

Part B, Chapter 11

URBAN RELEASE AREA

1055 and 1055A Bruxner Highway
April 2025



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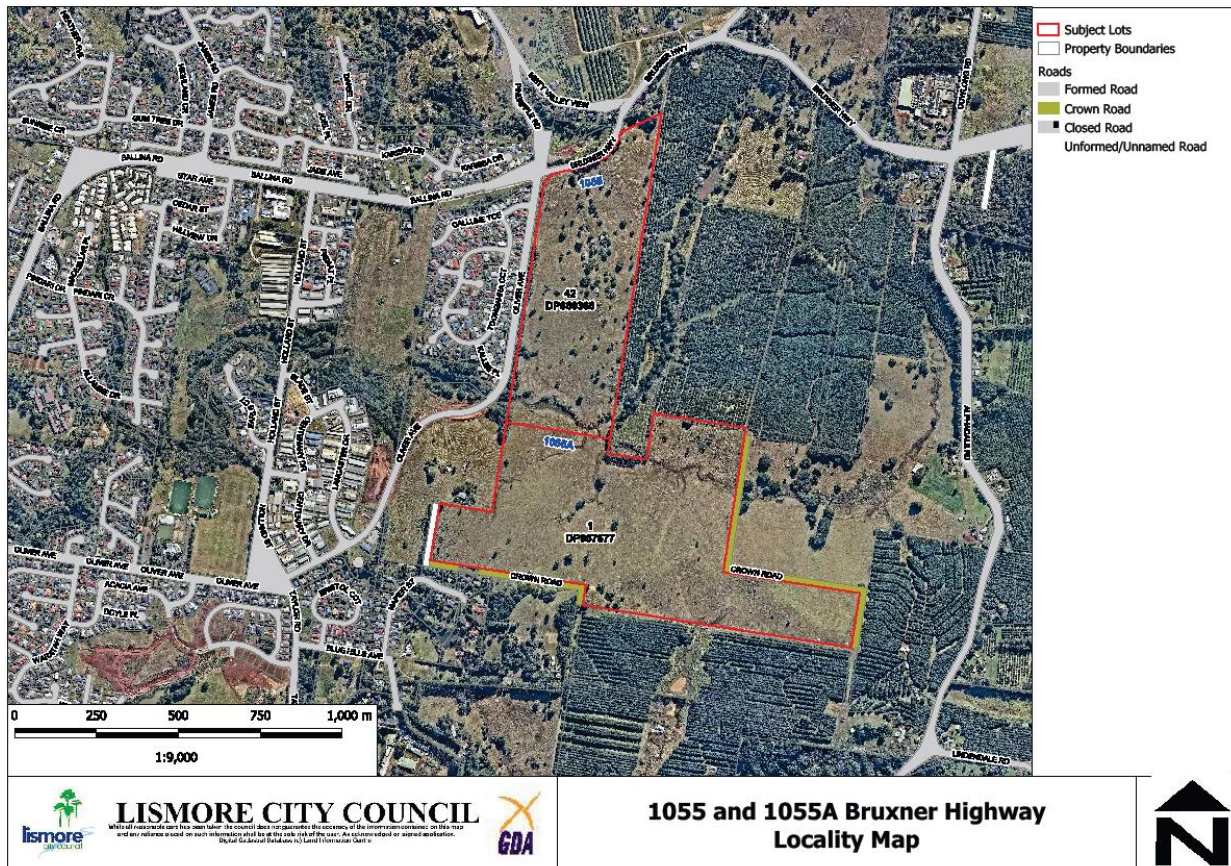
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1. INTRODUCTION

1.1 Application

This Development Control Plan (DCP) chapter applies to the urban release area referred to as Urban Release Area 1055 and 1055A Bruxner Highway (Bruxner URA), located at 1055 and 1055A Bruxner Highway, Goonellabah, approximately 7.5km from the Lismore CBD. The Bruxner URA is made up of two (2) allotments (Lot 1, DP 957677 and Lot 42, DP 868366). The total land area is approximately 75 hectares.

Figure 1: Site locality



This DCP chapter provides the coordination, urban design principles and overall structure for future development of the Bruxner URA which will consist of five (5) urban precincts.

The DCP applies to all development within the Bruxner URA that is identified as permitted development within the following land use tables of the Lismore local Environmental Plan 2012 (LEP):

- R1 – General Residential
- R3 – Medium Density Residential
- E1 – Local centre
- MU1 – Mixed Use
- E4 – General Industrial

The chapter outlines visions, objectives and performance criteria for the Bruxner URA. 'Acceptable solutions' controls are included as suggestive modes for the achievement of the performance criteria and the overall visions set by this chapter. If applicants can demonstrate that objectives can be achieved through alternative solutions, these will be considered by Council staff.

1.2 Vision

1.2.1 Overall Vision for the Bruxner URA

The Bruxner URA is strategically located at the eastern entrance to the urban area of Lismore. As such, development within the area positively integrates with the flora and topography, providing a positive scenic vista along the Bruxner Highway.

The layout, design and detail of the Bruxner URA leads to a vibrant, cohesive and sustainable community for residential, employment and community uses. The precincts balance a mix of uses to provide for social equity and vitality where people can live sustainable, healthy and active lifestyles with easy access to jobs, amenities and services. Digital and EV infrastructure provision facilitates the economic and sustainable vitality of the Bruxner URA.

The precincts provide a variety of dwelling types and tenures to serve people from a range of socio-economic backgrounds. The area is safe, convenient, resilient, and sustainable.

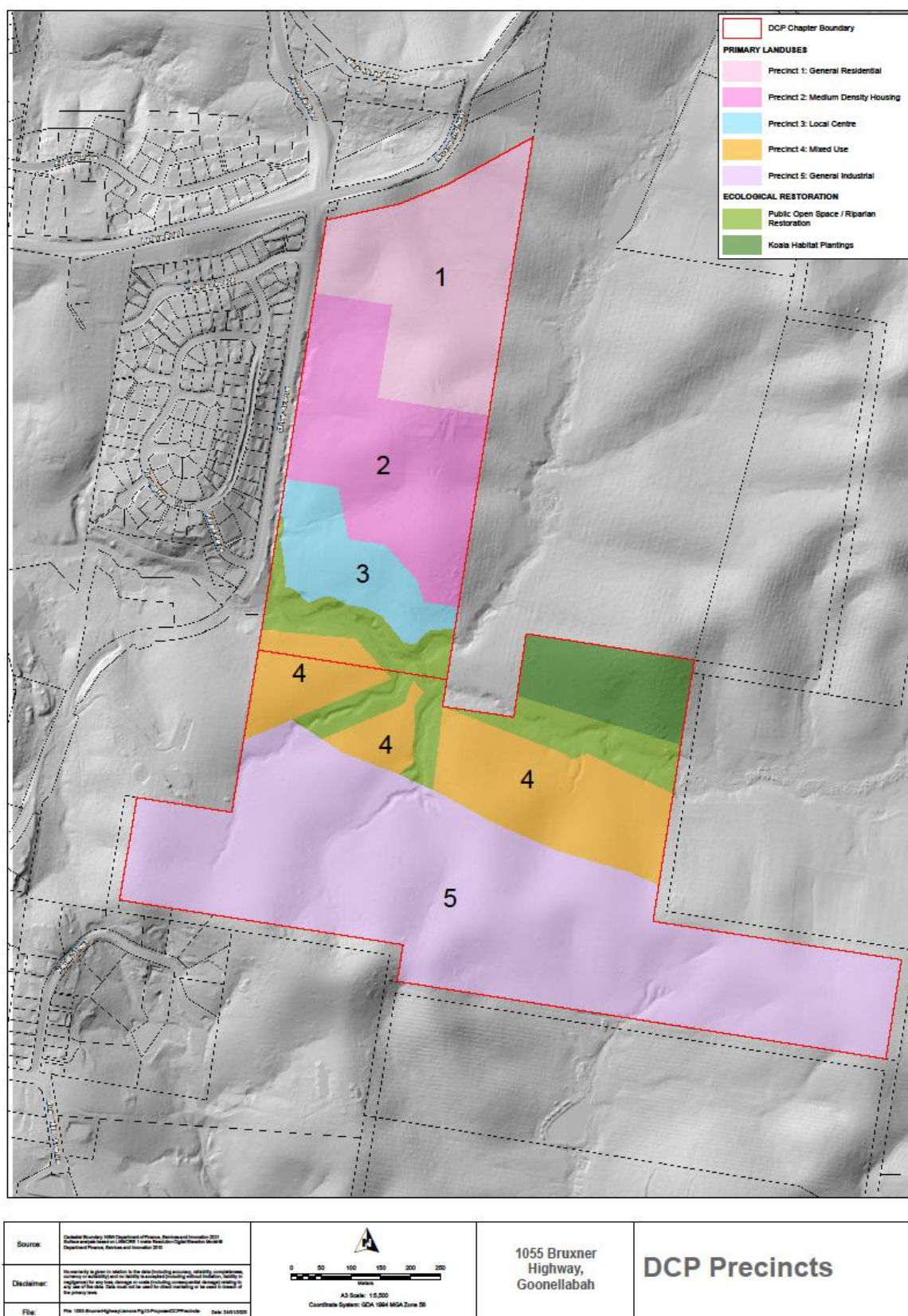
The street network provides convenient access throughout the estate and links to public transport routes beyond the estate. Streets prioritise walking and cycling and act as public spaces¹, not only serving cars.

The Bruxner URA provides high quality public realm, open space and facilities. Public and semi-public open spaces are designed to enable social connection, relaxation, play, connection to Country, opportunity for food growing and education. The regenerated Tucki Tucki creek acts as a key focus of the site, offering biodiversity value and walking/ cycling opportunities along the corridor connecting west into Goonellabah.

Five precincts together make up the Bruxner URA as shown in **Figure 2**.

¹ In accordance with the NSW Movement and Place 'Design of roads and streets' 2023

Figure 2: Bruxner URA Precincts



1.2.2 Precinct 1: General Residential

Development in the northern precinct is to provide a variety of housing types to accommodate a diverse range of people from differing socio-economic backgrounds.

The subdivision pattern is to provide suitable land for relocated houses as part of Lismore's planned retreat from high flood risk areas. Relocated homes and new homes will be attractively integrated through the development, through well considered lot sizes, a connected network of public realm and green/ blue infrastructure. Local roads with suitable walking and cycling facilities that contribute to public realm and connect to the adjoining precincts are to be created.

Social family recreation space within the precinct ensuring that residents are within walking distance of a local-level public open space.

Preferred Land Uses

- **Dwellings and semi-detached dwellings**
- **Dual occupancies**
- **Multi-dwelling housing**
- **Senior's housing**

1.2.3 Precinct 2: Medium Density Housing

Development in this precinct offers a vast range of medium density housing options, including affordable housing solutions. The provision of shared paths connects residents in this precinct to the Local Centre and the Tucki Tucki creek corridor and beyond.

Residents will benefit from sufficient private and/or communal recreation space through provision of gardens, balconies, roof terraces or the like.

Preferred Land Uses

- **Multi-dwelling housing**
- **Senior's housing**
- **Residential flat buildings**
- **Manor Houses**
- **Terrace housing**
- **Co-living housing**
- **Shop-top housing**

1.2.4 Precinct 3: Local Centre

The local centre is a vibrant place where a range of land uses should be carefully co-located, providing opportunities for employment and a high-quality network of public realm and green infrastructure. The local centre includes the primary parcel of public open space that functions as a social family recreation space for the estate, providing opportunity for social and community events and connection to the Tucki Tucki corridor.

The precinct sensitively integrates with the ecological and cultural values of Tucki Tucki Creek, where land uses are carefully considered and managed. The revegetated creek corridor and the open space provision are key contributors to the character and identity of the precinct.

Preferred Land Uses

- **Commercial premises**
- **Community facilities**
- **Creative industries**
- **Early education and care facilities**
- **Shop-top housing**

1.2.5 Precinct 4: Mixed Use

The precinct provides live / work opportunities with a predominance of commercial land uses. The sensitive design of the precinct enables the built environment to integrate with the ecological and cultural values of Tucki Tucki Creek, where land uses are carefully considered and managed. The existing areas of vegetation and the open space provision are key contributors to the character and identity of the precinct.

Preferred Land Uses

- **Creative industries**
- **Commercial premises**
- **Light industries**
- **Shop-top housing**

1.2.6 Precinct 5: General Industrial

Increased densities are clustered around the north of precinct, with lot sizes gradually increasing towards the south of the site, enabling a transition from the mixed use zone to the north.

The public realm throughout the precinct is of a high quality and offers opportunities for visual amenity and leisure purposes. Whilst being an industrial area, the precinct is visually and functionally attractive to visitors and modern industrial businesses through provision of high-quality public realm and landscaping.

Potential land use conflicts, such as noise and odour, are primarily mitigated through buffers incorporated into the lot layout, road design and landscaping.

Preferred Land Uses

- **General industry**
- **Light industry**
- **Specialised retail premises**
- **Industrial retail outlet**
- **Storage premises**
- **Warehouse or distribution centre**
- **Freight transport facilities and depots**

1.3 Planning Principles

The vision reflects the following planning principles:

Principle 1 Liveability

- a) A range of housing types and tenures are to be provided including opportunities for live/ work infrastructure enable a diverse community.
- b) Higher density is consolidated around the Local Centre and key public open spaces.
- c) Employment zones and community facilities are located within easy access to residential development.
- d) Streetscapes provide legible and pedestrian friendly atmospheres that connect all areas of the site internally and externally.
- e) The design of public open space encourages active and healthy living for all ages and cultures.

Principle 2 Economic vitality

- a) A mix of employment opportunities, including retail, services, creative industries, community services and general industrial uses are enabled.
- b) A range of commercial and industrial lot sizes are provided to facilitate diverse business types and a variety of employment opportunities.
- c) Shared opportunities are created and seized to contribute to efficiencies.
- d) Live/ work solutions are provided.
- e) Circular economy business initiatives are encouraged and supported.

Principle 3 Sustainable environment

- a) Cultural values are incorporated into and reflected in designs.
- b) Ecological values and habitats are approached sensitively, protected and enhanced over the long term.
- c) Opportunities for sustainable lifestyles are encouraged through urban design elements, including but not limited to opportunities for food growing, energy efficiency, water cycle initiatives and active transport.

1.4 Relationship with other planning controls

This DCP Chapter is to be read in conjunction with the Lismore Local Environmental Plan 2012 (LEP) and other relevant chapters within the Lismore DCP. Where this chapter may be silent, elements of other chapters within the Lismore DCP will need to be addressed.

The NSW Apartment Design Guide applies to types of residential development identified in Chapter 4 of the State Environmental Planning Policy (Housing) 2021 and Low-Rise Housing Diversity Codes applies to Complying Development identified within the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. Should any inconsistency arise from the reading of these documents the following applies:

- a) Development standards and guides set by the State Environmental Planning Policy (Housing) 2021 or State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 prevail over any development controls in this DCP chapter;
- b) The development standards in the Lismore Local Environmental Plan 2012 prevail over any development controls in this DCP Chapter; and
- c) The development controls in this DCP Chapter prevail over any development controls within the remaining components of the Lismore DCP.

1.5 Structure

The DCP chapter comprises the following parts:

Section	Inclusions
Section 1 Introduction	The introduction sets out the administrative provisions of the DCP and provides the overall vision, preferred land uses and planning principles for the Bruxner URA .
Section 2 Subdivision controls	Section 2 sets out the subdivision controls for the Bruxner URA. Where specified, some controls apply at precinct level.
Section 3 Development Controls	Section 3 sets out the development controls for the Bruxner URA. Where specified, some controls apply at precinct level.

1.6 Definitions

A term or word used in this DCP Chapter has the same meaning as Lismore LEP unless otherwise defined.

active street frontage - street frontages where there is an effective visual and physical engagement with regular non-residential activities on the ground floor of buildings.

affordable housing - Affordable Housing is any housing that is appropriate for the needs of people in the range from 'very low' to 'moderate' household incomes and is priced so that households can also meet other basic living costs such as food, clothing, transport, utilities, medical and education expenses. Housing is generally considered affordable if it is less than 30% of gross household income (whether mortgage payments or rent).

deep soil zone - means areas of soil not covered by buildings or structures within a development that allow infiltration of rainwater to the water table and reduce stormwater run-off.

diverse housing - types of residential accommodation that increase the density and diversity of housing types beyond that of a single detached dwelling. This may include; Dual occupancies (two houses, whether attached or detached); Secondary dwellings ('Granny Flats'); Manor Houses; Multi-dwelling housing (three or more dwellings on one lot); Residential Flat Buildings; Seniors Housing; Co-living housing; or Shop Top Housing.

green infrastructure - the network of green spaces and water systems that deliver multiple environmental, economic, and social values and benefits to urban communities (DPIE, 2020)

medium density - development that achieves a dwellings per hectare density ratio between 25 and 40.

net density - means the number of dwellings per hectare on land used for residential lots plus the area of local roads and local parks. It is calculated by adding the area of residential lots to the area of local roads and parks, and then dividing by the number of dwellings created. Excludes higher and middle order roads (freeways down to trunk collector) and all other types of open space and non-residential land uses, but includes mixed use containing residential (RPS, 2013).

public open space - means any outdoor area within the urban environment that is intended for public access and/or public use, including (but not limited to): parks, bushland reserves, waterways, drainage lands, pedestrian footpaths and cycleways. Public open space in

Lismore is categorised into Function Types and Landscape Settings, as set out in the Open Space Strategy.

public realm - a term that loosely relates to all elements of the physical environment that are public accessible. For the purposes of this DCP chapter, public realm relates to the urban elements that facilitate human interaction outside the private home, such as streets, pedestrian footpaths and cycleways and plazas.

2. SUBDIVISION CONTROLS

Precincts 1 and 2: The following elements from Chapter 5A of the Lismore DCP apply:

- Pedestrian and cyclist facilities
- Public transport
- Essential services
- Water quality management
- Street trees
- Biodiversity conservation
- Aboriginal cultural heritage

Precinct 3, 4 and 5: All elements from Chapter 5B of the Lismore DCP apply.

ALL Precincts: All elements from other applicable Lismore DCP Chapters apply, including chapter 22.

2.1 Element – Site layout

Objective: To provide a legible and functional urban area that encourages active and inclusive lifestyles and provides for sufficient density and practical open space for the vision to be achieved.

Performance Criteria	Precinct	Acceptable Solutions
Lot Layout P1.1 Subdivision of the land conserves the key landscape attributes of the site and, wherever possible, accommodates these in the public realm. P1.2 Subdivision of the land enables development in line with the Precinct visions. P1.3 Subdivision facilitates a street network in accordance with street network controls at element 2.2.	Precincts 1-4	Lot Layout A1.1 Subdivision layouts demonstrate consistency with the Precinct Structure Plan illustrated at Appendix 1. A1.2 Subdivision of land allows for a timely and efficient release of urban land and where possible accords with the preferred staging plan as illustrated in Appendix 2. A1.3 No allotment shall have direct vehicular access onto Oliver Avenue or the Bruxner Highway.
	Precincts 2 and 4	A1.4 Subdivision must enable a density of 25 – 40 dwellings per hectare. A1.5 Lots must be accessed by a rear lane, or a private internal lane where possible.
	Precinct 3	A1.6 Lots must be developed around a High Street in accordance with Table 1.

		A1.7 Vehicular access, and all services, must be provided to all lots via the rear lane.
Lot Size P2.1 Lot sizes are to be in accordance with the minimum lot sizes set within the Lismore Local Environmental Plan. P2.2 Lot size enables a variety of business uses and opportunities.	Precinct 5	Lot Size A2.1 Lots must be less than 1 hectare.
Buffers P3 Buffers are provided to reduce land use conflict.	All precincts	Buffers A3 Buffers accord with the Indicative Structure Plan presented in Appendix 1, or in accordance with Chapter 11 (where applicable).

2.2 Element – Street networks and design

Objective: To connect the Bruxner URA with Goonellabah and beyond. To internally connect all precincts, lots and uses with one another as well as function as a recreational use to enable active and interactive communities.

Performance Criteria	Precinct	Acceptable Solutions
<p>Street Network</p> <p>P4.1 Suitable road infrastructure shall be provided to connect precincts within and beyond the Bruxner URA.</p> <p>P4.2 The street network enables public and active transport, prioritising pedestrians, cyclists and native fauna over motorists.</p> <p>P4.3 The street network:</p> <ul style="list-style-type: none"> Provides a clear structure and component streets conform to their function in the network; Has sufficient capacity to provide safe vehicular access for each lot; and Shows clear physical distinctions between each type of street based on function, legibility, convenience, traffic volumes, vehicle speeds, safety and amenity <p>P4.4 Rear lanes must function as a delivery and waste collection zone for commercial uses.</p>	<p>Precinct 1-4</p>	<p>Street Network</p> <p>A4.1 The street network must connect the Bruxner URA to the walking and cycling network of Oliver Avenue and the Tucki Tucki Creek Corridor.</p> <p>A4.2 Road layouts and categorisations are provided in accordance with Table 1 and the Precinct Structure Plan illustrated in Appendix 1.</p> <p>A4.3 The Local Centre must be serviced by a High Street in accordance with Table 1.</p> <p>A4.4 Streets link to other streets that are no more than two levels higher or lower in the hierarchy.</p> <p>A4.5 Levels of connectivity for each street type is consistent with the requirements of Table 1.</p> <p>A4.6 The street network caters for the provision of public utility services including water, sewerage, electricity and telecommunications.</p>
<p>Driveway Access</p> <p>P5.1 Street and lot design ensures safe vehicle and pedestrian access to all lots.</p>	<p>All precincts</p>	<p>Driveway Access</p> <p>A5.1 Where possible, vehicle access is provided off the lower order street.</p>
	<p>Precincts 3 and 4</p>	<p>A5.2 Commercial and mixed-use development must have rear lane vehicular access.</p>

Table 1: Residential and mixed use road characteristics

Street Type	Lane	Local Access ¹	Local Collector ¹	Primary Collector ¹	High Street
Northern Rivers Local Government (NRLG) Equivalent	N/A	Local Street	Local Street	Local Street	N/A
Function	Provide two way access to rear of properties for garaging, refuse collection and other service vehicles	Provide direct residential property access	Provide direct residential property access. Provide pedestrian, cyclist and vehicle connectivity	Provide direct residential property access. Provide pedestrian, cyclist and vehicle connectivity	Provide pedestrian, cyclist and vehicle connectivity. Provide direct parking and access to the Local Centre
Lots Served	-	<15	<100	<350	As per structure plan
Notional Traffic Volume ²	<100 vpd	<200 vpd	<2,000 vpd	<3,000 vpd	>3,000 vpd
Reserve Width ³	7m	14m	15 – 17.5m	17m+	30m +
Verge Width (Minimum)	0.5m	4m	4m	5m	5m +
Carriageway Width ²	6m	6m	7 – 9.5m	9 – 11.5m	20m
Parking Lane	No	No	2.5m/ One Side	2.5m/ One Side	5.0m (angled parking) / Both sides)
Longitudinal Grade ⁴	16%	16%	16%	16%	12%
Concrete Pathway Width/ Number Street Sides	No	2.0m/ One Side	2.0m/ One Side	2.5m/ One Side	2.5m/ Both sides
Street Trees	No	Yes	Yes	Yes	Yes
Bus Route	No	No	No	Yes	Yes
Kerb Type	Mountable with Upright optional	Mountable with Upright optional	Mountable with Upright optional	Mountable with Upright optional	Mountable with Upright optional

NOTES:

1. Local Street **Northern Rivers Local Government (NRLG) Equivalent**
2. Notional 6.5 vehicle trips per day are generated per standard residential lot.
3. All works to be designed and constructed in accordance with the Northern Rivers Development and Design Manual and Construction Manual.
4. Refer to Austroads Guide to Road Design Part 3 "Geometric Design" for steep grade criteria.

2.3 Element – Street design, construction and on-Street parking

Objective: Street design depends on street function, traffic volume, desired traffic speed, on-street parking and street alignment. The street design, construction and on-street parking controls aim to contribute to the overall vision of the Bruxner URA by enabling safe and easy connection through the estate and contribute to the character and public realm.

Performance Criteria	Precinct	Acceptable Solutions
Geometric Design P6.1 The street network responds to: <ul style="list-style-type: none"> existing and future streetscapes; topography; flora and fauna; natural drainage; and site attributes. P6.2 Street design shall cater for all street functions, including: <ul style="list-style-type: none"> safe and efficient movement of all users (including cyclists); vehicle parking; planting; public utilities; future carriage way widening (where applicable); retaining walls; and paths or overland drainage flow paths. P6.3 Street design contributes to the vision for the Bruxner URA.	Precincts 1-4	Geometric Design A6.1 Design of streets must accord with the Table 1. See Figures 3 - 6.
On-street parking P7 On-street parking is designed to accommodate the needs of the commercial and community uses	Precincts 1 and 2	On-street parking A7.1 On-street parking is provided in accordance with Table 1.
	Precinct 3 and 4	On-street parking A7.2 On-street parking shall be provided in accordance with Table 1 and the street section shown at Figure 6.

Figure 3: Indicative local access street section

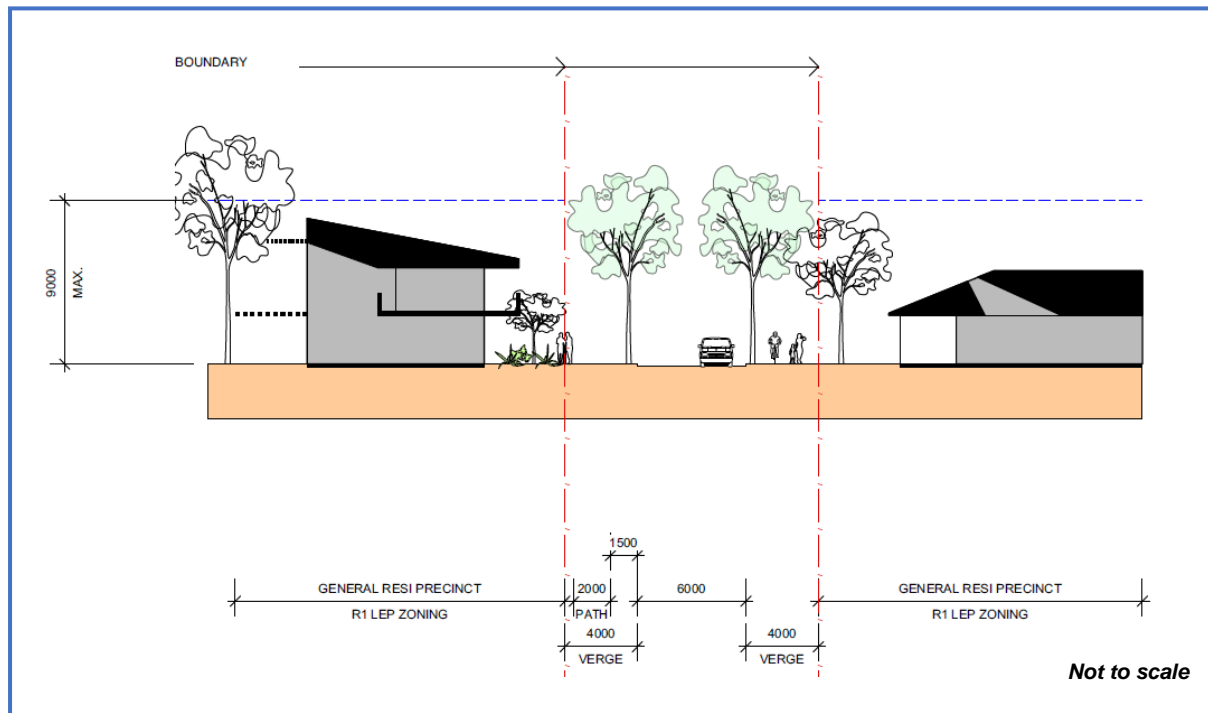


Figure 4: Indicative local collector street section

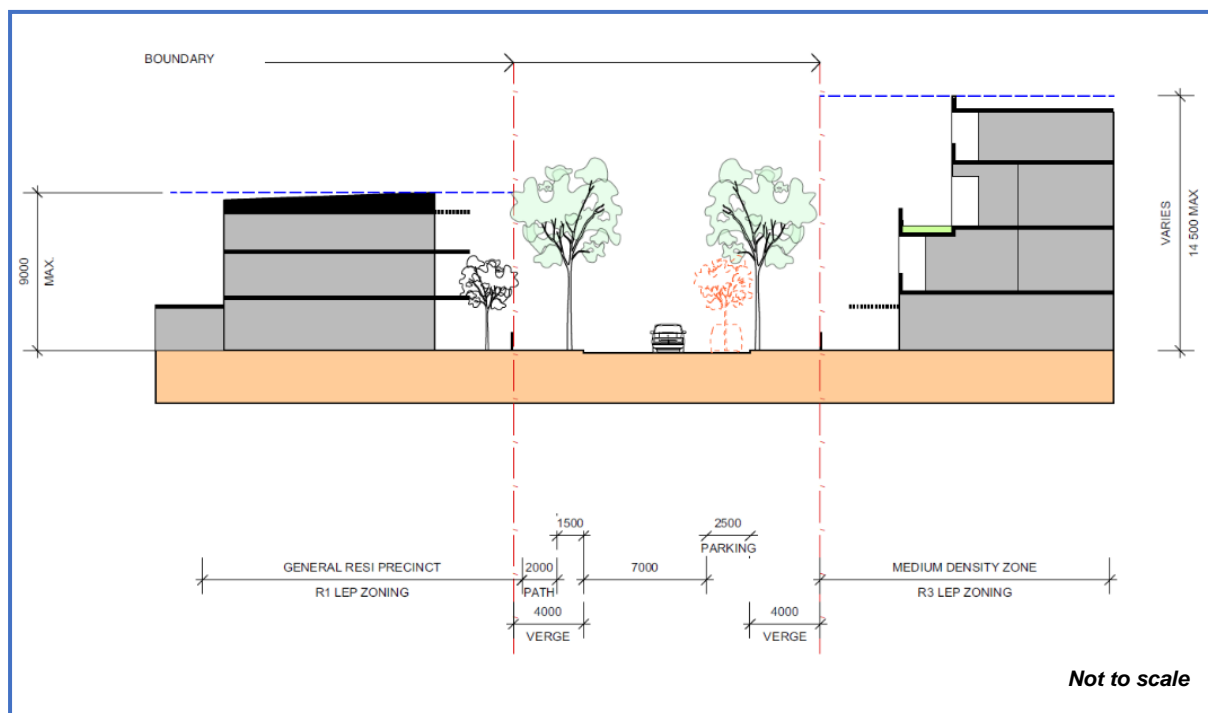


Figure 5: Indicative primary collector street section

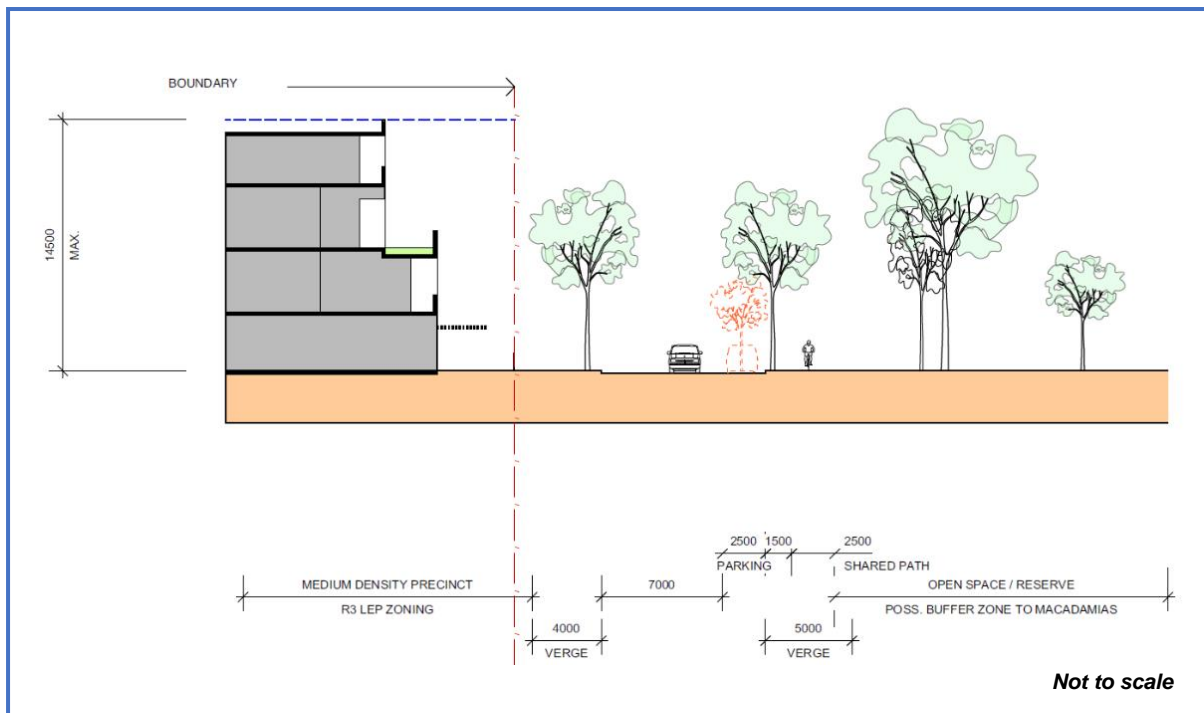
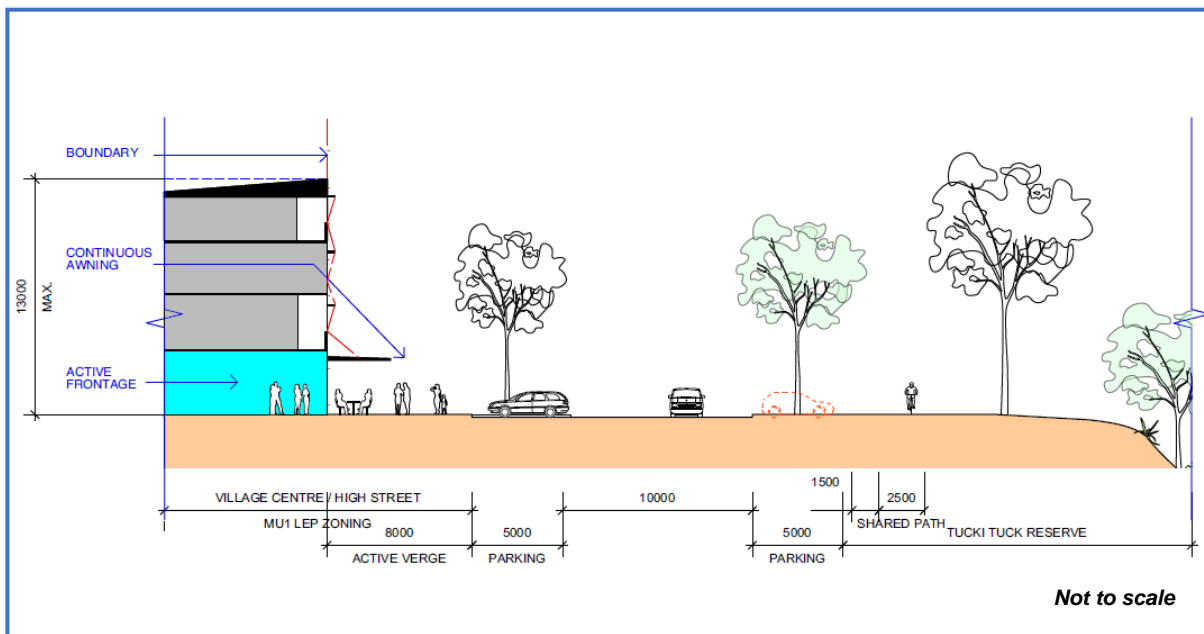


Figure 6: Indicative high street section



2.4 Element – Public open space

Objective: To encourage active and healthy lifestyles for all residents and visitors and support the cohesion and visual amenity of the Bruxner URA. Public open space, together with Element – Street Networks will:

- Contribute to the amenity and liveability of the Bruxner URA;
- Conserve and celebrate the ecological and cultural values of the land;
- Provide recreational activities for all ages and abilities;
- Facilitate active, healthy lifestyles and social interaction for people of all ages and abilities;
- Be accessible, safe, inclusive and attractive to use;
- Contribute to the economic vibrancy of the Bruxner URA; and
- Contribute to the safety and resilience of the estate.

Performance Criteria	Precinct	Acceptable Solutions
Location and purpose P8.1 All residents shall have safe and easy access to public open space within close proximity of their home and/or workplace, consistent with the Lismore Open Space Strategy. P8.2 Off-road shared paths are provided in accordance with element 2.2 Street networks and design. Shared path users experience suitable shade.	All Precincts	Location and purpose A8.1 Public open space provision must be provided in accordance with Table 2 and the Indicative Precinct Structure Plan, illustrated at Appendix 1. A8.2 Fifty percent (50%) of the off-road trail must have tree coverage, suitably spaced for regular shade provision.
Design and embellishment P9.1 Public open spaces across the site are to be located in accordance with the Structure Plan and designed in accordance with the principles of the NSW Greener Places Framework and the standards of service set within Lismore's Open Space Strategy 2023. P9.2 Public open space: <ul style="list-style-type: none"> • provides a range of accessible active and passive recreational facilities that meet the needs of all users; • provides attractive corridors for community paths and attractive urban environment settings; 	All Precincts	Design and embellishment A9.1 All public open spaces must have safe walking access and pathway links with good visibility from surrounding residences. A9.2 All parcels are to be embellished in accordance with Table 2 and to the satisfaction of Council.

<ul style="list-style-type: none"> • incorporates existing trees, rocks, streams and other sites of natural or cultural value, and link to habitats and wildlife corridors; • provides linkages to a legible open space network; • provides high levels of amenity for adjoining residents; and • contains appropriate fencing and landscaping. 		
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Table 2: Embellishment Requirements

Parcel	Size	Function ²	Hierarchy ³	Embellishment Requirements
A	At least 3000sqm	Social and family recreation	Neighbourhood	<ul style="list-style-type: none"> Approximately 10 play elements that meet the needs of a range of age groups and abilities; <ul style="list-style-type: none"> a minimum of four elements must be suitable for those under 5 years old; and a minimum of two elements must be usable for those in a wheelchair. At least one: <ul style="list-style-type: none"> unisex public toilet, drinking fountain, bin, or bike rack, convenient to the local centre. A kick-to-kick area or hard court area for games or events, accessible to people using mobility devices and wheelchairs. A shaded social/ picnic area with tables accessible to people using mobility devices and wheelchairs. A mixture of landscape settings. Accessible paths throughout and to all play elements.
B	At least 2000sqm	Nature conservation Social and family recreation	Local	<ul style="list-style-type: none"> At least 5 nature play elements. At least one seat or picnic setting accessible to people using mobility devices and wheelchairs. Minor landscaping and natural shade only.
C	In accordance with the buffer	Off-Road Trail Social and family recreation	Local	<ul style="list-style-type: none"> Seating, shade and two pieces of intergenerational equipment (fitness) with landscape lighting every 200 metres. A shared path connecting to the pedestrian network.

² In accordance with the Lismore Open Space Strategy 2023

³ In accordance with the Lismore Open Space Strategy 2023

2.5 Element – Stormwater management

Objective: To ensure that the management of stormwater is a key consideration in the subdivision process to maximise opportunities to:

- minimise adverse impacts on the environment and natural water cycle;
- utilise natural surfaces and landforms as stormwater flow paths and to allow for on-site treatment where suitable;
- integrate water reuse and stormwater management infrastructure in the urban design process to ensure appropriate integration with the site design.

Performance Criteria	Precinct	Acceptable Solutions
Purpose P10 Provision of stormwater management measures will: <ul style="list-style-type: none">• slow water flows;• provide for on-site treatment;• deliver high standards of water quality to receiving waters;• integrate into the subdivision design;• protect natural watercourses;• enhance public amenity; and• retain riparian vegetation.	All Precincts	Purpose A10 Subdivision design and construction complies with DCP Chapter 22 Water Sensitive Design.

3. DEVELOPMENT CONTROLS

Precinct 1: All elements from Lismore DCP Chapter 1 apply.

Precinct 2 and 4: The following elements from Lismore DCP Chapter 1 apply:

- Visual privacy
- Acoustic privacy
- Earthworks, retaining walls and erosion controls
- Fences
- Service areas and waste management
- Orientation, glazing and shade control
- On-site sewage and wastewater management

Precinct 5: All elements from DCP Chapter 3 apply.

ALL Precincts: All elements from DCP Chapter 7, 9, 13, 14, 15, 21 and 22 apply.

3.1 Element – Housing density and diversity

Objective: To ensure sufficiently dense and diverse housing is provided.

Performance Criteria	Precinct	Acceptable Solutions
Housing Density P11 The density of housing delivery accords with the precinct objectives and the intention set by A1.4.	Precinct 2 and 4	No acceptable solution.
Housing Diversity P12 Residential development typologies must meet the definition of diverse housing.	Precinct 2 and 4	No acceptable solution.

3.2 Element – Setbacks, street frontages and public realm

Objective: To achieve appropriate built form outcomes that complement the unique characteristics of the locality.

Performance Criteria	Precinct	Acceptable Solutions
Setback P13 Development is sited and designed taking into account the relationship to adjoining premises and the street.	Precinct 2	Setback A13.1 Buildings (not including earthworks, retaining walls and fencing elements) are setback 6m from the boundary fronting the street. A13.2 For a corner allotment in this precinct, the setback is: <ul style="list-style-type: none"> • for development 1 and 2 storeys, 6m from the primary street and 3m from the secondary road, and • for development 3 or more storeys, 6m from the primary street and 4m from the secondary road. A13.3 Residential development on allotments with rear lane frontage must be sufficiently setback to ensure vehicular parking can be accommodated completely off road. Where the garage is perpendicular to the lane, it must be setback 5.5m.
Setback P14 Buildings are designed to engage with the public realm and provide opportunities for passive surveillance.	Precinct 3 and Precinct 4	Setback A14.1 No minimum front setback is required.
Street Frontage P15.1 Buildings are oriented to the higher order street and provide for passive observation. P15.2 Building facades shall incorporate features such as balconies, awnings, recesses and/or similar architectural features to provide appropriate articulation and modulation of long expanses of wall and	Precinct 2 and 4	Street Frontage A15.1 Buildings are designed to provide up to a four storey presentation to the street, with any 3 rd and/or 4 th storey setback at least 3m to minimise the bulk and scale to the street. See Figure 7. A15.2 The building façade is provided with architectural features to articulate and visually 'break up' long expanses of wall. Building expanse must not exceed 8 metres horizontally without articulation.

<p>contribute to the composition of the streetscape. The intent of building articulation is to ensure the delivery of high quality buildings with modern and contemporary designs that contribute to the human scale of the public realm.</p>		<p>Notwithstanding, upper levels may have to be setback where bulk and scale impact upon:</p> <ul style="list-style-type: none"> • streetscape; • privacy of adjoining residential properties; and • solar access of adjoining properties and/or public open space. <p>A15.3 Where ground floor uses are commercial, awnings or balconies are provided for all-weather protection. Awning width must be 50% of the active verge.</p>
	Precinct 3	<p>A15.4 Buildings are designed to provide up to a five storey presentation to the street, with any 4th and/or 5th storey setback at least 3m to minimise the bulk and scale to the street. See Figure 7.</p> <p>Notwithstanding, upper levels may have to be setback where bulk and scale impact upon:</p> <ul style="list-style-type: none"> • streetscape; • privacy of adjoining residential properties; and • solar access of adjoining properties and/or public open space. <p>A15.5 The building façade is provided with architectural features to articulate and visually 'break up' long expanses of wall. Building expanse must not exceed 8 metres horizontally without articulation.</p> <p>A15.6 Any private domain is designed to blend in with the adjoining public space.</p> <p>A15.7 Awnings (for weather protection and shade), covering 50% of the active verge, must be provided on all buildings fronting the high street.</p>
<p>Public Domain P16.1 The village centre is to be developed around a high street and consists of high-quality</p>	Precinct 3	<p>Public Domain A16.1 The Local Centre is developed around a "high street" as illustrated in the Structure Plan in Appendix 1. The "high street" shall consist of high-</p>

<p>public domain, creating a clean and safe streetscape.</p> <p>P16.2 A mix of uses shall be enabled to activate the local centre and create a sense of vibrancy both day and night.</p> <p>P16.3 Active frontages are to contribute to the liveliness and vitality of the area by maximising entries or display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction and casual surveillance of the public domain.</p> <p>P16.4 The active verge within the local centre is suitably designed and constructed with high quality and accessible paving and landscaping to facilitate activation such as outdoor seating.</p>		<p>quality public domain to create a vibrant, active and safe environment.</p> <p>A16.2 Development within the Local Centre must provide active street frontages where fronting the high street.</p> <p>A16.3 The active frontage must be contiguous in design and material use across the length of the high street. See Figure 8.</p>
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Figure 7: Building articulation

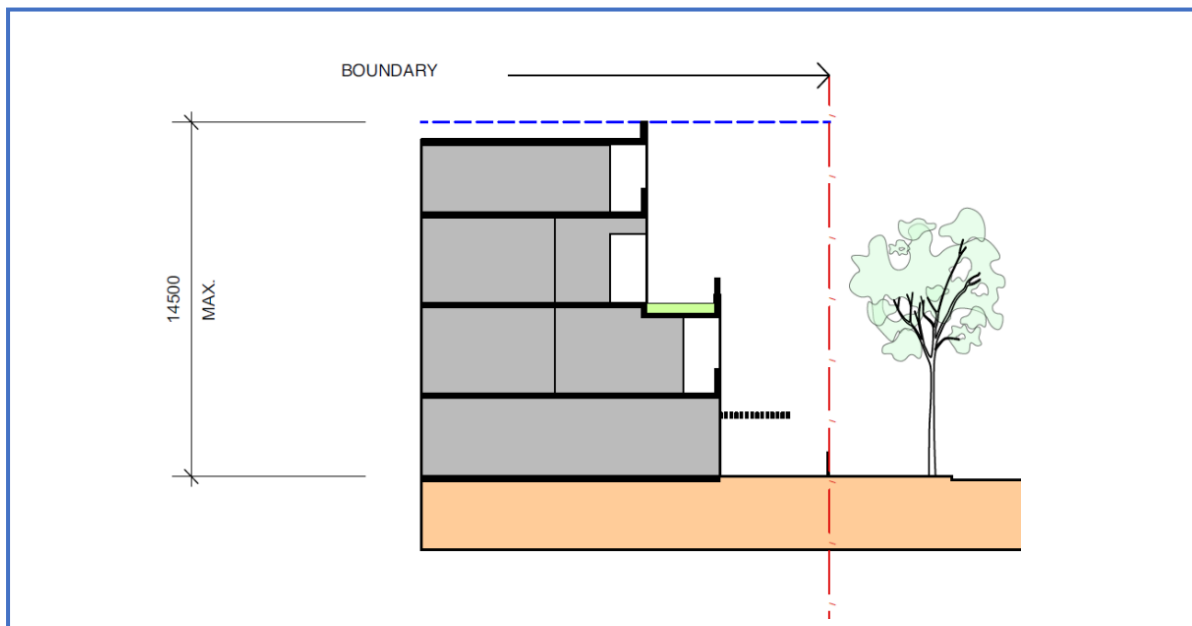
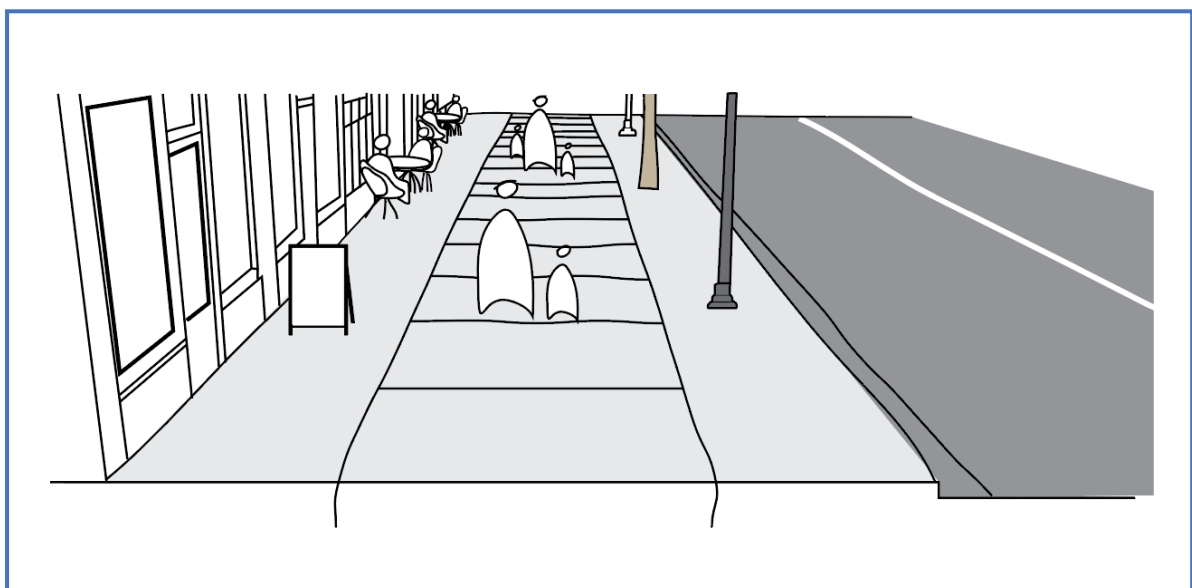


Figure 8: Active street frontages must be contiguous in design and materials



3.3 Element – Sustainable performance

Objective: The design, construction and whole life carbon cost of development contributes to the mitigation of and adaption to climate change.

Performance Criteria	Precinct	Acceptable Solutions
<p>P17.1 Development demonstrate how the whole of life environmental impact of the building(s), including energy efficiency, embodied emissions and water efficiency has been considered.</p> <p>P17.2 Buildings incorporate innovative design, construction and operational practices that significantly reduce, or eliminate, the negative impact of development on the environment and building occupants.</p> <p>P17.3 Development aims to increase a building's length of life and its adaptability for future uses.</p>	Precinct 2-5	<p>A17.1 Development applications should demonstrate that building systems and materials minimise their carbon footprint and facilitate simple, low-impact maintenance and upgrades.</p> <p>A17.2 Design and layout of mixed-use buildings should cater for change of use between commercial and residential uses with minimal impact on structure and services.</p>
	Precinct 3	<p>A17.3 Electric circuitry to accommodate AC charging with a range of 7kW-22kW must be integrated into all residential on-site car parking allocations. Circuitry must ensure that 100% of residential car parks can install electric vehicle charging systems in the future. This must include:</p> <ul style="list-style-type: none"> a) Ensuring adequate electrical capacity and infrastructure for the future installation of an EV charging point system; and b) Providing either buried cables underground or cable trays sufficient to accommodate electric circuitry to each space (see figures 9 and 10).

Figure 9: Electric vehicles circuitry provision using underground cabling to pole mounted systems

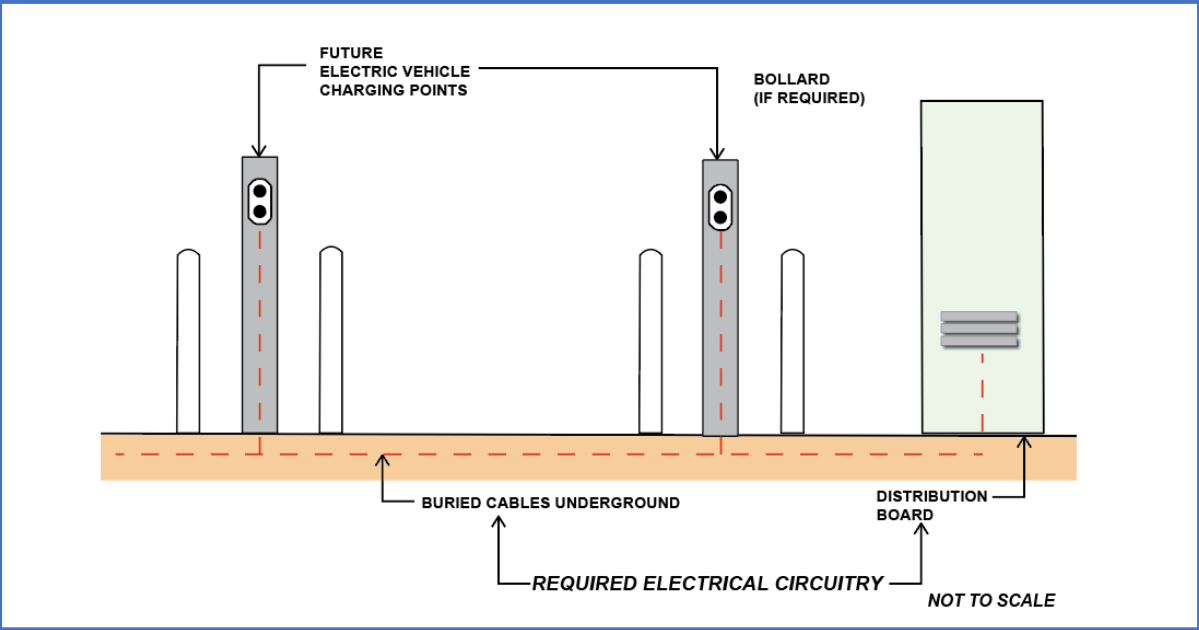
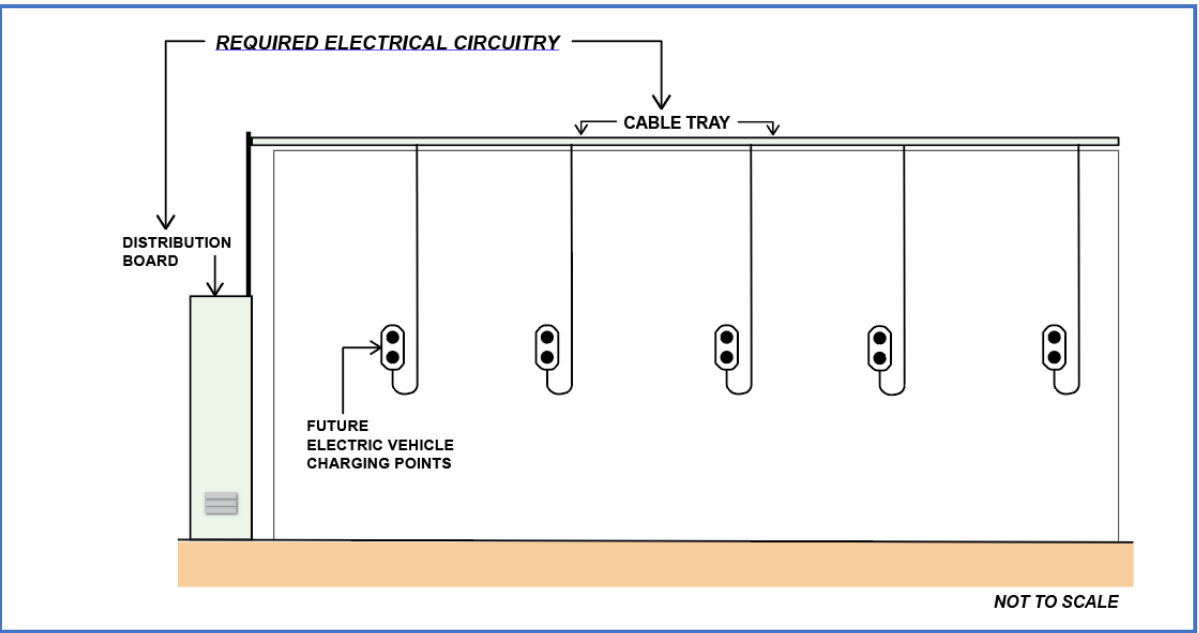


Figure 10: Electric vehicle circuitry provision with multiple spaces using cable tray systems

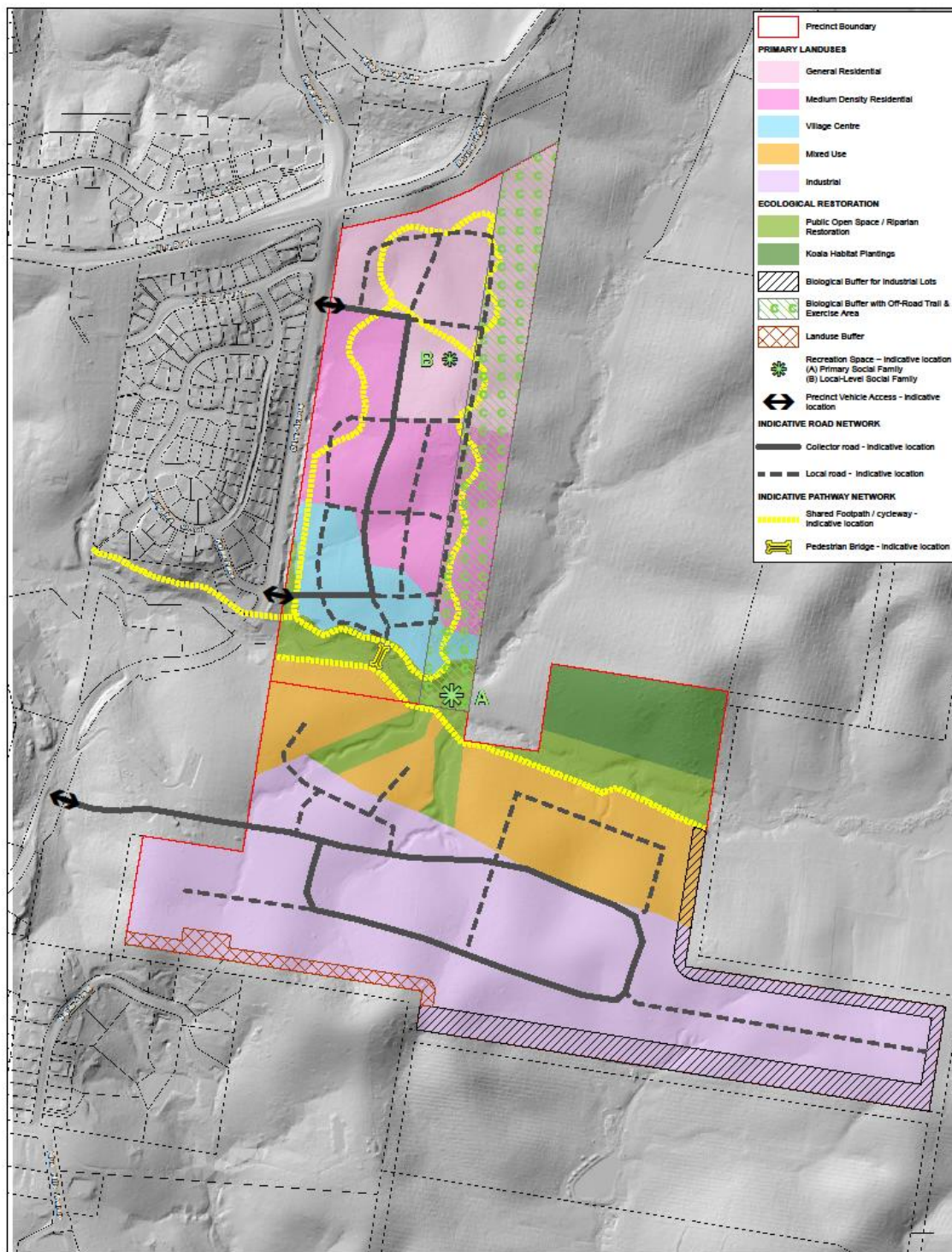


3.4 Element – Private open space

Objective: Each dwelling is afforded opportunity for outdoor; play; recreation; food growing; storage; and pet ownership regardless of dwelling type or size.

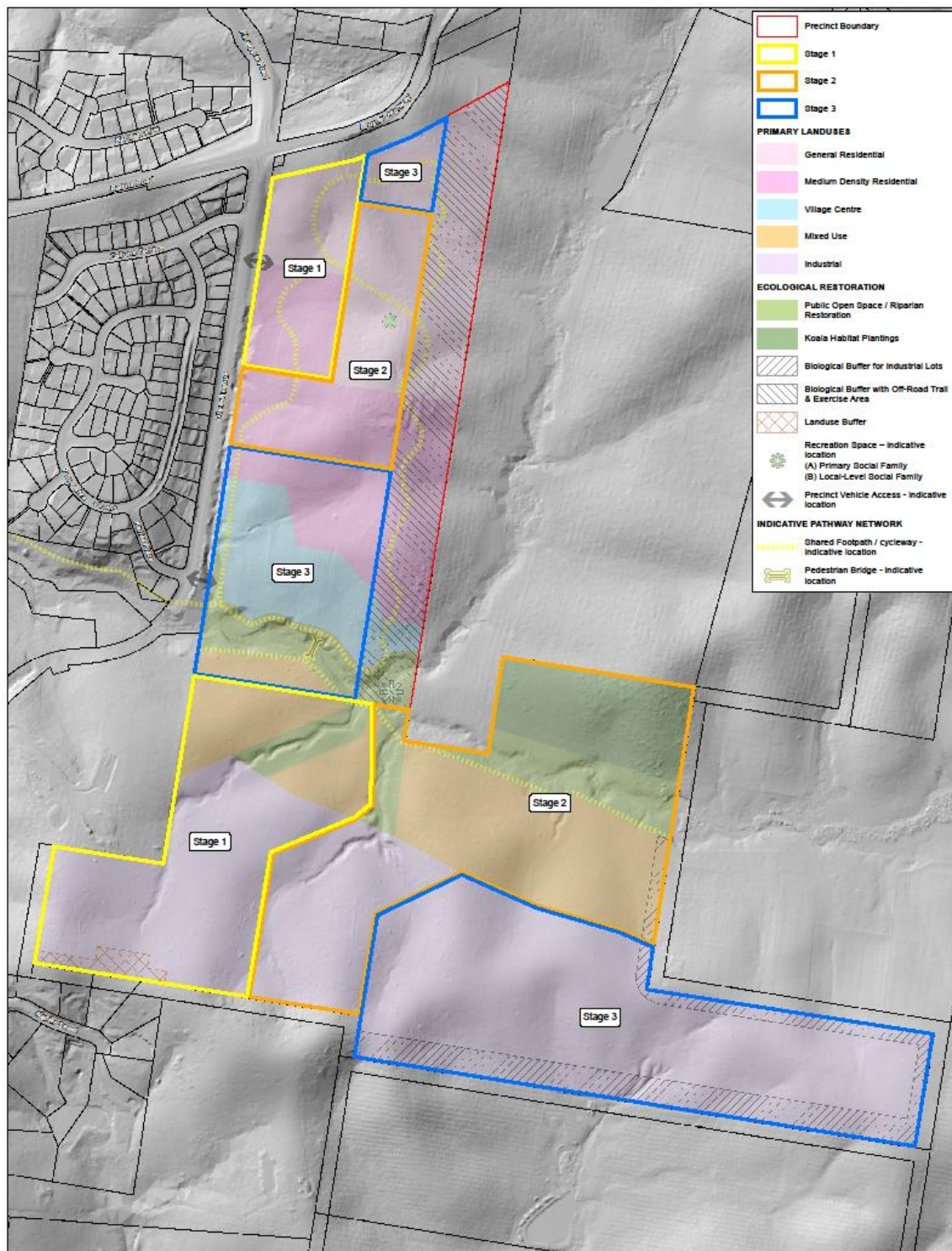
Performance Criteria	Precinct	Acceptable Solutions
<p>P18.1 Each dwelling shall have access to sufficient private and/ or communal open space to facilitate outdoor play, recreation, food growing, storage; clothes drying and pet ownership. Private and communal open space should be in a secure area without direct line of sight from external parties.</p> <p>P18.2 Building design promotes comfortable indoor/ outdoor living spaces.</p> <p>P18.3 Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building.</p>	<p>Precincts 2 - 4</p>	<p>A18.1 Detached dwellings, secondary dwellings and dual occupancies (attached and detached) must meet the requirements of <i>Element – Open Space and Landscaping</i> of the Lismore DCP Chapter 1.</p> <p>A18.2 Units at ground level or on a podium or similar structure, must include disability accessible private open space with a minimum area of 15m² and a minimum depth of 3m.</p> <p>A18.3 Multi-dwelling housing, shop-top housing and residential flat buildings above ground floor level must provide access to private open space by way of a balcony or roof top garden.</p> <p>A18.4 Balconies, or roof top gardens, must be a minimum depth of 3m and must achieve a minimum of 50% direct sunlight to the principal part of the area for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter). Where possible, balconies are to front the primary road.</p>

Appendix 1 – Indicative Precinct Structure Plan



Source:	Outfall Boundary 1055 (Department of Planning, Environment and Infrastructure 2011) Indicative map based on 1055/2011 - Local Planning - Indicative Precinct Structure Plan, Review and Innovation 2010	 A3 Scale: 1:5,000 Coordinate System: GDA 1984 MGA Zone 56	1055 Bruxner Highway, Goonellabah	Appendix 1: Indicative Precinct Structure Plan
Disclaimer:	No warranty is given in relation to the data including accuracy, reliability, completeness, currency or suitability and no liability is accepted (including without limitation, liability in negligence) for any loss, damage or expense (including consequential damage) resulting from any use of the data. Data must not be used for other marketing or for use in breach of the privacy laws.			
File:	File 1055 Bruxner Highway/1055/2011/Indicative Precinct Structure Plan 2010			

Appendix 2 – Indicative Staging Plan



Source:	1055 Bruxner Highway Development of Precinct, Preliminary Investigation 2011 Author: Andrew Wilson and L. Wilson Prepared: Precinct, Review and November 2011	 A3 Scale: 1:5,000 Coordinate System: GDA 1984 MGA Zone 56	1055 Bruxner Highway, Goonellabah	Appendix 2: Indicative Staging Plan (Version: Pre IDP)
Disclaimer:	No warranty is given in relation to the data (including accuracy, reliability, completeness, currency and suitability) or in relation to the use of the data for any purpose other than that for which it was intended. The user of the data is responsible for any loss or damage resulting from its use.			
File:	File: 1055 Bruxner Highway Development of Precinct 2011-11-01 Date: 2011-11-01			

Appendix 3 – Potential Archaeological Deposits (PAD) Identification

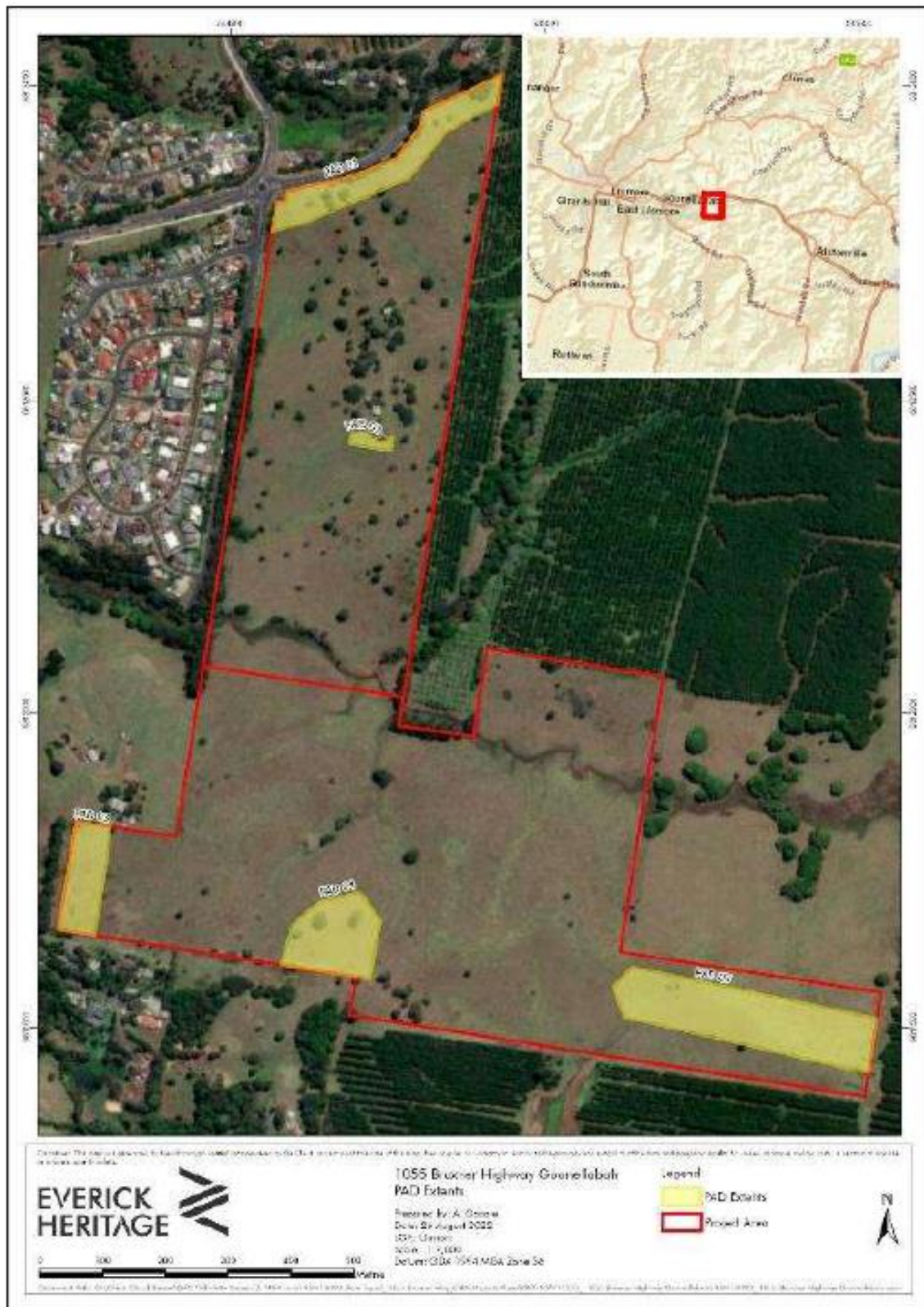


Figure 4-21: Extent of PADs within The site

Source: Everick Heritage