

# **MAITLAND**

## **CITYWIDE DEVELOPMENT CONTROL PLAN**

### **THORNTON NORTH AREA PLAN**

This chapter comprises part of the Maitland City Wide Development Control Plan and has been prepared in accordance with the provisions of the Environmental Planning and Assessment Act 1979. This chapter is to be read in conjunction with the whole document.

This chapter was adopted 26 February 2008 to be included in the City Wide Development Control Plan, and amended on 30 October 2008 to include the Government Rd Precinct Plan.

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# 1 PRELIMINARY

## 1.1 Introduction

This document is called the Thornton North Area Plan, and forms part of the Maitland City Wide Development Control Plan. This Area Plan consists of a written statement, supported by precinct plans and other illustrations that guide development. .

## 1.2 Subject land

This Area Plan applies to land identified in **Figure 1**, which is within the Thornton North Urban Release Area. The plan only applies where the proposed development is permissible by the provisions of the Maitland Local Environmental Plan 1993.

## 1.3 Commencement

This Area Plan (chapter) was adopted by Council on 26 February 2008, and came into force on 3 March 2008. The Government Rd Precinct Plan amendment came into force on 30 October 2008.

## 1.4 Purpose of the Area Plan

The purpose of the Area Plan is to give detailed guidance to people wishing to carry out development within the Thornton North Urban Release Area. This chapter provides more detailed provisions than those contained in the Maitland Local Environmental Plan 1993, and indicates certain objectives, requirements and development standards for the area, not otherwise included in the broader Maitland City Wide DCP.

## 1.5 Relationship with other Plans

Where there is any inconsistency between this Area Plan and any environmental planning instrument, the provisions of the environmental planning instrument shall prevail. An environmental planning instrument includes a State Environmental Planning Policy (SEPP), a Regional Environmental Plan (REP), and a Local Environmental Plan (LEP).

This Area Plan should be read in conjunction with all chapters or sections of the Maitland City Wide DCP and any Council's policies, particularly the Manual of Engineering Standards.

Where there is an inconsistency between this Plan and any future Development Control Plan or amendments to the Maitland City Wide DCP, the provisions of the later plan shall prevail.

## 1.6 Format of Area Plan

This chapter comprises two parts; Part A: Thornton North Urban Release Area development controls and Part B: Precinct Plans. These two parts should be read together, and all development must be in accordance with Part A and Part B. Where there is any inconsistency between Part A and Part B, the Precinct Plan shall prevail.

Part A outlines the general development guidelines and provisions that apply to the Thornton North Urban Release Area. These guidelines draw from the requirements of Clause 57 of the Maitland Local Environmental Plan 1993 that outlines the matters to be addressed in a development control plan, however Clause 57 is not satisfied by the making of the Thornton North Area Plan.

Development objectives and controls for each of the development precincts are established in Part B A precinct plan and development principles are to be prepared and adopted for the precinct prior to the determination of any development application for urban purposes, in that precinct. Precinct plans are to be prepared as amendments to the

Thornton North Area Plan and by virtue to the Maitland Citywide Development Control Plan.

Upon adoption and approval, the Precinct Plan will satisfy the requirement of Clause 57 of the Maitland Local Environmental Plan 1993.

## Part A- Thornton North Urban Release Area

### 2 Area-wide Development Objectives and Requirements

#### 2.1 *Desired Future Outcomes*

All development should demonstrate consistency and consideration of the following principal desired future outcomes for Thornton North Urban Release Area.

1. To provide walkable neighbourhoods with convenient access to employment, retail premises, community facilities and other services, with less dependence on cars for travel
2. To foster a sense of community and strong local identity and sense of place in neighbourhoods
3. To provide for access generally by way of an interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving
4. To ensure active street-land use interfaces, with building frontages to streets to improve personal safety through increased surveillance and activity
5. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents
6. To facilitate appropriate mixed use development which is compatible with residential amenity, capable of adapting over time as the community changes, and which reflects community standards of health, safety and amenity
7. To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services
8. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected
9. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management
10. To ensure cost-effective and resource efficient development to promote affordable housing

#### 2.2 *Staging Plan*

The Staging Plan (**Figure 2**) is to be read in conjunction with the Thornton North Structure Plan and Council's draft Thornton North Section 94 Contributions Plans and the Maitland Section 94 Contributions Plan (City Wide) 2006.

This Staging Plan provides for the economic and efficient development of the Thornton North Urban Release Area, and is dependent upon the provision of essential infrastructure including water, sewer, traffic and transportation works. Staging has regard to the continued operation or closure of two operating clay quarries and the preservation of large

areas of significant vegetation as identified in the Thornton North Structure Plan and Precinct Plans.

Residential development in Thornton North is to commence in Stage 1, with primary access being provided off Raymond Terrace Road or Government Road. Stage 2 will follow the first stage, whilst Stage 3 is dependent upon the continuation of the existing clay quarrying operations and the implications of its buffer areas.

### 2.3 Traffic, Road Design, Pedestrian/Cycleway Networks

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure road design reflects the function of the road, the needs of the road user, with sound engineering practice and connectivity to existing and future development</li> <li>• To provide a safe, continuous and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport.</li> <li>• To provide a permeable and interconnected street structure to offer a choice of routes and to distribute traffic load through a number of connection points.</li> <li>• To ensure that the design of the streets indicates their position in the street hierarchy, their function and reflect the uses within the street in their character and detail.</li> <li>• To minimise cut and fill.</li> <li>• To provide a mix of on road and off road cycle routes</li> </ul>	<ul style="list-style-type: none"> <li>• The road pattern for the area should generally be developed in accordance with the concepts within the Thornton North Structure Plan (<b>Figure 5</b>) and Precinct Plans, responding to topography, providing a legible road hierarchy following detailed survey and subdivision planning.</li> <li>• Road layouts, design geometry, intersections and construction should satisfy the requirements of Council's Subdivision Guidelines within the City Wide DCP and the Manual of Engineering Standards</li> <li>• Development shall take into account any road widening works and intersection upgrades identified by the RTA and Council, including works identified in the draft Thornton North Section 94 Contributions Plan and the Maitland Section 94 Contributions Plan (City Wide) 2006.</li> <li>• Subdivisions adjacent to main roads such as Raymond Terrace Road should orientate allotments and dwellings to face the main road, with suitable internal roads providing access, and suitable landscaping separating the allotment boundaries and main road.</li> <li>• A perimeter road (with development on one side only) shall be provided around the edge of Thornton North release area where it adjoins flood prone land.</li> <li>• Perimeter roads should also be used adjacent to open space, and areas of high bushfire risk and visual significance.</li> <li>• No new future lot shall have direct vehicular access to Raymond Terrace Road, Government Road or McFarlanes Road.</li> </ul>

	<ul style="list-style-type: none"> <li>• Roads are to be designed to provide flood free access to proposed allotments.</li> <li>• The road design should allow for passive surveillance and access to public open space from adjoining residences.</li> <li>• Independent Traffic and Transport Studies are required with Development Applications for subdivision to determine the extent of road works, intersection upgrades and ancillary vehicular and pedestrian/cycleway infrastructure requirements generated by the development.</li> <li>• Pedestrian paths and cycleways are to be provided within subdivisions that link the community, open space, schools, public transport, shopping/commercial area to existing and future residential development, and constructed in accordance with Council's Manual of Engineering Standards .</li> </ul>
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## 2.4 Subdivision Design

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure that subdivision provides a safe and positive character, enhances accessibility, minimises visual impacts, compliments the surrounding area, and promotes the principles of ecologically sustainable development.</li> <li>• To ensure that development respects the constraints of the site, and provides for a range of lot sizes and shapes appropriate to the community's housing needs.</li> <li>• To create a series of residential neighbourhoods with a distinct landscape and built form character to create a sense of identity.</li> <li>• To provide a range of public facilities in appropriate locations and in sequence with the land development.</li> <li>• To allow view sharing and ensure privacy between lots.</li> </ul>	<ul style="list-style-type: none"> <li>• Development Applications for subdivision must include Staging Plans, an analysis and statement as to the intentions and philosophy of proposed layouts, lot sizes, shapes and likely development densities, so that residents have a clear understanding of the likely future neighbourhood character.</li> <li>• 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. Allotment yields should be maximised in response to the constraints of the land.</li> <li>• Lot sizes and dimensions should be in accordance with the requirements set out in Council's Subdivision Guidelines chapter of the City Wide Development Control Plan</li> <li>• Subdivision design must have regard to minimising any adverse visual impacts of development when viewed from public roads and surrounding properties.</li> <li>• Development adjacent to Raymond Terrace Road and Government Road must be orientated and dimensioned so as to make provision for housing of a high quality architectural appearance.</li> </ul>

	<ul style="list-style-type: none"> <li>• Subdivision design and lot layout must ensure that any future residential housing will not be adversely affected by noise or vibrations, particularly from quarry operations, the railway line and traffic along Raymond Terrace Road and Government Road. Independent acoustic and vibration reports shall be submitted with Precinct Plans and Development Applications for subdivision identifying potential impacts and mitigating measures.</li> <li>• Cut and fill should be minimised to fit topography and should absorb the slope on lots within the dwelling footprint rather than on the side boundaries.</li> <li>• Subdivision layout and lot orientation should maximise privacy, private open space areas, solar access and energy efficiency. In this regard streets should generally be aligned north/south and east/west, subject to constraints such as topography.</li> <li>• 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.</li> <li>• Subdivision designs should incorporate crime prevention strategies and principles to promote personal safety and casual surveillance such as those adopted within Crime Prevention Through Environmental Design.</li> <li>• Subdivisions must include conveniently located open space areas that compliment the broader open space networks, in accordance with Council's Thornton North Section 94 Contributions Plan and the Maitland Section 94 Contributions Plan (Citywide), and consistent with <b>Figure 4</b>.</li> <li>• Subdivision design must take into account and identify and land containing items or sites of potential Aboriginal heritage significance.</li> <li>• Subdivision design must consider any lands identified as being potentially contaminated.</li> <li>• Allotments immediately adjoining the western and northern boundaries of Timberlane Estate must have a minimum lot size of 1500m<sup>2</sup> and an average minimum, of 1800m<sup>2</sup> with building restrictions placed on the land titles so as</li> </ul>
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	<p>not to allow any dwellings and/or structures within 15m of boundaries adjoining Timberlane Estate, and 5m side boundary setbacks, in order to maintain view corridors and minimise and adverse impacts on the rural/residential amenity.</p> <ul style="list-style-type: none"> <li>• Neighbourhoods must include conveniently located open space areas that offer a range of recreational opportunities for residents.</li> </ul>
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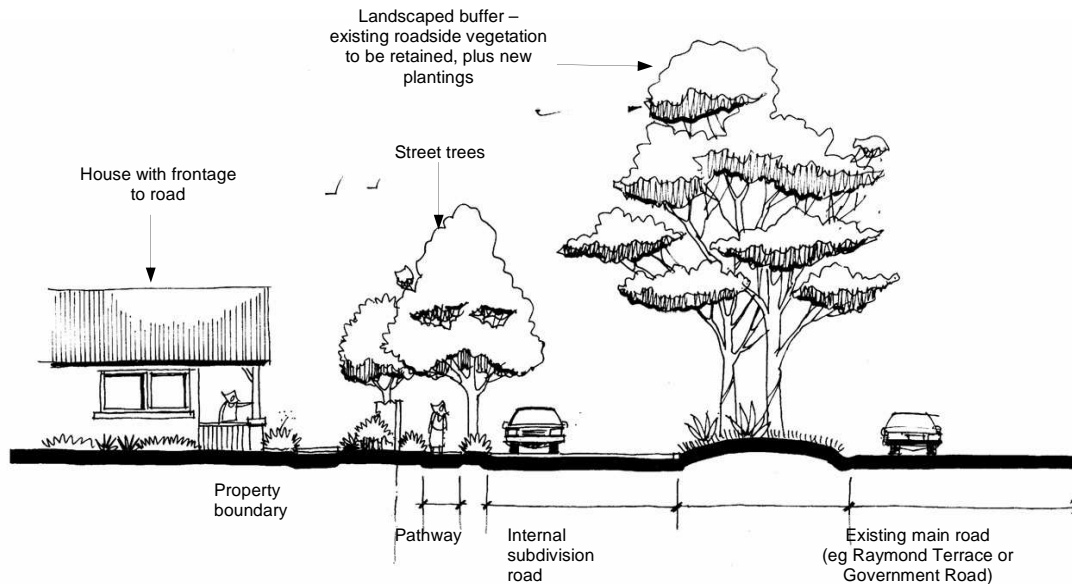


Figure 7: - Internal subdivision design adjacent to Raymond Terrace Road and Government Roads

## 2.5 Building Form

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure that development responds to the constraints of the land, and is integrated with existing development to provide attractive streetscapes and vistas, enhancing the overall character and neighbourhood amenity</li> <li>• To provide for ecologically sustainable building design that is compatible with the scale and character of surrounding development, that maximises privacy, safety and security, and that respects the scenic and visual attributes of the area</li> </ul>	<ul style="list-style-type: none"> <li>• Housing is to be consistent with the standards and requirements of the Residential Design Chapter of the Maitland City Wide DCP</li> <li>• Housing design and scale must respond to the site constraints, so as to minimise external earthworks and prevent excessive cut/fill and structural retaining walls</li> <li>• Building bulk is to be broken up by articulating external walls, providing openings, protrusions, verandahs, fenestration and various building materials, finishes and colours, so as to provide for visual relief and attractive streetscapes</li> </ul>

	<ul style="list-style-type: none"><li>• Development is to respect the character and amenity of adjoining development, with medium density and small lot housing to be provided on suitably orientated and sized allotments that have high amenity near facilities, shops, open space and public transport</li><li>• Housing must be designed to be energy efficient through the use of insulation, orientation, passive solar design, cross ventilation and other energy saving techniques, in accordance with the requirements of BASIX</li><li>• Housing which is adjacent to Raymond Terrace Road and Government Road should be appropriately designed so as to provide a high quality architectural appearance with visual interest, particularly by discouraging bulky buildings and blank walls</li><li>• Fencing is to make a positive contribution to the visual appearance of development, and will be consistent with the objectives of this Plan. Fencing adjacent to the surrounding rural lands must be unobtrusive, compatible with the rural character, and may include timber post and rail style. Details of fencing is required to be submitted to Council with Development Applications</li><li>• Car accommodation is to be sited and designed so as to not dominate the streetscape and frontage of allotments, thereby enhancing the areas visual appearance</li><li>• Development on the land adjoining Timberlane Estate should be designed and located so as to minimise bulk and scale, thereby maintaining view corridors and minimising any impacts to the existing rural residential amenity</li><li>• All corner dwellings are to address both sides of the street</li><li>• Dwellings with a boundary to openspace areas are to address the openspace area and provide low, visually permeable fencing</li></ul>
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## 2.6 Provision of Essential Infrastructure

Objectives	Requirements
<ul style="list-style-type: none"> <li>To ensure the provision of essential infrastructure to all development in an efficient and economic manner that minimises environmental impacts</li> </ul>	<ul style="list-style-type: none"> <li>The provision of energy, communications, water supply, recycled wastewater and sewage management to all development. Evidence that relevant agency approvals and/or satisfactory arrangements have been obtained, shall be provided to Council with Development Applications</li> <li>Satisfactory arrangements (in the opinion of Council) must exist for essential infrastructure including the Weakleys Drive interchange, a rail crossing at Thornton Train Station, and all utility services</li> <li>All new development shall be connected to a reticulated recycled wastewater system where provided</li> <li>All services are to be placed underground and are to minimise any environmental, visual and safety impacts</li> </ul>

## 2.7 Visual and Scenic Amenity

Objectives	Requirements
<ul style="list-style-type: none"> <li>To protect the scenic values of the landscape and environment, particularly by providing for attractive streetscapes through retention of vegetation.</li> <li>Encouraging development to be unobtrusive and sympathetic to the surrounding rural setting.</li> <li>To ensure that residents benefit from views to the surrounding landscape when using public streets and open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>Where practicable, vegetation is to be maintained and enhanced (particularly along ridgelines and the slopes), so as to provide buffers and landscaped visual relief to subdivisions and housing development.</li> <li>Subdivision and housing design is to take advantage of significant and attractive views overlooking the surrounding rural lands by orienting streets and locating public space to capture views.</li> <li>Development adjacent to the rural zones and flood prone lands are to be suitably designed so as to be compatible with the existing rural landscape and setting.</li> <li>Raymond Terrace Road, Government Road, the main north/south Boulevard and other subarterial and distributor roads are to be suitably designed, landscaped to provide for attractive streetscapes</li> <li>Development on land adjoining the</li> </ul>

	<p>existing Timberlane Estate must be suitably located and designed so as to maintain view corridors and minimise any impacts on the existing neighbourhood amenity.</p> <ul style="list-style-type: none"> <li>• Council may require that a Visual Impact Assessment be undertaken to accompany Development Applications for subdivisions and other development that are likely to have a visual impact on the area, and to include proposed ameliorative measures.</li> </ul>
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## 2.8 Water Cycle Management and Sediment and Erosion Control

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment</li> <li>• To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.</li> <li>• To identify existing natural trunk drainage paths and manage them according to the requirements of Department of Environment and Climate Change.</li> </ul>	<ul style="list-style-type: none"> <li>• A Stormwater Drainage Analysis, addressing the management of water quality and quantity (having regard to all contributing catchments and downstream water bodies), the 1% AEP Hunter River Flood Level and the 1% AEP storm event, is to be submitted with Development Applications for subdivision.</li> <li>• Developers will be required to produce a “Sediment and Erosion Control Plan” in accordance with the NSW Department of Housing guidelines <i>Managing Urban Stormwater: Soils and Construction – the “Blue Book”</i> as part of the application for subdivision. The plan will also include practical measures for mitigating erosion and controlling sediment during construction. Other detailed plans may be required as a condition of any subdivision approval.</li> <li>• Existing natural drainage lines should form part of a stormwater and runoff drainage management system utilising soil conservation measures (including detention basins and or wetlands) to alleviate stormwater peaks and retain sediments and pollutants. Any water control structures installed on the site are to be used solely for the purpose of sedimentation and pollution control purposes. No harvesting of water from any watercourse may occur without a license issued by the appropriate government agency.</li> <li>• Stormwater controls must comply with the requirements of Council’s Manual of</li> </ul>

	<p>Engineering Standards.</p> <ul style="list-style-type: none"> <li>All water and drainage management must be consistent with the Thornton North Section 94 Contributions Plan.</li> </ul>
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## 2.9 Water Sensitive Urban Design

Objectives	Requirements
<ul style="list-style-type: none"> <li>To protect and enhance the built environment, habitat value of the surrounding environment and downstream waterways, by delivery methods and control of water quality and water quantity.</li> <li>To reduce potable water consumption, stormwater pollution and manage flow attenuation.</li> <li>To integrate Water Sensitive Urban Design (WSUD) into open space and streetscapes to collect and treat runoff from waterborne pollutants prior to discharge to receiving areas and waters.</li> </ul>	<p><b>General requirements</b></p> <ul style="list-style-type: none"> <li>The number and location of WSUD elements should be determined by modeling to develop the WSUD strategy for the site, and be integrated with the overall design.</li> <li>Parking areas can be located adjacent to WSUD elements where they are designed to prevent damage by vehicles.</li> <li>Bollards or castellated kerbs are required to allow distributed flow to WSUD elements.</li> <li>Parking areas may be interspersed between WSUD elements.</li> <li>Long-term maintenance costs are to be identified in the design of WSUD and are to be submitted to Council for consideration prior to acceptance of the WSUD strategy.</li> </ul> <p><b>Roads</b></p> <ul style="list-style-type: none"> <li>Swales may be appropriate in the typical road cross section (<b>Figure 8</b>)</li> <li>Swales shall be acceptable where it can be demonstrated that they will meet Council's performance and maintenance objectives and facilitate safe and effective movement of pedestrians and vehicles.</li> <li>No change to minimum width of roads on account of WSUD is permissible.</li> <li>Flow control features shall be used where grades in swales exceed 4%.</li> <li>Where practical, WSUD elements may be incorporated in a centre depressed median of dual carriage roads.</li> <li>Swale plantings must consider flow</li> </ul>

capacity and maintenance.

**Wetlands and gullies**

- Wherever possible, existing natural drainage gullies should form part of a stormwater and runoff drainage management system incorporating detention basins and/ or wetlands to alleviate stormwater peaks and retain pollutants.
- Wetlands should be well-designed creating an attractive and safe amenity, and be highly visible for both the adjoining residents and passers-by.
- Walking paths should have frequent contact adjacent to the wetland edge.
- Vegetation should be designed such that generous unobstructed view of the wetland is available.
- Emergent macrophytes should be minimal and manageable.
- Slopes surrounding wetlands should be gentle and offer convenient tractor-mowing access.
- Flat grassed areas that potentially may be water-logged should be avoided.
- Gullies intended to be left in their natural state should be assessed, and if necessary enhanced to offset the need for maintenance.
- In general, grassed areas must be kept to a minimum for maintenance purposes, and wetland and gullies should offer a sense of ownership to the public.

## 2.10 Flooding

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure that residential land is flood free for the 1% AEP storm event.</li> <li>• To provide safe access/egress for residents in times of flooding.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum floor level of any habitable space in a residential dwelling constructed on land to which this Plan applies must be at least 0.5m above the 1% AEP flood level</li> <li>• Development should be consistent with the objectives and guidelines presented in Council's Development Control Plan - Hunter River Floodplain Management chapter</li> <li>• Development Applications for subdivision must demonstrate that suitable flood free access is available to proposed allotments, and that there are safe evacuation routes from residential properties that are located below the PMF.</li> <li>• Existing major natural drainage lines and watercourses are to be retained wherever possible, and preferably rehabilitated through comprehensive re-planting with indigenous plant species, rather than being piped and filled.</li> </ul>

## 2.11 Landscaping, Streetscape and Open Space Areas

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.</li> </ul>	<ul style="list-style-type: none"> <li>• Open space is to be provided in accordance with the Thornton North Section 94 Plan and be consistent with <b>Figure 4</b>.</li> <li>• Landscaping will be required on land adjacent to major intersections, all collector roads, the main north/south Boulevard, Raymond Terrace Road and Government Road so as to soften the visual impact of all built elements, creating attractive streetscapes when viewed by passing traffic and pedestrians.</li> <li>• Landscaping Plans are required with Development Applications, and must be to the satisfaction of Council. Landscape plans must include details for all streets and public spaces, identifying appropriate street tree</li> </ul>

	<p>species, fencing requirements, landscape elements, water bodies and street furniture.</p> <ul style="list-style-type: none"> <li>• Landscaping species are to be endemic to the area, appropriate to the setting (urban or open space) and local soil, climatic and aspect.</li> <li>• Street tree planting is to be carried out as part of subdivision design and road construction. Street trees are to be planted to provide a physical barrier to traffic, to contribute to traffic calming, provide shade on footpaths and enhance the view of corridors in all subdivision designs and housing developments.</li> <li>• Existing trees are to be retained wherever possible within road reserves, open space/ drainage areas, or in the front setback of lots fronting streets.</li> <li>• Ridgelines, knolls and hillsides are to be protected where practicable by retaining vegetation and/or introducing new landscaping to ensure the visual impact of development is minimised</li> <li>• 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.</li> <li>• Open space areas and pathways are to be suitably located and designed to provide linkages to surrounding development in accordance with the Thornton North Section 94 Contributions Plan and consistent with <b>Figure 4</b>. Such areas are to have good surveillance and safety, particularly at night time, and are to be easily maintained and appropriately landscaped.</li> <li>• All subdivision applications are to be accompanied by a holistic landscape strategy that illustrates how the development application is achieving the landscape objectives in the Precinct Plan.</li> <li>• All open space is to be edged with a public street or public footpath, with dwellings addressing the space.</li> <li>• Provide a minimum of 10 metres of</li> </ul>
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	<p>landscape buffering to Raymond Terrace Road, Government Road and McFarlanes Road.</p> <ul style="list-style-type: none"> <li>• Provide a minimum of 5m landscaping to Timberlane Estate, within the 15m no development buffer</li> <li>• Provide extensive tree planting to the wetland edge, with visual break where streets terminate in views to the wetlands.</li> </ul>
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### 2.12 *Bushfire Protection*

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure that development is designed to reduce the risk of bushfire to people and property</li> </ul>	<ul style="list-style-type: none"> <li>• Areas identified as having a bushfire threat are to be managed to minimise potential risk to people and property</li> <li>• All development is to be designed in accordance with the NSW Rural Fire Service (RFS) – Planning for Bushfire Protection guidelines applicable at the time</li> <li>• 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</li> <li>• Asset protection zones are to be accommodated within public streets, front setback areas or public openspace areas.</li> </ul>

### 2.13 *Salinity, Acid Sulfate Soils and Contamination*

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To manage any risk to the environment in regards to salinity, acid sulfate soils and contamination.</li> </ul>	<ul style="list-style-type: none"> <li>• Subdivision applications should include relevant assessment and geotechnical investigation regarding salinity and acid sulfate management to determine (if any) specific measures are needed.</li> <li>• Potentially contaminated lands, such as areas where dumping and filling has occurred, shall be investigated and measures proposed as part of development applications to suitably remediate in accordance with relevant standards.</li> </ul>

**2.14 Noise, Vibration and Dust**

Objectives	Requirements
<ul style="list-style-type: none"> <li>To ensure that future residential development is not adversely affected by any noise and vibration from existing or future land uses, including traffic movements.</li> </ul>	<ul style="list-style-type: none"> <li>Residential subdivision and development is to be designed so as to comply with the relevant standards and criteria for noise and vibration contained within the relevant RTA and DECC standards at the time.</li> <li>Appropriate noise and vibration controls are to be provided by means of separating the source and receiver, including landscaping and buffers which do not detract from the streetscape and visual appearance of the area. Applying building design techniques to new housing is strongly recommended.</li> <li>Council will require that independent noise and vibration assessments be submitted with relevant Precinct Plans and Development Applications that adjoin existing or potentially incompatible land uses, including traffic and rail lines.</li> </ul>

**2.15 Land zoned 7(c) Environmental Protection General**

Objectives	Requirements
<ul style="list-style-type: none"> <li>To ensure that vegetation buffers, existing bushland and riparian areas identified in the Thornton North Structure Plan and zoned 7 (c) Environmental Protection General are protected</li> </ul>	<ul style="list-style-type: none"> <li>Development or works within, or adjacent to the 7(c) zone are to ensure clearing of vegetation is minimised to the satisfaction of Council.</li> <li>Mechanisms are to be put in place with development to ensure the integrity and protection of established vegetation and riparian areas zoned 7(c). Details are to be included in all Development Applications affecting the 7 (c) zone.</li> <li>Development within residential zones must be designed and planned to ensure any Asset Protection Zones and the like are not required or needed in the 7(c) zone.</li> </ul>

## 2.16 Flood fringe rural allotments

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure that the flood fringe areas are sustainably managed, with a limited number of large rural allotments.</li> <li>• To ensure that the conservation of the environmental protection zone for wetlands occurs.</li> </ul>	<ul style="list-style-type: none"> <li>• Precinct Plans are to identify and suitably accommodate large rural allotments to enable the sustainable management of the rural flood fringe areas.</li> <li>• A limited number of rural dwellings will be considered on flood free areas, with dwelling sites to be located at least 0.5 metres above the 1% AEP flood level, and access to such dwellings to be flood free with minimal fill or earthworks.</li> <li>• Fencing of allotments shall be of post and wire style (or similar) so as to minimise any visual impacts of development.</li> <li>• To adhere to state planning policies for wetlands in order to conserve and sustainably manage wetlands.</li> </ul>

## 2.17 Heritage

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure that any areas or sites of Aboriginal indigenous heritage are suitably identified, managed and where necessary conserved</li> <li>• To ensure that development does not adversely impact upon any items or areas of European heritage</li> </ul>	<ul style="list-style-type: none"> <li>• Archaeological investigations and studies are required for subdivision development, to determine the extent of any aboriginal sites, relics or areas of significance, including appropriate management and conservation measures proposed.</li> <li>• Appropriate European heritage assessment is required for development in the vicinity of any conservation areas such as Morpeth, or items of heritage significance contained in the Maitland Local Environmental Plan 1993.</li> </ul>

## 2.18 Key Development Sites

Objectives	Requirements
<ul style="list-style-type: none"><li>To ensure that key development sites are properly planned for within Precinct Plans</li></ul>	<ul style="list-style-type: none"><li>The following sites shall be included in the relevant Precinct Plans, including concept designs and site plans:<ul style="list-style-type: none"><li>Commercial/shopping area and parking</li><li>Schools, libraries, community facilities and associated parking</li><li>Timberlane surrounds</li><li>Clay conservation areas, existing quarry sites and buffers</li><li>Gateway sites</li><li>Exhibition villages</li><li>Residential areas adjoining the flood fringe</li></ul></li></ul>

## Part B – Precinct Plans

### 3 General Principles for Precinct Plans

#### 3.1 Purpose of Precinct Plans

The Thornton North Urban Release Area is characterised by a number of precincts or catchments due to site constraints, infrastructure provisions, existing development and land ownership.

**Precinct Plans** must be consistent with the Thornton North Structure Plan and will be prepared by developer's and/or land owners, to the satisfaction of Council, and adopted by Council for inclusion within this Area Plan that forms part of the City Wide DCP.

Precinct Plans must be adopted by Council prior to determination of any development application for residential subdivision of land. The Precinct Plans shall be consistent with, and relate to land areas included within specific stages as shown in the adopted Staging Plan in *Section 2.2*.

The precincts and staging of development are closely linked to the requirements of Council's Thornton North Section 94 Contributions Plan, and other major infrastructure providers such as Hunter Water Corporation in respect to water, sewer and recycled wastewater.

#### 3.2 Matters for Consideration in Precinct Plans

In addition to any site specific issues, all Precinct Plans must include the following:

- the boundaries of each precinct, the geographical location and physical characteristics of the land in that precinct, together with identifying coordinated and logical connections to adjoining precincts and stages,
- the subdivision stages of development within each precinct,
- details of essential infrastructure provision to service the area,
- a transport movement hierarchy showing the major circulation routes and connections to achieve a simple and logical movement system for vehicles, public transport, pedestrians and cyclists, incorporating shared off-road footpath/cycle paths
- a landscaping concept plan for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and typical landscaping requirements for both the public domain and private land, particularly adjacent to the major roads and intersections, including the perimeter road adjacent to the flood prone lands to the north and west,
- the general location of potential stormwater and water quality and quantity management controls and devices,
- amelioration measures to protect future residential development from fumes, vibration and noise generated by traffic and rail movements in accordance with the relevant Roads and Traffic Authority and New South Wales EPA Standards,
- amelioration measures for natural and environmental hazards, including bushfire, flooding and any archaeological or site contamination constraints,

- buffer areas and protection to the existing quarry activities
- identification of any significant development sites within the precinct that require urban design controls, including any medium density sites, public open space, schools or community facilities, shops and commercial areas, including provisions for appropriate traffic management facilities and car parking,
- details of planning measures to protect any areas of scenic value and significant vegetation
- the estimated dwelling density or lot yields for each precinct
- background studies, reports, site surveys and investigations

## 4 Waterford County Precinct Plan

### 4.1 Precinct Plan

This Precinct Plan applies to land shown in **Figure 6**.

The Precinct Plan and the following development objectives and requirements are to be read in conjunction with Part A. All development in the Waterford County Precinct is to comply with this Precinct Plan and the provisions of Part A.

All development is subject to appropriate zoning controls and the provisions of the Maitland Local Environmental Plan 1993.

### 4.2 Subdivision design

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure that subdivision provides a safe and positive character, enhances accessibility, minimises visual impacts, compliments the surrounding area, and promotes the principles of ecologically sustainable development.</li> <li>• To create a subdivision pattern that reinforces the desired character and setting of Waterford County and ensures the retention of existing significant viable vegetation and trees.</li> <li>• To design a layout that connects with other Precincts, in accordance with the <b>Figure 3</b>.</li> <li>• To locate land uses in locations that are generally consistent with the Thornton North Structure Plan and Council policies.</li> <li>• To create lot and landscape buffers to the precinct edges where it abuts</li> </ul>	<ul style="list-style-type: none"> <li>• The layout, hierarchy and design of major streets within the Precinct will be generally consistent with <b>Figure 6</b>.</li> <li>• Pedestrian, cycleways and shared off-road pathways are to be provided within the Precinct to link the Village Centre, open spaces, schools and recreational facilities.</li> <li>• Medium density and small lot housing is to be provided in location with high amenity, including areas within 400 metres of the Future Village Centre.</li> <li>• Childcare centres and exhibition villages are to be sited in accordance with the provisions of the Maitland Citywide DCP.</li> </ul>

<p>existing development, wetlands and existing roads.</p> <ul style="list-style-type: none"> <li>To encourage a walkable neighbourhood throughout the precinct.</li> </ul>	
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#### 4.3 Key development sites – Future Village Centre

Objectives	Requirements
<ul style="list-style-type: none"> <li>To incorporate a Future Village Centre that provides a range of shopping and community support facilities and activities commensurate with its role in a hierarchy of centres across the Maitland local government area.</li> <li>To create a transport hub at the Village Centre, by providing good connectivity to the Centre for pedestrians, cyclists and public transport.</li> <li>To create a critical mass of residential dwellings close to or within the Future Village Centre to provide out of hours activity.</li> </ul>	<ul style="list-style-type: none"> <li>The Future Village Centre is to have easy and direct pedestrian, cyclist and vehicle access to the surrounding residential area and good visibility from the main access route. It is to be located generally in accordance with <b>Figure 6</b>.</li> <li>The street structure and Village Centre is to be designed to accommodate or facilitate buses and bus stops.</li> <li>Footpaths are to be a minimum of 4 metres to Village Centre streets.</li> <li>Loading and parking access for the Future Village Centre is generally to occur from the rear rather than the main street.</li> <li>The school is to be located on a collector road close to the Future Village Centre to encourage use of the Centre.</li> <li>The Future Village Centre is to be designed to capture views to the adjacent open space and streets are to terminate on axis with unique features and buildings.</li> </ul>

#### 4.4 Key Development Sites – Timberland edge

Objectives	Requirements
<ul style="list-style-type: none"> <li>To make provision for appropriate subdivision design and urban development adjoining the existing Timberlane rural residential estate, to provide a transition between rural residential development and urban development</li> </ul>	<ul style="list-style-type: none"> <li>Development on the land adjoining Timberlane Estate should be designed and located so as to minimise bulk and scale, thereby maintaining view corridors and minimising any impacts to the existing rural residential amenity.</li> <li>Allotments immediately adjoining the western and northern boundaries of Timberlane Estate must have a minimum lot size of 1500m<sup>2</sup> and</li> </ul>

	<p>average minimum of 1800m<sup>2</sup>, with building restrictions placed on the land titles so as not to allow any dwellings and/ or structures within 15m of boundaries adjoining Timberlane Estate and 5m side boundary setbacks, in order to maintain view corridors and minimise and adverse impacts on the rural/residential amenity.</p> <ul style="list-style-type: none"> <li>• Detailed landscaping strategies are to be submitted with all development applications for land adjoining Timberlane Estate, including plantings and fencing. A 5m landscape buffer is to be established and maintained along the adjoining boundary to Timberlane Estate.</li> <li>• Only single story dwellings will be permitted on lots adjoining Timberlane Estate. Appropriate building restrictions are to be placed on the title of each lot.</li> <li>• Building envelopes, detailing the required setbacks, are to be specified in any application to subdivide land adjoining Timberlane Estate.</li> </ul>
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**4.5 Key Development Sites – Rural land/ flood fringe interface**

<b>Objectives</b>	<b>Requirements</b>
<ul style="list-style-type: none"> <li>• To establish an attractive visual appearance of development adjoining rural land or flood liable land.</li> <li>• To limit potential conflicts between urban and rural land.</li> </ul>	<ul style="list-style-type: none"> <li>• A perimeter road (with development on one side only) shall be provided around the edge of the Precinct where it adjoins flood prone land or rural land.</li> <li>• An off-road shared path shall be provided on the lower side of the perimeter road to create a continuous pathway.</li> <li>• Fencing of allotments shall be of post and wire style (or similar) so as to minimise any visual impacts of development.</li> </ul>

## 5 Government Road Precinct Plan

### 5.1 Precinct Plan

This Precinct Plan applies to land shown in **Figure 9**.

The Precinct Plan and the following development objectives and requirements are to be read in conjunction with Part A. All development in the Government Road Precinct is to comply with this Precinct Plan and the provisions of Part A.

All development is also subject to relevant zoning controls and other provisions of Maitland Local Environmental Plan 1993.

### 5.2 Subdivision Design

Objectives	Requirements
<ul style="list-style-type: none"> <li>• To ensure that any proposed subdivision provides a safe and positive character, enhances accessibility, minimises visual impacts, compliments the surrounding area, and promotes the principles of ecologically sustainable development</li> <li>• To ensure that development respects the constraints of the site, and provides for a range of lot sizes and shapes appropriate to the community's housing needs.</li> <li>• To design a layout that connects with other Precincts in accordance with <b>Figure 3</b>.</li> <li>• To locate land uses in locations which are generally consistent with the Thornton North Structure Plan, Area Plan and Council policies.</li> <li>• To provide appropriate landscape buffers to existing major roads.</li> <li>• To encourage a walkable neighbourhood throughout the Precinct.</li> </ul>	<ul style="list-style-type: none"> <li>• The layout, hierarchy and design of major streets within the Precinct will be generally consistent with <b>Figure 9</b>.</li> <li>• Pedestrian paths, cycleways and off-road shared pathways are to be provided within the Precinct to link open space and community facilities and to link to adjoining precincts generally as shown on <b>Figure 9</b>.</li> <li>• Medium density and small lot housing should only be provided in locations with high amenity, including land adjoining or adjacent open space and land adjoining or adjacent to a bus route.</li> <li>• Subdivision layout and lot orientation should maximise privacy, private open space areas, solar access and energy efficiency. In this regard minor streets should preferably be aligned east/west, subject to site constraints such as topography.</li> <li>• Perimeter roads incorporating landscape buffers shall be provided to Raymond Terrace Road and Government Road as shown in <b>Figure 9</b>.</li> <li>• No direct vehicular access is to be provided onto Government Road or Raymond Terrace Road from lots adjoining these roads.</li> <li>• Subdivision design is to provide for lot frontages addressing streets, reserves, open space and drainage areas. Allotments backing onto reserves, open space and drainage areas are not encouraged. Where this is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour.</li> </ul>

	Fencing shall not form a prominent element in the landscape of this area.
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### 5.3 Stormwater Management

Objectives	Requirements
<ul style="list-style-type: none"> <li>To protect and enhance the water quality, water quantity and habitat value of downstream waterways and wetland environments.</li> <li>To provide a co-ordinated system of stormwater management within the precinct which is efficient and effective on a precinct-wide basis.</li> </ul>	<ul style="list-style-type: none"> <li>Stormwater management facilities shall be provided generally as shown in <b>Figure 10</b>.</li> <li>Development applications will be accompanied by a Stormwater Management Plan which is generally consistent with the report by Peter Sullivan &amp; Associates dated May, 2008 establishing the stormwater management strategy for the Precinct.</li> </ul>

### 5.4 Key Development Sites – Corner of Raymond Terrace Road and Government Road

Objectives	Requirements
<ul style="list-style-type: none"> <li>To ensure that development does not result in significant detrimental visual impact at a key gateway to the Thornton North release area or to visually prominent locations.</li> </ul>	<ul style="list-style-type: none"> <li>Any development proposed on land at the intersection of Raymond Terrace Road and Government Road shall be integrated with the existing vegetation community and provide for the retention of the majority of trees. A site specific landscape plan shall accompany any development application for this area addressing retention, integration and enhancement of the vegetation community.</li> <li>The 10 metre wide landscape buffer required for lots adjoining Government Road and Raymond Terrace Road shall be contained wholly within the affected lots and details shall be provided in a landscape plan with any development application. Where a supporting acoustic report for the development of the land identifies a requirement for noise attenuation, this is generally to include a combination of earth mounding and fencing and details are also to be provided in the landscape plan.</li> <li>Fencing of allotments along the boundary of Raymond Terrace Road or Government Road, where applicable, shall be of consistent materials and colour and shall form an integral part of the landscape plan provided with any development</li> </ul>

	application. Fencing should not be a prominent element in the landscape along either road corridor.
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**5.5 Key Development Sites – Rural Land Flood Fringe Interface**

Objectives	Requirements
<ul style="list-style-type: none"> <li>To ensure that development does not result in significant detrimental visual impact at a key gateway to the Thornton North release area or to visually prominent locations.</li> </ul>	<ul style="list-style-type: none"> <li>A perimeter road (with development on one side only) shall be provided around the edge of the Precinct where it adjoins flood prone land or rural land.</li> <li>An off-road shared pedestrian/cycle path shall be provided on the lower side of the perimeter road to create a continuous pathway.</li> <li>Any fencing of allotments forward of the building line shall be of an open style of consistent design, material and colour so as to not dominate the landscape and minimise visual impact.</li> <li>Additional landscaping to the perimeter of development fronting the floodplain/rural land east of Government Road shall be provided to filter views of the new development across the floodplain. Details shall be provided in a landscape plan with any development application.</li> </ul>



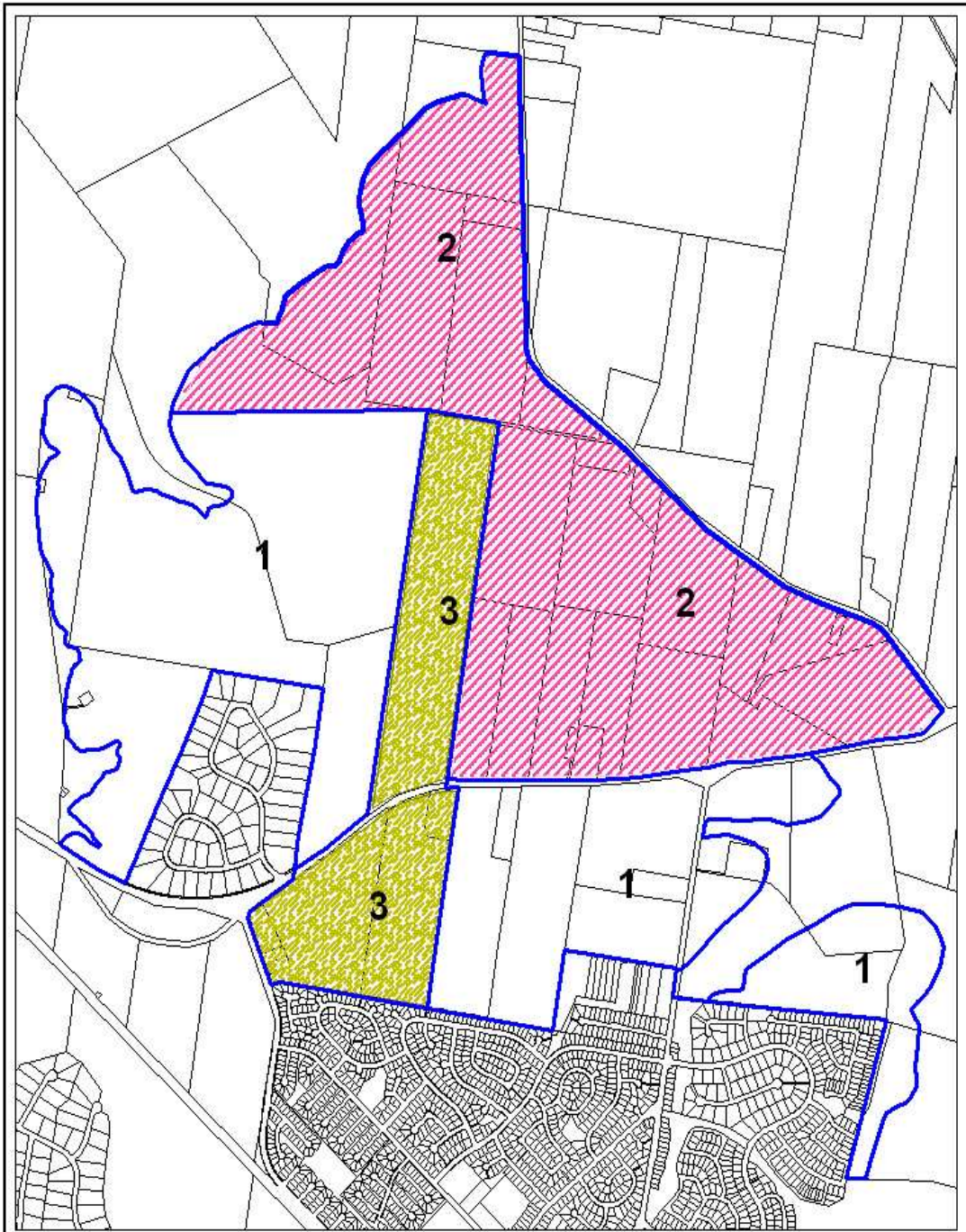
Scale 1 : 8 000  
 Printing Date: June 2007

**NORTH**

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**THORNTON NORTH**  
 DCP  
 LOCALITY PLAN  
 FIGURE 1

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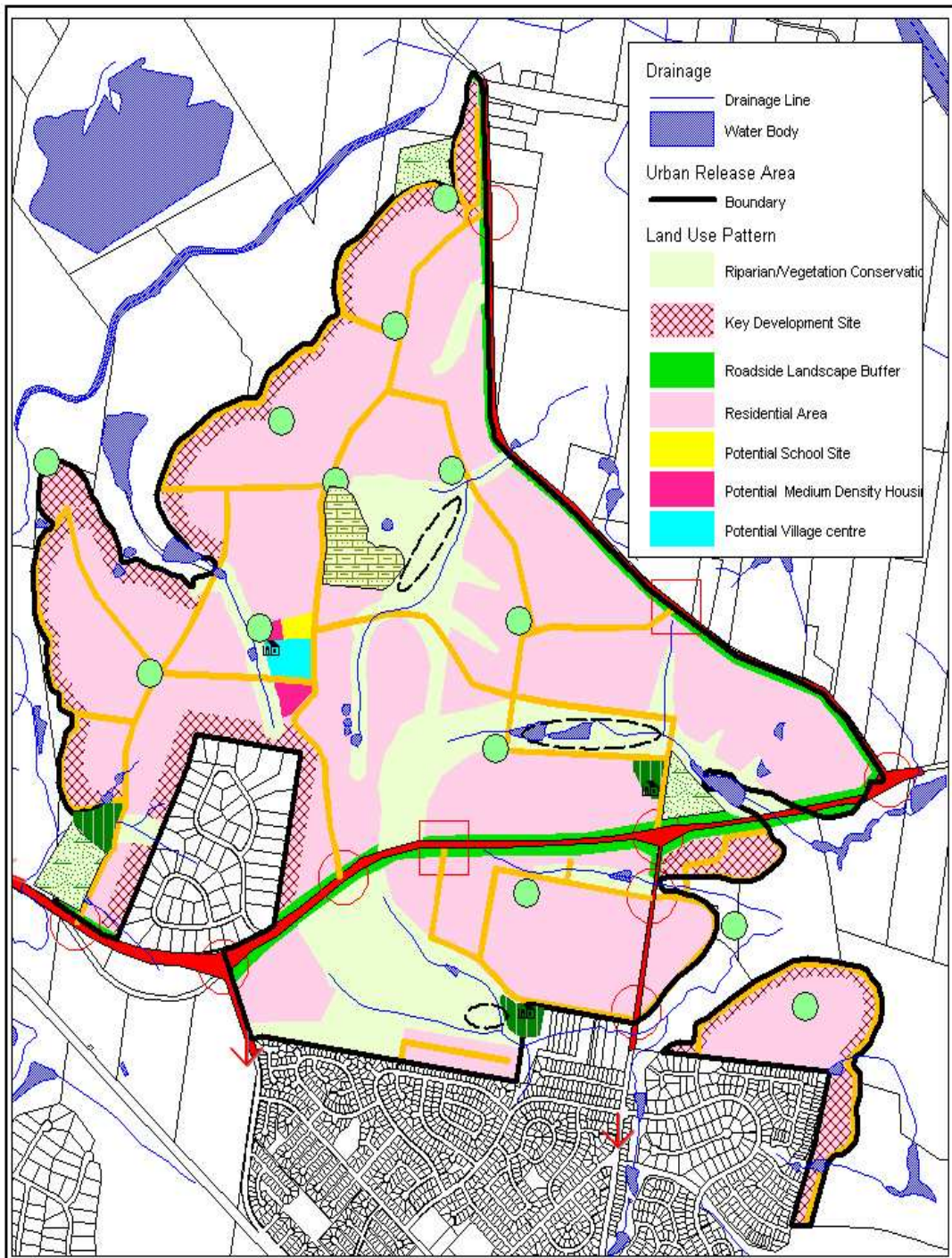
**NORTH**

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**THORNTON NORTH  
 STAGING PLAN**

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**FIGURE 2**



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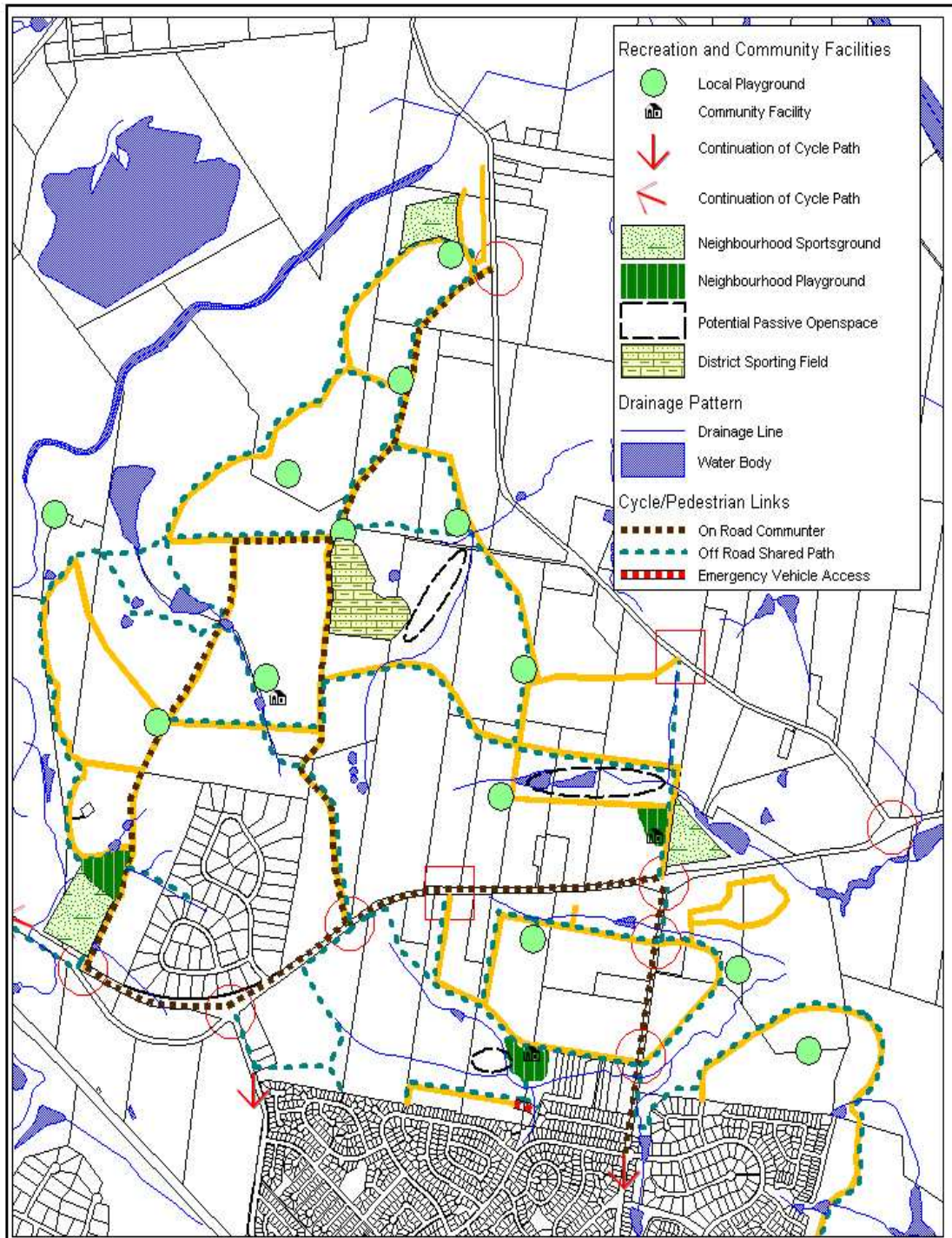


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**Thornton North  
 Landuse Pattern**

**Figure 3**

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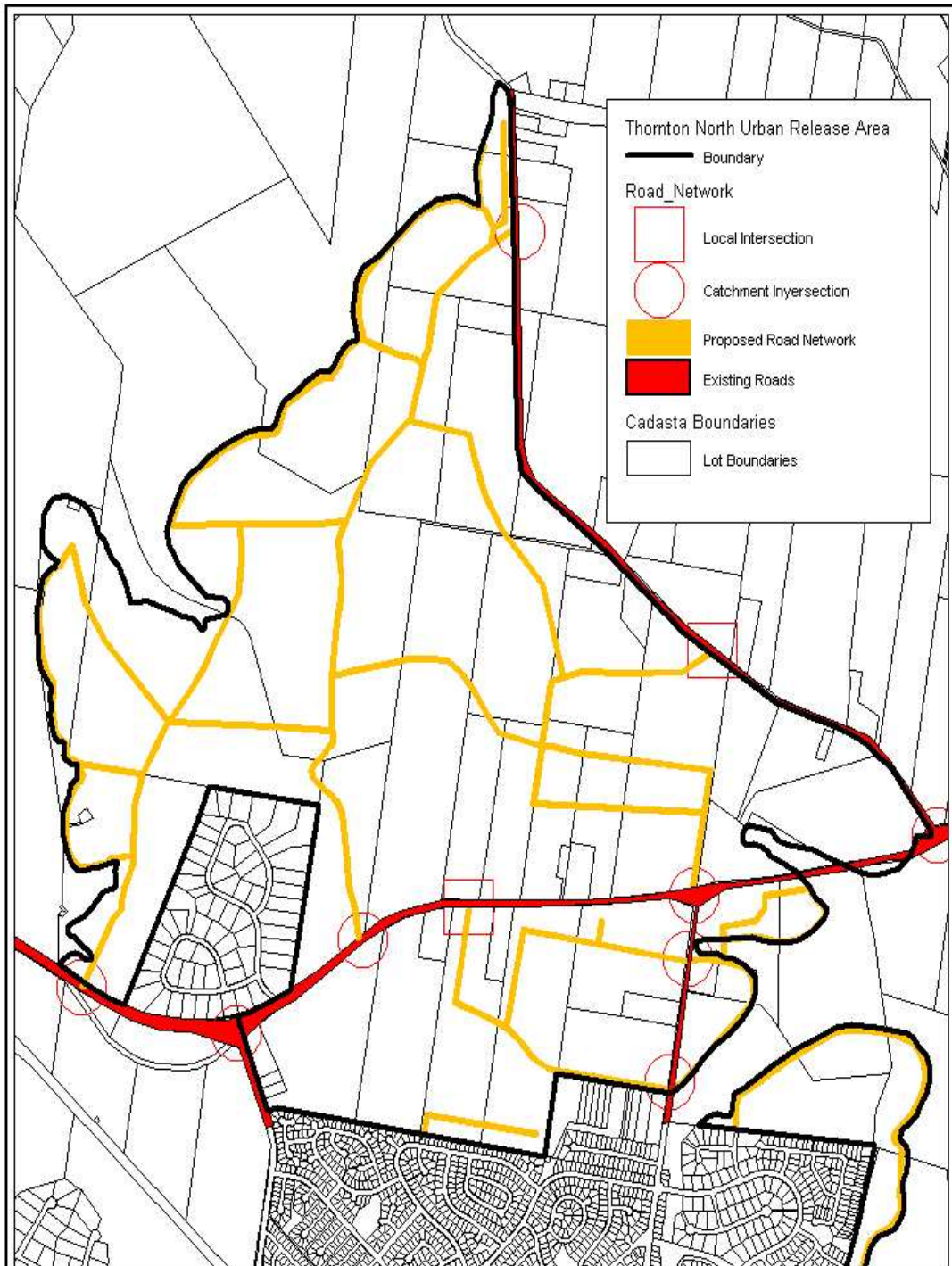


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**Pedestrian and Cycle Links and Recreation and Community Facilities**

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**Figure 4**



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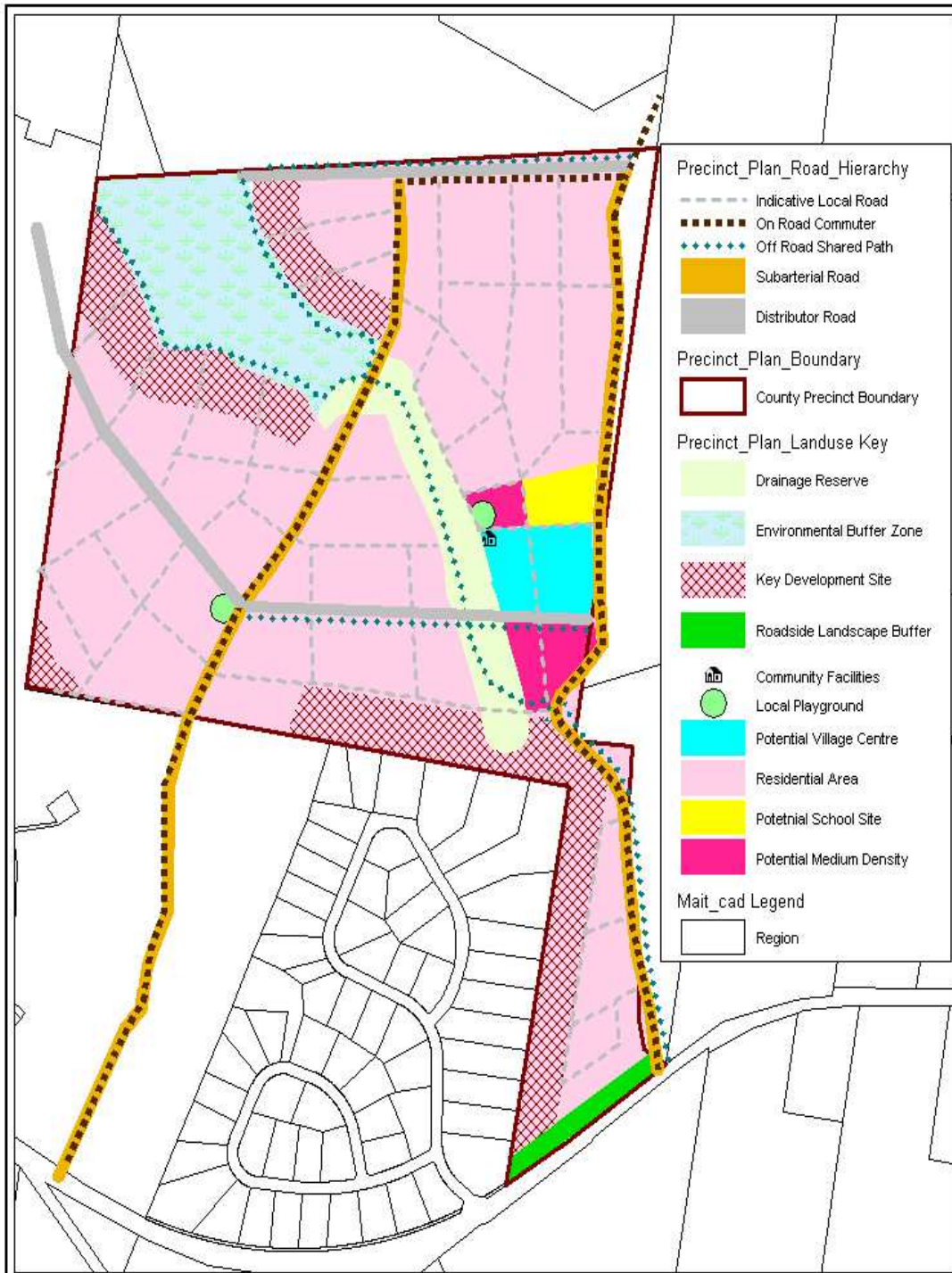


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**Thornton North  
 Road Network**

**Figure 5**

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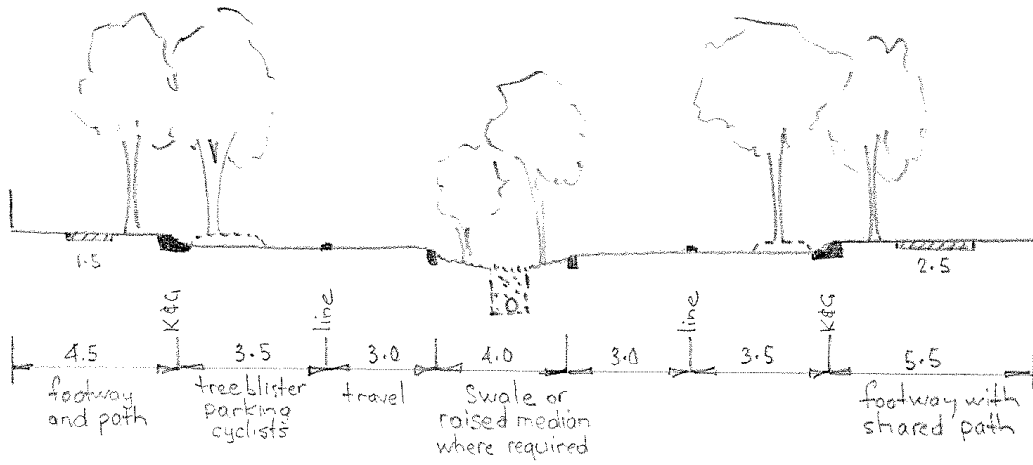


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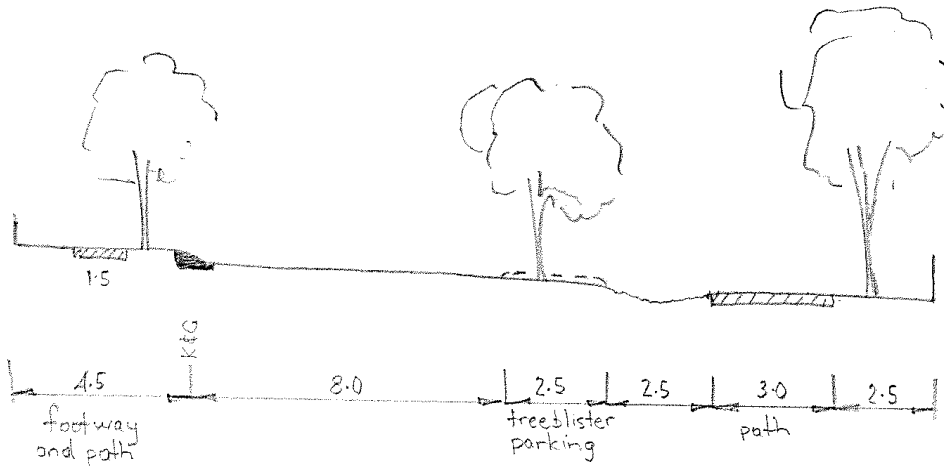
**Waterford County  
 Precinct Plan**

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**Figure 6**



Boulevard - 27m reserve



Perimeter Road - 23m reserve

**Figure 8: Typical cross sections for WSUD drainage swales**



