Anambah Development Control Plan (draft exhibition version) Compliance Table – Precinct 2A

Submitted to Maitland City Council
on behalf of DB20 Pty Limited

Prepared by Colliers Urban Planning

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Tables

Anambah Urban Release Area Draft Plan (Exhibition Version)

Table 1 Anambah Urban Release Area Draft Plan as it relates to Precinct 2A

Reference	Control	Compliance
Development Requirements – General Provisions		
18.1 Staging Plan		
AS.1	Development should be generally in accordance with the Staging Plan in Figure 3. Where development is proposed that is inconsistent with the Staging Plan, detailed justification must be provided demonstrating how the proposed staging maintains orderly and economic development and infrastructure provision of water, sewer, electricity and roads.	This application seeks consent for Precinct 2A of the DB20 land holdings, which is located within Stage 1 of Figure 3, and is therefore consistent with the Staging Plan. It will obtain connection to lead in water, sewer, electricity and roads established by earlier Precinct 1A (DA/2025/486).
PC.1	Development must demonstrate that the provision and sequencing of essential infrastructure adequately services the proposed development and are strategically designed to support the continued growth and development of the Anambah Urban Release Area.	Addressed in SEE. As above, the proposed development provides for appropriate essential infrastructure, connecting to that provided under DA/2025/486 (Precinct 1A) that sits directly west of the Precinct 2A area. Lead in infrastructure including road, sewer, water, power and telecommunications forms part of DA/2025/486 and will be extended under this application as required. Water services at the site will connect to trunk mains in the sub-arterial road and established prior to the registration of the first lot of Stage 1 Precinct 1A. Sewerage connections will connect to a new WWPS and lead in mains sited within Precinct 2A and to Anambah Road, established prior to the registration of the first lot of Stage 1 Precinct 1A, Electricity and telecommunications services will connect to lead in established prior to the registration of the first lot of Stage 1 Precinct 1A. Stormwater infrastructure unique to Precinct 2A are outlined within the Civil Engineering Plans. Proposed roads will connect to the sub-arterial road network established prior to the registration of the first lot of Stage 1 Precinct 1A.
18.2 Subdivision Design		
PC.2	Development Applications for subdivision must include Staging Plans. This is to include an analysis and statement as to the intentions and philosophy of the sequencing of stages to demonstrate expansion of infrastructure networks/corridors to adjoining development lots within a reasonable timeframe/lot yield.	Staging plans are provided within the subdivision plans at **Appendix A.** The staging is sequenced in a logical manner and provides for connections as applicable to adjoining development lands (also owned by the applicant).

Reference	Control	Compliance
PC.2	Sequencing is to include connection to lots within the precinct followed by lots in any adjoining precinct/s. Applications for subdivision are to clearly show proposed layouts, lot sizes, shapes and likely development densities.	Precinct 2A connects to adjoining Stage 1 of Precinct 1A that will precede Precinct 2A. It includes connections to future parts of Precinct 2 (namely southwards) and provides for the ability to extent north for future connection to Precinct 4. Precinct 2A maintains the ability for a future connection to be made to Anambah Road as and when it is triggered. Th details on layout, lot size and shape are clearly shown in the Civil Engineering plans and subdivision plans at **Appendix B** A super lot is identified for future multi-dwelling housing (given its proximity in the future to the local centre and neighbourhood sports field) and that potential future land use is accounted for in traffic and stormwater assessments.
AS.1	A variety of lot sizes and shapes are to be provided to cater for the housing needs of the community, including opportunities for small lots, small lot housing and medium density in areas with high neighbourhood amenity consistent with cl.7.8 of the Maitland LEP 2011.	A variety of lot sizes are proposed under this application ranging from 451m^2 to lots greater than 700m^2 and up to 1,240m^2, plus a super lot identified for future multi-dwelling housing. The lots are arranged throughout the proposal to provide for diversity of character and future streetscape (subject to separate dwelling applications). No subdivision under cl7.8 is proposed in Precinct 2A.
PC.3	Subdivision design should have regard to minimising any adverse impacts of development when viewed from public roads and surrounding properties.	The subdivision is designed in a manner consistent with the expected character of an urban release area, and when viewed from Anambah Road. The majority of the interface to Anambah Road is contained within large lots commensurate with the lands function as part of the Hunter River floodplain, and consistent with zoning and minimum lot sizes established for the interface with Anambah Road and broader adjoining properties including Anambah House. The rear of residential lots interfacing with Anambah Road have been setback by 20m+ with canopy planting included in that setback and surrounding edges within large lot lands, offering filtering of views across the large lots and floodplain to the residential zoned pocket of land closest to Anambah Road. Additional canopy is also introduced through establishment of a vegetated riparian zone along a drainage line in the large lots, with future residential built form also filtered in views from Anambah Road and surrounding properties through the introduction of street tree landscaping. Development requirements for future built form are anticipated to apply to parallel lots adjoining the future road extension (replicating those provided for in Precinct 1A), as well as appropriate fencing (by future owners) to the residential boundary closest to

Reference	Control	Compliance
		Anambah Road, and to large lot boundaries through the floodplain, as noted on landscape plans.
AS.2	Appropriate measures should be incorporated in landscape plans and include buffer zones, landscape plantings, and avoidance of the tops of ridgelines for buildings and structures.	Landscaping has been designed to provide for substantial planting along streets along with canopy planting at certain interfaces
PC.4	Lots are to be designed to have frontage to streets or public open spaces to enhance dwelling presentation, passive surveillance and activation of the public areas.	The subdivision has been strategically designed to have frontage to streets and public areas, with development requirements for parallel lots anticipated to replicate those provided for in Precinct 1A.
AS.3	Subdivision designs should incorporate crime prevention strategies and principles to promote personal safety and casual surveillance, utilising Crime Prevention Through Environmental Design (CPTED) principles.	A CPTED Report has been prepared to support this DA and is provided in **Appendix S**.
18.3 Transport Movement Hierarchy		
PC.1	The primary road hierarchy is to be consistent with the Transport Movement Hierarchy Plan in Figure 4, Appendix A: Road Cross-Sections, and Council's Manual of Engineering Standards (MoES).	Precinct 2A connects to the sub-arterial roads established prior to the registration of the first lot of Stage 1 Precinct 1A, noting those are consistent with the primary road hierarchy and typical sections. Precinct 2A includes an additional sub-arterial road section east of the Precinct 1A roundabout, consistent with Figure 4, other than it is provided to a higher order road type hierarchy with a varied road cross section. Precinct 2A also introduces a section of the primary collector road, south of the Precinct 1A roundabout, consistent with Figure 4. A road layout to provide access to the large lots and areas above the floodplain is included and justified.
PC.2	Vehicular access must not be provided to road frontages identified as Access Denied on the Anambah URA Area Plan – Including Bus Routes and Access Denied Roads in Figure 5, Appendix A: Road Cross-Sections, and MoES.	Vehicular access is not proposed to Anambah Road, the only road identified in Figure 5 as access denied. Additionally, no vehicle access is provided to either side of the sub-arterial road section east of the roundabout to reflect its future role and likely traffic capacity under the current planning framework
PC.3	The agreed timing / trigger point for the construction of the northern Primary Distributor from Anambah Road is to be clearly described within Precinct Plan 6. Note: Any associated construction and upgrades to deliver this road and intersection are to be undertaken at no cost to Council.	Not applicable.
PC.4	A perimeter road, with development on the inner side only, is to be provided around the edge of the Urban Release Area where it adjoins flood prone land. Perimeter roads are also to be used adjacent to open space areas, areas of high bushfire risk, riparian networks and visual significance areas. Dwellings associated with C4 zoned allotments can be on the outer, down slope side of the perimeter road.	Complies. As shown on the lot layout plans, the flood prone land is limited to C4 zoned allotments that sit on the 'outer' side of the proposed roads that follows the change in layout from residential to large lot. A small section of perimeter road is provided to interface residential lot (super lot) to the riparian land north of Precinct 2A. The exception are

Reference	Control	Compliance
		those R1 allotments that will adjoin the future Precinct 2B area (as the edge is interim and will be progressively developed), and R1 allotments located in the eastern-most part of the proposal near to Anambah Road. These lots are setback from Anambah Road with canopy planting in the adjoining large lot.
PC.5	In accordance with Clause 7.8 of the Maitland LEP 2011, the Western Road Link via Wyndella Road is to be fully constructed and operational prior to the release of the 1,200th lot. Alternatively, where the Western link road is provided first, a threshold for the linkage to Anambah Road needs to be demonstrated with each DA for subdivision	Noted. The Western Link Road is subject to a separate approval process The applicant relies upon (and has the certainty) that it will be established prior to the creation of the first residential lot in DB20 lands (being in Precinct 1A), and that is relied upon for Precinct 2A. The cumulative development of Precinct 1 with Precinct 2A sits well within the capacity of the road and its intersection to the New England Highway, and there is no threshold for Precinct 2A to link to Anambah Road.
PC.6	Connection with, and use of Anambah Road is to be supported by a Traffic Impact Assessment detailing the required road improvements, associated with expected use, in accordance with Council's MoES, and timing and trigger points for upgrade of the intersection with the New England Hwy in consultation with Transport for NSW. Note 1: Any upgrade to the intersection of Anambah Road and the New England Highway must be at no cost to Council. Note 2: Council, at its discretion, may consider alternative levels of flood resilience for Anambah Road where it can be demonstrated that alternative, flood free access is provided for all dwellings within the relevant precinct. Note 1: Any upgrade to the intersection of Anambah Road and the New England Highway must be at no cost to Council. Note 2: Council, at its discretion, may consider alternative levels of flood resilience for Anambah Road where it can be demonstrated that alternative, flood free access is provided for all dwellings within the relevant precinct.	No connection to Anambah Road is proposed in Precinct 2A. The residue lot includes land that will allow for future connection to Anambah Road as and when it is required in the future.
PC.7	River Road must not be used as restricted or emergency-only vehicular access from the Anambah Urban Release Area. If that part of River Road outside of the Anambah URA is proposed for flood free vehicular access, River Road must be upgraded to a public road standard, with full-time access available to all residents at the developer's cost. The upgrade of River Road must be delivered in accordance with Council's Manual of Engineering Standards (MoES). The applicant must consult with Transport for NSW to determine the extent and timing of intersection upgrades at the River Road and New England Highway intersection. Note: Any upgrade to the River Road and New England Highway intersection must be at no cost to Council.	Precinct 2A provides direct and multiple connections to the sub-arterial road to be constructed by Stage 1 of Precinct 1A.
PC.8	No new future lot is to have direct vehicular access to Anambah Road.	No allotment is proposed to have direct vehicular access to Anambah Road.

Reference	Control	Compliance
18.4 Road Design		
PC.1	Roads within the Anambah URA are to be designed and constructed in accordance with MoES and any road cross sections and plans detailed in this Area Plan, Appendix A: Road Cross-Sections, and relevant Precinct Plans.	Noted. The proposed roads align with the required cross sections or as established in any concurrent Precinct Plan.
AS.1	Road designs should allow for passive surveillance and access to public open space from adjoining residences.	The civil plans provided by GCA Engineering Solutions illustrates that clear sightlines between public and private spaces are maintained throughout the development. This allows for passive surveillance throughout surrounding residential streets. The proposed lots are orientated so that future buildings can be built to be orientated towards the street.
AS.2	A modified grid network must be provided for the road network and other transport networks. Cul-de-sac and dead-end routes are discouraged unless no other practical solution can be designed.	Three cul-de-sacs are proposed, two which provide access to C4 zoned larger allotments and building areas above the flood fringe, and one on R1 land that enables configuration of allotments to be delivered in a manner that addresses dual frontage allotments and proposed levels to the main roundabout and sub-arterial road network. Temporary turning heads are proposed where development will extend further under separate future applications. Where proposed, the cul-de-sacs are short in length, service a low intensity of land use (or are one of multiple connections available to support future development in the case of the super lot) or are justified on the individual circumstances.
18.5 Aboriginal Cultural Heritage		
PC.1	An Aboriginal Cultural Heritage Assessment (ACHA) is to be provided with every DA for land within the Anambah URA.	An ACHAR has been prepared by GML for the main DB20 landholding of AURA. It confirms Aboriginal objects are present and will be impacted by the proposed development. An AHIP will be obtained from Heritage NSW for the broader landholdings. GML have provided a letter to support the DA for Precinct 2A. The recommendations related to this Precinct 2A are provided within this letter, along with the main ACHAR report. Refer to **Appendix O** and **Appendix P**.
PC.2	Development within or adjacent to land that contains a known Aboriginal cultural heritage site will consider and comply with the requirements of the National Parks and Wildlife Act 1974 .	As above.
PC.3	Proposals must identify any areas of Aboriginal cultural heritage value that are within or adjoining the area of the proposed development, including any areas within the development site that will be retained and protected with appropriate management protocols.	As above.

Reference	Control	Compliance
18.6 Overall Landscaping Strategy		
PC.1	Detailed landscape plans are to be submitted with the development application for initial subdivision of any site. The landscape plans must include, where applicable, details for all streets and public spaces, identifying appropriate street tree species and number, fencing details, landscape elements, water bodies and street furniture.	Landscaping Plans are provided at **Appendix D.** These plans indicate the location and design of the proposed street tree planting and landscaping throughout the subdivision, including street tree species and landscape elements that contribute to defining the character of the subdivision.
PC.2	Primary landscaping works will be required for all: • major intersections, including connections to Anambah Road, • areas of open space, • riparian corridors, • playing fields, • local parks, and • identified vegetation buffer areas within the relevant Precinct Plan.	Landscaping works are proposed to introduce a landscape and streetscape character within the Precinct. This includes landscaping of the proposed streets and basin areas and canopy edge to Anambah Road where residential lots extend in close proximity to it (with generous setback to rear boundaries for a reasonably short length).
AS.1	Existing trees are to be retained wherever possible within open space/ riparian areas, or in the front setback of lots fronting streets.	There are no trees to be retained, other than a single tree that is not suitable for retention. Earthworks are also proposed across the majority of the 2A area to resolve levels.
PC.3	Natural watercourses are to be protected and revegetated where appropriate to enhance the visual amenity, prevent soil erosion, and to protect the quality of receiving waters.	The proposed subdivision retains existing natural drainage and water course lines of the existing ephemeral watercourse to the north and a minor drainage line within the Precinct. Riparian assessment has been undertaken and Precinct 2A is supported by a Riparian Vegetation Management Plan (RVMP) (**Appendix L**). Due to likely future disturbance arising from future works in the vicinity of the watercourse to the north,, the RVMP is limited to weed eradication, with future revegetation to occur at a later time, once confident that it will not be disturbed by necessary future works.
PC.4	A 10-metre-wide landscaped buffer must be provided wholly within the boundaries of lots adjoining Anambah Road to screen the built form and reduce noise impacts. Any fencing is to be of an open style rural fence located on the dwelling side of the landscape buffer. Details of the buffer must be shown in the landscape plan.	A suitable buffer is provided along Anambah Road where the residential zoned land is in proximity to it. This is proposed in the larger allotments, with the rear boundary of residential lots setback 20m+ with canopy planting between those boundaries and Anambah Road Consistent metal fencing of dark colour (by future owners) is also nominated, rather than open fencing into rear yards of the setback residential lots.
18.7 Passive and Active Recreation Areas		

Reference	Control	Compliance
AS.1	The network of passive and active recreational areas is to generally be in accordance with that identified in the Anambah Area Plan Figure 2, and any such land or facilities within the relevant contributions plan.	No passive and active recreation area is identified in Precinct 2A on Figure 2.
AS.2	Neighbourhoods should include accessible open space areas that offer a range of recreational opportunities for residents, accessible within 400m walking distance from each residence within the R1 General Residential zone.	Precinct 2A will rely on access to open space areas provided in adjoining Precincts as they develop, as identified in Figure 2. In the interim, residents will benefit from accessing the active movement network to be established in Precinct 1A.
AS.3	Linear parks and passive open space corridors connecting linear parks are encouraged along riparian corridors and are to be identified and detailed in the relevant Precinct Plan.	Not applicable to this application.
PC.1	Linear parks must be located within riparian corridors identified for public open space, and must provide continuous passive recreation opportunities, such as shared paths, seating, and natural play areas.	Not applicable to this application.
AS.4	Linear parks within riparian corridors should have a minimum width of 10 metres (excluding the core riparian zone) to ensure safe use, functionality, and landscape integration.	Not applicable to this application.
PC.2	Linear parks must incorporate native landscaping that complements the riparian corridor, provides shade and habitat, and contributes to the tree canopy targets for the URA.	Not applicable to this application.
AS.5	All recreation infrastructure within linear parks should be designed to withstand flooding and be located outside the core riparian zone.	Not applicable to this application.
18.8 Stormwater and Water Quality		
PC.1	A Stormwater and Water Quality Report and Strategy is to be provided for each stormwater catchment and submitted with the first development application for subdivision for each precinct. The number and location of WSUD elements are to be assisted by modelling to develop the WSUD strategy for the site and be integrated with the overall design.	A Stormwater Management and Flood Report has been prepared to support this proposal (**Appendix F**). The proposal includes water quality detention/water quality basins for the storage and treatment of stormwater to reduce the impact on waterways consistent with standards. Please refer to the Civil Engineering Plans (**Appendix B**) and the Stormwater Management Report.
PC.2	A Stormwater and Water Quality Report, including MUSIC modelling, must be submitted with Medium or Major subdivision applications to demonstrate water quality objectives are met. Note: Medium subdivisions are defined as the creation of 10 – 49 new lots, and/or where a new road is required. Major subdivisions are defined as the creation of 50 or more new lots.	A Stormwater Management and Flood Report has been prepared to support this proposal (**Appendix F**) as is supported by MUSIC modelling
PC.3	Stormwater management facilities must be designed to enhance ecological values (e.g. native plantings), and where possible, utilise or improve existing water bodies.	The proposal includes basins that are proposed to be landscaped, with minimal impact on existing water bodies.
PC.4	Stormwater runoff from each precinct must be managed so that flows outside the precinct do not exceed pre-development levels, as verified by appropriate modelling.	Post development flow rates have been designed to be limited to pre-development flow rates as required by MOES.
PC.5	Gross Pollutant Traps (GPTs) must be integrated into the stormwater network and sized to accommodate the pollutant load.	GPTs are proposed as part of the treatment train.

Reference	Control	Compliance
PC.6	All development must incorporate WSUD principles to demonstrate the site and catchment is achieving water quality targets. Private systems (e.g., bio-retention swales, vegetated swales, rain gardens). may be needed to supplement the public system where a site exceeds requirements including impervious coverage or pollutant loads (nutrient, etc)	Water sensitive design has been considered as part of the stormwater approach for the development with two basins serving as combined detention and bioretention basins, without the need for private systems.
AS.1	Developments are encouraged to implement additional WSUD measures (e.g., stormwater harvesting, reuse schemes, green roofs) to reduce potable water demand and improve stormwater quality.	Not applicable to subdivision.
PC.7	Erosion and sediment control plans are required to be submitted as part of subdivision and are to incorporate, where appropriate, measures like temporary sediment basins, vegetated buffer strips, and stabilised site access points to minimise runoff.	The Civil Engineering Plans include appropriate soil and sediment erosion control measures to be implemented during the construction and to mitigate impacts to adjoining lands (**Appendix B**).
AS.2	Wherever possible, the existing riparian areas could form part of a stormwater and runoff drainage management system incorporating detention basins and/or wetlands to alleviate stormwater peaks and retain pollutants. Stormwater structures including basins, are to be positioned where the operational maintenance of the structure is not impeded by environmental constraints and plantings.	An existing first order drainage line in the northern part of the site is intended to be used as a discharge point for Basin 4A. A drainage line is intended to be used as a discharge point for Basin 3A. Each line connects to existing culverts at Anambah Road
PC.8	Basins must be positioned offline from 3rd order of higher waterways.	There are no 3rd order watercourses relevant to Precinct 2A.
18.9 Amelioration of Natural Hazards		
PC.1	Development must comply with the NSW Flood Risk Management Manual 2023.	Noted. Refer to the Flood Compliance Report at **Appendix T**
PC.2	Development must demonstrate that it does not result in an increase in flood levels on adjoining or surrounding land.	Refer to Stormwater Report and Flood Compliance Report.
PC.3	Internal roads are to be designed to provide flood free access to proposed allotments.	The proposal provides flood free access at the 5%AEP flood level or higher, with all internal roads designed to 1% AEP flood level
PC.4	Each stage of development must demonstrate how flood free access above the 1% AEP flood level will be provided.	The existing 1% AEP flood level is 19.9m AHD with proposed road levels sitting above this.
PC.5	An overland flow flood model is to be submitted for each precinct to identify and manage potential overland flow catchments.	Refer to Stormwater Management and Flood Report at **Appendix F,** which has been informed by DRAINS modelling to inform the design of each basin.
PC.6	Where cut and fill and the construction of roads is proposed in the 1% Annual Exceedance Probability (AEP) floodway or within flood storage areas, a flood impact risk assessment is required. This is to be prepared in accordance with LU01 - Flood Impact and Risk Assessment of the NSW Flood Risk Management Manual 2023.	As the proposed fill within flood fringe and flood storage areas is balanced by greater cut within the floodplain storage, there is no impact to overall floodplain storage and therefore the proposed development would have a negligible impact on the existing flood environment or adjoining properties. This is addressed in Stormwater Management and Flood Report **Appendix F** and Flood Compliance Report **Appendix T**.

Reference	Control	Compliance
AS.1	Pedestrian and cycle pathways and open space may extend into the 1% AEP flood level, provided the safe access criteria contained in the NSW Flood Risk Management Manual 2023 are met and there is no impact on the flood behaviour.	Not applicable.
PC.7	A Biodiversity Offset/Mitigation Strategy is to be developed where required for a Precinct Plan which is to address the preparation and implementation of a Vegetation Management Plan to protect, manage and improve Ecologically Endangered Communities (EEC's) on site. The Biodiversity Offset/Mitigation Strategy is to include mechanisms to address the loss of hollow bearing trees and the management of threatened species.	There are no on site EECs that require protection, management or improvement, nor need for any biodiversity offset or mitigation strategy. MJD Environmental has carried an ecological assessment of the proposal in the accompanying Biodiversity Advice letter (**Appendix K**). This advice confirms that the site consists of grazed pasture with limited to no native vegetation with the exception of a single eucalypt tree (in such poor health as to be difficult to identify) which will be removed under the proposal. The results of the assessment determined the site consists predominantly of exotic grass species with a VI score classed as Low, which would not generate biodiversity credits under the Biodiversity Offsets Scheme (BOS).
PC.8	Future residential subdivision is to incorporate the areas of native vegetation into the character and design of the development and provide linkages between areas of remnant vegetation creating improved habitat value and filter strips along watercourses.	As above.
PC.9	All development is to be designed in accordance with the NSW Rural Fire Service (RFS) – Planning for Bushfire Protection guidelines applicable at the time of application.	Noted. The development has been designed accordingly as documented in the Bushfire Report (**Appendix M**).
PC.10	Fire protection measures must be capable of being maintained by owners and users. Asset protection zones must be contained wholly within the subject development site.	Noted. APZs are contained within the site and capable of being maintained by owners
18.10 Key Development Sites		
PC.1	The following key development sites are to be included and appropriately addressed in the relevant precinct plans which are to include concept designs, site plans and development guidelines: • Commercial/shopping precinct and Community facilities • Windella Estate surrounds • C4 Environmental Living zone • Management of EEC's located within C4 zoned private land • School • Quarry site buffer (C4 Environmental Living zoned land) • Gateway site (Western Link Road Entrance)	Noted. Precinct 2A includes lands within C4 Environmental Living zone, and the DA includes appropriate outcomes relating to those lands and their interfaces.

Reference	Control	Compliance
	• Small lot housing • Recreational Sports Fields	
18.11 All Residential Densities		
Laneways		
PC.1	Laneways must have a minimum width of 5.5m within a minimum 8.5m road reserve in accordance with Figure 6 and in accordance with MoES requirements and typology. Residential Laneways are to only be used as follows: a. To service Vehicle access for dwellings on access denied roads b. To service small lot product that creates rear loaded housing product c. Designed in accordance with the Laneway typology in MoES d. Lot frontages shall be located on a local street (10m wide) or greater to ensure on-street parking is provided on the primary frontage	No laneways are proposed.
PC.2	Laneways must have a clear line of sight from each end of the lane i.e. no bends or corners,), as shown in Figure 7.	No laneways are proposed.
PC.3	Four-way intersections that incorporate laneways are permitted on local roads only and are subject to site-specific considerations and ensuring alignment with safety standards. Where two laneways create a four-way intersection they can only be on a local road (i.e. not on a trunk road)	No laneways are proposed.
PC.4	Laneways are to be a maximum of 100m in length between intersections with other road typologies. Proposals seeking to exceed the 100m maximum length shall use local street types instead of a laneway (i.e. yield street or local street as appropriate to minimum lot sizing.	No laneways are proposed.
PC.5	Development must be designed to ensure garbage collection occurs on the primary road frontage, including any access denied roads.	No laneways are proposed.
Distribution of Small Lot Housing		
PC.6	The number, size and location of small lot housing is to be consistent with Clause 7.8 of the Maitland Local Environmental Plan 2011.	Noted. No small lot housing is proposed in Precinct 2A.
AS.1	Each Precinct Plan should indicate the general location of lots which may be created with a minimum area greater than or equal to 200m2 and less than 450m2. These smaller lots are to be located within areas of high amenity and 200m walking distance to commercial premises, recreation areas or community facilities and matched to the appropriate road types on a Precinct map.	Noted. No small lot housing is proposed in Precinct 2A.
Streetscape		
PC.7	Articulation of the front facades of small lot housing must be varied rather than uniform to enhance visual interest and encourage housing diversity.	Not applicable to this subdivision DA.

Reference	Control	Compliance
AS.2	Developments are encouraged to incorporate innovative facade treatments (e.g., varied materials, colours, and architectural features) to enhance streetscape diversity and reflect the character of small lot housing.	Not applicable to this subdivision DA.
Side Setbacks		
PC.9	If the lot has a width, measured at the front building line, of at least 6m but not more than 8m, the building may be constructed to both side boundaries.	Not applicable to this subdivision DA. Lots have been designed to provide for a range of dwelling designs.
PC.10	If the lot has a width, measured at the front building line, of more than 8m but not more than 12.5m, the building may be constructed to only one side boundary.	Not applicable to this subdivision DA. Lots have been designed to provide for a range of dwelling designs.
PC.11	Where an existing boundary wall on a neighbouring lot adjoins the subject site, the new boundary wall must match the length of the existing boundary wall.	Not applicable to this subdivision DA.
PC.12	Where no adjoining boundary wall exists, the boundary wall must not exceed a maximum of 50 per cent of the lot length or a maximum length of 12 metres, whichever is lesser.	Not applicable to this subdivision DA.
PC.13	Where no adjoining boundary wall exists, the boundary wall must not exceed a maximum of 50 per cent of the lot length or a maximum length of 12 metres, whichever is lesser.	Not applicable to this subdivision DA.
Rear Setbacks		
PC.14	Structures built to the rear boundary must not exceed a maximum height of 3.5 metres above existing ground level unless: a. They abut another higher existing or simultaneously constructed structure, in which case the height must not exceed that of the adjoining structure. b. They abut a rear lane, in which case the maximum height is 5.5 metres.	Not applicable to this subdivision DA.
PC.15	Structures built to the rear boundary must be designed and constructed to allow for easy maintenance, including access for repairs and upkeep of drainage systems.	Not applicable to this subdivision DA.
AS.3	Developments are encouraged to incorporate integrated landscaping (e.g. shared gardens, green walls) to enhance visual continuity and provide additional outdoor living spaces.	Not applicable to this subdivision DA.
Garages and Driveways		
PC.16	Where a development is located on a site with rear laneway access, garages must be located fronting the rear lane with 1.0m minimum setback to garage doors. Driveway access from the primary road frontage will not be considered.	Not applicable to this subdivision DA.
PC.17	Garage doors must be visually recessive through the use of materials, colours, overhangs, and similar design elements to reduce their visual impact on the streetscape.	Not applicable to this subdivision DA.

Reference	Control	Compliance
PC.18	Where the lot width is greater than 12m, dwellings may have a double garage on the primary street frontage provided they do not dominate the streetscape and are visually recessive and either in line or setback from the front building line.	Not applicable to this subdivision DA.
PC.19	Where the lot width is less than 12m, only single-width garages are permitted on the primary street frontage.	Not applicable to this subdivision DA.
PC.20	Garages and carports are to be designed to blend with the architectural style of the dwelling through the use of compatible materials and colours, thereby reducing their visual dominance on the streetscape.	Not applicable to this subdivision DA.
PC.21	The location of driveways must be determined with regard to the location of utilities infrastructure, safe and unobstructed kerbside space for waste bin placement, street tree planting, and to maximize the availability of on-street parking and in accordance with any MoESS requirements.	Not applicable to this subdivision DA.
18.12 Visual and Scenic Amenity		
PC.1	Where practicable, vegetation is to be maintained and enhanced, particularly along ridgelines and gullies, so as to provide buffers and landscaped visual relief to subdivisions and housing development.	There is no existing vegetation to be maintained. Canopy is provided in streets, and in parts of larger lots, and will contribute to visual relief when viewed externally to AURA.

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