

CLARENCE CITY COUNCIL

OLIVE GROVE DEVELOPMENT PLAN DPO 14

5 January 2012

PURPOSE OF DPO 14

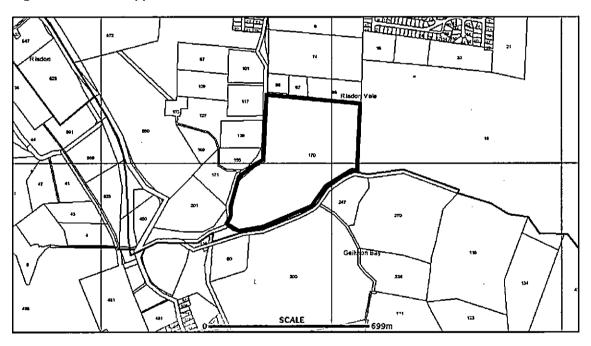
The purpose of this Development Plan is to provide a cohesive structure to the development of residential land between the existing suburbs of Risdon Vale and Geilston Bay. The objectives of the plan are:

- To provide for the optimum physical layout, combining accessible urban form with opportunities for the community's desired range of activities and facilities, the protection of natural and human values; and
- To provide the integrating planning framework to guide the development of land in different ownerships.

2. APPLICATION OF DPO 14

This Development Plan applies the land shown in Figure 1 below.

Figure 1 - DPO 14 Application Area



Development within the site area shall be consistent with this Development Plan, including infrastructure and some aspects of works on individual lots.

The requirements of this Development Plan override other requirements of the Clarence Planning Scheme 2007 (the Scheme) to the extent of any inconsistency.

3. DEVELOPMENT PLAN STRUCTURE

DPO 14 is comprised of a set of development controls that refer to the following plans:

- Schedule 1 Road Layout Plan;
- Schedule 2 Stormwater Management Plan;
- Schedule 3 Bushfire Management Plan.

The Development Controls seek to implement these plans as a whole and reference the plans directly in some instances.

4. DEVELOPMENT CONTROLS

Council in determining an application shall first determine whether it complies with the Acceptable Solutions. Where an application does not comply with an Acceptable Solution, Council may exercise discretion to vary a requirement if it is satisfied the application complies with the relevant Performance Criteria. Compliance with either the Acceptable Solutions or the Performance Criteria shall, for the purposes of this Development Plan, demonstrate compliance with the Intent of the relevant design element.

Non compliance with the Acceptable Solutions in one design element does not require consideration of the Performance Criteria in any other design element. Where there is no performance criteria for a design element, the development must meet the acceptable solutions for that design element.

Element 4.1 Infrastructure

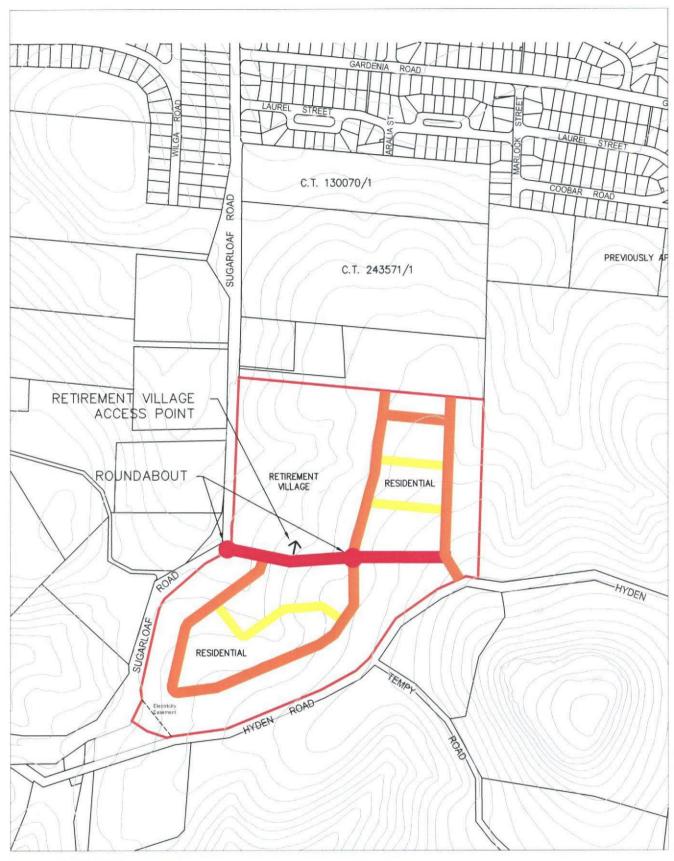
Intent	
4.1. To ensure an integrated infrastructure layout.	
Acceptable Solution	Performance Criteria
AS4.1(a) The road layout and hierarchy is in accordance with the Road Layout Plan in Schedule 1 of this Development Plan.	PC4.1(a) The proposed road layout: • provides street and pedestrian connectivity into adjoining lots, and • minimises access points onto Sugarloaf Road, and • maximises street frontages to lots created, and • maximises the number of north-south or east-west orientated lots.
AS4.1(b) The stormwater detention is in accordance with the Stormwater Management Plan in Schedule 2 of this Development Plan.	PC4.1(b) The proposed stormwater detention areas must maintain the north-south linear parkway through the centre of the development plan area.

Element 4.2 Bushfire Management

Intent	
4.2 To ensure housing is adequately protected from the threat of bushfire.	
Acceptable Solution	Performance Criteria
AS4.2(a) Development shall be in accordance with Schedule 3 to this Development Plan.	PC4.2(a) Development demonstrates by reference to the relevant Australian Standard that an adequate level of bushfire risk mitigation is achieved.

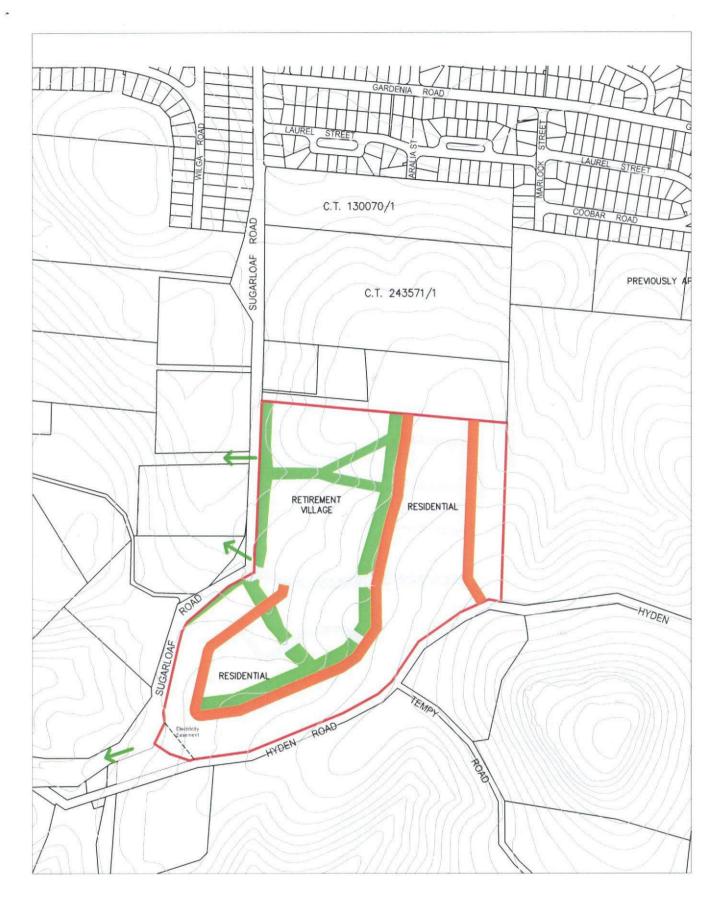
Element 4.3 Water Conservation

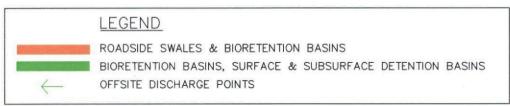
Intent	
4.3 To reduce off-site storm water flows, provide a resource for on-site garden watering and bushfire protection.	
Acceptable Solution	Performance Criteria
AS4.3(a) All houses are to include a rainwater storage tank of a minimum 2500 litre capacity which overflows into the reticulated storm water system.	No Performance Criteria.
AS4.3(b) Driveways are to be drained through formed rollover gutters or swales.	No Performance Criteria.





SCHEDULE 1 ROAD LAYOUT PLAN





SCHEDULE 2 STORMWATER MANAGEMENT PLAN

SCHEDULE 3 BUSHFIRE HAZARD MANAGEMENT PLAN Sugarloaf Road Subdivision



May 2010 NOT TO SCALE

