APPENDIX A: DCP COMPLIANCE

Huntlee Development Control Plan 2013 Section 4 – Subdivision Design	
Section 4.1 – Street Network and Design	Compliance for MP10_0137 MOD 6
(1) The street network is to be provided generally in accordance with Figure 15.	The proposed modification is consistent with the Overall Road Network and Hierarchy (Figure 15 of the DCP).
(2) Road and intersection upgrades are to be generally in accordance with Figure 16 and Figure 17.	The proposed modification does not compromise any road works identified in Figures 16 and 17 of the DCP as it only seeks to defer them to late stages of the development.
(3) Streets are to be provided in accordance with the cross-sections at Figure 18 to Figure 25.	The Department is satisfied the proposed access lane is generally in accordance with Figures 18 to 25 of the DCP.
(4) "Park Edge" roads (Figure 29) should accommodate the majority of the required Asset Protection Zone within the road reserve and at the boundary of the development must also incorporate a battered slope within the road reserve to cater for potential changes in level along the site boundary.	The proposed modifications have no impact on the Park Edge roads.
(5) Alternative street designs for local streets and accessways may be permitted on a case by case basis to accommodate local features if they preserve the functional objectives and requirements of the design standards.	The Department is satisfied that the proposed access lane forms a logical extension to the approved road layout for the Town Centre.
(6) Where any variation to the residential street network is proposed, the alternative street network is to be designed to achieve the following principles: • a permeable network that is based on a modified grid system, • encourage walking and cycling and reduce travel distances, • maximise connectivity between residential areas and community facilities, open space and centres, • take account of topography and accommodate significant vegetation, • optimise solar access opportunities for dwellings, • provide frontage to and maximise surveillance of open space and riparian corridors, • provide views and vistas to landscape features and visual connections to nodal points and centres, and • maximise the use of water sensitive urban design measures • minimise the number of road crossings of riparian corridors and ensure riparian connectivity is maintained.	The proposed modification would not result in any change to the approved residential street network.
(7) Except where otherwise provided for in this DCP, all streets and intersections are to be designed and constructed in accordance with Austroads Guide to Traffic Management and Australian Standards AS 1742, 1743 and 2890.	An existing condition of consent requires all roadworks to be designed and constructed in accordance with Austroads and relevant Australian standards.
(9) Street trees are required for all streets. Street tree planting is to: • be consistently used to distinguish between public and private spaces and	The proposed modification would not compromise the approved street tree planting regime identified in Landscape Masterplan for the Stage 1 approval.

• between different classes of street within the street hierarchy, • minimise risk to utilities and services, • be durable and suited to the street environment and, wherever appropriate, • include endemic species, • maintain adequate lines of sight for vehicles and pedestrians, especially around • driveways and street corners, • provide appropriate shade, and • provide an attractive and interesting landscape character and clearly define • public and private areas, without blocking the potential for street surveillance.	

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 6
Section 4.5.1 Residential Character	
(1) Residential neighbourhoods are to be focused on elements of the public domain such as a school, park, retail, or community facilities that are typically within walking distance.	The proposed modification maintains a walkable neighbourhood.
(2) Subdivision layout is to create a legible and permeable street hierarchy that responds to the natural site topography, the location of existing significant trees and solar design principles.	The proposed modification is similar to the approved subdivision pattern.
(3) Pedestrian connectivity is to be maximised within and between each residential neighbourhood with a particular focus on pedestrian routes connecting to public open space, bus stops and railway stations, educational establishments and community/recreation facilities.	The proposed subdivision does not impact access to the Town Centre or public open space.
(4) Street blocks are to be generally 150m to 180m long. Block lengths and widths in excess of 180m may be considered where pedestrian connectivity, stormwater management and traffic safety objectives are achieved.	The proposed additional lot is similar to approved lots in the street.
(5) Residential lots should generally be rectangular in geometry.	The new residential lot will be rectangular in shape.
(6) Battle-axe lots are not permitted.	The additional residential lot is not a battle-axe lot.
(7) The orientation and configuration of lots is to be generally consistent with the subdivision principles shown at Figure 32 and Figure 33.	The new residential lot is orientated similar to the approved subdivision pattern.
(8) Preferred lot siting is either on a north-south or east-west orientation.	The new lot is orientated in accordance with the approved subdivision pattern.
(10) Residential subdivision applications should: • Consist of a mix of dwelling types including attached dwellings, multi-dwelling housing and residential flat buildings which are located in close proximity to the town and village centres and public transport. • Incorporate a mix of lot sizes for detached dwellings to provide a range of housing choice within the lower density areas. • Provide cottage lots around open space and village centres • Provide country lots around the perimeter of the site and where environmental constraints are managed within lots (ie Flooding, bushfire APZ etc)	The proposed modification will not compromise the achievement of a range of lot sizes, activation of the public domain or links to the Town Centre, public open space or public transport.

• Be designed to provide for activation of the public domain, including streets and public open space through the orientation and design of buildings and communal spaces. • Ensure that pedestrian, cyclist and road links provide legible and direct access to the town centre, public transport and areas of public open space.	

Section 4.5 – Residential Neighbourhoods	Compliance for MP10_0137 MOD 6
Section 4.5.2 Minimum Lot dimensions	
(1) Minimum lot frontage and lot sizes for each dwelling type will comply with Table 5 and should be located generally in accordance with the Lot Size Map at Figure 34.	The new residential lot is generally consistent with the approved subdivision pattern, which meets the minimum lot size and minimum frontage length as specified in the DCP.
(2) Lot frontage is to be measured at the street facing building façade line, not including articulation elements.	Noted
(3) Residential subdivision is to provide for a mix of lot frontage widths to enable the development of a range of housing types and sizes.	A range of lot frontage widths will be maintained in substage 4.
4) Lots should be rectangular. Where lots are an irregular shape, they are to be large enough and oriented appropriately to enable dwellings to meet the controls in this DCP.	All the new residential lots are rectangular in shape.
(5) Battleaxe lots are not permitted.	No battle-axe lots are proposed.