (at ground level) for the Pacific Highway frontage and 10m wide for the Oxley Highway frontage.
- b) The corridor is to apply to at least 60% of the length of the boundary with coverage of at least one plant per m².
- c) Design for a mix of: 20% canopy trees (with a mature height over 20m); 30% mid-storey shrubs/small trees (mature heights 3–10m); and a 50% understorey of small shrubs/groundcovers (mature heights under 3m).
- d) Canopy trees are to be relatively evenly spread; yet mid-storey shrubs/small trees may be grouped as appropriate if a glimpse through vegetation from highways is desired.
- e) Once plants are well-established, if increased highway exposure is desired it should be achieved by:
 - Selective pruning of lower tree limbs up to a maximum height of 6m
 - Ongoing management of existing and new vegetation.
- f) Design for a mix of garden areas, tree groups (of 10-20m in mature height) and open grassed areas that combined, produce pleasant spaces for public seating and use, shade, separation of different use areas and variety.
- g) Any proposal for a highway service centre should include consideration of opportunities for public recreation facilities in conjunction with the highway service centre use.
- h) Select plant species that are suitable for the growing environment and relatively low maintenance. The majority of plant species are to be locally native species. Exotic species may be suitable in certain locations, particularly those with some cultural

relationship to the local area that can be used to draw attention to parts of the site, or for playgrounds and public seating areas.

- i) Within parking areas, development should include supply, installation and maintenance of at least one advanced (minimum height of 2m at planting) clear trunked broad canopy tree (with a minimum mature height of approx. 10m) for every eight at-grade car parking spaces and one for every three truck parking spaces.
- j) Each landscape planting area should include at least one medium to large tree species with suitable ground covers or low shrubs below and have a minimum width of 3m and include measures to protect trees from vehicle damage.

Built Form

328. Objective

- Achieve a high-quality built form design with demonstrated architectural merit and attention to detail.
- Ensure that the height of buildings does not cause negative visual impact or overly dominate the surrounding character of the local landscape.
- Ensure signage achieves a balance between providing appropriate directions and notification to travellers yet does not overly dominate the surrounding character of the local landscape.
- Provide for a high quality of amenity for site users.
- Provide for an integrated and site appropriate lighting scheme.
- Avoid the dominance of fencing and create an attractive site.

Development Provisions

- a) Design a suite of buildings and structures with a complementary visual relationship that are of a high-quality architectural design.
- b) Consider the roof form, particularly when viewed from the Pacific Highway and Oxley Highway. Design a roof form that is aesthetically pleasing and of elegant form.
- c) Consider building articulation, architectural features and the presentation of the façade. Buildings with minimal articulation will not be accepted.
- d) The location of loading bays, garbage storage and collection should be such that these cannot be seen from the Pacific or Oxley Highways.
- e) Buildings should not be visible above the dominant existing and future tree-line (i.e. approx. 20m) when viewed from the locations indicated in Figure 204 (viewpoints B, D and H applicable to the southern site and Viewpoints E, F and G applicable to the northern site).
- f) Signage is required to satisfy State Environmental Planning Policy 64 - Advertising and Signage.
 - In addition, proposed signage should be shown in the photomontages and be demonstrated to achieve the objectives of this area based DCP.
- g) In general, signs should not be visible above the dominant existing tree-line (evident at the time of this DCP commencing, i.e. mature trees in place alongside highway boundaries) when viewed from the locations indicated in Figure 204 (viewpoints B and D applicable to the southern site and viewpoints E and G applicable to the northern site). If the majority of trees within the highway reserve are removed, then a maximum permitted height of 15m applies.

- h) Balance the type and level of lighting to address the safety and needs of users, the potential for negative visual impact to surrounding viewpoints and any desire for highway exposure.
- i) Sensitively designed lighting could be used to enhance the gateway role of the sites, particularly along the highway edges, yet the effect and potential visual impact would need to be demonstrated to be aesthetically pleasing and have a public benefit.
- j) Avoid fencing where unnecessary; and where unavoidable, use aesthetically pleasing alternatives in terms of materials, colours, lower heights and integrated landscaping such as planting and mounding.

Public Art

329. Objective

- To make a positive contribution to the built environment of the Port Macquarie-Hastings region and promote the inclusion and integration of public art work that responds to and reflects the local culture and character, including the area's indigenous cultural history and traditions, European heritage and contemporary culture, as well as the area's unique natural environment.
- Ensure any new intersection along the Oxley Highway is attractive and consider the potential to create a design that acknowledges this location as part of the approach to Wauchope.

Development Provisions

- a) The development should provide quality artwork(s) in publicly accessible location(s) and take into account links and connections between the development and the area's natural and cultural heritage.
- b) The public art is to be 1% of the total cost of the development to provide works of art for appreciation from the public domain, including the Pacific Highway and/or the Oxley Highway (NSW Roads and Maritime Services approval may be required).
- c) Specifically designed lighting may be appropriate as either an integral part of any public art or to highlight it.
- d) In consultation with Council, develop an appropriate response to the Oxley Highway intersection that could include specific landscape planting and/or a public art element.



Figure 204: Main viewpoint locations to Gateway

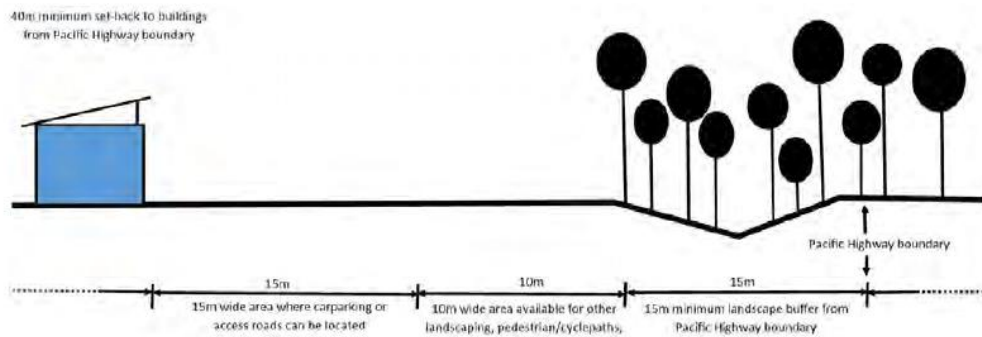


Figure 205: Conceptual diagram of Pacific Highway boundary treatment

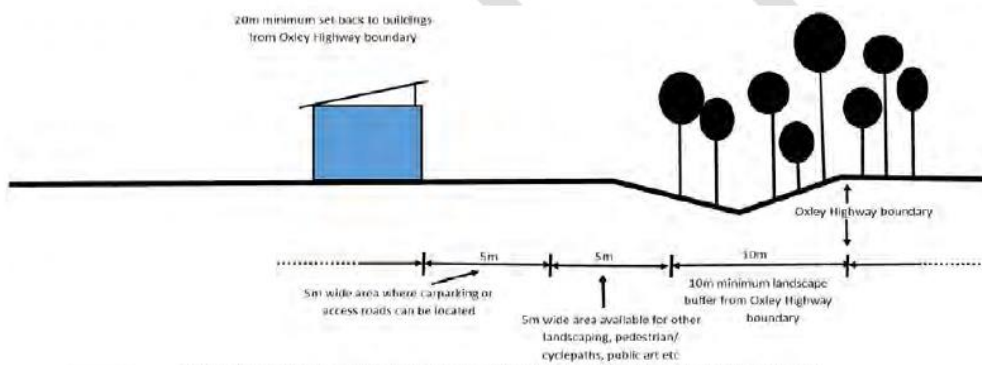


Figure 206: Conceptual diagram of Oxley Highway boundary treatment

D9: LAKE CATHIE - BONNY HILLS

Application

Section D9 applies to the land highlighted in Figure 207 below.

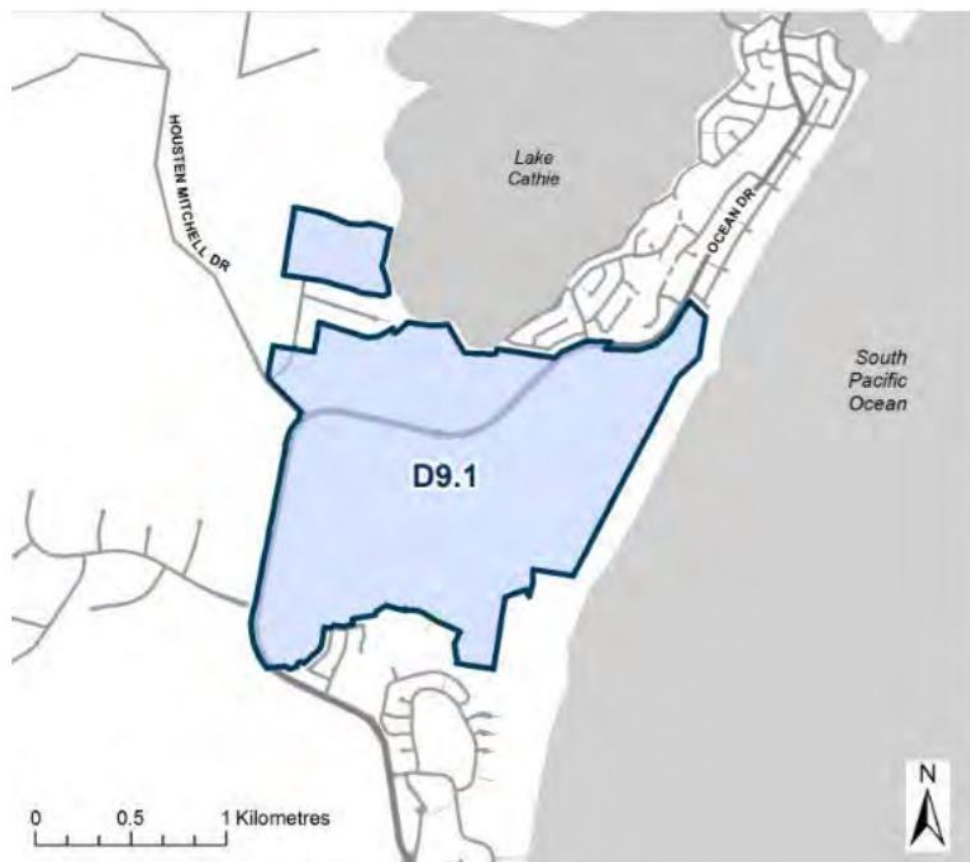


Figure 207: Land subject to Section D9

D9.1: RAINBOW BEACH

Section D9.1 applies to the land highlighted in Figure 208 below.

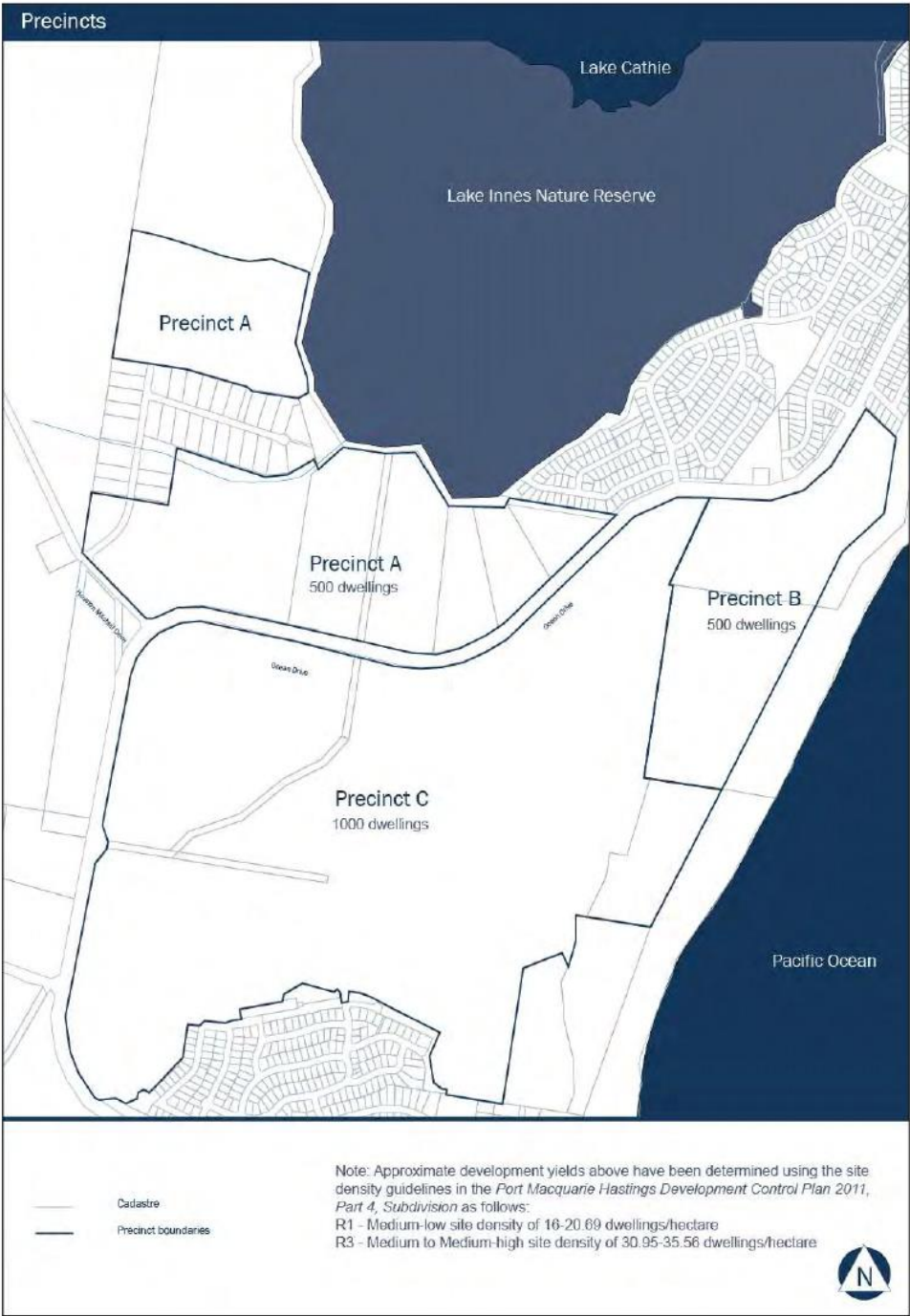


Figure 208: Land subject to Section D9.1

Strategic Context

Rainbow Beach, also known as 'Area 14' or the Lake Cathie – Bonny Hills Growth Area, is located between the existing villages of Lake Cathie and Bonny Hills.

Three precincts are identified – Precinct A, B and C. There are 'General Provisions' that apply to all Precincts and specific provisions where relevant for each Precinct.

Purpose

The purpose of the Rainbow Beach locality specific provisions is to facilitate coordinated development outcomes across the entire plan area, and to guide the site-specific development approvals described further below.

In particular, the Development Provisions aim to:

- Facilitate development that accommodates population growth of around 2,000 new dwellings while maintaining a coastal village feel,
- Protect and enhance the environmental values of the area,
- Achieve residential densities sufficient to support:
 - business and mixed use centres
 - public transport provision, and
 - infrastructure investment,
- Facilitate a mix of housing types and encourage higher residential densities in areas close to retail or community activities and public transport nodes,
- Encourage an urban form that clearly defines the new centres,
- Ensure a high level of amenity for future residents and visitors, and
- Ensure a high level of visual and acoustic amenity along the Ocean Drive Corridor.

Precinct Objectives

Precinct A is the area that is bounded by Ocean Drive, Houston Mitchell Drive, Lake Innes Nature Reserve and the existing residential development along Explorers Way.

Fully developed, Precinct A is anticipated to provide about 500 new dwellings, predominantly manufactured homes and detached houses providing for about 1,200 residents.

The desired outcomes for the precinct are:

- Habitat linkages through the precinct are maintained and improved,
- The viability and health of the area's koala populations are maintained and improved,
- Provide an attractive interface to Ocean Drive.
- The existing amenity of the rural residential estate on Forest Parkway is adequately protected.

Precinct B is bounded by the Littoral Rainforest No: 116, Ocean Drive and Precinct C.

Fully developed, Precinct B is anticipated to provide about 500 new dwellings, predominantly detached houses, providing for about 900 residents. The Hilltop Village will include a mix of permanent residential accommodation and about 100 tourist accommodation apartments

The desired outcomes for the precinct are:

- The littoral rainforest is protected, maintained and improved,
- Duchess Creek is protected and improved,
- A vibrant mixed use precinct is established with a focus on tourism,
- The coastal cycle and walkway is extended through the site,
- Development provides a variety of housing types including medium density.

Precinct C is the land that is bound to the north and west by Ocean Drive. The mid-eastern boundary of has frontage of approximately 350 metres to a crown beach reserve, and the south-eastern boundary adjoins the Lake Cathie – Bonny Hills sewage treatment plant. The southern boundary of the subject land is the existing Rainbow Beach residential estate. This estate is now fully developed.

Fully developed, Precinct C is anticipated to provide about 1,000 new dwellings, predominantly detached houses but also with medium density residential dwelling units or townhouses adjacent to the new Village Centre.

The desired outcomes for the precinct are:

- A new village centre is established as the primary retail, commercial and community focus of the precinct,
- Development provides a mix of living options with higher density residential areas within walking distance to the village centre,
- Development provides an attractive residential interface to Ocean Drive,
- The littoral rainforest is protected, maintained and improved,
- Habitat linkages through the precinct are maintained and improved.

***Note:** Development applications including subdivision must also address the relevant provisions in Parts B and C of the Port Macquarie-Hastings Development Control Plan.*

Where the sections in the following Development Guide correspond to the same section in Part C. of the Port Macquarie-Hastings Development Control Plan, the provisions in the Development Guide are to be read in addition to the objectives and provisions in Part C.

Where there is inconsistency between these Locality Specific Provisions in this Part, for the extent of the inconsistency these Locality Specific Provisions prevail.

These area based provisions do not apply to the extent they are inconsistent with the State Government approvals described further below.

The maps shown in this plan are not to scale and show indicative locations only. The maps should not be relied on for detailed analysis.

Environmental Planning and Assessment Act 1979 Part 3A approvals

Precincts B and C are subject to the following Concept and Project Approvals under the repealed *Part 3A of the Environmental Planning and Assessment Act 1979* (Part 3A). The following are generalised summaries of each approval.

Precinct B

07_0010 Residential, Commercial and Tourist Development (Concept Plan) being an approval for:

- Residential uses for about 217 low density dwellings and about 82 medium density dwellings
- A 'Hill-Top Village' neighbourhood centre, including tourist and residential uses of about 160 apartments
- Environmental works associated with the Littoral Rainforest and Duchess Creek
- Provision of perimeter road, pedestrian, cycle paths and opens space and access to Rainbow Beach
- Provision of associated infrastructure including stormwater, drainage and utilities

07_0010 Residential, Commercial and Tourist Development (Project Application). Dealing with:

- Environmental works including establishment of regeneration area, erection of temporary fencing and construction of a timber boardwalk.

Precinct C

06_0085 Rainbow Beach Estate, Bonny Hills (Concept Plan). Dealing with:

- Limits of residential subdivision
- Location of three adopted intersections with Ocean Drive and the location of an additional intersection with Ocean Drive currently under investigation by council
- The extent of future school sites
- The general location of the Greater Lake Cathie Bonny Hills Village Centre
- The delineation of the development area of Lot 5 DP 25886
- The delineation of the central corridor

07_0001 Rainbow Beach Estate, Bonny Hills (Project Application). Dealing with:

- Construction of a 75.2 hectare environmental corridor
- Excavation of 415,800 m³ of soil to create an artificial wetland and provide fill for future development
- Works for district sporting fields
- Formalised access way to Rainbow Beach

These site-specific approvals are subject to conditions and further requirements issued by the Department of Planning and Infrastructure as well as statements of commitment made by the proponents and are supported by various technical studies, reports, and approved plans.

These documents can be viewed by request from Council.

Development Guide

Urban Structure and Lot Layout

330. Objective

- To establish a clear urban structure that maximises the sense of neighbourhood and encourages walking and cycling.
- To ensure development in each precinct is delivered in an orderly and efficient manner.
- To facilitate the efficient use of land that accommodates the area's predicted population growth.
- To achieve housing choice and residential densities sufficient to support:
 - Business and mixed use centres
 - Public transport provision
 - Infrastructure investment
 - To encourage compact urban form and clearly define the new town centre

Development Provisions

a) General

- Road layout, open space and location of commercial and residential uses are generally in accordance with Figure 209 to Figure 211.
- OR**
- Site layout is consistent with a current Part 3A approval.
- The first development application in each precinct provides an indicative precinct staging plan to the satisfaction of Council. The proposed precinct staging plan should indicate the extent of Ocean Drive road intersection upgrades required at each stage and is provided in addition to the Infrastructure Servicing Plan required at DP3.1.
- OR**
- Development stages are in accordance with a current Part 3A approval.
- OR**
- Where an indicative stage plan is approved, development is consistent with this plan.
- Dwelling yields are achieved by:
 - A minimum site density of 15 dwellings per hectare in the R1 General Residential Zone
 - A minimum site density of 30 dwellings per hectare in the R3 Medium Density Residential Zone

Note: Site density is calculated by dividing the site area (defined in the Port Macquarie-Hastings LEP) by the number of proposed dwellings or lots.
- Lot layout provides opportunities for housing choice by considering future provision of:
 - Duplex or triplex dwelling forms by providing larger corner lots throughout the R1 General Residential Zone
 - Shop top housing in the business zone by considering future residential access and parking location
 - Low rise, medium density dwelling types such as attached dwellings, multi-dwelling housing, manor homes or row apartments in the R3 Medium Density Residential Zone by providing lot shapes and dimensions suitable for these building types

- Creation of smaller lots under clause 4.1A of the Port Macquarie-Hastings LEP in the R1 General Residential Zone by providing lot shapes and dimensions suitable for future subdivision.
- Housing choice is encouraged through:
 - Provision of low rise, medium density housing types as referred to above in or adjacent to the R3 Medium Density Residential Zone or in the R1 General Residential Zone where fronting open space
 - Incorporation of a residential component to commercial development in the business zones.

b) Precinct C

- Lot layout facilitates a high quality landscaped entrance to the Village Main Street from Ocean Drive.

Infrastructure and Service Provision

331. Objective

- To ensure that development can be adequately serviced by infrastructure
- To ensure that the infrastructure required to service a development is funded by the development and is provided in a logical manner
- To ensure that the possible impacts of providing such infrastructure are considered at the development application stage

Development Provisions

a) General

- Development applications that include staging must include an Infrastructure Servicing Plan prepared by a suitably qualified person that identifies servicing requirements necessary for the development and upgrades proposed to the existing system.
- OR**
- Development is consistent with an endorsed planning agreement.

Road Design and Construction

332. Objective

- To provide for the safe and functional movement of all modes of transport along Ocean Drive.
- To provide equal access to all mobility groups along Ocean Drive, including public transport, pedestrian, mobility assistance vehicles and cycling.
- To allow for the movement of wildlife through the landscape.
- To ensure gateway sites contribute to a safe public environment by providing clear wayfinding cues.
- To ensure gateway sites contribute to a safe public environment by avoiding traffic movements from parking or site access and egress close to the intersection.

Development Provisions

a) General

- Signalised and roundabout intersections are to be provided in accordance with Figure 209 and the Area 14 Paramics Modelling Report P0483v001 (Roadnet Pty Ltd June 2009).
- Any variations to the modelling report are to be approved by Council on the basis of a traffic report prepared by a person with suitable traffic engineering qualifications and experience.
- Ocean Drive is to be designed in accordance with Figure X O-78. Elements such as road carriageways, median islands and shared cycleway/walkways shall be provided generally in accordance with the dimensions shown in the typical cross section shown in Figure X O-79.

***Note:** A concept road design has been prepared by King & Campbell (Ocean Drive Corridor Plans Rev. E dated 07/06/2012). Where this plan is not used as a basis for detailed design, final road reserve and buffer zone widths and utility service corridors shall be subject to conceptual and detailed design development undertaken for each development application and construction certificate application respectively and approved by Council.*

b) Precinct B

- Road layout is consistent with Figure 209 and provides:
 - an east west main street road as part of the Hilltop Village,
 - a public perimeter road, incorporating walking and cycle park for the full frontage of the rainforest,
 - a public car park and local park adjoining the beach access path,
 - a shared pathway link to the existing formed pathway along Ocean Drive, and
 - a road connection to Precinct C.

c) Precinct C

- For village centre, sites on the corner of Main Street and Ocean Drive:
 - Access is not provided from Ocean Drive
 - No parking spaces are provided on Ocean Drive or Main Street where adjacent to village entry corner sites

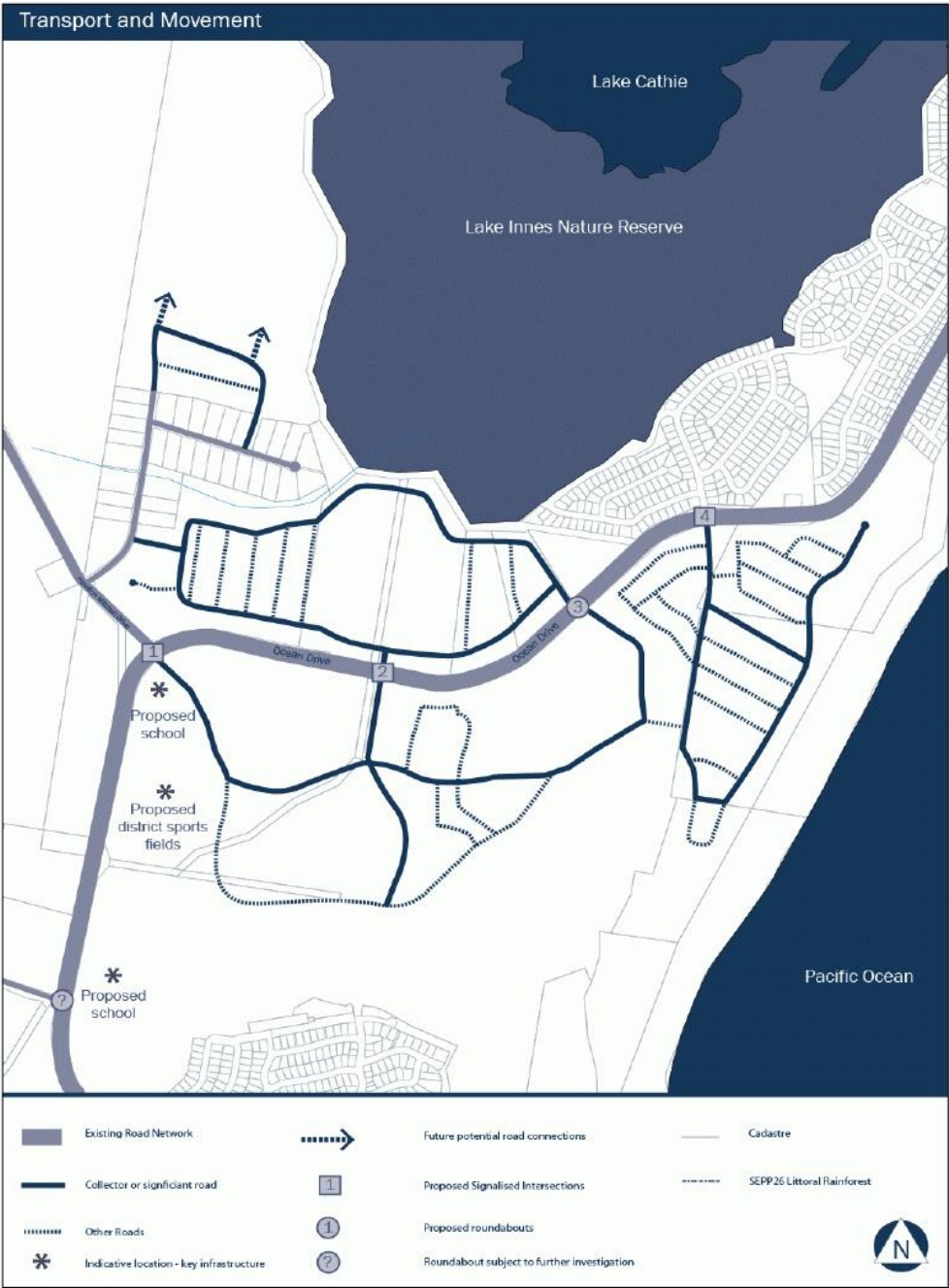


Figure 209: Rainbow Beach transport and movement



Figure 210: Ocean Drive Corridor Plan

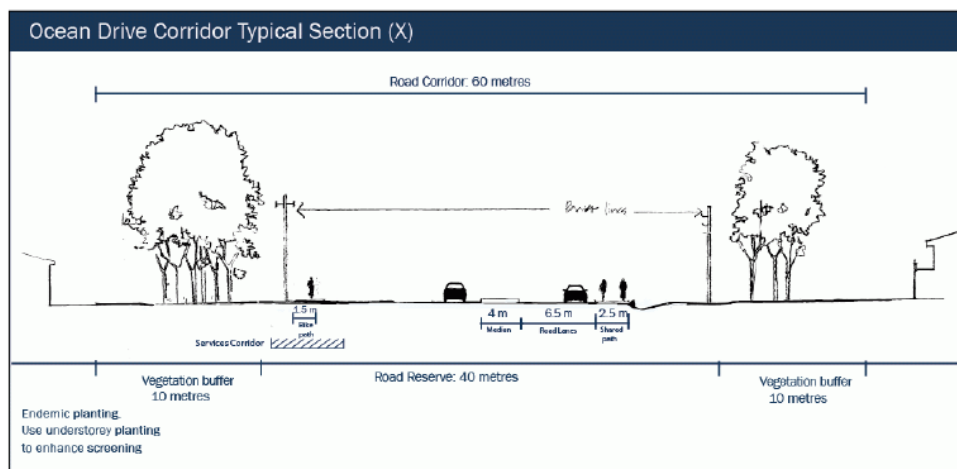


Figure 211: Ocean Drive corridor typical cross section

Parking Provision

333. Objective

- Parking design serves the needs of people who live in, work in and visit the local area by ensuring maximum access, activity and convenience to local shopping in the 'Main Street'

Development Provisions

a) Precinct C

- Short and medium term car parking, bicycle parking and disabled parking spaces are provided in the main street.
- Parking for the village centre is provided in a centre parking configuration (parking in middle of street and parallel parking on street edges) in the main street or otherwise sleeved behind shops.
- Shade is to be provided to the longer term parking area using shade trees or shade structures. Shade tree species are to be selected from Council's Indigenous Species Planting List.
Note: this is in addition to the landscaping of parking areas objective in Part B Section B4.
- The central parking area is connected to the Main Street Activity Area by a minimum 4.5 metre wide pedestrian walkway provided mid-block.
- Where enclosed by buildings, this walkway is to be activated by commercial frontages along at least 50% of its enclosed length.
- Where the walkway is open to the sky, shade is provided for at least 70% of its exposed length.
- Where car parking for commercial uses cannot be provided on street, parking areas are to be sleeved behind buildings and not have direct frontage to a road.

Pedestrians and Cycleways**334. Objective**

- To provide a clear and safe pedestrian and cycleway system that links residential areas, open spaces, schools, social and cultural facilities, town centres and neighbourhoods.

Development Provisions**a) General**

- Cycleways, shareways and other pedestrian facilities shall be provided generally in accordance with Figure 213.

b) Precinct C

- Provide a pedestrian link path generally in the location shown on Figure 213. The pedestrian link is to:
 - Provide a connection between Rainbow Beach Drive and the new shareway network
 - Only accommodate cyclists, pedestrians and mobility scooters
 - Be constructed at or above the 20 year Annual Recurrence Interval
 - Be lit in accordance with AS 1158 Road Lighting.



Figure 212: Public open space and pedestrian movement

Koala Habitat**335. Objective**

- To assist the effective implementation of the Area 14 Koala Plan of Management (KPoM), in particular:
 - to provide a functional habitat link between Lake Innes Nature Reserve and the Queens Lake State Forest,
 - to retain preferred koala food trees
- To provide access and servicing infrastructure sufficient to service the residential lots without adversely impacting on visual significance and the ecological functioning of the vegetation within the E4 Environmental Living zone.
- To maintain and improve ecological corridors through the site and between the coast, Lake Innes Nature Reserve and Queens Lake State Forest and State Conservation Area.
- To minimise adverse impacts of development on the amenity of existing and future low and very low density residential dwellings.
- To integrate the preservation of neighbourhood amenity with koala habitat protection
- Subdivision adjoining the R2 Low Density Residential and E4 Environmental Living zones is designed to avoid adverse amenity impacts by measures including landscaping with koala food trees to buffer areas of differing density.

Development Provisions**a) Precinct A**

- Any development in the E4 Environmental Living zone must demonstrate the implementation of the Management Provisions of the Area 14 KPoM and have regard to Australian Standard 4970-2009 Protection of trees on development sites (AS4970-2009).
- Any application to subdivide land in the E4 Environmental Living Zone or part thereof must include a plan showing building envelopes of sufficient size to accommodate a dwelling, its associated outbuildings, and structures and parking areas that avoid the removal of koala food and habitat trees.
- Development applications must demonstrate site design, including layout of services, has been carried out having regard to AS4970-2009. In particular:
 - showing a development layout that has been influenced by a preliminary arboricultural report, and
 - providing an arboricultural impact assessment report and tree protection plan.
- North south oriented streets are to be provided generally in accordance with Figure 213.
- A minimum 20 metre wide habitat link is to be provided generally in accordance with Figure 213. The habitat link is to be planted with Forest Red Gum Eucalyptus tereticornis, Swamp Mahogany E. Robusta or Tallowwood E. Microcorys.
- A habitat link in the form of a 30 metre road reserve, planted with street trees at a density of 1 per 20 metres and of the species Forest Red Gum Eucalyptus tereticornis, Swamp Mahogany E. Robusta or Tallowwood E. Microcorys is to be provided through Lot 1 DP255923 and Lot 2 DP706357 as shown in Figure 213.
- Site analysis for subdivision has regard to the existing rural residential area and the associated KPoM requirement to establish a minor linkage between Lake Innes Nature Reserve and Houston Mitchell Drive.

- Subdivision adjoining the R2 Low Density Residential and E4 Environmental Living zones is designed to avoid adverse amenity impacts by measures including landscaping with koala food trees to buffer areas of differing density.

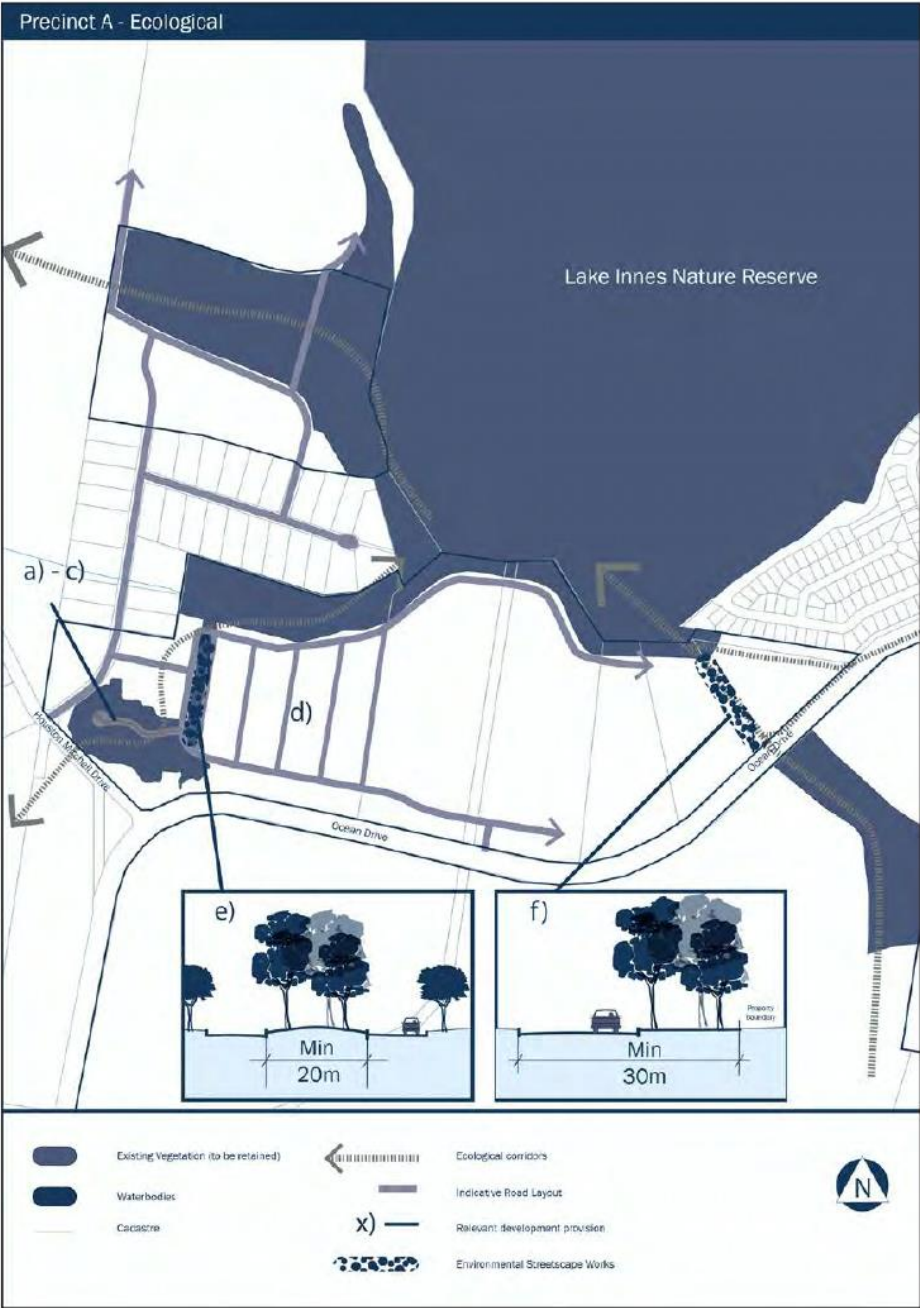


Figure 213: Ecological requirements for Precinct A

Environmental Management Areas and Buffers - Littoral Rainforest**336. Objective**

- To conserve biological diversity and protect the habitat of threatened species, populations and ecological communities by protecting the littoral rainforest from human intrusion and discouraging impacts from human activities such as rubbish dumping.
- To ensure the materials and design of the fence positively contributes to the streetscape and minimises opportunities for vandalism.
- To prevent native animal entrapment within the rainforest while discouraging domestic animal intrusion into the rainforest.
- To provide an opportunity to educate the public on the importance of the littoral rainforest in this location.
 - To provide pedestrian access to Rainbow Beach in a manner that:
 - protects the littoral rainforest
 - discourages unauthorised access from the boardwalk
 - maintains the integrity of the dunal system
 - allows for the movement of fauna under the walkway.

Development Provisions**a) Precincts B and C**

- Provide elevated pedestrian access boardwalks to Rainbow Beach designed generally in accordance with Figure 214 and at the locations shown on Figure 216.
- An appropriate fence generally consistent with Figure 215 must be provided along the full length of the littoral rainforest, incorporating educational signage at suitable locations. Note: where an alternative fence design is approved under Part 3A, that design prevails.
- Detail design for the fence, beach access boardwalks and educational signage must be to satisfaction of Council's ecologist. General design principles are to be submitted with the development application, and detailed design with the Construction Certificate application. The constructed fence or boardwalk is to be inspected and endorsed by Council's ecologist prior to release of the Subdivision Certificate.
- Development applications that include the fence or boardwalk adjacent to or through the SEPP (Coastal Management) 2018 must be accompanied by a Construction Management Plan demonstrating all affected trees within the rainforest are to be suitably protected during construction of the project.

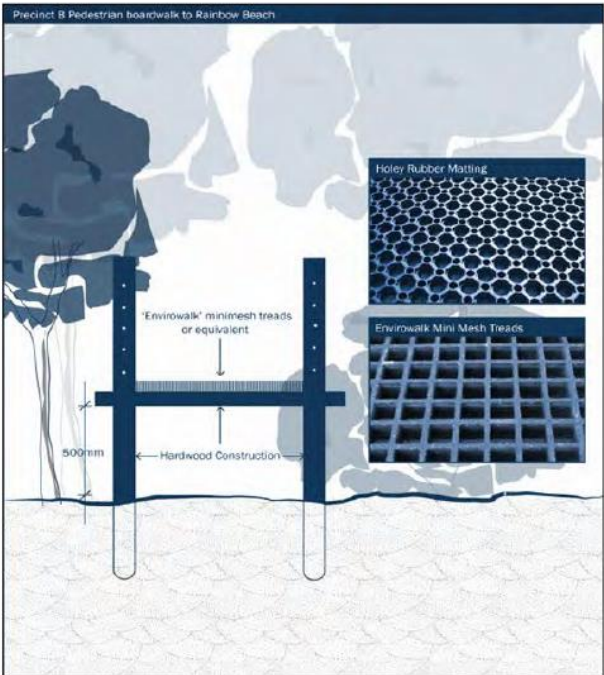


Figure 214: Pedestrian boardwalk to Rainbow Beach

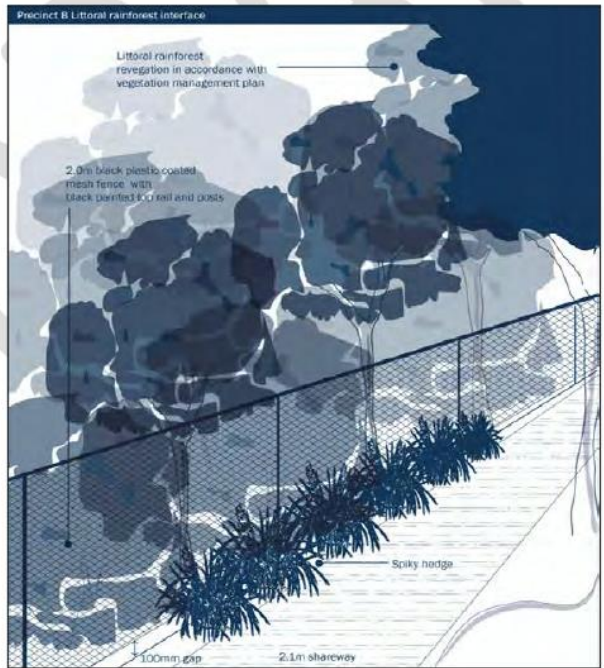


Figure 215: Indicative littoral rainforest/development edge treatment



Figure 216: Ecological corridors

Environmental Management Areas and Buffers - Duchess Creek

337. Objective

- To protect and maintain:
 - water quality within waterways
 - stability of the bed and banks of waterways
 - aquatic and riparian habitats
 - ecological process within the waterways and riparian areas.

Development Provisions

a) Precinct B

- Subdivision applications adjoining Duchess Creek shall include a detailed Vegetation Management Plan (VMP) prepared by a suitably qualified person(s). The VMP is to:
 - Be generally in accordance with Figure 216 to Figure 219.
 - Demonstrate to council's satisfaction that the development objectives can be achieved
 - Have regard to the Stormwater Quality Criteria for Area 14 set out in the Area 14 Integrated Water Cycle Management Plan 2006.

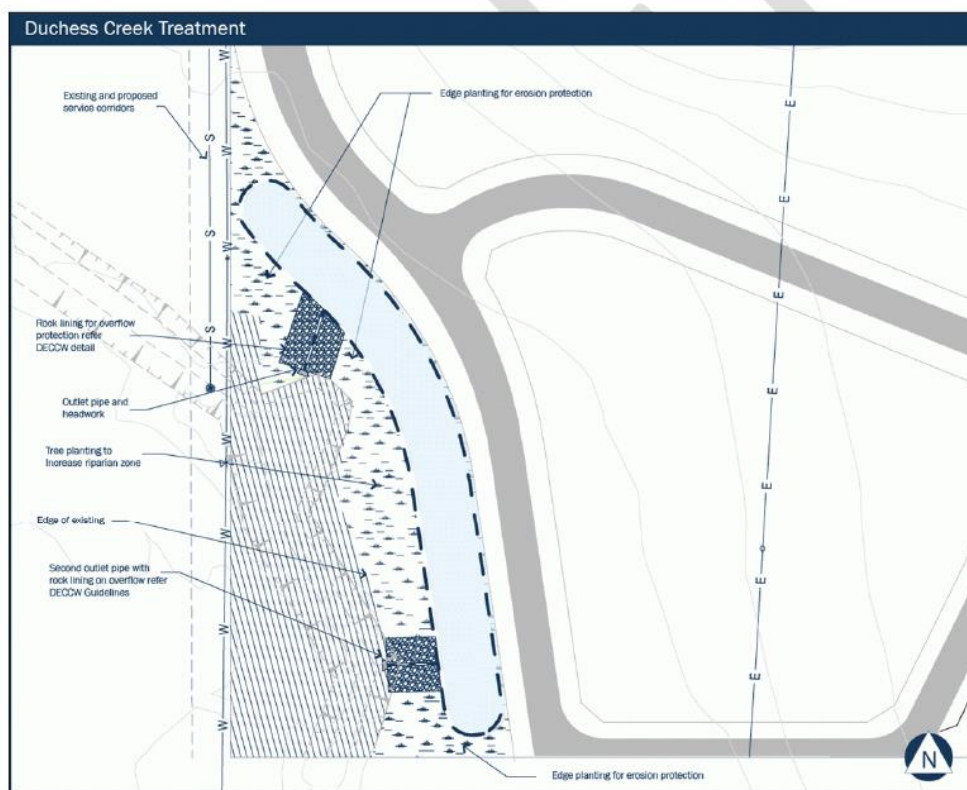


Figure 217: Duchess Creek treatment

Development Subject to Acoustic Controls in the Port Macquarie-Hastings LEP**338. Objective**

- To achieve adequate noise attenuation for residential areas and tourism accommodation.
- To maintain a high level of visual amenity that considers the Ocean Drive tourist route designation and retains vistas to surrounding ridges and hilltops including North Brother and Jolly Nose.
- To ensure the rear of commercial and residential properties are not viewable from Ocean Drive.
- To avoid the construction of high maintenance structures burdening Council and future landowners.
- To ensure fences along Ocean Drive are consistent in design, provide visual continuity, do not obstruct views to the key landscape features of North Brother and Jolly Nose and are at an appropriate residential scale.

Development Provisions**a) General**

- Development subject to acoustic controls as identified in the Port Macquarie-Hastings LEP 2011 is to comply with AS3671 Acoustics - Road traffic noise intrusion - Building siting and construction. In particular,
 - Minimising the number of windows and openings which directly face the potential noise source
 - Locating noise insensitive areas such as kitchens, storage areas, laundry and garage, toward potential noise sources
 - Incorporating courtyard walls and boundary fences as barriers to potential noise sources
- Subdivision layout avoids the need for acoustic fencing or noise barriers and is designed to minimise noise impacts by:
 - Using natural topography to prevent line of sight
 - Locating non-sensitive activities as a buffer to residential areas
 - Orienting dwellings away from noise sources
 - Identifying areas where new dwellings will need to incorporate noise mitigation measures
- Acoustic fencing shall generally be constructed only for the areas adjacent to Ocean Drive and shall:
 - Be continuous for their full length, with a nominal mass not less than 15 kilograms per square metre
 - Incorporate wildlife exclusion fencing for areas adjoining Core Koala Habitat
 - Be located within or on the boundary of private property
- Acoustic fences or noise barriers are not used on significant corner sites with noise attenuation achieved through building design measures.
- The first subdivision application adjoining Ocean Drive must provide a plan for an integrated fence solution for residential and noise attenuation fencing along the entire precinct boundary to Ocean Drive for the relevant precinct (precinct fencing plan).
- Subsequent subdivision applications demonstrate compliance with the approved precinct fencing plan.

- Fences and associated landscaping adjoining Ocean Drive, other than in the Special Treatment Area or on Significant Corner Lots:
 - Are designed and assessed at subdivision stage
 - Are constructed prior to issuing the subdivision certificate
 - Provide a consistent and unobtrusive design within the Ocean Drive corridor
 - Are located only on private property
 - Are a maximum height of 1.8 metres above ground level (finished).
- A landscape buffer of 10 metres depth is provided in the areas indicated on Figure 210 to provide visual screening to the rear of residential and commercial property from Ocean Drive.

Note: In cases where 10 metres depth is not achievable due to physical site constraints, the application must demonstrate how the objective regarding visual screening of property is achieved.

Flooding

339. Objective

- To effectively manage flooding, including compliance with any future climate change and sea level rise scenarios.

Development Provisions

a) Precinct A

- Development in the Flood Planning Area shown on the Flood Planning Map of the Port Macquarie-Hastings LEP 2011 must achieve a Flood Planning Level of 4.0 metres AHD.

Note: The existing levels have been set by a flood study for Lake Cathie Lake Innes prepared in 1984. The study does not consider the effect of climate change, associated sea level rise (SLR) and the impacts SLR will have on the interaction with the berm at the lake entrance / ocean interface.

- In the absence of a comprehensive, updated flood study Council has agreed to an alternative approach to ensuring flood immunity for future development and infrastructure. The alternative assumes a closed lake with a berm height of 2.6 metres AHD and adds 900mm allowance for SLR in accordance with NSW government policy benchmarks for sea level rise. This results in a 100 year flood level of 3.5 metres AHD. A freeboard level of 500mm will result in a FPL of 4.0 metres AHD.
- Variation of the Flood Planning Level will only be considered where supported by a comprehensive, updated flood study for the Lake Cathie Lake Innes System.

Water Cycle Management

340. Objective

- To ensure that surface water is allowed to rapidly enter the local groundwater table without excessively saturating surface soils except during extreme rainfall conditions.
- To ensure that groundwater conditions are maintained or improved as a result of the urbanisation of the adjoining catchments.
- To provide a mechanism to supply additional water supplies to the littoral rainforest as a response to reduced annual rainfall caused by climate change.

- To prevent the intersection of groundwater by excavation associated with development or subdivisions.
- To minimise the impact of trenching for services on groundwater recharge and flow directions.
- To minimise nutrient loads draining to wetlands and waterways and protect and improve surface and subsurface water quality and groundwater infiltration characteristics during all phases of development.

Development Provisions

a) Precinct B

- A groundwater management and monitoring plan shall be prepared to the satisfaction of Council having regard to Council's Area 14 Integrated Water Cycle Management Plan (Storm Consulting 2006) or later studies as approved by Council.
- In particular, monitoring and assessment is required where works potentially affect groundwater levels or are proposed below the groundwater table.
- The management plan should also identify areas where plant roots have potential to intersect with groundwater tables and prepare a planting schedule of salt tolerant plants for these areas.

Stormwater Management

341. Objective

- To ensure that the post development water quality and quantity satisfy best practice guidelines.

Development Provisions

a) Precinct B

- Development applications for each stage shall include a detailed Stormwater Management Plan that:
 - Is generally in accordance with Figure 217.
 - Addresses impacts on the surrounding environment, ground water and water quality controls for the relevant sub-catchment at construction, maintenance and operational stages
 - Uses MUSIC modelling, or equivalent to demonstrate water quality targets set out in Council's Area 14 Integrated Water Cycle Management Plan 2006 will be achieved
- includes a detailed design layout plan for the preferred stormwater treatment train showing location, size and key functional elements of each part of the system
- North-western sub-catchment (Lake Cathie):
 - The stormwater biofiltration and detention basin for the NW sub catchment is to be located generally in accordance with Figure 217
 - Detailed modelling and design shall be undertaken in accordance with the aims of the Area 14 Integrated Water Cycle Management Plan (Storm Consulting 2006) and Council's AUS-SPEC-1 D07-Stormwater Management.
 - The facility shall be designed with sufficient capacity to ensure post development flows are attenuated to pre-development levels for all storm events up to and including the 100 year ARI flood event, and

- The top of water level within the basin is located below the road surface level in Ocean Drive (with allowance for freeboard).
- South-western sub-catchment (Duchess Creek):
 - A groundwater management plan and monitoring plan for the proposal must be prepared to the satisfaction of DPI Water.
 - The biofiltration basin, erosion controls and riparian revegetation for the SW sub-catchment is to be located generally in accordance with Figure 217
 - Detailed modelling and design of the biofiltration basin shall be undertaken in accordance with the aims of the Area 14 Integrated Water Catchment Management Plan (Storm Consulting 2006) and Council's AUS-SPEC 1 D07-Stormwater Management.
 - The riparian revegetation works shall be undertaken in the areas specified on Figure 217.
- All stormwater and groundwater works are to be undertaken in accordance with the recommendations in the Total Water Cycle Management Plan dated July 2012 prepared by King and Campbell

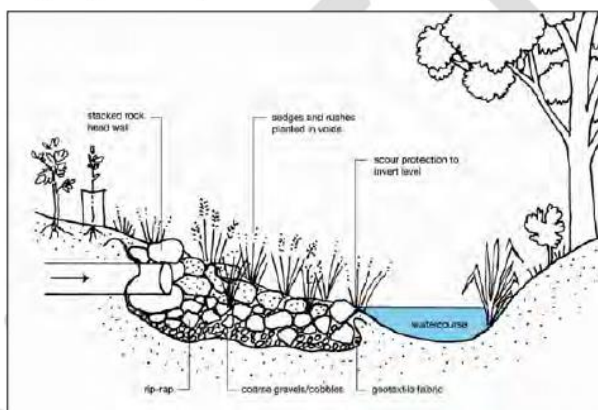


Figure 218: Indicative outlet detail (from Guidelines for Outlet Structure, NSW Office of Water, July 2012)



Figure 219: Constructed bioretention basin



Urban Design

342. Objectives

- To ensure streets and neighbourhoods have a clear purpose, assist wayfinding and facilitate the achievement of a sense of place.
- To ensure that the streetscape is coordinated throughout the growth area's business zones, does not create clutter and obstacles in the public realm, and promotes a high quality urban environment that emphasises the unique character of the area.
- To provide attractive gateways to residential estates.
- To avoid extended blank walls facing Ocean Drive.
- To encourage a high quality streetscape for Houston Mitchell Drive where adjoining the growth area.
- To provide a safe and attractive streetscape to encourage walking and cycling.
- To create an urban environment that has a unique character and identity.
- To encourage dwell-time in the mixed use precinct.
- To provide opportunities for resting and passive enjoyment of the precinct.
- To provide street tree-planting and green spaces for shade and character.

Development Provisions

a) General

- Development applications that include the first stage of development in either business zone (that is the Village Centre or Hilltop Village) must be accompanied by a Streetscape Strategy that establishes a suitable theme relevant to the locality.
- The Streetscape Strategy should address but is not limited to, elements such as;
 - Pedestrian pavement details
 - Landscape planting
 - Public artwork
 - Seating
 - Lighting and signage
 - Bus shelters
 - Bike racks
- Where an approved streetscape strategy exists, development must provide streetscape elements in accordance with that strategy.
- Development on significant corners identified in Figure 210, other than Houston Mitchell Drive, must address Ocean Drive as well as the primary street. Including:
 - having consistent materials, finishes and fencing to both frontages
 - providing verandahs, balconies, awnings and other building articulation to both frontages (see Figure 224 and Figure 225).
 - where in a residential zone, fences are in accordance with Figure 224.
- Landscaping is provided on and in the road reserve adjacent to significant corner lots. Landscape treatment should:
 - be designed to reduce the visual impact of the road infrastructure at these locations
 - facilitate pedestrian movement between Ocean Drive and the secondary street network
 - incorporate gateway signage

- clearly delineate the entrances to each area.
- b) **Precinct A**
 - The Houston Mitchell Drive interface shall be treated generally in accordance with Figure 221.
 - Fencing along Houston Mitchell Drive must be consistent in material and design and be fully screened by vegetation. Solid steel panel fencing is not supported.
 - A 2.1 metre wide, sealed, shareway is to be provided along Houston Mitchell Drive between Ocean Drive and Forest Parkway.
- c) **Precinct B**
 - A 'village' square is to be provided generally in accordance with Figure 222 and be:
 - Approximately 2750 square metres in area
 - incorporate street furniture in accordance with an approved Streetscape Strategy.
 - A pocket park of a minimum 900 square metres shall be provided generally in accordance with Figure 223.
 - Land uses are mixed either vertically within the same building or horizontally on adjacent sites.

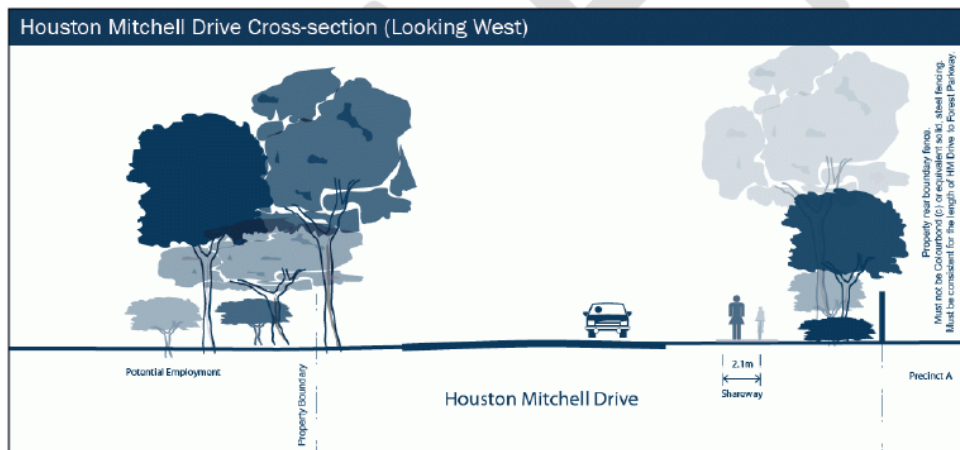


Figure 221: Houston Mitchell Drive cross section looking West

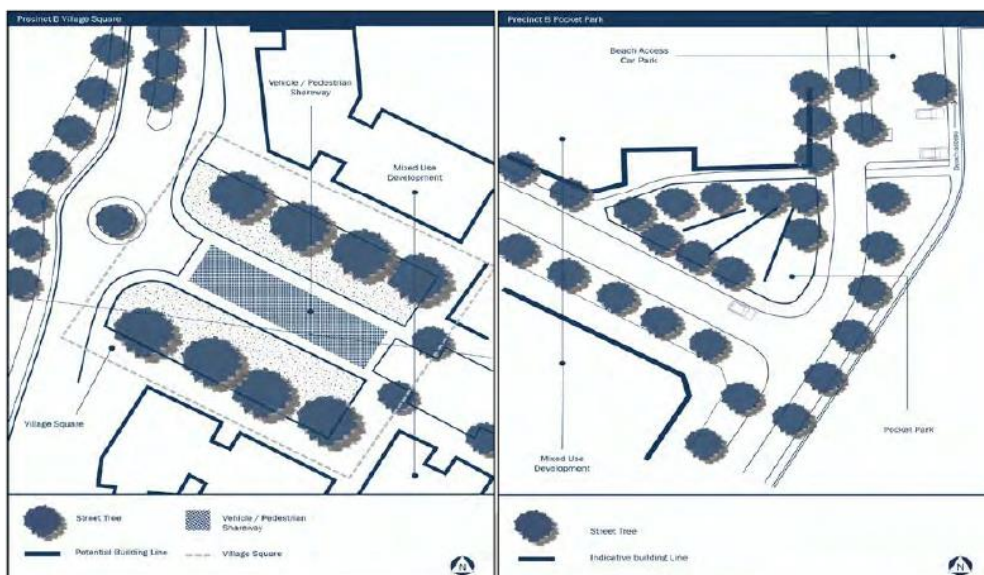


Figure 222: Indicative Hilltop Village Square layout

Figure 223: Indicative Pocket Park layout

Urban Design - Village Centre

343. Objectives

- Development makes a positive contribution to the streetscape by creating a sense of arrival from Ocean Drive to the village centre
- Development design makes a positive contribution to the streetscape and a safe public environment by providing village identity, character and wayfinding
- Development of the village entry corner sites makes a positive contribution to the streetscape and wayfinding by ensuring Main Street and the village centre are easily seen from Ocean Drive
- Development in the main street makes a positive contribution to creating an active streetscape with a focus on pedestrian movement. Key features include:
 - Active shop fronts with no blank walls
 - Generous footpath widths to allow outside dining, passive seating and landscape features
 - Awnings to provide shade
- Parking is provided in a central median on main street or otherwise sleeved behind shops
- Development contributes to the public domain by providing an attractive interface to the open space reserve east of the village.
- Development contributes to a safe public environment by providing passive surveillance of the open space reserve

- Development provides a central, landscaped open space area that serves the needs of people who live in, work in and visit the local area by incorporating:
 - A predominantly non-commercial focal point for the village
 - A place for public gatherings
 - Opportunities to rest
 - Interpretive signage about the area, local history and features
 - Public art that encourages children's play
- Development encourages walking and cycling by providing:
 - Mid block pedestrian connections
 - Bicycle parking in secure and convenient locations in the main street
 - Clear wayfinding mechanisms
 - Wide pedestrian pathways on the main street
- Development maximises public transport patronage by providing:
 - Public transport stops close to the Main Street Activity Area
 - Shaded waiting areas at all public transport stops.

Development Provisions

a) Precinct C

- Building design, landscaping, public art and fencing of village entry corner sites create a high quality landscaped entrance to the village
- Entry signage is provided to identify the village centre from Ocean Drive
- Setbacks to Main Street on village entry corner sites are 6 metres
- Fencing is not provided to the Ocean Drive or Main Street frontage of village entry corner sites
- Landscaping on the Ocean Drive and Main Street frontage of village entry corner sites does not obscure views to the village and Main Street from Ocean Drive
- In the main street business zone:
 - Land uses which generate higher visitation rates and provide surveillance to the street are encouraged
 - Buildings are built to the front and side boundaries.
 - Blank walls longer than 5 metres are avoided
 - Footpaths are a minimum of 4.5m wide and encourage outdoor eating areas to be established. Avenue trees can be located in the footpath adjacent to the parallel parking.
 - Cantilevered awnings are provided to all premises.
- Development of the commercial centre is designed to ensure 'back of house' operations such as servicing and waste bins are not predominantly visible from public roads.
- Development, including orientation of parking spaces, provides passive surveillance to the open space reserve.
- Development design of the western side of the main street business zone, incorporates a suitably sized area of paved open space, ideally located mid block and with direct frontage to Main Street. The open space may also incorporate entry to the community facilities.
- A landscape concept plan to Council's satisfaction for the open space is to be provided and should address:

- Shaded seating areas, both formal and informal
- Play space/public art
- Varied pavement types that reduce reflection and heat
- Interpretive signage and wayfinding assistance
- An uncluttered open space area suitable for a variety of public activities
- Opportunity for a small cafe on premises adjacent to the open space
- Mid block pedestrian connections are provided east-west between the adjoining residential areas to the west, the central open space, the central parking area and the open space reserve to the east.
- Bicycle parking structures are provided in at least two locations in the main street activity area.
- At least one of each inbound and outbound public transport stops are provided within 50 metres of the Main Street Activity Area.
- Shade is provided to all public transport stops either by awning from an adjacent building, a specific shade structure or shade tree planting.

Urban Design - Ocean Drive Special Treatment Area

344. Objective

- To encourage design elements on Ocean Drive that:
 - Ensure residential development faces Ocean Drive
 - Create visual interest
 - Announce the approach to the Village Centre along Ocean Drive
 - Avoid a sense of containment created by acoustic fences, walls or landscaping
 - Promote pedestrian activity along Ocean Drive
 - Provide passive surveillance to Ocean Drive

Development Provisions

a) General

- Where in the Special Treatment Area in Figure 210, development provides formal tree planting along a central traffic median and formal landscaping in the road verge to create a boulevard along Ocean Drive associated with the village centre.
Development within the Special Treatment Area in Figure 210 with a primary or secondary frontage to Ocean Drive:
 - has a maximum setback from Ocean Drive of 6 metres if residential or is built to boundary if non-residential
 - does not provide lot access for vehicles directly from Ocean Drive
 - residential development provides fences that:
 - are not greater than 1.2 metres high
 - include variation in alignment and materials
- provides a minimum of one window from a habitable room in each dwelling or tenancy that overlooks the adjacent Ocean Drive footpath.



Figure 224: Example of corner lot design

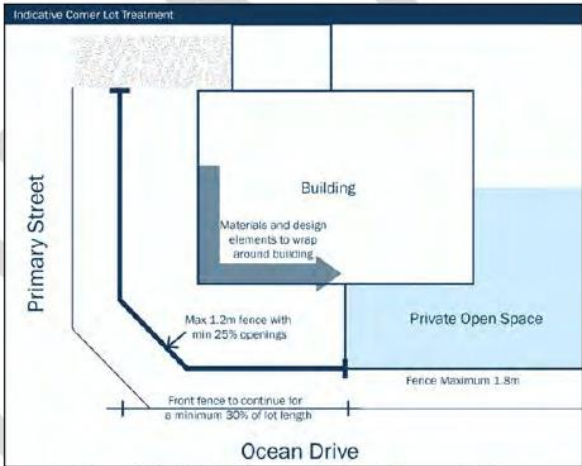


Figure 225: Typical corner lot and fence design

D10: THE CAMDEN HAVEN WEST

Application

Section D10 applies to the land highlighted in Figure 226 below



Figure 226: Land subject to Section D10

D10.1: HOMEDALE ROAD - KEW

Section D10.1 applies to the land highlighted in Figure 227 below.

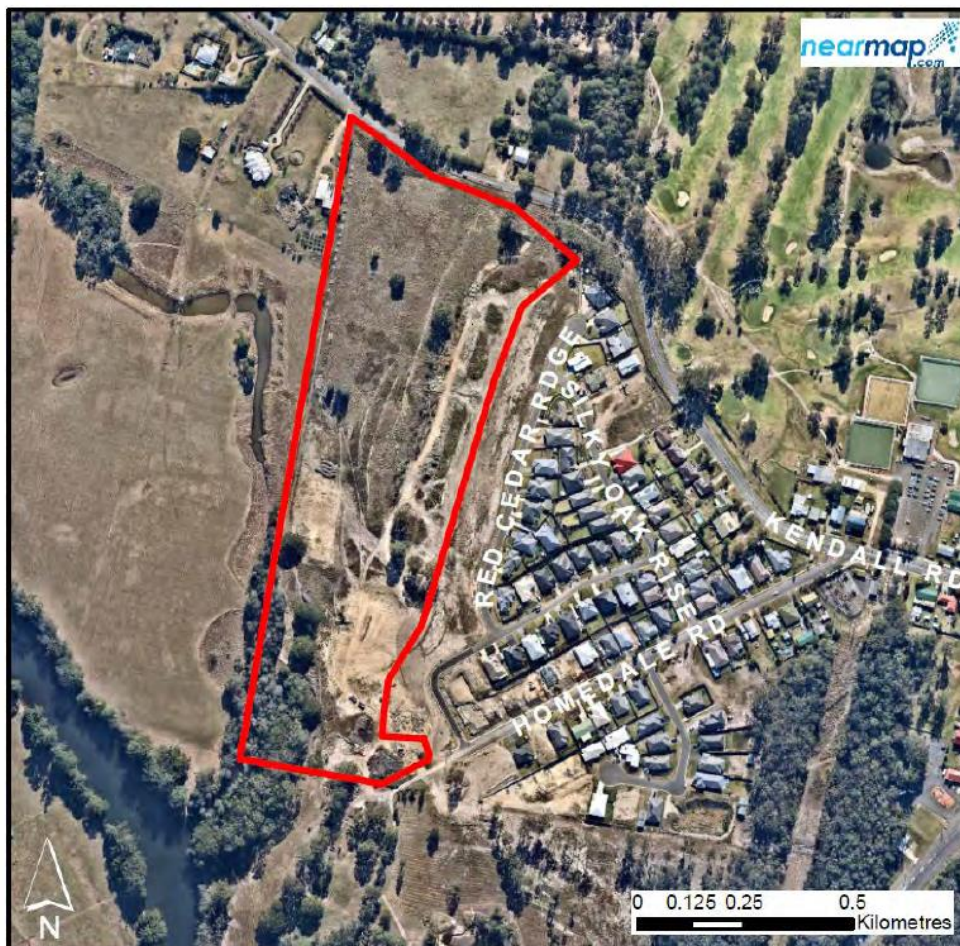


Figure 227: Land subject to Section D10.1

Strategic Context

The site specific rezoning was informed by a concept plan submitted by GEM Planning consultants, on behalf of the landowner, and provides development potential for approximately 45 residential lots and an environmental residue lot. The environmental residue comprises significant vegetation, area for stormwater detention and a 50m wide separation buffer to Regionally Significant Farmland on the neighbouring rural property to the west.

The concept road layout allows for internal connectivity to the Links Residential Estate to the east and a 22m separation buffer to an approved bulk storage (temporary fencing) business operating on the Kendall Road frontage of the neighbouring rural property.

Purpose

The purpose of these provisions are:

1. To minimise the potential for land use conflict as a result of adverse noise impacts.
2. To provide for internal road connectivity.
3. To ensure adequate measures to minimise the potential for adverse impacts to indigenous heritage significance.

These provisions supplement the relevant provisions in Parts B and C of the Port Macquarie Development Control Plan. Where there is inconsistency between the Locality Specific Provisions in this Part, for the extent of the inconsistency the Locality Specific Provisions prevail.

The maps shown in this plan are not to scale and show indicative locations only.

Development Guide

Noise Attenuation

345. Objective

- To mitigate the potential for adverse noise impacts on residents in proximity to the neighbouring bulk storage development.

Development Provisions

- a) The first subdivision adjoining Kendall Road must provide a minimum 1.8m high acoustic fence for noise attenuation extending along the north-west boundary generally in the location shown on Figure 228.
- b) The fence is to:
 - Be constructed of concrete, lapped and capped timber, or other suitable materials.
 - Be located within, or on the boundary of private property.
 - Be constructed prior to issuing a Subdivision Certificate.
- c) The development application must demonstrate the suitability of the barrier design and material to achieve the required relevant noise criteria at the time of noise barrier installation.

Road Network Connectivity

346. Objective

- To ensure an appropriate road network that links to adjoining residential areas.

Development Provisions

- a) The subdivision design is to provide a connecting road through the site that links to the adjoining residential Estate, generally in accordance with Figure 229.

Aboriginal Cultural Heritage**347. Objective**

- To ensure Aboriginal archaeological values are respected in the design of development and in the development process.

Development Provisions

- a) A cultural site officer from the Bunyah Local Aboriginal Land Council must be present during any proposed diggings or disturbance of the potential archaeology site identified in Figure 230.
- b) If any Aboriginal artefacts are discovered, all works are to immediately stop in the vicinity of the site, the area cordoned off and contact made with the NSW Department of Planning, Industry and Environments Biodiversity and Conservation Division so that the site can be appropriately assessed and managed.



Figure 228: Indicative location for acoustic barrier

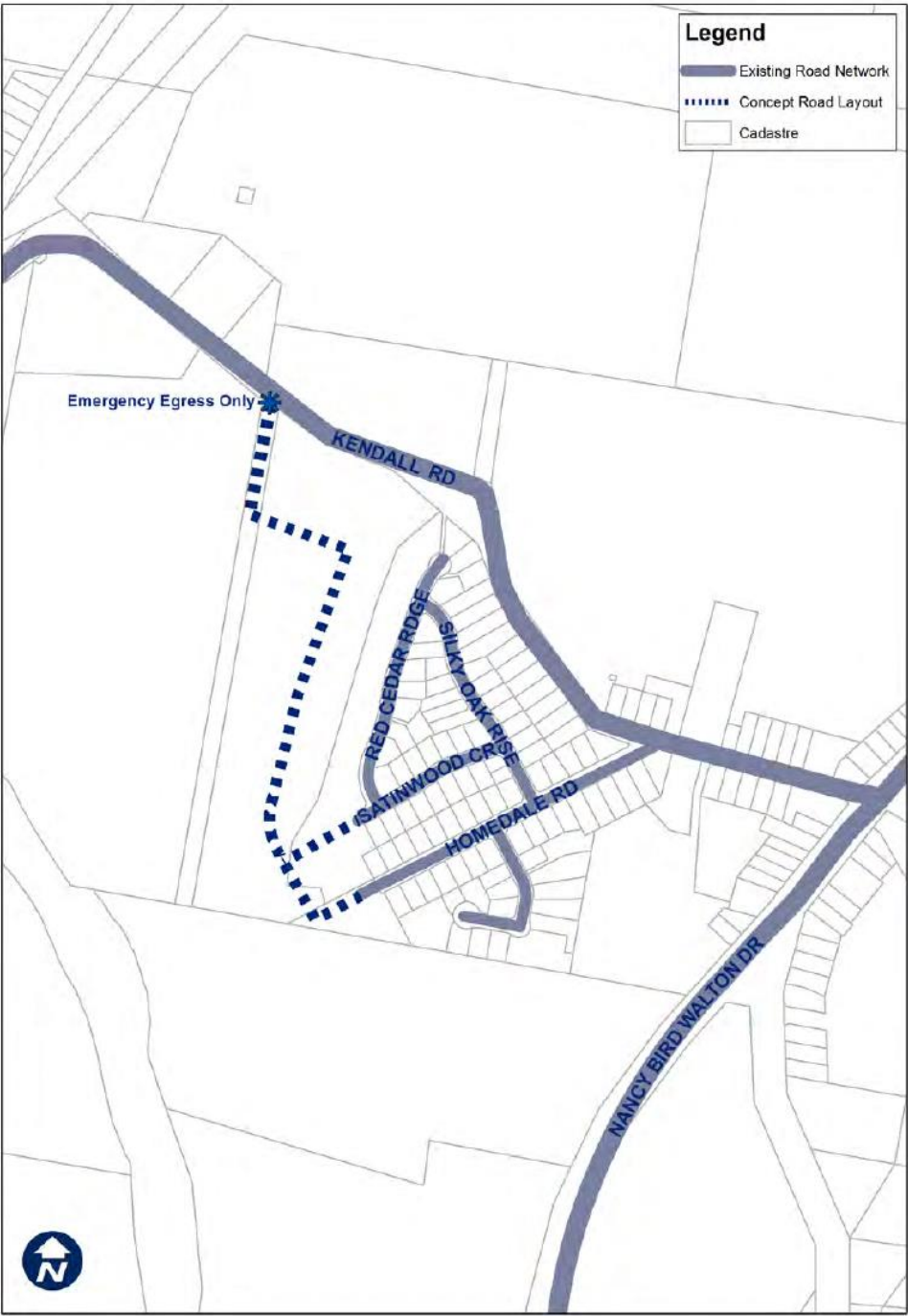


Figure 229: Concept road layout

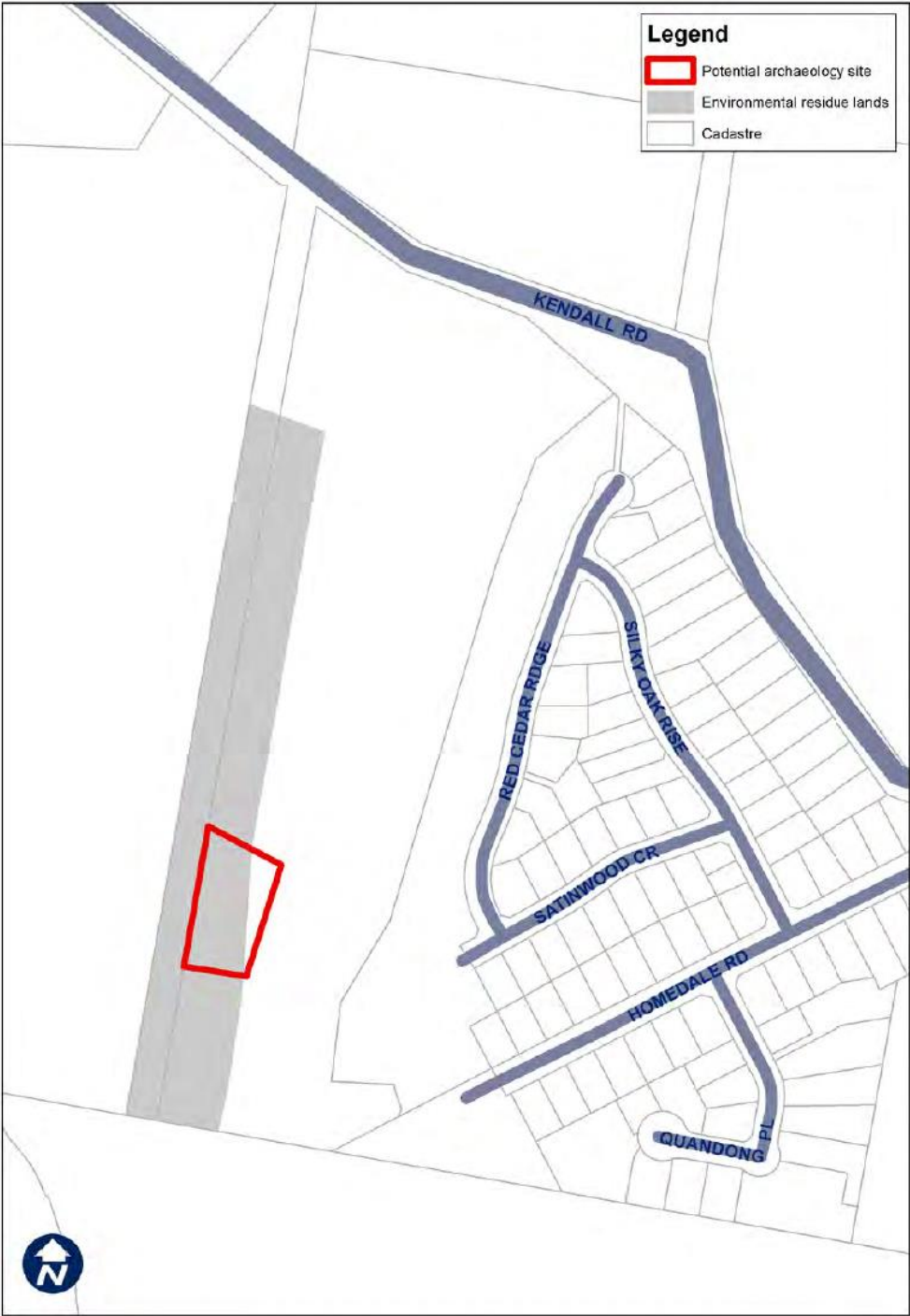


Figure 230: Potential archaeology site

D10.2: AREA 15 CAMDEN HAVEN

Section D10.2 applies to the land highlighted in Figure 231 below.



Figure 231: Land subject to Section D10.2

The objectives of these provisions are:

- To provide and plan for an efficient urban release area that will maximise the opportunities for urban development in a socially, economically and environmentally sustainable manner.
- To protect, maintain and enhance significant vegetation communities, habitat areas and wildlife corridors,
- To protect and maintain water quality in local streams and in downstream receiving waters of Queenslake,
- To ensure environmental hazards are avoided and adequately managed,
- To ensure Aboriginal archaeological values are respected in the design of development and in the development process,
- To ensure adequate access and connectivity is provided to the future community of Area 15,
- To ensure future residents have adequate access to services and facilities,
- To enhance the character and liveability of future urban development.
- To create opportunities for local employment,

- To ensure retail development strengthens the hierarchy of retail centres,
- To ensure infrastructure is able to be provided at reasonable cost, and in time to serve growth,
- To ensure the provisions of infrastructure and services by Council do not place an unreasonable burden on the existing community.

Strategic Context

Local Environmental Study

A Local Environmental Study (LES) for Area 15 Camden Haven was prepared by Blueprint Planning Consultants having regard to extensive studies of the site and its locality. These studies, together with additional investigations included the following:

- Ecological Study, Impact Assessment and Offset Strategy
- Flood Study and Impact Assessment
- Land Capability Assessment
- Contamination Assessment
- Aboriginal Cultural and Archaeological Assessment
- Structure Planning Report
- Stormwater Management Plan
- Sewer Servicing Strategy
- Traffic Study
- Traffic Noise Study.

Structure Plan 2010

The LES includes an adopted Structure Plan that provides for:

- 78ha of residential zone,
- 0.3ha neighbourhood business zone,
- 2.4ha light industrial zone,
- 10ha special purposes zone, and
- 77.7ha environmental zones (64.4ha of Zone E2 Environmental Conservation, 13.3ha of Zone E3 Environmental Management).

Significant vegetation communities, habitat areas and wildlife corridors are protected, and intended to be enhanced. Some areas of vegetation will be removed as development proceeds. The loss of vegetation is to be offset by retention and enhancement of environmental zone areas within Area 15 and the dedication of land as an addition to Dooragan National Park. Water quality is to be protected through retention of vegetation along creeklines and the installation of treatment facilities as development proceeds. Perimeter roads (permitted within the E3 Environmental Management zone) provide the preferred practice for managing bushfire threat and separating development areas from environmental areas. The development footprint retains adequate flood paths through the site. Steep land and low lying land is generally excluded from the development footprint. No significant contamination issues effect the development potential of land.

The only recorded cultural heritage item within Area 15 is to be contained within an environmental zone. The road network will provide efficient internal traffic movement and proposed intersections on Ocean Drive will provide safe access onto the regional network. Efficient bus routes are provided by the proposed road network. Pedestrian and cycle paths connect residents to the Camden Haven high school and the Lakewood shopping centre, as well

as linking local parks and recreation routes along environmental corridors. Quality urban design and landscaping is afforded through the interface between development areas and environmental corridors. Traffic noise impacts on residential areas is controlled through landscaped acoustic barriers along Ocean Drive.

Local opportunities for employment are provided in the neighbourhood business and light industrial zones. The small neighbourhood business zone will not impact on the Council's adopted retail hierarchy. Design factors aimed at minimising developer contribution rates, while maintaining acceptable standards include minimising the number of Ocean Drive intersections, the lengths of roads to be constructed by local infrastructure contribution funds, optimising the size, location and number of local parks. The cost of infrastructure provision is to be funded by the developer with arrangements negotiated through voluntary planning agreements to reduce council's risks in forward funding of the infrastructure.

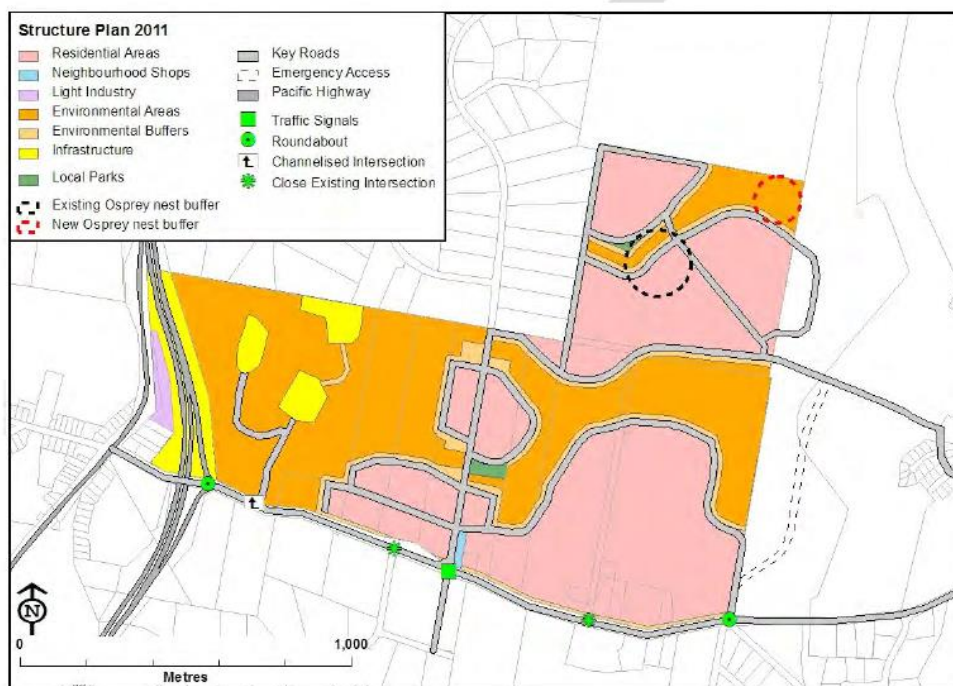


Figure 232: Area 15 Camden Haven Structure Plan

Development Principles and Staging

Development Principles

Development proposals are to be consistent with the Structure Plan and the following Development Principles, and have regard to the identified staging.

The Structure Plan is based on a number of fundamental principles that should guide all development in Area 15:

- Retention, enhancement, restoration and ongoing management of environmental zones,
- Separation of development areas from environmental areas with perimeter roads,

- Retention and protection of Osprey nest tree buffer until successful Osprey nest relocation, and/or abandonment of current nest tree,
- Provision of treatment train stormwater quality measures,
- Filling of land to ensure residential floor levels are above flood planning level,
- Road layout and levels to achieve safe flood evacuation routes,
- Provision of internal access to remove all existing accesses on to Ocean Drive, and provision of safe access at controlled intersections,
- Internal road connections to Lakewood shops,
- Efficient bus, cycle and pedestrian routes,
- Attractive and safe streetscapes, and
- Screening and acoustic treatment along Ocean Drive.

Development Staging

Development is to occur in stages in response to:

- Dedication of vegetation loss off set land,
- Provision of all new infrastructure in accordance with the Area 15 Planning Agreement,
- The initial provision of reticulated sewerage,
- The progressive restoration and management establishment works of environmental areas and dedication of land proportionate to the subdivision of residential land,
- Progressive upgrade of Ocean Drive intersections consistent with identified development thresholds,
- The timing of implementation of stormwater drainage infrastructure to minimise downstream impacts of each development stage and to ensure specified water quality targets can be achieved,
- Progressive provision of internal road and sewer reticulation connections, and
- Availability of a new water supply reservoir after 800 residential lots.

Development Guide

Ecology

348. Objective (previously in OB1)

- To protect, maintain and enhance significant vegetation communities, habitat areas and wildlife corridors.

Development Provisions

- a) The required VMP to be submitted with the DA at the subdivision stage (or land development stage if subdivision is not proposed) is to be consistent with the measures shown in Figure 233 and Table 7. The VMP is to specify:
 - Full revegetation of E3 Environmental Management zone buffers to EEC areas,

- progressive dedication of environmental land and linked to proportionate stages of the development,
 - the maintenance regime prior to and following dedication; and
 - the process for certifying completion of works at critical stages of the process.
- b) Development applications for the first stage of development on any land is to include a specific site survey to identify and accurately locate all (proposed to be retained and proposed to be removed) hollow bearing trees on the land. The number and size of hollows is to be recorded for each tree. Where development in Zone R1 General Residential or IN2 Light Industrial requires the removal of hollow bearing trees, an assessment of the impact is to be submitted with the development application, including the identification of ameliorative measures and guidelines for the management of the process of removal during the construction phase. Ameliorative measures are to include the provision of appropriate size and number of artificial nesting boxes within the E2 Environmental Conservation zone. Nest boxes are to be erected prior to release of the first subdivision construction certificate to maximise the potential of uptake prior to removal of hollow bearing trees.
- c) Prior to release of the first subdivision construction certificate for development of the land parcel containing the Osprey nest, a suitable artificial nesting pole is to be approved and installed on the land to provide an offset for the eventual loss of the Osprey nest tree. Development consent shall not be granted for development on land within the Osprey nest tree buffer unless Council is satisfied that the Osprey nest has been abandoned, based on 2 full breeding cycles.



Figure 233: Ecological Management

Table 7: Management Activities

Management Types	Management Activities
Management Type 1 and 4	<ul style="list-style-type: none"> • Weed Removal • Restrict Access
Management Type 2 and 5	<ul style="list-style-type: none"> • Discontinue current land management practices • Assist natural regeneration • Monitor natural regeneration • Undertake additional rehabilitation measures where monitoring identifies need • Weed Removal • Restrict Access
Management Type 3 and 6	<ul style="list-style-type: none"> • Discontinue current land management practices • Undertake extensive replanting and restoration activities • Monitor restoration works and undertake additional works where required • Weed Removal • Restrict Access
Management Type 7	<ul style="list-style-type: none"> • Manage vegetation to the minimum necessary to achieve bushfire safety prescriptions
Artificial Drainage Line	<ul style="list-style-type: none"> • The artificial drainage is to be decommissioned to assist recovery of the vegetation community.
All areas	<ul style="list-style-type: none"> • Ecological burn management prescriptions • Erection and maintenance of artificial nesting boxes

Stormwater Management

349. Objective

- To protect, maintain and enhance significant vegetation communities, habitat areas and wildlife corridors.

Development Provisions

- The Stormwater Management Strategy must demonstrate achievement of the water quality targets for discharge to Queens Lake identified in the Area 15 Stormwater Management Plan (Worley Parsons, May 2010) and be designed in accordance with that plan, as generally shown in Figure 234. The strategy shall incorporate water sensitive urban design (WSUD) features in the treatment train including:
 - Source control via rain gardens and permeable pavements,
 - Conveyance treatment via vegetated swales and bioretention trenches, and
 - End of line treatment via gross pollutant traps and bioretention systems.
 - Stormwater treatment devices shall not be located within the revegetated E3 Environmental Management buffer to EEC areas.
- Rain gardens are required at the rate of 170m² per hectare of developed area, incorporated into individual allotments or the streetscape. If these locations are unsuitable, bioretention trenches or an end of line sand filter may be used to replicate rain garden functionality. An end of line sand filter may only be used where rain gardens/biofiltration trenches are unsuitable on technical grounds and that the provision of an end of line system will decrease Council's ongoing maintenance liabilities.
- Permeable pavements are to be considered in the neighbourhood business and light industrial areas where sustainable in terms of initial capital and ongoing maintenance costs.

- d) Bioretention trenches are to be provided along the full length of perimeter roads adjoining the environmental zone side, along the length of Lakeridge Road adjoining any development frontage on the high side and along a proportion of internal roads. Vegetated swales may be used in place of bioretention trenches where access requirements and maintenance issues permit. Gross pollutant traps have been identified as likely to be required to treat run off from the neighbourhood business centre and the residential area in the south east of Area 15.
- e) Council does not support the use of wetland ponds where ongoing maintenance is required to be carried out by council.



Figure 234: Stormwater Management

Bushfire**350. Objective**

- To protect, maintain and enhance significant vegetation communities, habitat areas and wildlife corridors.

Development Provisions

- Perimeter roads are to be provided in accordance with Figure 235. Perimeter roads are to be located outside of Zones E2 Environmental Conservation and E3 Environmental Management. Road layout is to provide evacuation routes in major bushfire events.
- Subdivision proposals that rely on access through Lakeridge Drive is to be assessed for safe evacuation routes. Figure 235 provides an indication of vegetated areas to be managed for this purpose. The first application for subdivision or major residential development is to include an Emergency Evacuation Report prepared in consultation with the Emergency Planning Committee.



Figure 235: Bushfire Management Plan Principles

Flooding**351. Objective**

- To protect, maintain and enhance significant vegetation communities, habitat areas and wildlife corridors.

Development Provisions

- Development areas are to be filled to post development flood levels (including climate change scenario) identified in the Floodplain Encroachment Assessment (Worley Parsons, June 2009 and Supplementary Report May 2011).
- The Flood Planning Level is set at the PMF level north of the main flood corridor through the site, to avoid the need for flood evacuation in rare events.
- Development design is to cater for overland flow paths shown in Figure 236. Prior to the first development for subdivision or major residential development proceeding a Flood Evacuation Report is to be adopted by the Emergency Planning Committee.

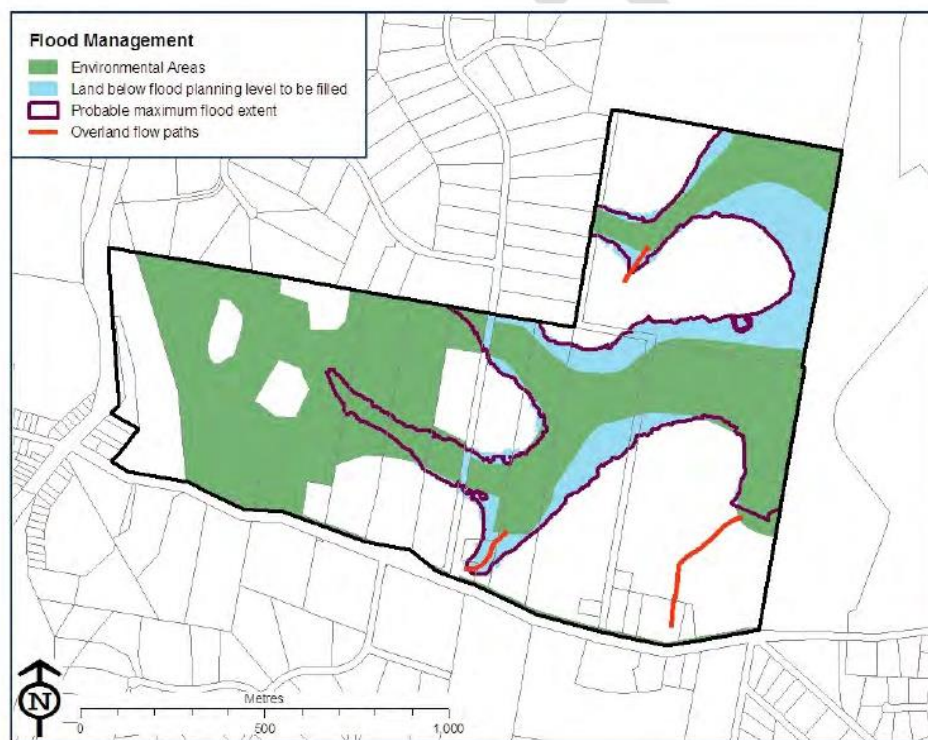


Figure 236: Flood Management Plan Principles

Soils**352. Objective**

- To ensure land capability limitations are adequately managed.

Development Provisions

- a) Acid sulphate soil assessment is to be undertaken in accordance with the provisions of the LEP.
- b) Proposed excavations in Terrain Unit C and adjoining areas are to be assessed for potential impacts on groundwater and ensure reactive and sodic soils are managed during, and post, development phases.

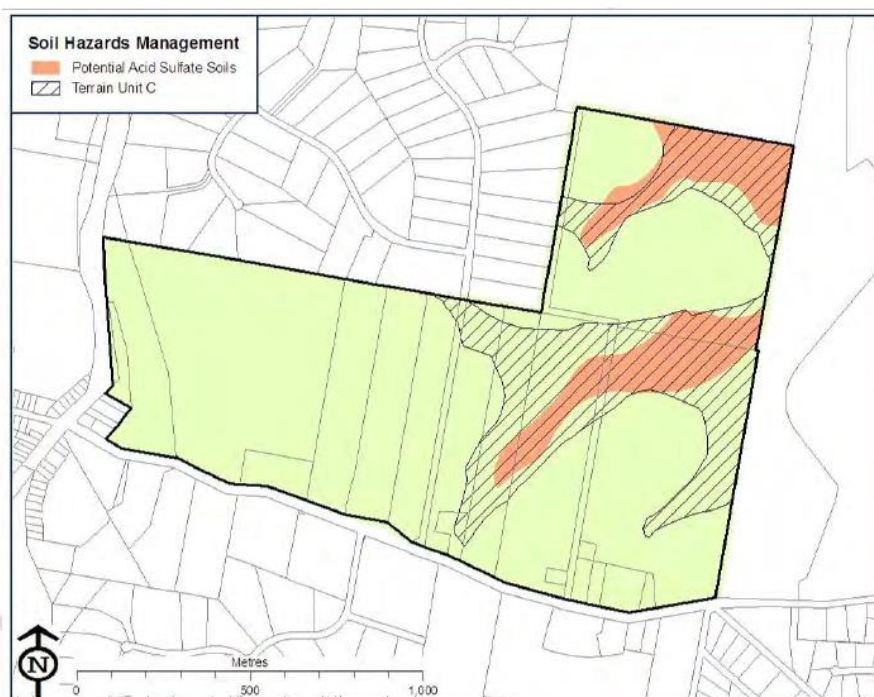


Figure 237: Soils Hazards Management

Contamination**353. Objective**

- To ensure potential land contamination risks are adequately managed

Development Provisions

- a) A site contamination assessment report is to be prepared and submitted with the first application for development of Lot 2 DP 594388.
- b) Soil testing is to target potential contaminants and locations identified in the report Preliminary Site Investigation for Lots 1 & 2 DP 594388 by King and Campbell October 2009.
- c) Any required remediation is to be undertaken in accordance with the approved remediation action plan prior to development of the land.

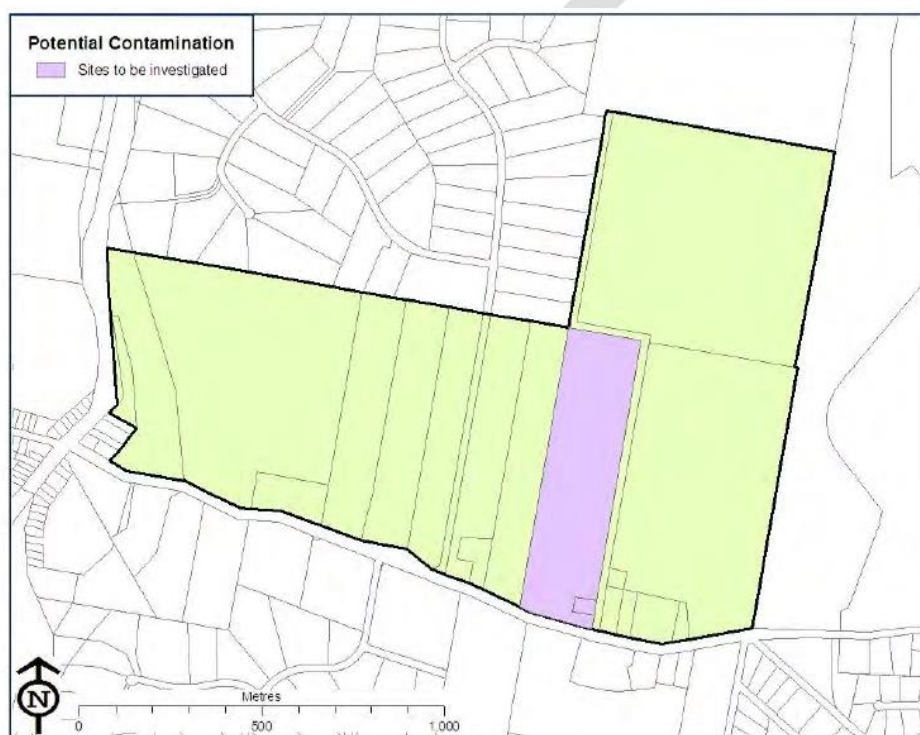


Figure 238: Potential contamination sites

Heritage Assessment

354. Objective

- To ensure Aboriginal archaeological values are respected in the design of development

Development Provisions

- a) Development applications for subdivision or major development on Lot 11 DP 585667, Lot 1 DP 1090424 and Lot 5 DP 602511 are to be accompanied by a site specific Aboriginal archaeological assessment.



Figure 239: Potential Aboriginal archaeological site investigation

Access**355. Objective**

- To ensure adequate access and connectivity is provided to the future community of Area 15.

Development Provisions

- The subdivision design is to reflect the road hierarchy shown in Figure 240.
- Timing of the upgrade of the Lake Ridge Drive and the Mountain View Road DP8.3 Intersections is to be in accordance with the Area 15 Planning Agreement.
- The Crown road access from Ocean drive may be retained as a left in/left out intersection serving the corner allotment until the site redevelops for residential purposes.

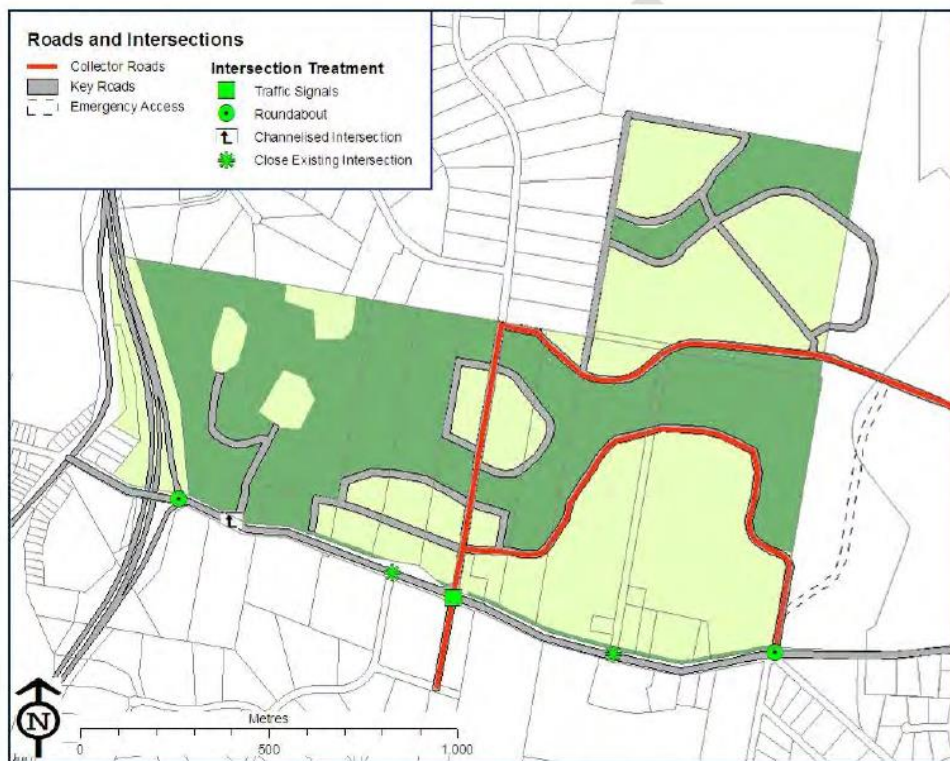


Figure 240: Road hierarchy and intersection

Services and Facilities

356. Objective

- To ensure adequate access and connectivity is provided to the future community of Area 15.

Development Provisions

- a) Local parks are to be provided in the locations shown in Figure 241 and linked to the cycleway and pedestrian network.
- b) The south western park is to have a minimum area of 4,000m² and the north eastern park a minimum area of 1,500m².
- c) Pedestrian and cycleways are to be linked to a signalised intersection on the Ocean Drive/ Lakeridge and to Camden Haven High School, and identified regional cycling routes.
- d) Roads to be designed to cater for the bus routes shown in Figure 241.



Figure 241: Services and facilities

Amenity

357. Objective

- To ensure adequate access and connectivity is provided to the future community of Area 15.

Development Provisions

- a) Development applications for subdivision or major residential proposals are to:
 - provide mounding, acoustic barriers and landscaping of Ocean Drive frontage generally as indicated in Figure 242;
 - provide internal access arrangements for properties with frontage to Ocean Drive.
- b) Subdivision of land adjoining the existing nursery and landscape supply businesses shall incorporate adequate separation and screening of the nursery from future dwellings.

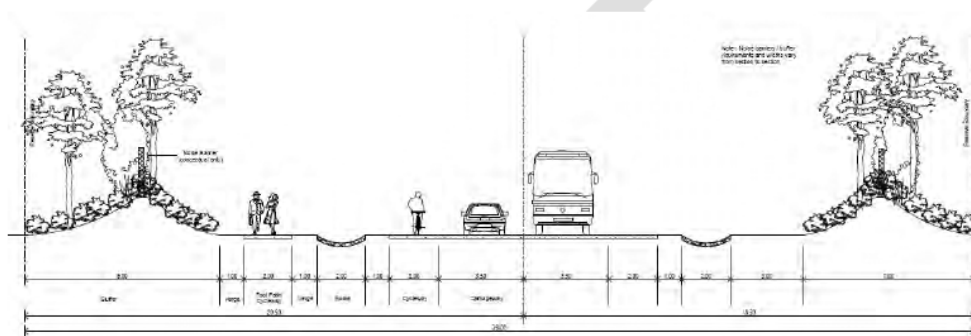


Figure 242: Ocean Drive landscape and acoustic treatment

Employment

358. Objective

- To ensure adequate access and connectivity is provided to the future community of Area 15.

Development Provisions

- a) All new residential areas are to make provision for fibre optic cable to be installed, to promote the establishment of home based businesses.
- b) Development in the neighbourhood business zone is to incorporate opportunities for a range of small business, office and commercial premises.

Infrastructure

359. Objective

- To ensure infrastructure is able to be provided at reasonable cost, and in time to serve growth.
- To ensure the provisions of infrastructure and services by Council do not place an unreasonable burden on the existing community.

Development Provisions

- a) Development applications for subdivision or major residential development are to consider the timing and staging of infrastructure provision including:

- Demonstration that water and sewerage reticulation is able to be provided having regard to the existing water mains and the Area 15 Sewer Servicing Strategy.
- Forward funding of any infrastructure headworks ahead of Council's program of works.

360. Objective

- Ensure the protection of public health through appropriate use of potable water and reclaimed water.

Development Provisions

- a) Development shall be designed to ensure the dual reticulation of water supply.

D10.3: WEST HAVEN

Section D10.3 applies to land highlighted in Figure 243 below, at 370 Ocean Drive, West Haven described as Lot 2 DP1184342.

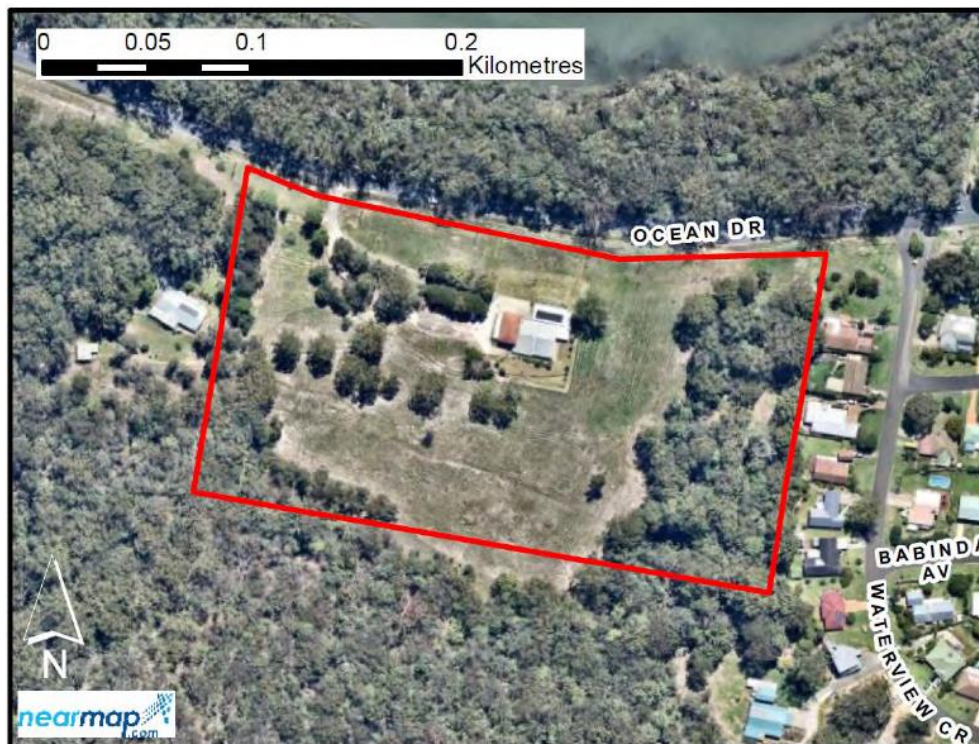


Figure 243: Land subject to Section D10.3

The site is affected by slope and presents geotechnical challenges for any subdivision and development. A geotechnical report accompanied the application to rezone the site. The rezoning of the land was only supported on the basis that the recommendations of the report are carried out in full. Development provisions apply at both the subdivision and development stages.

Development Guide

Geotechnical

361. Objective

- To ensure that subdivision layout responds to the gradient of the land and does not;
 - result in lots that require excessive cut and fill to achieve development areas;
 - create a land slip risk;
 - result in soil creep or slip;
 - result in adverse drainage conditions;
 - reduce the life of water, sewer, drainage or road infrastructure; and
 - result in unusable private open space.

- b) To ensure that adequate boulder protection mechanisms are established on the site as part of the subdivision application.

Development Provisions

- a) The subdivision is undertaken in accordance with the recommendations of the report titled "Geotechnical Investigations: Proposed Rezoning and Subdivision of Lot 1 DP827937, Ocean Drive Laurieton, NSW. No: P0401030JR04V01" prepared by Martens Consulting Engineers and dated March 2010.

362. Objective

- To ensure that any development responds to the gradient and drainage conditions of the site and does not:
 - create a land slip risk
 - result in soil creep or slip
 - result in adverse drainage conditions
 - reduce the life of water, sewer, drainage or road infrastructure; and
 - result in unusable private open space.

Development Provisions

- a) The development is undertaken in accordance with the recommendations of the report titled "Geotechnical Investigations: Proposed Rezoning and Subdivision of Lot 1 DP827937, Ocean Drive Laurieton, NSW. No: P0401030JR04V01" prepared by Martens Consulting Engineers and dated March 2010.

Environmental Management Areas and Buffers

363. Objective

- To conserve biological diversity and promote ecologically sustainable development.
- To prevent the extinction and promote the recovery of threatened species, populations and ecological communities.
- To protect the habitat of threatened species, populations and ecological communities
- To eliminate or manage processes that threaten the survival or evolutionary development of threatened species, populations and ecological communities.
- To ensure that the impact of any action affecting threatened species, populations and ecological communities is properly assessed.
- To encourage the conservation of threatened species, populations and ecological communities by the adoption of measures involving co-operative management.
- To mitigate against Key Threatening Process to Threatened Species and their Habitat.

Development Provisions

- a) No additional vegetated buffer to the E2 Environmental Conservation zone is required.

364. Objective

- To protect and maintain:
 - water quality within waterways;
 - stability of the bed and banks of waterways;
 - aquatic and riparian habitats, and
 - ecological process within the waterways and riparian areas.

Development Provisions

- a) All infrastructure, including stormwater management and quality facilities and road infrastructure are to be located outside the E2 Environmental Conservation zone
- b) Any asset protection zone must be provided by the road reserve or on private land.

D10.4: NORTH HAVEN SHOPPING PRECINCT

Section D10.4 applies to the land highlighted in Figure 244 below, being the B1 Neighbourhood Centre land fronting Ocean Drive, between Pioneer and Vine Streets, North Haven.



Figure 244: Land subject to Section D10.4

Development Guide

365. Objective

- To promote high quality development and achieve an attractive and viable neighbourhood shopping and tourist precinct, by design guidelines and a development strategy, which includes street landscaping, pedestrian crossovers on Ocean Drive to link the shopping precinct with the foreshore reserve and kerb-side parking and setting a design theme, which will unify and identify the precinct.

Development Provisions

- Parking shall be provided at a rate of 1 space per 25 m² of gross floor area of non-residential floor space, plus one space for any dwelling. In addition, one space per 50 m² of any outdoor eating area shall be provided.
- Parking shall be provided as follows:
 - 50% of parking required for non-residential gross floor area and outdoor eating areas shall be provided on site, at the rear of the development, (plus, if a dwelling is proposed, one parking space).
 - 50% of parking required for non-residential gross floor area will require contribution in lieu of provision, at the rate applicable at time of payment of the cash contribution.

- The figure calculated in (i) shall be rounded down to the nearest whole number and the amount of rounding added to the figure calculated in (ii), so that total parking requirements are met.
- Council will not accept total on-site provision.
- c) Where additions or alterations are proposed which generate additional parking demand, the total additional parking demand will require contribution in lieu of provision, unless existing on-site provision is less than that required. In such cases, Council will allow on-site provision up to the amount calculated for the whole site.
- d) All new buildings and additions shall observe a 6 metre setback from the Ocean Drive frontage, which shall be landscaped in accordance with Council's landscape plan for the precinct.
- e) The 6.0m setback area may be used for outdoor seating.
- f) Consents for new building and additions to existing buildings shall be subject to paving of the public footpath for the full frontage with the selected paver for the precinct.
- g) The setback area shall contain pedestrian access designed to provide gradual transition between existing ground levels and the required floor levels.
- h) Council may allow light framed structures within the setback area which contribute to the architectural merit of the building and which enhances the building design theme for the precinct.

End of DCP 2013



Transport
for NSW

Ref: SF2019/232794

Date: 31 March 2020

The General Manager
Port Macquarie Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444

Dear Sir/Madam

**PORT MACQUARIE HASTINGS COUNCIL – ESSENTIAL PUBLIC ASSET RESTORATION WORKS
AGRN 871 – NSW BUSHFIRES AUGUST 2019
AGREED FUNDING SCHEDULE**

I refer to the submission of councils claim and supporting documentation for the subject event. Transport for NSW (TfNSW) has reviewed the claim details and documentation provided by Council and has found the following:

- Council has submitted adequate documentation and supporting evidence in compliance with the 'Disaster Recovery Funding Arrangements 2018' (The Guidelines).
- Council notified TfNSW when practicable of the damage incurred as a result of the event.
- Council's claim for AGRN 871 is for \$7,895,347.00 for Essential Public Asset Restoration Works.
- Council has 'Opted-out' under the new co-funding arrangements. Council's contribution for this event is \$29,000 and will be deducted from Council's Emergency Works claim.

Upon review, TfNSW is satisfied that Council has met the requirements outlined under the guidelines and advise acceptance of the claim for funding.

A total upper grant limit of \$7,895,347.00 is available to Council for essential public assets restoration works. A summary is detailed in the table below.

Port Macquarie Hastings Council – AGRN 871 – NSW Bushfires August 2019		
Description	WBS	Total Upper Grant Limit
Doyles River Road - Kapearrow Bridge	P.0048378	\$472,247.00
Pappinbarra Right Arm Bridge	P.0048379	\$7,423,100.00
	Total	\$7,895,347.00

Please note that natural disaster funding is in the form of an upper limit grant for each project and only actual expenditure up to the approved amount may be claimed.

Administration of the above funds will be in accordance with TfNSW website at <https://www.rms.nsw.gov.au/business-industry/partners-suppliers/lgr/grant-programs/natural-disasters.html>

Transport for NSW

76 Victoria Street Grafton NSW | W roads-maritime.transport.nsw.gov.au | ABN 18 804 239 602



Transport
for NSW

In order to receive this funding, Council agree to:

1. Provide the signed Acceptance of Funding Form (Attachment A).
2. Provide initial financial forecast and key milestone dates (Attachment B)
3. Comply with Disaster Recovery Funding Arrangements 2018.

A copy of the completed Form 306 has been submitted to Office of Emergency Management (OEM) and is attached for council's information.

Council must demonstrate certified expenditure in the Project Status Report (PSR) submitted monthly to TfNSW and provide transaction ledger demonstrating eligible items to support the certified expenditure. Opt-out Councils must provide supporting documents to demonstrate eligibility (e.g. timesheets to demonstrate overtime) and plant costs may not be claimed at any time. Council is required to submit a final certificate of expenditure within three months of completion of the restoration work.

All funding provided under the revised Natural Disaster guidelines is subject to audit and assurance activities. In the event that council is required to participate in any State or Commonwealth audit and assurance activity, all costs incurred by council remain the responsibility of council.

If you require any further information, please contact Ian Williamson on 0400 309 212 or email LGnorthern@transport.nsw.gov.au.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Liz Smith', written in a cursive style.

Liz Smith

Manager Local Government Northern

Transport for NSW

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Transport
for NSW

ATTACHMENT A

PORT MACQUARIE HASTINGS COUNCIL – ESSENTIAL PUBLIC ASSET RESTORATION WORKS
AGRN 871 – NSW BUSHFIRES AUGUST 2019
ACCEPTANCE OF FUNDING

Council hereby accepts the funding for the following projects for essential public asset restoration works:

Port Macquarie Hastings Council – AGRN 871 – NSW Bushfires August 2019		
Description	WBS	Total Upper Grant Limit
Doyles River Road - Kapearrow Bridge	P.0048378	\$472,247.00
Pappinbarra Right Arm Bridge	P.0048379	\$7,423,100.00
	Total	\$7,895,347.00

Council confirms acceptance of funding based on the letter of offer and agrees to:

1. Provide initial financial forecast and key milestone dates (Attachment B)
2. Complete the monthly Project Status Report (PSR) and provide transaction ledgers monthly demonstrating eligible items and support certified expenditure.
3. Comply with 'Disaster Recovery Funding Arrangements 2018'

General Manager Signature:
Print Name:
Date:

Please retain a copy of this funding acceptance letter for Council records.

Transport for NSW

76 Victoria Street Grafton NSW | [W roads-maritime.transport.nsw.gov.au](http://roads-maritime.transport.nsw.gov.au) | ABN 18 804 239 602