

APPENDIX A: DCP COMPLIANCE

Huntlee Development Control Plan 2013	
Section 4 – Subdivision Design	
Section 4.1 – Street Network and Design	Compliance for MP10_0137 MOD 5
(1) The street network is to be provided generally in accordance with Figure 15.	The Overall Road Network and Hierarchy (Figure 15 of the DCP) does not contemplate residential subdivision or road infrastructure in this part of the Stage 1 site. However the Indicative Layout and Staging Plan (Figure 12 of the DCP) identifies the site for residential purposes.
(2) Road and intersection upgrades are to be generally in accordance with Figure 16 and Figure 17.	The Department is satisfied that the expanded road network does not compromise any road works identified in Figures 16 and 17 of the DCP.
(3) Streets are to be provided in accordance with the cross-sections at Figure 18 to Figure 25.	The Department is satisfied that the proposed extension of the sub-stage 3 road network will be provided generally in accordance with road finishes in Figures 18 to 25 of the DCP.
(4) “Park Edge” roads (Figure 29) should accommodate the majority of the required Asset Protection Zone within the road reserve and at the boundary of the development must also incorporate a battered slope within the road reserve to cater for potential changes in level along the site boundary.	The proposed modifications have no impact on the Park Edge roads.
(5) Alternative street designs for local streets and accessways may be permitted on a case by case basis to accommodate local features if they preserve the functional objectives and requirements of the design standards.	The Department is satisfied that the proposed extension of the sub-stage 3 road network adopts the street typologies described in the DCP and forms a logical extension to the approved road layout for sub-stages 2-5 (approved under MOD3).
(6) Where any variation to the residential street network is proposed, the alternative street network is to be designed to achieve the following principles: <ul style="list-style-type: none"> • a permeable network that is based on a modified grid system, • encourage walking and cycling and reduce travel distances, • maximise connectivity between residential areas and community facilities, open space and centres, • take account of topography and accommodate significant vegetation, • optimise solar access opportunities for dwellings, • provide frontage to and maximise surveillance of open space and riparian corridors, • provide views and vistas to landscape features and visual connections to nodal points and centres, and • maximise the use of water sensitive urban design measures • minimise the number of road crossings of riparian corridors and ensure riparian connectivity is maintained. 	The Department is satisfied that the expansion of the road network to service the proposal additional lots in sub-stage 3 generally satisfies the principles for a variation to the residential street network set out in Section 4.1 of the DCP. The amended road structure: <ul style="list-style-type: none"> • creates a permeable network based on a modified grid system; • encourages walking and cycling by creating efficient pedestrian and cycle paths; • improves connectivity within the residential subdivision; • has regard to the topography of site; • maintains solar access opportunities for dwellings; • creates street frontages that maximise surveillance of open space and riparian corridors; • provides view corridors for residential blocks that end with views to open space; • facilitates water sensitive urban design outcomes through road design to assist in stormwater run-off management and retention; and • has no bearing on the number of riparian corridor crossings.
(7) Except where otherwise provided for in this DCP, all streets and intersections are to be designed and constructed in accordance with Austroads Guide to Traffic Management and	An existing condition of consent requires all roadworks to be designed and constructed in accordance with Austroads and relevant Australian standards.

Australian Standards AS 1742, 1743 and 2890.	
<p>(8) For road works within areas identified as a salinity hazard, the following must occur as a minimum:</p> <ul style="list-style-type: none"> • roads should be perpendicular to the contours as much as possible, • minimum disturbance of subsoil, • engineering designs incorporating considerations of salinity impacts are required, and • subsoil drainage is to be installed along both sides of all roads 	N/A no salinity hazard identified in this part of the site.
<p>(9) Street trees are required for all streets. Street tree planting is to:</p> <ul style="list-style-type: none"> • be consistently used to distinguish between public and private spaces and • between different classes of street within the street hierarchy, • minimise risk to utilities and services, • be durable and suited to the street environment and, wherever appropriate, • include endemic species, • maintain adequate lines of sight for vehicles and pedestrians, especially around • driveways and street corners, • provide appropriate shade, and • provide an attractive and interesting landscape character and clearly define • public and private areas, without blocking the potential for street surveillance. 	<p>The previously approved Landscape Masterplan for the Stage 1 approval (as amended by plans submitted as part of Modification 3) incorporates street tree planting in this part of the site. Street trees are proposed in this part of the site along all streets and consistent with the design of the remainder of remainder of sub-stages 3 – 6 and the recommendations of the DCP.</p> <p>The Department also notes existing Conditions require detailed landscape plans and street tree details to be prepared in consultation with Council and in accordance with Council's published standards prior to the issue of a construction certificate for each Stage.</p> <p>The Department is therefore satisfied that appropriate street tree planting would be provided to the extension of sub-stage 3.</p>
<p>(10) Signage, street furniture and lighting is to be:</p> <ul style="list-style-type: none"> • designed to reinforce the distinct identity of the development, • coordinated in design and style, • located so as to minimise visual clutter and obstruction of the public domain, • and • of a colour and construction agreed by the relevant council. 	<p>The previously approved Landscape masterplan provides that street lighting is to be designed to future detail. The Department notes an existing condition of approval requires plans for public domain embellishment, including street lighting, to Council Standards prior to the issue of a construction certificate for each Stage. The Department is therefore satisfied that appropriate street embellishment would be provided to the extension of sub-stage 3.</p>
<p>(11) Locating entry signage and the like within a public road reserve is subject to the relevant council's agreement.</p>	N/A No entry signage proposed as part of the application

Section 4.2 - Pedestrian and Cycle Network	Compliance for MP10_0137 MOD 5
<p>(1) Footpaths and cycle paths are to be provided in accordance with street sections provided in Section 4.1. Verge areas may be more generous in order to accommodate local features such as existing trees or provide visual interest</p>	<p>The previously approved Landscape Masterplan for the Stage 1 approval (as amended) incorporates footpaths and cycle paths in this part of the site. The landscape plan incorporates street sections consistent with those in the DCP. Existing conditions of approval require detailed plans of footpaths to Council standards, and detailed engineering plans of all road and infrastructure works, and detailed landscape plans consistent with the Masterplan prior to the issue of a Construction Certificate.</p> <p>The Department is therefore satisfied that appropriate paths, cycle paths and pedestrian facilities will be delivered as part of the sub-stage 3 extension.</p>

(2) Pedestrian paths, cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.	As above.
(3) Pedestrian paths, cycle paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, generally in accordance with Australian Standard 1428:1-4.	As above.
(4) Pedestrian and cycle pathways are to be constructed as part of the infrastructure works for each residential stage with detailed designs to be submitted with the construction certificate application. Concept approval would be required at DA stage.	As above.
(5) Pedestrian and cycle routes shall be in accordance with Figure 30.	Pedestrian and cycle routes are generally in accordance with Figure 30.
(6) Minimum footpath width is to be 1.5 m and a shared cycle/pedestrian path is to be 2.5 m.	The Landscape Masterplan incorporates a 2.5m cycleway in this part of the site. Footpaths will be subject to future approval, and will be designed to meet minimum requirements.

Section 4.3 – Public Transport Network	Compliance for MP10_0137 MOD 5
(1) Bus routes and bus stops are to be provided generally in accordance with Figure 31.	The proposed expansion of sub-stage 3 will not have any impact on the ability of the potential bus routes / stops to be achieved.
(2) Residential lots should be located generally within a safe walking distance of 800m from an existing or proposed bus stop.	The proposed additional 33 allotments in sub-stage 3 are within 800m of two potential bus stops.
(3) A minimum carriageway width of 3.5m is to be provided along all bus routes. Roundabouts on bus routes are to be designed to accommodate bus manoeuvrability.	N/A No proposed bus route in this part of the site.
(4) Bus stops are to be provided on-street and generally not within indented bays. Bus shelters are to be provided at key stops and installed at the subdivision construction stage.	N/A

Section 4.4 – Public Domain Works	Compliance for MP10_0137 MOD 5
4.4.1 – Public Parks and Landscape	
(1) Parks, open space areas and riparian corridors are to be provided generally in accordance with Figure 13.	The proposed modification does not impact the indicative open space network.
(2) Public parks are to: <ul style="list-style-type: none"> • be located as focal points within residential neighbourhoods, • be co-located with community facilities, • be generally bordered by streets on all sides with houses oriented towards them for surveillance, • be highly accessible and linked by pedestrian and / or cycle routes, • be linked to and integrated with riparian corridors where possible, • be located and designed to accommodate remnant vegetation, where possible, • where applicable incorporate interpretative signage detailing local history and environmental education themes, and • provide a range of play spaces and 	N/A No public parks are proposed in this part of sub-stage 3. Approved public parks would not be affected by the modification.

opportunities and cater for a range of ages.	
(3) Street furniture is to be incorporated into the design of public and community parks and should include seating, shade structures, drinking fountains, lighting, and information signs.	N/A
(4) Riparian corridors and conservation areas are to provide opportunities for pedestrian paths and cycleways, fitness trails and additional open space in a manner that maintains the environmental significance of these areas. Themed elements such as boardwalks, eco-pathways, and educational tracks should be utilised in appropriate locations.	N/A
(5) The selection of landscape species for public open space areas should incorporate locally endemic species with low water needs.	N/A
(6) A Landscape Plan is required to accompany any DA for subdivision creating a public park and is to provide details on elements such as: <ul style="list-style-type: none"> • asset protection zones • earthworks • furniture • plant species and sizes (with consideration for bush fire risks) • play equipment • utilities and services • public art • hard and soft landscaping treatments • signage • any entry statements • waste facilities • any other embellishment 	N/A

Section 4.4 – Public Domain Works	Compliance for MP10_0137 MOD 5
Section 4.4.2 Street Tree Planting	
(1) Street trees are required for all streets. Street tree species must be generally in accordance with the list of preferred planting species in Table 4. The tree canopy should comprise predominantly native species.	The previously approved Landscape Masterplan for the Stage 1 approval (as amended) incorporates street tree planting in this part of the site. Street trees are proposed in this part of the site along all streets and consistent with the design of the remainder of remainder of sub-stages 3 – 6 and the recommendations of the DCP. The Department also notes existing Conditions require detailed landscape plans and street tree details to be prepared in consultation with Council and in accordance with Council's published standards prior to the issue of a construction certificate for each Stage. The Department is therefore satisfied that appropriate street tree planting would be provided to the extension of sub-stage 3.
(2) Street tree planting is to be provided to all streets with an average spacing of 15 metres, with a minimum of one tree per lot frontage. Corner lots would have a minimum of two street trees. The location of street trees must complement proposed driveway locations and not compromise sight lines.	As above

(3) Landscape works in roundabout islands may include low-maintenance groundcover planting and native grasses with a mature height of up to 0.5 metres, as well as mature clear-stemmed tree planting, where sight lines are not compromised.	N/A
(4) Access streets located adjacent to arterial roads are to include landscape treatment of the verge adjoining the arterial road. Road verges provide opportunities for unifying the appearance and landscape character of the area and should be provided as a continuous design feature along the length of the arterial road.	N/A
(5) All street trees should be protected with root barriers to ensure that potential impact on infrastructure is mitigated as far as practicable.	As above

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.1 Residential Character	
(1) Residential neighbourhoods are to be focused on elements of the public domain such as a school, park, retail, or community facilities that are typically within walking distance.	The proposed modification is an expansion of sub-stage 3 and maintains a walkable neighbourhood.
(2) Subdivision layout is 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.	The additional residential allotments will be serviced by an extension of the sub-stage 3 road network which will ensure a consistent level of vehicle and pedestrian permeability within the subdivision.
(3) Pedestrian connectivity is to be maximised within and between each residential neighbourhood with a particular focus on pedestrian routes connecting to public open space, bus stops and railway stations, educational establishments and community/recreation facilities.	The proposed expansion represents an extension of the sub-stage 3 subdivision layout and provides legible pedestrian, cyclist and road links that provide direct access to the town centre, open space and public transport.
(4) Street blocks are to be generally 150m to 180m long. Block lengths and widths in excess of 180m may be considered where pedestrian connectivity, stormwater management and traffic safety objectives are achieved.	The proposed subdivision pattern associated with MOD5 does not seek any changes to the length of street blocks and introduces additional laneways to facilitate circulation and articulate the street blocks.
(5) Residential lots should generally be rectangular in geometry.	All the new residential lots are rectangular in shape.
(6) Battle-axe lots are not permitted.	No battle-axe lots are proposed.
(7) The orientation and configuration of lots is to be generally consistent with the subdivision principles shown at Figure 32 and Figure 33.	The proposal is consistent with the DCP in that: <ul style="list-style-type: none"> - new lots are oriented north-south; - lots with rear lane access are narrower; - corner lots are larger
(8) Preferred lot siting is either on a north-south or east-west orientation.	The majority of residential lots within the proposed subdivision layout are sited in a north/south orientation.
(10) Residential subdivision applications should: <ul style="list-style-type: none"> • Consist of a mix of dwelling types including attached dwellings, multi-dwelling housing and residential flat buildings which are located in close proximity to the town and village centres and public transport. • Incorporate a mix of lot sizes for detached dwellings to provide a range of housing choice within the lower density areas. • Provide cottage lots around open space and village centres • Provide country lots around the perimeter of 	Complies. The proposed expansion of sub-stage 3 and increase in residential allotment yield will not compromise the achievement of a range of lot sizes that will cater for a diverse mix of residential building types. Country lots are provided along the perimeter of sub-stage 3. The additional allotments are orientated to encourage street and public domain activation.

<p>the site and where environmental constraints are managed within lots (ie Flooding, bushfire APZ etc)</p> <ul style="list-style-type: none"> • Be designed to provide for activation of the public domain, including streets and public open space through the orientation and design of buildings and communal spaces. • Ensure that pedestrian, cyclist and road links provide legible and direct access to the town centre, public transport and areas of public open space. 	<p>The proposed expansion represents an extension of the sub-stage 3 subdivision layout and provides legible pedestrian, cyclist and road links that provide direct access to the town centre, open space and public transport.</p>
---	---

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.2 Minimum Lot dimensions	
(1) Minimum lot frontage and lot sizes for each dwelling type will comply with Table 5 and should be located generally in accordance with the Lot Size Map at Figure 34.	The DCP permits a wide range of lot sizes on this part of the site. The proposed additional lots vary in size from 499m ² to 1626m ² and incorporate traditional and country lots which all meet minimum lot size and minimum frontage length as specified in the DCP.
(2) Lot frontage is to be measured at the street facing building façade line, not including articulation elements.	Regular lot shapes ensure frontages are the same at the boundary and the building line.
(3) Residential subdivision is to provide for a mix of lot frontage widths to enable the development of a range of housing types and sizes.	A range of lot frontage widths are provided.
4) Lots should be rectangular. Where lots are an irregular shape, they are to be large enough and oriented appropriately to enable dwellings to meet the controls in this DCP.	All the new residential lots are rectangular in shape.
(5) Battleaxe lots are not permitted.	No battle-axe lots are proposed.

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.3 Corner Lots	
(1) Corner lots are to be designed to allow dwellings to positively address both street frontages as indicated in Figure 35.	Corner lots have been designed to be slightly larger to enable future designs to address both street frontages.

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.4 Country Lots	
(1) Country lots should be provided around the perimeter of the site to provide an appropriate transition to adjoining rural land uses, in terms of character, scale and density.	Country lots are incorporated along the northern perimeter of the site in accordance with the DCP
(2) Country lot dwellings should be provided on all residential lots which are affected by the 1:100 flood level and/or require bushfire asset protection zones.	Country lots are incorporated along the northern perimeter of the site as the area requires bushfire asset protection zones. Refer to discussion in Section 7.2 of the report.

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 5
Section 4.5.5 Residue Lots	
(1) Any development proposal including creation of residue lots for future subdivision must: <ul style="list-style-type: none"> • Include documentation demonstrating the proposed density to be achieved on the residue lot. • Demonstrate how the future development of 	N/A no residue lots proposed

<p>each residue lot can be consistent with the character for the local area in terms of the built form, dwelling types, bulk and scale, height and other public domain considerations.</p> <ul style="list-style-type: none">• Demonstrate that the residue lot can be serviced and accessed.	
---	--