

Appendix 9 – DCP Compliance Table – 109 & 113 - 115 Springwood Street Ettalong and 1A Britannia Street Umina Beach

DCP Section	DCP Provision	Compliance	Comment
CHAPTER 2.2 DUAL OCCUPANCY AND MULTI DWELLING HOUSING			
2.2.2.SITE AND CONTEXT ANALYSIS	2.2.2.1 Site and Local Context Analysis OBJECTIVE To encourage design that results from an analysis of the site and local character and capacity, and its suitability for the proposed development REQUIREMENTS 2.2.2.1.1 Site Analysis a It is highly desirable that contact with neighbours be established at the site analysis stage. Talk to them about how the proposal will affect them and review the location of outdoor living areas, fencing, pools, living rooms and other specific features that may influence the design of the development. b A Site Analysis shall be carried out as the first step in the design process and the outcomes of that analysis must be reflected in the design of the development. The character of the site must determine the design of the development, rather than the design of the development dominating the character of the site. c The Site Analysis Plan identifies existing conditions relating to the development site and existing design constraints on adjacent sites, which are likely to influence design choices. The design should demonstrate that these issues have been taken into account. The site analysis plan shall be submitted in A3 size. The detail of the plan should be tailored to the size and complexity of the proposed development. d A Site Analysis Plan shall be submitted with any Development Application. The following is an indicative checklist of issues to be addressed by the Site Analysis Plan: i orientation: north point and aspect, consider the movement of the sun, particularly at winter solstice; ii topography: slope of the land at 0.2m intervals where cut and fill or benching of the site is proposed, (otherwise 1.0m intervals) and direction of fall; iii streetscape: setback patterns, position and form of existing houses and developments on adjacent and opposite lands; overall height and shadows from adjacent buildings; iv context: location of the site in relation to transport, nearby schools, community facilities or shops. (Special consideration for prominent sites including elevated or rural land, corner sites, heritage and cultural issues); v vegetation: existing trees and vegetation on the land, on adjoining land and in the street / locality and their true canopy spread within or onto the site; vi privacy: any windows or private areas of neighbouring developments facing the land; vii noise and light: location and extent of nearby sources of noise or light impacts (e.g. major roads, intersections, sports fields or commercial areas); viii views: consideration of any view corridors to and from the site and neighbours' views; ix prevailing winds: these can vary for a particular site, e.g. coastal areas. Orientation to take advantage of prevailing breezes for natural ventilation can add greatly to comfort levels within the dwelling; x services: location of utility services (including stormwater drainage lines, electricity poles and kerb crossings); xi vehicle access: best position for a driveway; xii survey constraints: surveyed location of any easements, rights of way or other relevant restrictions; xiii security: any natural surveillance opportunities to and from the site; xiv existing structures: including details of existing fences, retaining walls and buildings on site	Yes	A Site Analysis Plan is provided at Appendix 2 of the SEE which identifies the existing conditions relating to the subject site and the surrounding land that may influence the design outcome. This includes an analysis of opportunities and constraints. This plan should be considered in conjunction with the SEE and other supporting technical plans and reports.
	2.2.2.1.2 Contextual Analysis a The aim of contextual analysis is to recognise why a place is as it is and to reflect that analysis in the design of the proposed development. Contextual analysis will highlight the elements that reinforce the locality's desired identity as well as the inconsistencies that could detract from it. b A contextual analysis shall be submitted with applications, addressing the following: i the social context; ii the economic context; iii the environmental context; iv the urban design context, including consideration of existing built form and predominant streetscape pattern.	Yes	The Architectural Plans at Appendix 2 of the SEE, together with the SEE, provide a comprehensive contextual analysis.
2.2.3 BUILDING SCALE	2.2.3.1 Height OBJECTIVES - To ensure that buildings are compatible with the existing and desired future character of the locality - To ensure that the height of buildings maintains reasonable amenity for neighbouring properties in terms of visual bulk, access to sunlight, privacy and views - To ensure that building height is compatible with the scenic qualities of hillside and ridgetop locations REQUIREMENTS a Central Coast LEP 2022 contains a Height of Building Map for certain areas within the Local Government Area (LGA). In accordance with Clause 4.3 (2) of Central Coast LEP 2022, the height of a building in these areas is not to exceed the maximum height indicated on this map except as provided for by Central Coast LEP 2022 Clause 5.6-Architectural Roof Features.	Yes	The proposal complies with the maximum 8.5m building height control prescribed for the site under the CCLEP 2022.

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	b The maximum building height for dwellings in areas not specifically mapped by the Central Coast LEP 2022 is 10m. c Building Height for development proposals under this chapter shall generally not exceed two storeys in height. Three storey development will generally only be supported on steeply sloping sites, where the three-storey component extends for only a small section of the development.								
2.2.4 BUILDING DENSITY	2.2.4.1 Lot Size Requirements OBJECTIVES ▪ To have development sites and densities that are appropriate and compatible with the local context ▪ To ensure that lot size and the proposed development considers the natural features of a site and locality ▪ To ensure appropriate vehicle and pedestrian access is provided. ▪ To provide an appropriate area on site for landscaping, outdoor activities and stormwater infiltration REQUIREMENTS a Central Coast LEP 2022 specifies the minimum lot sizes for dual occupancy development. b For sites where the dual occupancy development is configured in a front and rear or “battle-axe” style, the minimum area of the lot must be: i 1000 m2 on sites with a slope from 15 to 20%, ii 1200m2 on sites with a slope greater than 20% and less than 25%, c dual occupancy development is unlikely to be supported on sites with a slope of 25% or more. Note – for proposals on sloping or steep sites, applicants should contact Council to ascertain the level of geotechnical information required. d Where a dual occupancy development is proposed on an existing battle-axe allotment, the existing lot is to have a minimum area of 800 m2 excluding the area of the access handle. On sloping sites the provisions of s. 2.2.4.1 b above apply.	-	N/A – a dual occupancy is not proposed.						
	2.2.4.2 Floor Space Ratio OBJECTIVES ▪ To have development sites and densities that are appropriate in the zone and compatible with the local context ▪ To ensure building bulk and site coverage provisions are compatible with neighbouring development ▪ To ensure the intensity of the use of the site is appropriate REQUIREMENTS a Central Coast LEP 2022 contains a Floor Space Ratio map and the relevant considerations for certain areas within the Central Coast LGA. b The maximum floor space ratio for development proposals subject to this Chapter that relate to land not included in the Floor Space Ratio Map of Central Coast LEP 2022 is specified in Table 2 below: <table><tr><th>Form of housing</th><th>Floor Space Ratio (where not specified in Central Coast LEP 2022)</th></tr><tr><td>Dual Occupancy and semi-detached dwellings (except in rural or environmental living zones)</td><td>0.5:1</td></tr><tr><td>Multi-dwelling housing and attached dwellings</td><td>0.6:1</td></tr></table> Table 2 Floor Space Ratio requirements	Form of housing	Floor Space Ratio (where not specified in Central Coast LEP 2022)	Dual Occupancy and semi-detached dwellings (except in rural or environmental living zones)	0.5:1	Multi-dwelling housing and attached dwellings	0.6:1	Yes	The proposal complies with the maximum 0.5:1 floor space ratio control prescribed for the site under the CCLEP 2022.
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	2.2.4.3 Site Coverage OBJECTIVES ▪ To provide an area on site that enables soft landscaping and deep soil planting ▪ To provide suitable internal amenity ▪ To provide appropriate separation between buildings in the local context ▪ To provide areas on site that permit stormwater infiltration ▪ To protect the existing scenic quality and complement the landscape character of the locality REQUIREMENT a For all development types that are subject to this chapter a minimum 25% of site area at ground level shall be ‘soft’ landscaping, excluding all hardstand areas. Private Open space areas and setback areas may be included in this calculation only where these do not include hardstand surfaces.	Yes	As provided on the Landscape Plans included at Appendix 3 of the SEE, the proposal provides a minimum 36% of site area as ‘soft’ landscaping, in compliance with this control.						
2.2.5 BUILDING SETBACKS	OBJECTIVES ▪ To ensure that setbacks are compatible with adjacent development and complements the character, streetscape and natural areas ▪ To ensure the visual focus of a development is the dwelling, not the garage ▪ To ensure views, privacy and solar access of adjacent properties are reasonably maintained ▪ To reasonably maintain view corridors to coastal foreshores and other desirable outlooks ▪ To maintain the scenic and environmental qualities of natural waterbodies and their foreshores and respond to site attributes such as topography ▪ To provide deep soil areas sufficient to provide new landscaping ▪ To provide appropriate articulation of facades and horizontal elements reduce the appearance of bulk and provides visual interest to the building and subsequent streetscape where they face a street frontage/s. REQUIREMENTS	Yes	As the Springwood Street road reserve appears to be more than 12m wide, a minimum 4.5m front setback is required. The secondary street setback (Britannia Street) is to be 3m, plus compliance with sight preservation. The rear setback is to be 3m, while the side setback is to be 0.9m. The proposal complies, providing a minimum setback of 6m to Springwood Street, a minimum setback of 3m to Britannia Street, a minimum rear setback of 4.1m and a minimum side setback of 10m. Adequate sight lines at the street corner are also provided.						

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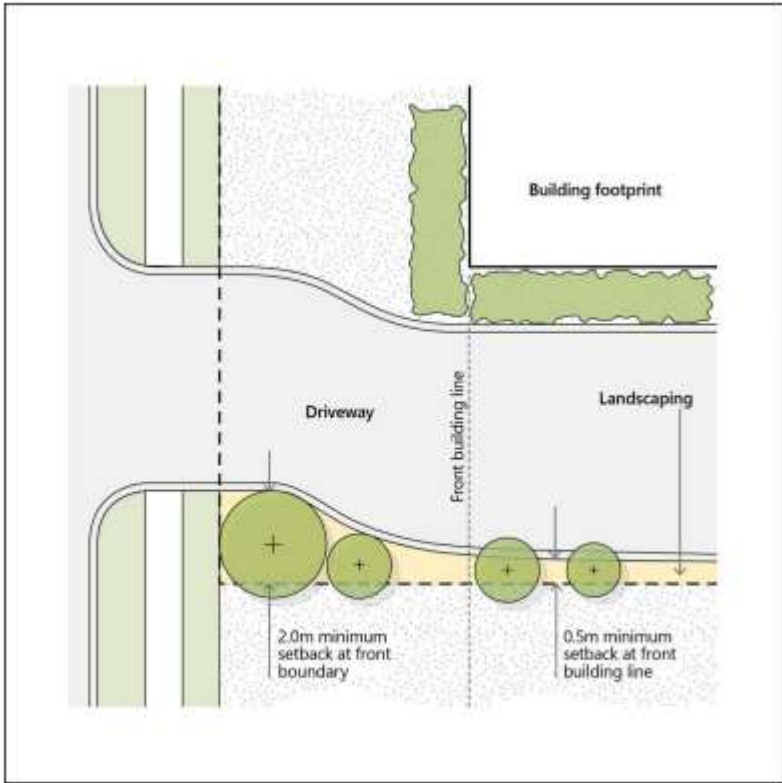
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2.2.6 BUILT FORM & ARTICULATION	2.2.6.1 Facades & Articulation OBJECTIVES - To ensure design of development is of a high quality which contributes positively to the streetscape - To ensure design of development consistent with the desired character of the area - To ensure design of development visually interesting, offering variety to the observer whilst presenting an integrated design outcome REQUIREMENTS a Facades are to be articulated in length and height. Unbroken lengths of wall exceeding 10 metres in length and 3 metres in height shall not be provided. In development of two or more storeys, physical design elements shall be used to provide visual interest to the building. These elements may include roof, wall and eave projections and indentations roofed decks, pergolas, awnings and other permanent shading structures, etc. A mixture of building materials including masonry, timber and glass is encouraged. b Garage prominence is to be minimised: i For multi-dwelling housing or attached dwellings garages are to be located behind the front setback of the building so as not to visually dominate the streetscape. Garages which are visible from the street shall not exceed 50% of the lineal frontage of the building, must respect the architectural qualities of the building and integrate with the overall presentation of the development. ii For dual occupancy development or semi-detached dwellings, the total width of all garage doors openings when within 7.5m and facing a primary road or parallel road must not exceed: 6m if: - the lot has a width measured at the building line of 12m or less, or 6m, or 60% of the width of the building (whichever is the greater) if the lot has a width measured at the building line of more than 12m.	Yes	The proposal achieves a high level of building and roof articulation, particularly along the Britania Street frontage, consistent with the desired character of the area. Unbroken lengths of wall exceeding 10 metres in length and 3 metres in height have been avoided and garages are positioned away from both street frontages.
	2.2.6.2 Roof Elements OBJECTIVES To ensure that roof top structures and roof design do not detract from the architectural merit of the building and to maintain the privacy of adjoining sites. REQUIREMENTS a Roof design is to respond to the orientation of the site. For example by using eaves and skillion roofs to respond to solar access. b Roof top gardens, terraces, decks and enclosures shall be suitably set back from the building edge to maintain the privacy of adjoining sites. c Minimise the impact of service elements by integrating them into the design of the roof.	Yes	The proposal incorporates skillion roof elements to maximise solar access to living areas and achieve visual interest.
	2.2.6.3 Residential Address OBJECTIVES - To encourage positive social interaction between new residents, - To promote a safe residential environment by providing for surveillance and by distinguishing private, semi-private and semi-public areas within new developments - To provide easy identification for visitors and emergency services REQUIREMENTS a For all dwellings located at the front of each development ensure that the street can be seen from windows of regularly occupied rooms, as well as from upper-storey balconies and private terraces or courtyards at ground level. b Above-ground parking carports and fully-enclosed garages must not be located within any façade facing a street, a park or major communal open space, where they would block desired sight lines. c Street number and building access to be easily identified from the street.	Yes	The proposal provides clearly defined pedestrian entrances to each dwelling from Springwood Street and Britannia Street. Private and semi-private areas within the development are demarcated through the use of fencing and landscaping. Living areas and outdoor terraces front the street to provide opportunities for surveillance over the street.
	2.2.6.4 Design Integration OBJECTIVE To ensure that building elements are integrated into the overall building form and façade design REQUIREMENTS a Where existing buildings are to be retained as part of an overall proposal, they shall be sufficiently upgraded to integrate with the new development. The integration of old and new shall be carefully considered in terms of: i architectural features and form; ii roof form; iii external building materials colours and finishes; iv Location and orientation; and v Dwelling curtilage. Details of how the proposed development responds to these items are to be included in the Statement of Environmental Effects. b Development proposals which incorporate existing buildings shall be accompanied by a floor plan and elevations of the existing building, as well as a schedule of externals colours and materials for the development.	-	N/A – the proposal does not involve the retention of an existing building / structure.
2.2.7 RESIDENTIAL AMENITY	2.2.7.1 Views OBJECTIVES To facilitate view sharing outcomes	Yes	The site and surrounding area are relatively flat and there are currently no views or vistas available through the site from the public domain or adjoining development. Notwithstanding, the

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	- To have opportunities for public vistas and public views from streets and public places protected and enhanced through building design, location and landscape design - To protect views by permitting development which minimises the obstruction of such views where enjoyed from internal and external living areas REQUIREMENTS a Development is to be sited and designed to enable a sharing of views with surrounding private properties, particularly from habitable rooms. b The design of the roof form is to provide for view sharing. This may be achieved by consideration of the roof pitch and type (including flat roofs), increasing the setback on an upper level or by lowering the proposal in whole or in part. c Applicants shall demonstrate that buildings have been designed ‘from the ground up’, with floors located at or near to natural ground level and incorporating reasonable ceiling heights and roof pitch. d A visual analysis illustrating the impacts of the proposed development upon views may be required for developments which have the potential to obstruct views. The analysis will be required to outline the impact of the development on the views of all affected properties. e Where there is a potential loss of view for nearby properties, applications are to address the NSW Land and Environment Court Planning Principles relating to view sharing.		proposed single storey design and skillion roof features allow for the reasonable sharing of views, and the siting of the units maintains clear views through the site from Springwood Street. Overall, no adverse view loss impacts are anticipated.
	2.2.7.2 Privacy OBJECTIVES - To provide and maintain reasonable levels of visual privacy both internally and externally, during day and night - To maximise outlook and views from living rooms and private open space without compromising visual privacy - To ensure a high level of amenity by protecting the privacy of residents both within dwellings and in private open space areas REQUIREMENTS 2.2.7.2.1 Visual Privacy a Direct overlooking of internal living areas and private open space and from surrounding dwellings must be minimised by building layout, location and design of windows and balconies, screening devices and landscaping. b Where living area windows or balconies of dwellings are proposed within 12 metres of and facing living area windows or balconies of adjacent dwellings, windows should offset from the edge of the opposite window and balconies be screened or oriented to ensure visual privacy. Window openings at first floor level and above should be orientated or designed to minimise the potential for overlooking of adjacent properties and this consequent loss of privacy. Windows which are orientated towards adjoining properties and do not adequately restrict overlooking will be required to be opaque finish or located at appropriate heights above floor level to minimise overlooking of adjoining properties. See Figure 3.	Yes	The proposed single storey design avoids direct overlooking between internal living areas and private open space areas within the site. A combination of appropriate setbacks, 1.8m high solid fencing and screening landscaping will maintain appropriate levels of privacy between the western most unit and the adjoining unit development.

Figure 3 Examples of potential solutions for maintaining privacy

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	2.2.7.2.2 Acoustic Privacy a Site layout should separate active recreational areas, parking areas, vehicle access ways and service equipment areas from bedroom areas of dwellings. b Development adjacent to potential sources of high levels of external noise shall minimise the entry of that noise through building design window placement, noise attenuation measures and external wall treatment.	Yes	In order to achieve private open space areas directly adjoining living areas for each unit, one bedroom from each unit adjoins the internal driveway. Notwithstanding, given the small scale nature of the proposal, no adverse amenity impacts are anticipated. Importantly, all but two of the bedrooms across the development share a common wall with a garage.
	2.2.7.3 Private Open Space Areas OBJECTIVES - To ensure private open space areas are functional and responsive to the environment, thereby promoting the enjoyment of outdoor living for residents - To ensure private open space areas (in particular balconies) integrate with the overall architectural form and detail of the development REQUIREMENTS a Private open space for each dwelling is to have with a minimum area of 45 square metres and a minimum dimension of 4.5 metres. These areas are required to be generally located at ground level, directly accessible from a living area within the dwelling. b Required private courtyards shall not exceed a maximum grade of 1:14 to optimise useability for residents. c Wherever a dimension is less than the required minimum width (i.e. 2 metres for balconies or 4.5 metres for courtyards) it shall not be counted as part of the calculation for private open space areas. d Required ground level private open space may be provided in up to two locations for each dwelling, subject to compliance with the minimum dimension. e Ground level courtyards are not permitted within the front building setback area fronting local roads.	Variation sought	Private open space area should be a minimum of 45m2 with minimum dimension of 4.5m. Each unit is provided with a generous private open space area at ground level, next to the living areas, as well as additional functional outdoor space. The POS provided to Units 1 and 4 is in excess of requirements (59.2m and 66.12m), provided across two separate areas to maximise solar access opportunities. While slightly below requirements (31.36m2), the POS to Units 2 and 3 provide highly functional spaces directly adjoining living areas. Additional outdoor space directly adjoins the POS for each unit, providing space to accommodate a vegetable garden or additional landscaping, as well as necessary utilities.
	2.2.7.4 Common Open Space – Multi Dwelling Housing and Attached Dwellings a Communal open spaces is to be provided for developments with more than ten dwellings	-	N/A – the proposal only involves four dwellings.
	2.2.7.5 Sunlight Access OBJECTIVE - To facilitate solar access to the living areas and private open space areas of the dwelling and neighbouring dwellings REQUIREMENTS a On June 21, 50% of the required principal private open space area for all dwellings should receive at least 3 hours of unobstructed sunlight access between 9am and 3pm. b Dwellings should be orientated to allow optimum solar access for internal living areas. c On June 21, 50% of the required principal private open space on adjoining land should receive at least 3 hours of unobstructed sunlight access between 9am and 3pm. Any proposed variation to this provision must demonstrate: - i the proposed development complies with the building height and building setback requirements of this chapter - ii the proposal adequately considers site constraints including slope and site orientation - iii that the adjoining development has not sufficiently considered likely future development and site constraints such as lot orientation in the location of private open space. d Developments that are 2 or more storeys in height or greater shall provide shadow diagrams based on a survey of the site and adjoining development, showing shadow casting at 9 am, 12 noon and 3 pm on June 21 (winter solstice). The shadow diagrams must show the impact of shadowing from the proposed development, fencing, cut and fill as well as existing development, on the proposed development and adjoining properties.	Yes	The site has some constraints in terms of its configuration and the need to position the driveway along the northern boundary away from both street frontages. To provide a highly functional layout that achieves a good level of overall amenity, including private open space areas directly accessible from living areas, and also provide passive surveillance opportunities over the street, living areas and private open space areas have been positioned away from the internal driveway along the northern elevation. Accordingly, to maximise solar access, the units incorporate large clerestory windows above living areas. In addition, two of the units incorporate living areas with dual aspects and additional private open spaces at the eastern and western side elevations to provide residents with the opportunity to seek solar access to outdoor areas throughout the day. CKDS Architecture has confirmed that the units achieve adequate sunlight access, generally in compliance with DCP requirements. Overall, having regard to the site configuration, the proposal is considered to provide an acceptable level of solar access to the proposed dwellings.
2.2.8 PARKING AND ACCESS	2.2.8.1 Car Parking OBJECTIVES - To have car parking designed in sympathy with the development without becoming the dominant feature on the streetscape. - To provide adequate on-site parking that relates to the environmental and physical constraints of the site - To have car parking areas that minimise the potential for pedestrian and vehicle conflict - To design connections to alternative transport modes such as walking, cycling and public transport - To provide adequate on-site parking relative to the occupancy of the dwelling. REQUIREMENTS a Car parking within setbacks to classified roads shall not be permitted. b Where parking is proposed within a side or rear building setback and is exposed to adjoining properties, suitable landscaping shall be provided along the boundary to soften the visual impact of the parking and to provide for stormwater infiltration.	Yes	With the exception of the at-grade visitor space, all parking is provided in the form of attached double garages. Although located within the rear setback, the at-grade visitor space is suitably screened by soft landscaping and fencing in compliance with this control.

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	c One of the required resident car parking spaces shall be provided in the form of an enclosed space for each dwelling with minimum dimensions of 3 metres width by 5.5 metres length and a minimum opening of 2.7 metres width. d Consideration should be given to separate access driveways on corner allotments. e All car parking calculations are to be rounded up to the next whole number. f Resident car parking is to be provided in accordance with the parking rates identified in Chapter 2.13 Transport and Parking g Visitor parking shall be provided for all multi dwelling housing and attached dwelling development at the rate of 1 space per 5 units, with a minimum of 1 visitor space per development. In addition: i Visitor parking must be clearly identifiable, delineated by stencilling “VISITOR” on the space(s) and is to remain available for use at all times. ii One (1) visitor space where required is to be available for car washing and have appropriate tap and drainage facilities provided for that purpose. iii Visitor car parking is generally not encouraged within the front setback. Where this is considered to be the only feasible alternative, the space(s) shall be setback a minimum of 3.0 metres from the frontage and only where suitably screened by landscaping. h All geometric standards applicable to site access and car parking layout shall be in accordance with Chapter 2.13 – Parking and Access and Australian Standard AS/NZS 2890.1. Applicants should obtain a copy of the relevant vehicle turning circles from Australian Standard AS/NZS 2890.1 to ensure compliance with the 85th percentile vehicle. i For sites to be accessed from a classified road or where car parking is proposed along or at the end of a common driveway, an adequate manoeuvring area must also be provided on-site so that the vehicles of residents can enter and leave the site in a forward manner using no more than a 3 point turn. Applications should include turning templates on the plans to demonstrate compliance. Note: Council may require forward egress where local conditions such as average vehicle speed, sight lines and traffic volume cause a safety concern j An adaptable parking space is to be provided for any adaptable unit		
	2.2.8.2 Access Design OBJECTIVES ▪ To position street vehicular crossings and driveways to minimise adverse visual impact ▪ To use existing rear lanes for vehicular access where appropriate ▪ To ensure safe entry and exit from the site REQUIREMENTS 2.2.8.2.1 General Requirements a Driveways and vehicular access shall be designed in accordance with relevant Australian Standard and provisions of Council’s Civil Works Specification b Use of plain concrete for driveways and open car parking areas is not supported by Council. Details of the proposed treatment shall be provided in the development application. c Where appropriate, parking may be accessed from a laneway however no reliance can be given to a laneway for the purposes primary pedestrian access, waste collection and mail collection.	Yes	The proposed driveway arrangement generally complies with relevant Australian Standard and provisions of Council’s Civil Works Specification.
	2.2.8.2.2 Ground Level Parking a Fully enclosed garages must not visually dominate any building elevation. b Driveways must not be continuous straight lines and shall be offset by landscaped sections c A minimum pavement width of 3m is required d Driveways shall be offset from any side boundary by 2 metres at the front boundary and may taper back to 500mm side setback within the front building line as illustrated in Figure 1. This offset area, and side setback for the length of the remaining driveway must be landscaped with trees and shrubs to soften the hardstand areas and provide for infiltration and provide visual appeal to the streetscape.	Yes	The proposed garage to each unit has been positioned away from both street frontages to minimise their visual impact. The proposed driveway is setback by from the site boundary by more than 2m and screened by deep soil plantings.

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	 Figure 4: Driveway Offset e The subdivision of a dual occupancy development into a battle-axe arrangement, where permitted will only be supported where a minimum access way width of 3.5 metres is available. f Parking or access which is visible from any street or laneway elevation must not visually dominate the street and must respect the architectural qualities of the building and integrate with the overall presentation of the development.		
	2.2.8.2.3 Basement Car parking	-	N/A – no basement parking is proposed.
2.2.9 EARTHWORKS AND STRUCTURAL SUPPORT	OBJECTIVES ▪ To accommodate the proposed development on site, without the need for excessive cutting and filling of the site or construction of high retaining walls ▪ To control surface water and / or stormwater on the subject land with any changes to water flows, as a result of cut or fill, not impacting upon any adjoining properties ▪ To ensure that the design of the development is appropriate for site conditions with consideration given to slope, stability of the land and the privacy of adjoining properties ▪ To ensure all boundary fencing is erected at natural ground level, permitting light and ventilation to ensure reasonable amenity to adjacent developments REQUIREMENTS 2.2.9.1 Earthworks a Excavation for the purposes of development must not exceed a maximum depth measured from existing ground level of 1m if less than 1m from any boundary, or 3m if located more than 1m from any boundary. b Fill for the purpose of erecting a dwelling must not exceed 1m above existing ground level. No retaining wall for fill is to be within 1m of a side or rear boundary unless within 1.5m of any external wall of a dwelling. c Where a property is burdened by stormwater or water and sewerage mains then Council will generally preclude any excavation or filling within that easement	Yes	The site has a relatively flat topography and minimal earthworks are required to achieve a level building footprint, in compliance with DCP controls.
	2.2.9.2 Retaining walls and structural support a Retaining walls that are more than 600mm above or below existing ground level and within 1m of any boundary, or more than 1m above or below existing ground level in any other location, must be designed by a professional engineer. Note: The height of a retaining wall is measured from the base of the retaining wall to its uppermost portion and may include a combination of height above and below ground level (existing). b Earthworks not structurally supported by a retaining wall having an unprotected sloping embankment or batter must: i not have an embankment slope greater than that required by the BCA for its soil type ii generally not extend by more than 3m from the dwelling or have the toe of the embankment or batter within 1m from a side or rear boundary	N/A	Only minimal earthworks are proposed.

DCP Section	DCP Provision	Compliance	Comment
2.2.10 LANDSCAPING	OBJECTIVES ▪ To improve habitat for native indigenous flora and fauna ▪ To provide for softening of building forms and enhancement of the urban environment ▪ To assist in the reduction of stormwater runoff from a site ▪ To improve urban air quality ▪ To relate landscape design and fencing to the desired proportions and character of the streetscape ▪ To retain existing significant native vegetation on site ▪ To improve the amenity of open space areas ▪ To contribute to streetscape character and the amenity of the locality ▪ To design landscape which contributes to the site’s particular and positive characteristics, REQUIREMENTS 2.2.10.1 Landscape Design - General a A suitably qualified landscape professional is to be engaged to undertake the design and construction of landscaping for the development is required. The landscape design is to demonstrate consideration of the following: i provision of appropriate shade from trees or structures; ii provision of accessible routes within the site and between buildings; iii screening of car parking communal drying areas, swimming pools and courtyards on ground level. iv the use planting, fencing and other landscape elements appropriate to the scale of the development; v the visually softening the bulk of large development for the person on the street; vi the incorporation of suitable deep soil zones; vii the visually softening hardstand areas associated with car parking, including paving design / unit paving and shade tree planting. viii the incorporation of native trees, shrubs and ground covers endemic to the area; ix the retention and incorporation of changes of level, visual markers, views and any significant site elements; x the retention of existing vegetation on site.	Yes	Landscaping documentation prepared by a suitably qualified landscape consultant is provided at Appendix 3 of the SEE. The proposed scheme achieves a high level of privacy and amenity for units and an attractive streetscape outcome. The scheme incorporates a low maintenance landscape design which achieves a high level of functionality.
	2.2.10.2 Street Trees a All development shall incorporate street tree plantings at a rate of at least two semi-advanced trees per 15 metres of frontage. Details of the proposed street tree planting including species and locations shall be submitted with the development application and included as part of the landscape plan. Street trees are to be maintained and nurtured until established. b A street tree planting plan shall be included as part of the landscape design report.	Yes	The proposal includes street tree plantings generally in compliance with this control.
	2.2.10.3 Deep Soil a A minimum 50% of the required soft landscaped area of the site at ground level shall be a deep soil zone. This may be achieved by optimising the retention provision of consolidated deep soil zones within a site by: i the design of any basement and sub-basement car parking, so as not to fully cover the site; ii the use of setbacks for deep soil planting. Planting should be selected and located to minimise negative impacts on adjoining properties.	Yes	The proposal includes 32% deep soil landscaping across the site, well in excess of requirements (12.5%).
	2.2.10.4 Fencing OBJECTIVES ▪ To ensure fencing meets the requirements of residents in terms of privacy and security, as well as contributing positively to the streetscape ▪ To carefully select fencing to integrate with the overall development and to ensure that a site is not separated from its surrounds by high front walls REQUIREMENTS a Details of the material, height, type and extent of all proposed fencing shall be shown on the development application plans. Design considerations shall include: i materials selection, including percentage of solid to transparent materials; ii height; iii location from site boundary. iv avoiding the use of continuous lengths of blank walls at street level; v using planting to soften the edges of any raised terraces to the street, such as over subbasement car parks, and reduce their apparent scale. b Dividing fencing shall not adversely affect flow of surface water or create flooding problems to adjoining properties. c Decorative fencing of maximum 1.2 metres height is permitted along the front boundary d Where a courtyard is proposed, the enclosing fence shall be of a decorative nature and 1.8 metres in height. Where a courtyard in the front setback area is considered acceptable the fence shall be erected no closer than a minimum of 1.5 metres from the front boundary alignment and this 1.5 metre setback shall be properly landscaped. Fences staggered with planting over the 1.5 metre setback may also be considered.	Variation sought	Due to the provision of POS within the front setback of each unit, 1.8m high fencing is proposed around private open space areas in order to provide adequate levels of privacy. Importantly, the remaining fencing along both street frontages is 1.5m in height in compliance with controls. The variation in fencing heights provides visual interest and identity to each unit/

DCP Section	DCP Provision	Compliance	Comment
	e Fencing should not detract from the streetscape or character of the area. Plain colourbond and /or timber paling fences are unacceptable in this regard. A combination of materials and articulation of the fence plane is required in order to achieve better presentation to the public domain, as illustrated above. f The cost of upgrading common boundary fences rests with the developer. g No structures or landscaping exceeding 1 metre in height are to be located within the triangle formed by a sight line 12 metres x 6 metres from the intersection of the two street boundary lines. Any existing or proposed tree in this area is to be maintained with a clean trunk under a height of 2.0 metres.		
2.2.11 BUILDING SERVICES	OBJECTIVE ▪ To ensure that all development sites have adequate services to cater for future occupants REQUIREMENTS 2.2.11.1 Services - General a All sites shall be provided with adequate water and sewer services, as well as telecommunications and power. b All applications shall provide details of the proposed method of sewerage disposal from the site. For all forms of residential development the preferred method is gravity-fed connection to the reticulated sewer system. c All applications shall provide details of potential impacts on existing services, for example nearby drainage, water or sewer lines. d All external attachments should be fully integrated with the façade design e.g.: stormwater downpipes, meter boxes and other services. e Site services and facilities (such as letterboxes and drying yards) should be designed: i to enable safe and convenient access by residents; ii in an aesthetically sensitive way; iii to have regard to the amenity of adjoining developments and streetscape; iv to require minimal maintenance; and v to be visually integrated with the development. vi be accessible for postal deliveries	Yes	The site has access to a full suite of services, including water, sewer, electricity and telecommunications.
	2.2.11.2 Civil Works a To preserve and enhance the existing high quality landscape of street frontages, the construction of kerb and guttering, associated street drainage, pavement construction and foot paving across the street frontages is a standard requirement for development on the Central Coast, where these do not currently exist. The only exceptions to this requirement are where, in Council’s opinion: i it is technically impractical to construct kerb and guttering due to uncertainty as to the appropriate levels to be adopted or an isolated section will present a hazard to road traffic safety; or ii the street drainage necessary to provide kerb and guttering is an unreasonable impost on the development; or iii kerb and guttering is not the most suitable streetscape treatment for the area on the basis of existing and anticipated development. b In the event that the development is determined to be within the above categories of exception, an alternative treatment to kerb and gutter such as mountable kerb, concrete dish drain, cemented paving stones or other treatment will be required with the exact type based upon the characteristics of the site.	Yes	The proposal involves the extension of the existing footpath, kerb and guttering along Springwood Street along the full length of the site’s frontage to Britannia Street.
	2.2.11.3 Stormwater Management OBJECTIVE ▪ To ensure that land can be adequately drained for the health and convenience of residents, and that the development does not contribute to drainage or flooding problems elsewhere REQUIREMENTS a All proposed development is to comply with Council’s Civil Works Specification b A stormwater management plan is to be submitted with the development application, incorporating one of the following: i the provision of on-site stormwater detention with delayed release into the stormwater system; or ii site design to minimise impervious areas and maximise on-site infiltration so increased run-off does not reach the stormwater system; or iii a combination of both. Due consideration will be given to the location of the development and the impacts a detention system will have on the catchment drainage. c Site works are not to obstruct or divert overland flows from upstream properties. d All excess stormwater runoff from roof and paved areas shall be directed via gravity fed systems into inter-allotment or street stormwater drainage system. Charged systems will not be accepted. e Where easements over downstream properties are required, evidence of agreement with the relevant property owners is to be submitted with the development application.	Yes	The Civil Plans and Water Cycle Management Plan at Appendices 4 and 4a , respectively, demonstrate compliance with DCP controls.
	2.2.11.4 Garbage and Waste Services OBJECTIVES ▪ To avoid the generation of waste through design, material selection and building practices ▪ To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of development	Yes	The proposed waste management system has been designed generally in accordance with Council’s Waste Control Guidelines

DCP Section	DCP Provision	Compliance	Comment					
	▪ To encourage waste minimisation, including material separation, reuse and recycling ▪ To ensure efficient storage and collection of waste and quality design of facilities REQUIREMENTS a All proposed development is to comply with Chapter 2.14: Site Waste Management. b Waste management systems for residential development are to be provided in accordance with Council’s Waste Control Guidelines. Details of waste recycling arrangements must also be included in the Waste Management Plan. c Where it is proposed that bins are to be located in a common area, developments are to include the design and construction of a suitably screened bin storage area that integrates with the overall development and landscape plan. Where bins need to be wheeled or conveyed from the storage point to the collection point, consideration should be given to the slope and its impact on manual handling or motorised handling requirements. d Pedestrian and traffic safety must be considered in the design of the storage and collection points for bins.		As shown on the Architectural plans at Appendix 2 , the waste storage area for each unit is suitably screened from both street frontages whilst also enabling convenient access to the street.					
CHAPTER 2.13 TRANSPORT AND PARKING								
2.13.3 CALCULATION OF CAR PARKING SPACES	2.13.3.1 General Requirements OBJECTIVE ▪ To ensure that adequate off-street parking is provided for new development REQUIREMENTS a The number of car parking spaces for a development is to be determined from Table 1. Where a variation to the number of spaces required in Table 1 is proposed, a Traffic Management Plan (TMP) is to be provided (refer Appendix B). The reasons and justification for any variation are to be included in the TMP for Council’s consideration. b Where the number of parking spaces required by this chapter does not equal a whole number, the number of spaces is to be rounded up to the nearest whole number. <table><tr><td rowspan="2">c Multi Dwelling Housing</td><td>i spaces per dwelling</td><td>1.5 spaces rounded up to the next whole number</td></tr><tr><td>ii Visitor spaces</td><td>0.2 spaces per dwelling rounded up to the next whole number</td></tr></table>	c Multi Dwelling Housing	i spaces per dwelling	1.5 spaces rounded up to the next whole number	ii Visitor spaces	0.2 spaces per dwelling rounded up to the next whole number	Yes	The DCP requires 1.5 car spaces per dwelling, and 0.2 spaces per dwelling for visitors. The proposal provides two car spaces per unit and one visitor space, in compliance with DCP controls.
c Multi Dwelling Housing	i spaces per dwelling		1.5 spaces rounded up to the next whole number					
	ii Visitor spaces	0.2 spaces per dwelling rounded up to the next whole number						
	2.13.3.3 Dimensions of Parking Spaces OBJECTIVE To provide for parking spaces and aisles in a development that is adequate and has appropriate dimensions for safe and efficient operation of the carpark REQUIREMENTS a The dimensional requirements for on-site car parking spaces and driveways giving access to parking spaces shall generally be set out in accordance with the Australian Standard – AS 2890.1 and 2980.6 as amended as a minimum except where the requirements are specifically defined in this plan. b For all residential dwellings and units a garage or enclosed carport, where required, is to have clear internal dimensions of a minimum of 3.0 metres x 5.4 metres (excluding support columns located away from car door access points).	Yes	The proposed car parking and access arrangement is generally set out in accordance with the Australian Standard – AS 2890.1 and 2980.					
	2.13.3.4 Stacked Parking	-	N/A – no stacked parking is proposed.					
	2.13.3.5 Delivery / Service Vehicles and Emergency Vehicles OBJECTIVE To provide for the safe and efficient operation of delivery/service vehicles and emergency vehicles REQUIREMENTS a Requirements for delivery/service vehicles and other vehicles unless identified in this chapter, are to be based generally on the Roads and Traffic Authority “Guide to Traffic Generating Developments”, as amended, and the Australian Standards relating to the specific needs of each development. Regard needs to be given to the type and scale of the development. Some details are provided in Table 1; however, a statement is required with the application establishing the needs of the particular development. b Manoeuvring and reversing areas for delivery/service vehicles are not to conflict with general parking and pedestrian requirements. c Provision should also be made for appropriate access for emergency vehicles.	Yes	The proposed development does not generate the need for delivery / service vehicle parking. The proposed driveway arrangement provides appropriate access for emergency vehicles					
	2.13.3.6 Bus and Coach Parking	-	N/A – no bus or coach parking is proposed or required.					
	2.13.3.7 Parking and access for the disabled	-	N/A – no accessible parking is proposed or required.					
	2.13.3.8 Bicycle Parking OBJECTIVE Provide safe access and adequate facilities for cyclists. REQUIREMENTS	-	N/A - the proposal does not generate demand for long or short stay bike parking. Notwithstanding, there is adequate space within each garage for the storage of bicycles.					

DCP Section	DCP Provision	Compliance	Comment								
	a Consideration is to be given to the type of parking facility to be provided, security arrangements, access and ease of use, having regard to the anticipated users and their length of stay as summarised in Table 2. b Bicycle parking facilities can be classified into three categories (as per Austroads Part 14, Bicycles) according to level of security required for each user. These are: Class 1 1. All Day parking is for employees and residents. Locked enclosures are reasonably secure if they are provided in a basement carpark or a similar enclosed space. Details of these facilities are to be provided with the development application. Class 2 2. All-day or part of day parking is for regular employees and commuters at stations. Locked compounds require management of their use and are most suited to employees or regular clients. Users would have communal access using duplicate keys or electronic swipe cards. Details of these facilities are to be provided with the development application. Class 3 3. Short term parking for visitors to shopping centres, offices, shops. Use bike racks, lockers or a locked enclosure. Racks are more suitable for customers on a short visit to the development, they do not prevent vandalism/theft of accessories. c The number of bicycle parking facilities required has been summarised into two broad user types: Short Stay Visitor / Shopper and Long Stay Employee / Resident. These parking rates are provided, where applicable, for each land use in Tables 2 and 3. d Bicycle parking areas should be provided where passive surveillance will frequently occur providing a reasonable level of security. e AS 2890.13:2015 Parking Facilities suggests a 10% mode share is a reasonable starting point to accommodate cyclist trips in urban environments. Usually with bicycle parking facilities Class 1 and Class 2 - showers and clothes lockers are provided at developments that could generate a significant number of employee cycle trips. For these locations the following provision is suggested: i. One shower for the first five bike spaces plus an additional shower for each additional 10 bike spaces. ii. One change room for every shower where two or more changes are provided then separate male and female facilities. Note: Refer to Austroads Guide to Traffic Management Part 11: Parking, 2017 (as amended) for planning guidelines and cycling facilities and design requirements for bicycle parking and end-of-trip facilities. 2.13.3.8.1 Bicycle Parking Rates – Short Term <table><tr><th>Land Use</th><th>Bicycles – Short Stay</th></tr><tr><td>a Multi Dwelling housing and Residential Flat Buildings</td><td>1 space per 12 dwellings</td></tr></table> 2.13.3.8.2 Bicycle Parking Rates – Long Term <table><tr><th>Land Use</th><th>Bicycles - Long Stay</th></tr><tr><td>a Multi Dwelling housing and Residential Flat Buildings</td><td>1 space per 5 dwellings</td></tr></table>	Land Use	Bicycles – Short Stay	a Multi Dwelling housing and Residential Flat Buildings	1 space per 12 dwellings	Land Use	Bicycles - Long Stay	a Multi Dwelling housing and Residential Flat Buildings	1 space per 5 dwellings		
Land Use	Bicycles – Short Stay										
a Multi Dwelling housing and Residential Flat Buildings	1 space per 12 dwellings										
Land Use	Bicycles - Long Stay										
a Multi Dwelling housing and Residential Flat Buildings	1 space per 5 dwellings										
	2.13.3.9 Motorcycles and motor scooters	-	N/A – the proposal does not generate demand for motorbike parking.								
	2.13.3.10 Visitor Parking OBJECTIVE To provide for safe access and parking for visitors REQUIREMENTS a Visitor parking is to be provided in accordance with Table 1 as required. Parking for visitors (general public) is to be accessible at all times and external to any security arrangements.	Yes	The proposal provides one visitor parking space generally in accordance with DCP requirements.								

DCP Section	DCP Provision	Compliance	Comment
	b To achieve an acceptable level of amenity and a satisfactory relationship between adjoining land uses, the location of the parking area(s) within the site shall have regard to: i. Site conditions such as slope and drainage ii. The relationship of the building to the parking area iii. The proximity of the parking area to any neighbouring residential areas		
	2.13.3.11 Dual and Complementary Use of Facilities	-	N/A – the proposal does not involve a parking shortfall and only involves residential land use.
	2.13.3.12 Change of Use or Additions to Existing Development	-	N/A – the proposal does not involve a change of use or addition to existing development.
	2.13.3.13 Special events or Regular Casual Uses	-	N/A – the proposal does not relate to special events and the site will not be accessible to the general public.
	2.13.3.14 Contributions to Satisfy Car parking Requirements	-	N/A - the proposal does not involve a parking shortfall.

DCP Section	DCP Provision	Compliance	Comment
2.13.4 DEVELOPMENT PROVISIONS – ACCESS DESIGN	2.13.4.2 Details required in parking design OBJECTIVE To ensure that parking designs for a development include adequate information for the assessment of the parking requirements of that development. REQUIREMENTS Car parking designs, to scale and dimensioned, should include: - a property boundaries; - b parking space dimensions and any pillar encroachment details; - c turning paths for the different design vehicles, with appropriate clearances. Vehicles may require an envelope greater than specified in AS 2890 due to drivers with potentially impaired sight/judgement; - d aisle width; - e disabled spaces; - f vehicle circulation; - g clear and obvious circulation patterns; - h clarity at intersections: i. no intersection legs are to be less than 70 degrees or greater than 110 degrees; and ii. no “Dead Areas” are permitted; - i access into major carparks are to provide long aisles prior to the provision of parking spaces so not to stop vehicle flow due to manoeuvring backing up into the access/intersections; - j traffic and speed control devices; - k pedestrian requirements, including safe pedestrian movement through the carpark to the entry of the development; - l Delivery and service vehicle requirements. Avoid conflicts with other users, pedestrians, cyclists and general parking. Entry and departure to delivery/service areas to be in forward direction only; - m bicycle requirements; - n signage, pavement marking and raised pavement markers; - o gradients and cross falls; - p sight distance availability and compliance with AS 2890.1, as a minimum. Increased reaction time or other user characteristics or site constraints may warrant increased requirements; - q provision of shade trees and landscaped areas (including irrigation systems); - r shopping trolley bays where appropriate; - s acoustic treatments; - t headlight barriers; - u pavement types; - v lighting – where applicable. Lighting design should consider the mature height of all proposed tree planting and comply with the relevant standards for overspill lighting to adjoining properties; - w access to parking areas; - x queuing areas and grade; - y security; - z column locations; - aa vertical clearance – see requirements for disabled parking spaces; - bb vehicle overhangs/ wheel stop requirements. Eliminate damage to landscaping and interference with pedestrian routes; - cc ramps – gradients, widths and alignments. Two-way curved ramps are not supported; - dd locations of nearby intersections, traffic facilities and/or accesses that adjoin or are close to the proposed carpark.	Yes	The proposed resident and visitor parking spaces are shown on the plans and generally comply with DCP requirements. It is noted that the majority of requirements in this section appear to relate to larger car parking proposals.
	2.13.4.3 Access design OBJECTIVE To provide for safe and efficient access to the development and operation of the carpark through adequate design, gradient and dimensions of accesses and access intersections. REQUIREMENTS - a The location of access points to developments and their car parking is critical and needs to be carefully selected based on a number of criteria. The design of accesses to off-street parking areas, queuing areas, etc. shall comply with AS 2890.1, the RTA’s (RMS) “Guide to Traffic Generating Developments” (October 2002 and as amended), Austroads Guide to Road Design and Council’s Civil Works Specification (as amended). - b Safety is a primary consideration in planning for development. In this regard the safety aspects of all users are to be carefully considered and the development access/es are to be designed accordingly. - c Sight distances at driveway exits are to be in accordance with AS2890.1.	Yes	The proposed driveway arrangement generally complies with AS2890.1.

DCP Section	DCP Provision	Compliance	Comment
	d Where a range of widths are shown for accesses, the maximum width is to be used. This may differ depending on turning requirements of the design vehicle. e Parking areas with boom gates or locked gates operated by key pads or similar should have a queuing length sufficient to accommodate the peak demand without adversely affecting traffic or pedestrian movements on the frontage road, with a minimum queue length of two vehicles (12 metres) and not exceeding 10%. The grade at the key pad or similar (control point) is not to exceed 5%. A Traffic Impact Study should determine the length of the queuing area by consideration of the traffic volume in the frontage road, the capacity and design of the parking area, likely peak flow and access time at entry/exit gates. f For smaller parking areas with gated entries, AS 2890.1 is to be used to provide guidance on the queuing length for such facilities, which should allow for a minimum of two cars (as specified above). g The gradient of the access driveway should be in accordance with AS 2890.1.		
	2.13.4.4 Manoeuvring OBJECTIVE ▪ To ensure that parking areas and access ways are designed for safe and efficient manoeuvring of vehicles; and, ▪ To limit the number of manoeuvres when entering and exiting a development, REQUIREMENTS a All developments shall be designed so that entry and exit from parking areas to a public road is in a forward direction excepting: i. Single dwelling houses; and ii. Dual occupancies (side by side) located on local roads Note: Council may require forward egress for all land uses where local conditions such as average vehicle speed, sight lines and traffic volume cause a safety concern b For developments where car parking is proposed along or at the end of a common driveway, or access handle/right of way, an adequate manoeuvring area must also be provided on-site so that the vehicles of residents can enter and leave the site in a forward manner using no more than a 3 point turn. c Particular attention is to be given to circulation within the parking area and to the facilities required to ensure that a safe and efficient circulation pattern is achieved. Right of way at intersections is to be clearly defined. There should be no accesses or intersections with adjoining roads with angles less than 70 degrees or greater than 110 degrees. d Turning areas are to be designed in accordance with AS 2890 (section 2.4). Generally, the maximum widths identified for accesses are to be used (sections 2.5 and 3.2). Potentially impaired eyesight/judgement or other user characteristics may warrant increased requirements, particularly with developments for seniors.	Yes	Refer to detailed swept path diagrams provided at Appendix 4 of the SEE.
	2.13.4.5 Delivery and service vehicle requirements	-	N/A - the proposed development does not generate the need for delivery / service vehicle parking or access.
	2.13.4.6 Materials OBJECTIVE To ensure that the materials and construction of parking areas (including loading areas) and accesses are adequate for the intended loading and operational conditions of the carpark. Note: Refer to Council's Civil Works Specification for further details regarding pavements, construction and material requirements. REQUIREMENTS a For any parking areas and accesses the materials of construction are to have regard for the applicable intended loadings (including increased loadings for tight turns), pavement design life and surface and sub-surface drainage. A non-slip finish is to be provided. Decorative treatments are to blend with the surrounding development and landscaping but they should not mask the pavement markings. The kerb types in parking areas are to be low enough to permit vehicle overhang where designed, but provide approved wheel stops. Concept details are to be provided with a development application. b The surfaces are to be either concrete or sealed in accordance with Council's Civil Works Specification. For minor parking areas in rural areas, Council may not require sealing of a carpark provided it is stable, dust free, does not present a slip hazard and is suitable for all weather. c Car park pavements should be designed by a geotechnical or structural engineer taking into account soil conditions, soil permeability (in the case of porous pavements) and reactivity. Details of proposed finishes and construction details (including the results of geotechnical investigations and a pavement design report) are to be incorporated in the Construction Certificate.	Yes	Construction materials for the proposed visitor car parking will be considered during the detailed design stage.
	2.13.4.7 Signage and pavement marking OBJECTIVE To ensure that the signage and pavement marking for parking areas comply with RMS "Signs Database" and "Delineation" REQUIREMENTS a Parking areas shall be delineated with approved standard signs and pavement markings as a minimum. These are to comply with RMS Traffic Signs Database and Delineation Manual. Additional signage and pavement marking may be required to convey information relating to the facility to carpark users. Raised pavement markers may be required to reinforce the line marking. b Visitor parking spaces, spaces for the disabled and spaces for mothers with prams are to be clearly delineated with pavement marking and signage.	Yes	Signage and pavement marking for the proposed visitor car parking will be considered during the detailed design stage.

DCP Section	DCP Provision	Compliance	Comment
	2.13.4.8 Pedestrian facilities	-	N/A – this control is not considered relevant to the proposal which includes only one visitor parking space.
	2.13.4.9 Shopping trolleys	-	N/A – shopping trolley bays are not proposed or required.
	2.13.4.10 Landscaping OBJECTIVE ▪ To ensure that developers consider landscape design in association with proposed parking areas as early as possible to reduce their visual impact; and, ▪ To encourage adequate landscaping in parking areas to provide shade cover for 50% of the carpark in the long term. REQUIREMENTS a Parking areas are to be landscaped appropriately, while providing adequate vision for all users. Landscaping is to be maintained so that site lines are not impeded. b Landscaping is required along accesses and carparks where they adjoin private property. c In large car parking areas, such as those in shopping centres, the provision of shade trees, with appropriate species selection, is mandatory. An adequate provision would be one shade tree per four parking spaces and the minimum provision should be one tree per six spaces. The aim of the landscape plan should be to provide shade cover for a minimum of 50% of the paved area of the carpark after 15 years of suitable growing conditions. d Kerbs and clearances from vehicle doors are to be provided to prevent vehicles from damaging the landscaping or hitting trees, islands or walls and overhangs of footpaths. It should be noted that radiated heat from vehicle engines causes significant damage to landscaping. Adequate setbacks are required to provide separation of landscaping from radiated heat. e All clearances to vehicles, pedestrians, cyclists, etc. are to be from the mature size of the proposed landscaping. Should an appropriate maintenance plan be provided such clearances may be reduced to provide for landscaping pruning. f Any lighting is to be designed to allow for the mature height of the landscaping. g Plants used for landscaping carpark areas should, wherever possible, be: i. Native to the region ii. Suitable for the eco-climate produced within the carpark iii. Able to provide foliage at the appropriate height / spread to avoid creating sight distance in security problems and be able to provide shade to vehicles and pavement areas iv. Species which will not damage car surfaces by dropping of fruits etc. Note: A list of plants suitable for landscaping in carpark areas is included in Appendix C of this Chapter	Yes	The proposal incorporates suitable screening plantings along the western boundary adjoining the proposed visitor space. It is noted that the majority of requirements in this section appear to relate to larger car parking proposals.
	2.13.4.11 Stormwater and water sensitive urban design OBJECTIVES ▪ To ensure that stormwater systems for parking areas are designed to minimise the downstream impacts of stormwater and to control the water quality; and, ▪ To ensure that carparks and their drainage systems are designed to minimise water nuisance such as flows across pedestrian routes or ponding along them. REQUIREMENT Requirements for drainage and Water Sensitive Urban Design are specified in Council's Civil Works Specification	Yes	The Civil Plans and Water Cycle Management Plan at Appendices 4 and 4a , respectively, demonstrate compliance with DCP controls.
	2.13.4.12 Safer by design OBJECTIVE To ensure that car parking areas and pedestrian facilities are designed to reduce the opportunities for crime and anti-social activity. REQUIREMENTS a The design of carpark and pedestrian facilities is to have regard for the NSW Police Service “Safer By Design” Principles, which include: i. Opportunities for natural and or technical surveillance; ii. Appropriate access control; iii. Territorial reinforcement; iv. Appropriate space management.	Yes	The design of the proposed visitor parking space has had regard for the NSW Police Service “Safer By Design” Principles, including through appropriate access control outside of daylight hours.
CHAPTER 2.14 SITE WASTE MANAGEMENT			
2.14.2 WASTE MANAGEMENT CONTROLS	2.14.2.1 When is a Waste Management Plan Required? a A Waste Management Plan (WMP) is required to be lodged and approved for all development applications requiring consent, including residential, industrial, commercial and accommodation proposals. Accurate, site specific details in relation to demolition/site preparation, construction, use of premises and on-going management as applicable are to be provided within the required WMP. Additional details may be requested subject to the complexity, scale and nature of a proposal. b Waste Control Guidelines have been prepared by Council to assist applicants with the preparation of WMPs (including standard forms).	Yes	A waste management plan (WMP) is provided in the Architectural Plans package at Appendix 2 of the SEE.
	2.14.2.2 Waste Control Guidelines A WMP (written document/completed form) shall be prepared in accordance with the Waste Control Guidelines to show how the development handles and minimises waste through submission of the following information:	Variation sought	While the WMP at Appendix 2 does not provide all required details, the level of detail provided is considered appropriate given the

DCP Section	DCP Provision	Compliance	Comment
	a Type and amount of waste/recyclable materials which will be generated; b How waste/recyclable materials will be stored and treated on site; c How disposal of waste/management or resale of recyclable materials will take place; d How ongoing waste management will be accommodated in the design of the building or use. The WMP is required to cover the following stages of a development: a Clearing; b Demolition; c Site preparation; d Construction; e Subdivision; f Long term operation/On-going use		limited amount of demolition proposed, and having regard to the nature of the proposed development.
	2.14.2.3 Standard Forms a A Standard WMP form has been prepared to assist with the presentation of the required information. The WMP should be submitted on this form with any supporting material or additional information attached. b A copy of the WMP template is available for download from Council's website. Further information and/or details on the requirements for large developments can be obtained from Council's Waste Management Assessment Officer.	N/A	As above.
CHAPTER 2.17 CHARACTER AND SCENIC QUALITY	2.17.1 MATTERS FOR CONSIDERATION OBJECTIVES ▪ Provide guidance in the assessment of development applications with regard to character and scenic value considerations ▪ Maintaining the character and scenic quality of an area while considering the desired and likely future character of the area REQUIREMENTS a Development applications are to demonstrate their consistency or compatibility where applicable with: - i the Character and Scenic Quality Statements incorporated as Related Documents to this DCP. - ii endorsed Council Masterplans included as Related Documents to this DCP. - iii character considerations contained within the chapters of this DCP, relevant to the proposal. - iv The relevant Planning Principles of the NSW Land and Environment Court. b Where not addressed in the considerations above, development applications are to consider the following character issues: - i Whether the area is undergoing significant transition - ii Whether existing character has or will be impacted by NSW State Government or Council policies that allow for development to occur without development consent - iii Scenic prominence ,distinctiveness, protection and enhancement - iv Existing natural features, conservation and enhancement - v Siting of buildings and surrounding gardens: consistency with predominant patterns across the surrounding neighbourhood, and - vi Height, size and scale of buildings: compatibility with predominant patterns across the surrounding neighbourhood - vii Architectural form, construction and detail: appropriateness to existing scenic quality and streetscape character - viii Garden design, including outdoor structures: compatibility with scenic quality and streetscape character - ix Street verges: conservation of visually-prominent landscape features plus effective integration with urban services.	Yes	The proposal is considered to provide a high quality visual outcome that is in keeping with the desired future character of the area. It is unlikely to have a significant impact on the visual amenity or scenic quality of the site and area. Refer to Section 4.5.1 of the SEE for further discussion.
CHAPTER 3.1 FLOODPLAIN MANAGEMENT/ WATER CYCLE MANAGEMENT			
PART C: SOUTHERN AREA WATERCYCLE MANAGEMENT (FORMER GOSFORD LGA)			
3.1.10 WATER CYCLE MANAGEMENT PLAN		Yes	The Civil Plans and Water Cycle Management Plan at Appendices 4 and 4a , respectively, demonstrate compliance with DCP controls.
CHAPTER 3.5 TREE AND VEGETATION MANAGEMENT	3.5.1.4 When do you Need a Permit From Council to Remove Vegetation? Sections 2 and 3 of this Chapter identify when you need a permit from Council under Part 2.3 of State Environmental Planning Policy (Biodiversity and Conservation) 2021 to remove vegetation. The following flow chart is provided to assist understanding but is not a substitute for the provisions of Sections 2 and 3.	-	As outlined in Section 4.3.1 of the SEE, Clause 2.6 of SEPP (Biodiversity and Conservation) 2021 outlines that a person must not clear vegetation in any non rural area without either an authority conferred by a permit granted by the relevant Council under Part 2.3 of the Vegetation SEPP, or where clearing exceeds the biodiversity

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			offsets scheme threshold an authority conferred by an approval of the Native Vegetation Panel under Part 2.4 of the SEPP. Under the circumstances we anticipate a permit would be issued by the Council for the proposed removal of trees.																																												
CHAPTER 3.7 GEOTECHNICAL REQUIREMENTS FOR DEVELOPMENT	3.7.1.2 Geotechnical Requirements The purpose of this Chapter is to provide detailed guidelines for the submission of Geotechnical Reports to support Development Applications. OBJECTIVES ▪ To provide a management strategy for development in areas identified as having landslip potential ▪ To provide guidelines on the content of geotechnical reports submitted to Council REQUIREMENTS 3.7.1.2.1 Landslip Hazard Assessment Matrix a When assessing Development Applications, Council will consider the slip potential of a site through the review of any historic information held by Council or where potential geotechnical issues have been identified by reference to the following Matrices (Tables M1 & M2). Applicants are encouraged to contact Council prior to lodging development applications regarding sites that it is reasonable to consider that there may be potential landslip issues. b The following geotechnical abbreviations have been used to describe the geological strata in Tables M1 & M2: ▪ Rh Hawkesbury Sandstone ▪ Rnp Patonga Claystone ▪ Qs High level Aeolian sand ▪ Qd, Qhd & Qhbr Dune and Barrier Sands ▪ Rnt Terrigal Formation ▪ Rnt - s Terrigal Formation – sandstone sequences ▪ Rnt - m Terrigal Formation – mudrock sequences ▪ Qa Alluvium, swamp and estuarine deposits <table><tr><th>CATEGORY</th><th>Category 1 Low Hazard Area</th><th>Category 2 Medium Hazard Area</th></tr><tr><td>GENERAL DESCRIPTION</td><td>Areas not susceptible to significant landslip hazard; instability not expected unless major site changes occur. Often represented by low slope profiles in stratified rocks and nearly flat in alluvial deposits.</td><td>Land areas of potential landslip hazard and possible soil creep or a moderately steep soil covered slope. Instability may occur during and after extreme climatic conditions. Represented by relatively steeper topography in stratified rocks and low slope profiles in alluvial deposits.</td></tr><tr><td>IMPLICATIONS FOR DEVELOPMENT</td><td>Good engineering and conventional building/development practices usually sufficient for safe development in these areas.</td><td>Restrictions on nature and extent of development (especially earthworks) may be required.</td></tr><tr><td rowspan="6">IDENTIFICATION CRITERIA</td><td>Rh</td><td>Slopes between 0° and ≤ 18° in plateau areas. At least 25 metres from any prominent cliff line.</td></tr><tr><td>Rnt Rnt-s Sandstone sequences.</td><td>Slopes > 12½° and ≤ 22° In proximity (within 25 metres) of cliff lines.</td></tr><tr><td>Rnt-m Mudstone sequences.</td><td>Slopes > 10° and ≤ 18°. In proximity (within 25 metres) of prominent cliff lines.</td></tr><tr><td>Rnp</td><td>Slopes > 0° and ≤ 5°.</td></tr><tr><td>Qa & Qd Qhd & Qhbr</td><td>Slopes > 0° and ≤ 5°. And ▪ At least 50m away from a lake shore or river flat, and ▪ At least 60m away from a beach.</td></tr><tr><td>Qa [deeper than 2 metres]</td><td>Slopes > 0° and ≤ 5° And at least 25m away from a cliff area.</td></tr></table> Table M1 – Low & Medium Hazard Areas <table><tr><th>CATEGORY</th><th>Category 3 High Hazard Area</th><th>Category 4 Immediate High Hazard Area</th></tr><tr><td>GENERAL DESCRIPTION</td><td>Land areas susceptible to soil creep, landslip and rockfalls due to steep slope profiles in stratified formations and proximity of land to cliff areas and alluvial deposits. Localised known areas of landslip and/or rockfalls may occur within the area. Commonly seepage problems occur in the area.</td><td>Land areas where there is evidence of active or past landslips, or areas where quarries, excavations/filling/erosion have created potentially unstable slopes during climate extremes, or areas of coastal and bluff instability, or rock face failures. Category also includes areas that are highly susceptible to landslip, rockfalls, or excavation instability to steep slope and/or geological formations which inherently give rise to instability. More than one type of hazard is also usually present.</td></tr><tr><td>IMPLICATIONS FOR DEVELOPMENT</td><td>Significant restrictions on nature and extent of development (especially earthworks and drainage) usually required. The risk associated with development in these areas are often higher than normal.</td><td>Unsuitable for development unless localised areas can be re-rated to Category 3 or better. Any development usually subject to substantial restriction.</td></tr><tr><td rowspan="6">IDENTIFICATION CRITERIA</td><td>Rh</td><td>Slopes > 23° and ≤ 33° and in proximity (within 10 metres) of cliff lines.</td></tr><tr><td>Rnt Rnt-s Sandstone sequences.</td><td>Slopes > 22° and ≤ 29°.</td></tr><tr><td>Rnt-m Mudstone sequences.</td><td>In proximity (within 10 metres) of cliff lines.</td></tr><tr><td>Rnp</td><td>Slopes > 18° and ≤ 24° and in proximity (within 10 metres) of cliff lines.</td></tr><tr><td>Qa & Qd Qhd & Qhbr</td><td>Slopes > 12° and ≤ 18°</td></tr><tr><td>Qs [deeper than 2 metres]</td><td>Slopes > 18° and ≤ 27° and where groundwater > 3m below surface. Slopes > 12° and ≤ 16° and where groundwater < 3m below surface. And at least 25m from a cliff area.</td></tr></table> Table M2 – High & Immediate High Hazard Areas	CATEGORY	Category 1 Low Hazard Area	Category 2 Medium Hazard Area	GENERAL DESCRIPTION	Areas not susceptible to significant landslip hazard; instability not expected unless major site changes occur. Often represented by low slope profiles in stratified rocks and nearly flat in alluvial deposits.	Land areas of potential landslip hazard and possible soil creep or a moderately steep soil covered slope. Instability may occur during and after extreme climatic conditions. Represented by relatively steeper topography in stratified rocks and low slope profiles in alluvial deposits.	IMPLICATIONS FOR DEVELOPMENT	Good engineering and conventional building/development practices usually sufficient for safe development in these areas.	Restrictions on nature and extent of development (especially earthworks) may be required.	IDENTIFICATION CRITERIA	Rh	Slopes between 0° and ≤ 18° in plateau areas. At least 25 metres from any prominent cliff line.	Rnt Rnt-s Sandstone sequences.	Slopes > 12½° and ≤ 22° In proximity (within 25 metres) of cliff lines.	Rnt-m Mudstone sequences.	Slopes > 10° and ≤ 18°. In proximity (within 25 metres) of prominent cliff lines.	Rnp	Slopes > 0° and ≤ 5°.	Qa & Qd Qhd & Qhbr	Slopes > 0° and ≤ 5°. And ▪ At least 50m away from a lake shore or river flat, and ▪ At least 60m away from a beach.	Qa [deeper than 2 metres]	Slopes > 0° and ≤ 5° And at least 25m away from a cliff area.	CATEGORY	Category 3 High Hazard Area	Category 4 Immediate High Hazard Area	GENERAL DESCRIPTION	Land areas susceptible to soil creep, landslip and rockfalls due to steep slope profiles in stratified formations and proximity of land to cliff areas and alluvial deposits. Localised known areas of landslip and/or rockfalls may occur within the area. Commonly seepage problems occur in the area.	Land areas where there is evidence of active or past landslips, or areas where quarries, excavations/filling/erosion have created potentially unstable slopes during climate extremes, or areas of coastal and bluff instability, or rock face failures. Category also includes areas that are highly susceptible to landslip, rockfalls, or excavation instability to steep slope and/or geological formations which inherently give rise to instability. More than one type of hazard is also usually present.	IMPLICATIONS FOR DEVELOPMENT	Significant restrictions on nature and extent of development (especially earthworks and drainage) usually required. The risk associated with development in these areas are often higher than normal.	Unsuitable for development unless localised areas can be re-rated to Category 3 or better. Any development usually subject to substantial restriction.	IDENTIFICATION CRITERIA	Rh	Slopes > 23° and ≤ 33° and in proximity (within 10 metres) of cliff lines.	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CATEGORY	Category 1 Low Hazard Area	Category 2 Medium Hazard Area																																													
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	3.7.1.2.2 Geotechnical Reports a Where this assessment indicates that a lot has a Hazard Category of 2 or above, Council will require that the Development Application be supported by a geotechnical report that considers geotechnical conditions, stability and impact of development on the stability on the site (and adjoining lots).	Yes	As above. Refer to Appendix 10 of the SEE.																																												

DCP Section	DCP Provision	Compliance	Comment										
	b Where this assessment indicates that a lot or part of a lot has a Hazard Category of 3 or above, Council will require that the Development Application be supported by a geotechnical report that considers geotechnical conditions, stability and impact of development on the stability on the site (and adjoining lots). c Where this assessment indicates that a lot has a Hazard Category of 4, Council will require that a Development Application be supported by a comprehensive geotechnical report that considers geotechnical conditions, stability and impact of development on the stability on the site (and adjoining lots). <table><tr><th>HAZARD CATEGORY</th><th>LEVEL OF GEOTECHNICAL REPORT REQUIRED</th></tr><tr><td>Category 1</td><td>Not required unless the development is of extensive proportions and/or a major structure is proposed.</td></tr><tr><td>Category 2</td><td>A Class 2 [see Table R2] geotechnical report required prior to site development.</td></tr><tr><td>Category 3</td><td>A Class 1 [see Table R2] geotechnical report [i.e. detailed geotechnical investigation] prior to development. A "post development report" also required.</td></tr><tr><td>Category 4</td><td>Comprehensive geotechnical investigation and a Class 1 [see Table R2] geotechnical report is required before consideration of any development. A "post development report" also required.</td></tr></table> d The minimum information required in the geotechnical report is described in Table 3 below	HAZARD CATEGORY	LEVEL OF GEOTECHNICAL REPORT REQUIRED	Category 1	Not required unless the development is of extensive proportions and/or a major structure is proposed.	Category 2	A Class 2 [see Table R2] geotechnical report required prior to site development.	Category 3	A Class 1 [see Table R2] geotechnical report [i.e. detailed geotechnical investigation] prior to development. A "post development report" also required.	Category 4	Comprehensive geotechnical investigation and a Class 1 [see Table R2] geotechnical report is required before consideration of any development. A "post development report" also required.		
HAZARD CATEGORY	LEVEL OF GEOTECHNICAL REPORT REQUIRED												
Category 1	Not required unless the development is of extensive proportions and/or a major structure is proposed.												
Category 2	A Class 2 [see Table R2] geotechnical report required prior to site development.												
Category 3	A Class 1 [see Table R2] geotechnical report [i.e. detailed geotechnical investigation] prior to development. A "post development report" also required.												
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