

# Maitland Urban Settlement Strategy 2001-2020:

## A Strategy for urban growth in the Maitland Local Government Area Review 2012 Edition

Produced by:

City Strategy  
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### **Appendix 1 – Annual Report 2014**

## **LIST OF ABBREVIATIONS**

<b>DCP</b>	Development Control Plan
<b>DOPI</b>	Department of Planning and Infrastructure (NSW)
<b>EPA</b>	Environmental Protection Agency
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>LHRS</b>	Lower Hunter Regional Strategy – Prepared by NSW Department of Planning – October 2006
<b>MUSS</b>	Maitland Urban Settlement Strategy
<b>UDP</b>	Urban Development Program
<b>WWTP</b>	Waste Water Treatment Plant



# EXECUTIVE SUMMARY

## Introduction

The City of Maitland is a unique part of the Hunter Region. It is a place of great historical importance, with significant environmental assets and economic potential. It is a growing city, with great value to those who live and work here, and to those who merely visit or pass through the area.

Council has therefore developed a Long-Term Vision Statement, in consultation with the community, to describe the desired future for the City. The community's Long-Term Vision has been defined as:

*"A safe and healthy sustainable future, a proud and involved community which enhances our community's quality of life"*

Maitland City Council has accepted the challenge to plan for the City's growth in the period 2001-2020, with the aim of achieving the appropriate balance between the goals of economic, community and ecological prosperity. The Maitland Urban Settlement Strategy (MUSS) has been developed to provide the over-arching framework for urban growth in the City during this period.

The MUSS examines the wider implications of new urban development, including effects on servicing, existing land uses, environmental values and the historic and rural character of the City.

It also examines the level of supply and demand in different parts of the City to ensure that there is adequate on-going supply of land zoned for urban purposes.

Areas that have the potential for sustainable urban development, including residential and large lot residential, industrial and commercial development have been identified as Investigation Areas in this Strategy.

## Strategic Context

The MUSS includes consideration of state and regional planning strategies and provides a summary of Council's strategic plans, to ensure that new development will be compatible with the hierarchy of strategies, which are already in place.

The Maitland LGA (Local Government Area) is recognised as a key urban growth corridor in the Lower Hunter with its proximity to transport corridors, commercial and industrial lands, and potential greenfield development sites.

Forecast population growth as well as changes in technology and transportation is expected to lead to an increasing role for Maitland as part of the Greater Metropolitan Region of Sydney, Newcastle and Illawarra. The City's relative capacity for growth within this metropolitan region is also expected to bring strategic opportunities for the future.

## Population Forecasts

Maitland's estimated residential population at 30 June 2012 was 71,866. In the years 2001 to 2006 Maitland was among the 10 fastest growing local government areas in regional NSW with population increasing at an average annual rate of 2.1% over that period. The latest census data indicates that Maitland continually rates as one of the fastest growing areas both in terms of residential and industry growth.

In reviewing the MUSS, the projected population growth rate has been revised based on recent information and regional growth predictions. Continued population growth is forecast at a rate of 2.1% pa, which is a medium growth estimate.

A key principle of the strategy is to provide a sustainable approach to redevelopment of existing urban areas to accommodate predicted population growth. In addition new urban development should be sequenced so that new areas are in close proximity to existing urban areas and urban infrastructure, particularly water and sewer.

It will also be necessary that urban growth takes place in a manner which protects the environment and the unique historical and rural identity that make the Maitland area such a great place to live. Council has therefore included a series of planning objectives in the strategy and a list of issues for consideration as investigations for new urban development are undertaken.

## Summary of Strategy Outcomes

A range of investigation areas have been identified throughout the Maitland LGA, in areas that appear to be generally suitable for urban development, based on investigations undertaken during the preparation of this Strategy. These areas are shown in the Executive Summary Strategy Map (page 9).

The investigation areas have been categorised as 1 or 2 to indicate a general sequence for development. *Category 1* land is connected with existing urban areas and is expected to be more easily serviced. *Category 2* lands would logically be developed after *Category 1* land. Sequencing of this land for development is critical to ensure a manageable and sustainable growth. Table 2 indicates the sequencing and timeframe for these investigation areas.

Council has also identified *Preliminary Investigation Areas*. These indicate potential areas for development where fundamental issues remain to be considered prior to more detailed investigations and longer term development options. The Preliminary Investigation Areas of Anambah, Lochinvar Fringe and Farley are identified areas for future rural transition,



necessary to address the interface between existing urban areas and rural fringe areas. The Preliminary Investigation Area of Thornton/Ashtonfield is identified for future employment land however requires further investigations to determine the suitability of the area for industrial land use. The Preliminary Investigation Area associated with the Stony Pinch Consortium requires significant site studies and consideration in the Lower Hunter Regional Strategy review before an appropriate land use or mix of land uses can be identified. The Preliminary Investigation Area of Maitland Vale is an area identified for long term development and further investigations are necessary to determine the future urban outcomes for the site.

A number of areas supporting employment land opportunities have progressed to Category 1 status to balance residential development and employment opportunities in the locality. These include land at Anambah and land at Thornton.

The expected major growth corridors for residential development during the period for the strategy comprise of zoned residential land at Thornton North, Lochinvar, Farley and Gillieston Heights. Category 1 Investigation Areas at Aberglasslyn, Louth Park and Anambah will provide additional opportunities for urban land supply in the short to medium term, subject to future rezoning and area planning for these sites. In addition to these sites, Category 2 Investigation Areas are proposed at Farley, Gillieston Heights and East Maitland.

Lands identified for Large Lot Residential investigation are also shown on the Executive Summary Strategy Map as *Large Lot Residential*. This category was previously referred to as *Preferred Rural Residential* in the MUSS 2010. The Category 2 Large Lot Residential investigation areas are a new introduction to the MUSS 2012, to assist with logical sequencing and supply of potential large lot residential land. There is one Category 1 Large Lot Residential investigation area at Greta, while Category 2 Large Lot Residential investigation areas exist at Lochinvar and Anambah. There are a limited number of locations proposed for this form of development as further investigations are required to determine appropriate outcomes for these sites.

In addition, this Strategy also proposes planned and coordinated urban re-development within the existing key centres of Central Maitland, Rutherford, Thornton and East Maitland.

The MUSS recognises that the consolidation of these centres offers a sustainable balance to greenfield urban development. Urban infill and urban extension development utilises existing infrastructure, providing a mix of housing types and affordability, all with good access to public transport; community services; employment and retail opportunities.

The principle for urban consolidation through urban infill and extension development is to provide a sustainable approach to redevelopment of existing centres and urban areas to accommodate predicted population growth. To ensure a consistent and transparent approach to the identification and assessment of future urban extension and urban infill proposals, Council has incorporated its adopted policy position within this Strategy to provide a clear understanding by what the Council classifies as being urban extension or urban infill development.

In summary, this Strategy provides for a range of urban and employment land uses, in a staged manner considering the short and long-term development demands. A variety of housing types are catered for, including large lifestyle lots and affordable small lot housing.

**Table 1: Estimated Urban Land Supply.**

<b>2012 Muss Review</b>	<b>Area (ha)</b>	<b>Lot Yield @ 10 lots/ha for R1 lots/ha for R5 @ 2.5</b>	<b>Average Dwellings per year 2010 -2012.</b>	<b>Estimated land supply @ 821/yr &amp; @ 681/yr</b>
Existing Zoned R1 Land (0 – 5)	1,704	17,040	821 per year 681 per year	20 years 25 years
Category 1 Residential (5 – 10)	541	5,410	821 per year 681 per year	6.5 years 7.9 years
Category 2 Residential	195	1,950	821 per year 681 per year	2.3 years 2.8 years
Existing zoned Large Lot Residential R5	111	277	41 /year	6.7 years
Cat 1 R5	120 ha	300	41 / year	7.3
Cat 2 R5	207 ha	517	41	12.6

Source: Maitland City Council 2013

**Table 2: Estimated urban land supply targets (Lower Hunter Regional Strategy 2006-2031).**

New Urban Release Areas	21,500
Urban Infill Development	3,000
Urban Consolidation (Centres Development)	2,000
<b>TOTAL</b>	<b>26,500</b>

Source: LHRS 2006

**Table 3: Sequencing of land release. (2014)**

<b>Category 1 (0-5 years)</b>	<b>Category 2 (5-10 years)</b>	<b>Preliminary Investigation Area (10+ yrs)</b>
Thornton North Employment Land	Farley (Stage 2)	
<i>Gillieston Heights Residential (south)</i>	Lochinvar Fringe (R5)	Maitland Vale
Anambah Employment Land	Mt Vincent Rd East Maitland - residential	Lochinvar Fringe (west)
Aberglasslyn residential (Stage 2)	Bolwarra/Largs Large Lot Residential	Ashtonfield/Thornton Industrial (Stony Pinch Group)
<i>Metford Employment Land (Hospital)</i>		Farley
Thornton North Stage 3		Greta
<i>Anambah URA</i>		Louth Park
<i>Anambah Road R5 Large Lot Res</i>		
Greta R5 Large Lot Res		
<i>Urban Extension and Urban Infill Sites</i>		
<i>Mt Vincent Road East Maitland residential</i>		

## Conclusion

The MUSS provides the broad direction for future urban growth in the Maitland LGA. The Strategy aims to provide both flexibility and certainty by maintaining a generous supply of land for residential growth on a number of development fronts throughout the Maitland LGA, without rezoning too much land ahead of market demand.

It provides for a logical urban hierarchy, within the context of the unique range of natural and man-made constraints in the Maitland LGA, including the City's rural and historical character, prime agricultural land and sensitive environment.

In summary, this strategy makes provision for on-going population growth over the next 15 – 25 years. A range of different housing types and locations are proposed in the strategy.

Within the broad framework set by the MUSS it is now up to Council and the community to ensure that future urban development enhances the existing qualities and environment of the Maitland area.

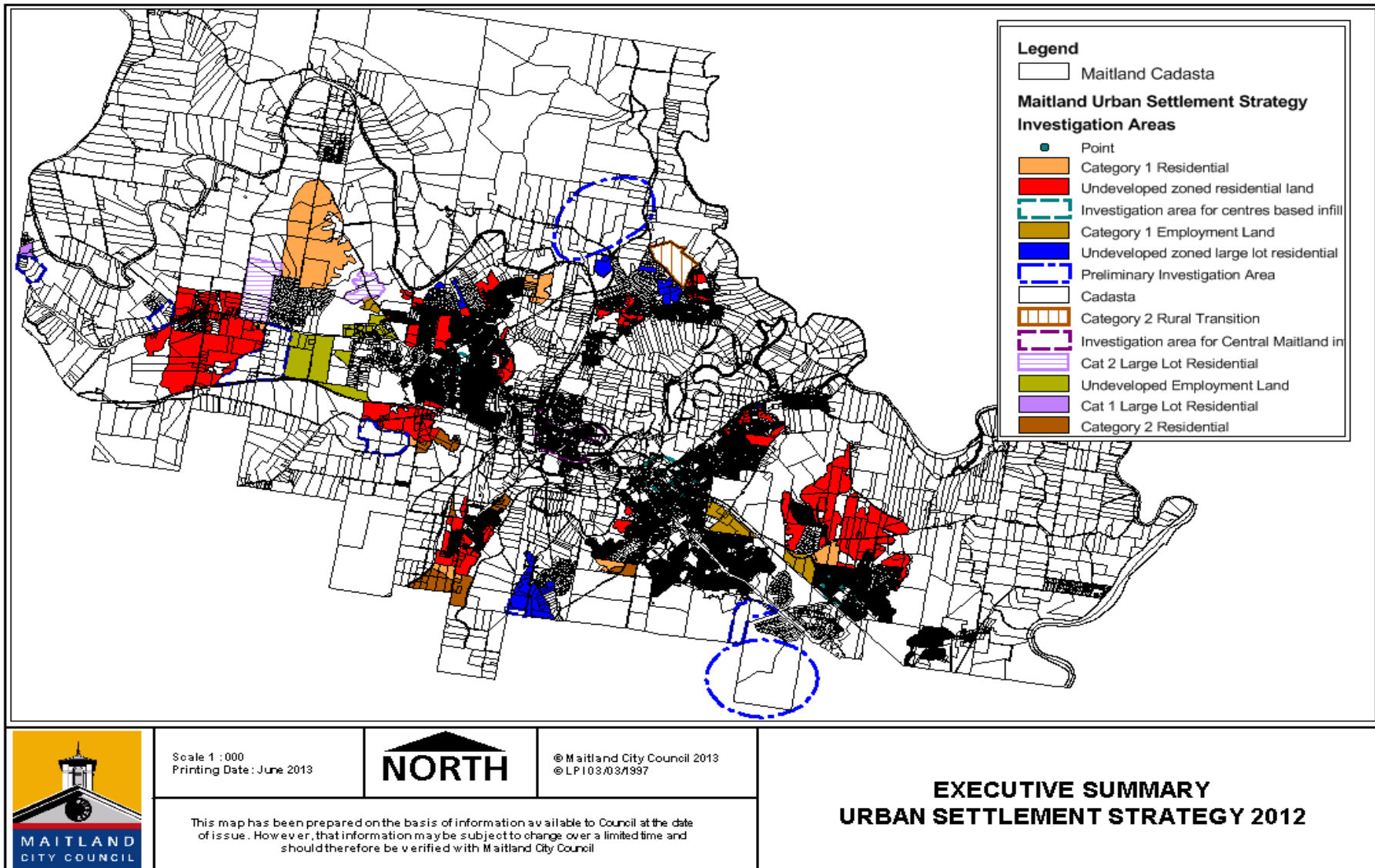


Figure 1: Executive Summary - Urban Settlement Strategy 2012.

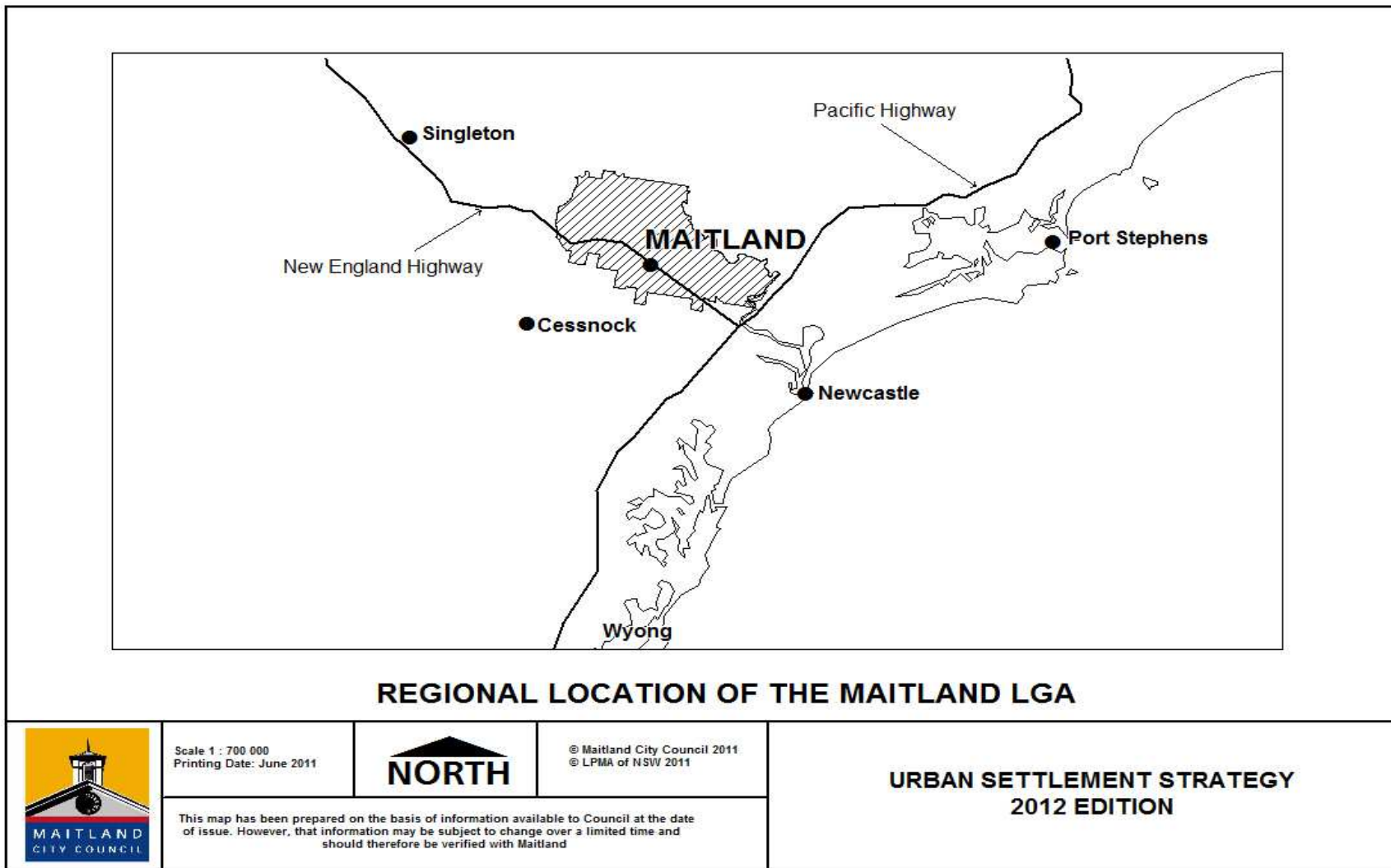


Figure 2: Regional location of Maitland.

# PART 1 - INTRODUCTION AND METHODOLOGY

## 1.1 Introduction

The Maitland Local Government Area (LGA) covers an area of 396 km<sup>2</sup> in the Lower Hunter region of New South Wales, as shown in Figure 2: Regional location of Maitland. The Maitland area has long been recognised as being rich in natural resources such as coal, agricultural land (particularly for dairy cattle use) and other mineral deposits and metals.

The flood prone nature of much of the Maitland LGA has led to a distinctive, dispersed urban development pattern. The City's urban areas have a strong geographical presence due to their visibility to and from surrounding areas and many have the benefit of panoramic rural views. The result of this geographical setting is a large number of urban areas, each with their own unique character and identity, which together form the City of Maitland and a rural character of very high quality. This unique character and identity must be carefully considered in planning for the future.

The Maitland LGA is located on the perimeter of Australia's largest urban conurbation, comprising Newcastle, Sydney and the Illawarra, and is located in close proximity to major transport links and the coastal and recreational areas of the Hunter. In addition, Maitland has substantial areas which are likely to be suitable for greenfield urban expansion and the City therefore boasts a range of strategic opportunities for the future.

Maitland City Council has accepted the challenge to initiate long-term strategic planning towards the achievement of sustainable development, bearing in mind that a strategic, sustainable approach necessitates the achievement of a balance between economic development, community and ecological outcomes.

The strategy follows the Long Term Vision Statement that has been produced by Council and the community for the City.

*"A safe and healthy sustainable future, a proud and involved community which enhances our community's quality of life."*

Underpinning the vision and this strategy are Council's Corporate, Financial and Management Plans.

## 1.2 What is the purpose of this strategy?

Maitland City Council has recognised the need to develop a staged Settlement Strategy, which will guide new urban development in an ecologically and economically sustainable manner.

The MUSS is predominantly concerned with identifying areas that have the potential to be utilised for sustainable urban development, including residential, large lot residential, industrial and commercial development and has five main sections:

**PART 1:**  
**Introduction and Methodology**

**PART 2:**  
**Context and Key Issues for Maitland**

This section identifies the planning strategies that influence urban settlement in Maitland, and Council's visions and goals. The MUSS is an important component of Council's approach to land use planning and affects other strategies, including asset management, financial planning and environment conservation.

Some of the key issues influencing land use planning in Maitland are addressed, including rural residential development, urban consolidation and target dwelling densities.

**PART 3:**  
**Land Supply in Maitland**

Urban development in Maitland has been consistently high in recent years, and this section provides information on the trends in dwelling construction for a variety of housing types and locations. Supplies of developable land are estimated for the three distinct sectors of Maitland. Employment land comprising commercial and industrial zonings is also reviewed to determine likely development yields.

**PART 4:**  
**Principle and Policy Framework**

The underpinning principles for urban settlement are included in this section. Planning policies for urban and employment land growth and development are used to guide the identification of investigation areas.

**PART 5:**  
**Planning Actions**

Actions resulting from the principles and policies of the MUSS are outlined in this section. Criterion for the identification and sequencing of land release is suggested for residential and employment lands, as well as the recommended process for investigation and planning. A description of each investigation area is provided, and the likely development yield is summarised.



## 1.3 Methodology

Maitland City Council developed the Maitland Urban Settlement Strategy (2001) following an examination of the following issues by ERM Mitchell McCotter in 1996.

- Demographic characteristics within the eastern, western and central sectors of the Maitland LGA
- Population growth
- Land supply and demand for residential, commercial, industrial, open space and rural residential use
- Social and physical infrastructure
- 16 catchments and sub-catchments
- Total nutrient loadings for each catchment - estimated for a range of land uses based on nitrogen and phosphorus export values ascribed by the CSIRO for typical land uses (CSIRO, 1992) to compare the relative health of catchments
- Hard constraints - flood prone land, slopes exceeding 15 degrees, agricultural suitability, industry, wetlands, soil type and native forest; and
- Soft constraints - bushfire hazard, geological resources, heritage, visual quality, soil erosion, land capability, groundwater, prescribed streams, contaminated site and mine subsidence.

Council applied growth scenarios as an indication of planning horizons to determine the necessary extent of investigation areas, as well as the priorities between and within investigation areas. Planning objectives for the investigation areas and implementation processes were developed and the chronology of tasks required to implement the Strategy was broadly defined.

Large lot residential development was considered separately to enable a more detailed debate about the merits of this type of development and the range of issues that need to be considered and was ultimately incorporated into the MUSS (2001) as a form of urban development.

At the time of adoption of the MUSS in August 2001, Council resolved to undertake a biennial review of the Strategy.

## 1.4 Public Exhibition

Public exhibition for the preparation of the MUSS (2001) involved a number of steps. Council conducted a series of public meetings, exhibitions and briefings during and after the preparation of the draft strategies.

Council prepared issue papers for preliminary public consultation for the draft Rural Residential strategy, with input from relevant government authorities and the public at a series of workshops. A questionnaire was also distributed to residents of existing rural residential subdivisions in the Maitland LGA.

The responses from the public workshops and questionnaire were very encouraging and provided useful input into the Strategy. Responses on a broad range of matters were received and all submissions were reviewed and analysed in detail, prior to the finalisation of the MUSS (2001).

Consultation remains an important part of the review process for the MUSS. On each occasion of its review, Council invites the public to submit their comments on the proposed changes. Following the consultation phase, Council will consider each submission and amend the Strategy where appropriate.

## **PART 2 - PLANNING CONTEXT & KEY ISSUES FOR MAITLAND**

This section identifies the planning strategies that influence urban settlement in Maitland in the context of Council's future vision and goals. The MUSS is an important component of Council's approach to land use planning and affects other strategies, including asset management, financial planning and environment conservation.

Some of the key issues influencing land use planning in Maitland are addressed, including urban consolidation; large lot residential development; and target dwelling densities.

### **2.1 City Planning Overview**

Located on the fringe of the Greater Metropolitan Region, Maitland has long been separated from the activities of the Sydney housing market. State government strategic plans such as "Shaping Our Cities" have considered Maitland as an area of housing choice, with existing and potential urban areas of relatively minor state significance.

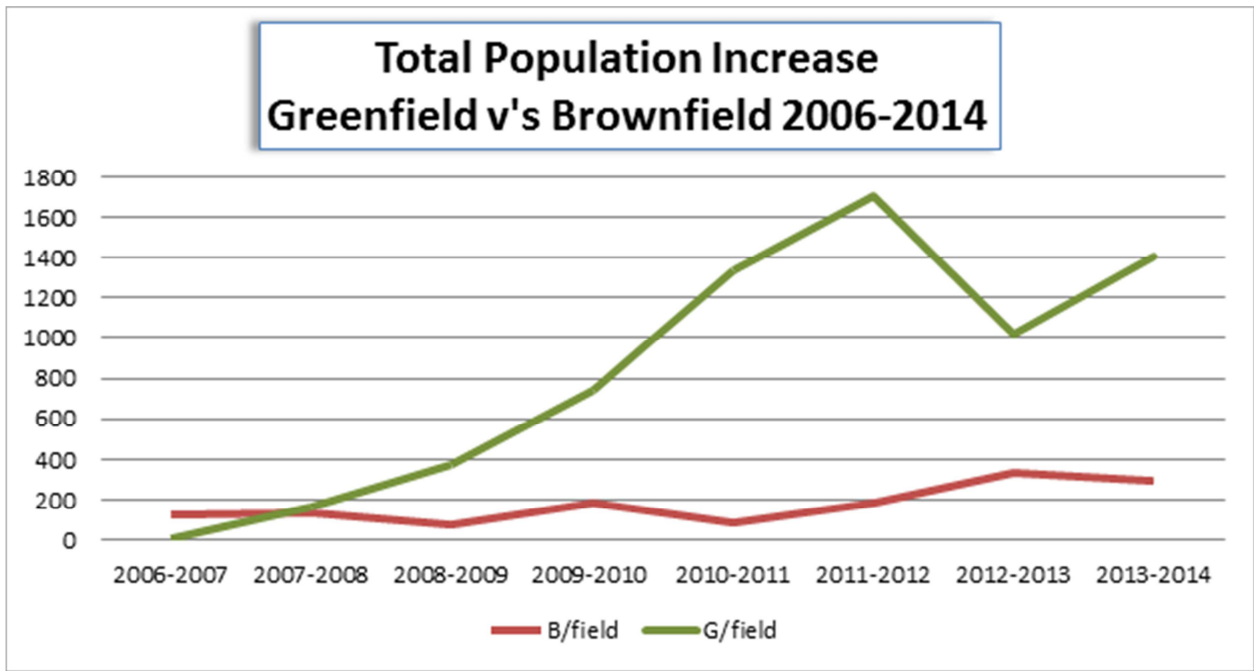
Maitland's role for urban development is now influenced by the Lower Hunter Regional Strategy and the Metropolitan Strategy. As development opportunities are becoming more limited in coastal areas, Maitland has experienced and will continue to experience an increasing demand for residential and employment land.

Within the Maitland Local Government Area (LGA), urban growth is constrained by a number of environmental and physical limitations. The Hunter River and the extent of its floodplain provide a natural and obvious boundary for urban development. Urban growth is generally limited to areas south of the river, due to the linkages and proximity with existing urban areas. Servicing, environmental qualities such as remnant native vegetation and scenic quality, and the need for expensive infrastructure works limit the potential for urban development north of the river.

As identified in Table 1 and Figure 1: Executive Summary - Urban Settlement Strategy 2012., supplies of zoned residential land are well distributed throughout the LGA providing for sustained growth for in excess of 20 years. To support this growth into the future a number of Category 1 sites have been maintained in the MUSS together with the identification of new longer term Preliminary Investigation Areas supporting both residential and employment land uses.

The encouragement of urban infill and urban extension is an area of population growth that the MUSS will provide more focus on as residential land stocks diminish. The current relationship between greenfield and brownfield (infill) development is highlighted in Figure 1 and identifies the need to reduce the disparity between greenfield and brownfield development.

Graph 1: Population increase.



Source: Maitland City Council 2014

## 2.2 Regional Planning Context

### 2.2.1 Sydney Metropolitan Strategy

The Sydney Metropolitan Strategy is a long term planning document for the sustained urban growth of the greater metropolitan region (GMR). The greater region extends from Port Stephens in the north to Kiama in the south. Maitland LGA is part of the Lower Hunter Region and the GMR.

The principal planning document is *City of Cities: A Plan for Sydney's Future*. This plan, released in December 2005, comprises various planning policies covering a range of issues. City of Cities sets the scene for the Lower Hunter Regional Strategy (LHRS), which provides more detailed planning specific to the Lower Hunter region.

### 2.2.2 Lower Hunter Regional Strategy

The NSW State Government published the Lower Hunter Regional Strategy (LHRS) in October 2006 and applies to the five Lower Hunter Councils of Maitland, Cessnock, Lake Macquarie, Newcastle and Port Stephens. It is one of a number of regional strategies prepared by the NSW Department of Planning to complement the Metropolitan Strategy.

The LHRS identifies key population centres and major new release areas, with an objective to ensure that adequate land is available and appropriately located to sustainably accommodate the projected housing, employment and environmental needs of the region's population until 2031.

The LHRS is based on a population scenario which forecasts a population growth for the Lower Hunter of 160,000 additional residents by 2031. Centres and identified greenfield release areas have been nominated as the key focus areas to accommodate the 115,000 additional dwellings target stated in the regional strategy. The LHRS identifies that a higher proportion of new housing is proposed in centres and with new release areas building on existing communities. It should be noted that Maitland is an exception in this regard, with the LHRS illustrating that new release comprises 78% of total dwelling targets within the Maitland LGA.

These two objectives are planned to reduce the pressure on existing established suburbs, maintaining the character and preserving detached dwellings, but also containing the expansion of new urban areas and the pressure for additional infrastructure.

The LHRS establishes a centre hierarchy, identifying specific centres within the region and their key functions at each level. Central Maitland is identified as one of six major regional centres in the Lower Hunter, with potential for increased residential densities in and around Central Maitland, an increase in employment opportunities and a more dominant role in the retail/commercial hierarchy. East Maitland, Rutherford, Thornton and Lochinvar have also been identified as Town Centres within the centres hierarchy and Greenhills as a stand-alone shopping centre in recognition of its retail function.

Within the Maitland LGA, existing urban investigation areas have been incorporated within the LHRS. Collectively these investigation areas have the potential to provide for at least an additional 26,000 dwellings during the life of this strategy (up to 2021), which is to be completed ten years earlier than the LHRS.

The greenfield urban release areas of Thornton North (up to 5,000 dwellings), Gillieston Heights (up to 2,200), Lochinvar (up to 5,000), Farley (up to 1,500) Largs and Bolwarra, have progressed to completion and collectively contribute to over half of the overall target of 21,500 dwellings within new release areas to be achieved by 2031 under the vision of the LHRS. The proposed Category 1 release areas of Anambah and Aberglasslyn will further contribute to this target as they progress in the future. This is consistent with Council's strategic planning policies and current investigation areas as listed in this MUSS.

The identification of future urban release areas and the supply of zoned and soon to be zoned residential land within the Maitland LGA enable Council to be well positioned to meet the targets of the LHRS prior to 2031.

Good design outcomes are a key principle for new development within the region, with new release areas to be based on 'Neighbourhood Planning Principles', which have been established within the LHRS. For new release areas, a target of 12 dwellings per hectare has been set within the LHRS. Research on current uptake suggests 10 dwellings per ha for the Maitland LGA is a more achievable target, with a current average rate of 9.5 lots per ha.

The LHRS forecasts that an additional 66,000 jobs will be required to contend with the anticipated increase in population. While new employment land in the Maitland LGA is not

identified in the Strategy, regional investigations for employment land use have determined that new areas for manufacturing, construction and technology development are necessary.

Only major infrastructure projects, as listed in the State Infrastructure Strategy 2006-07 to 2015-16 are included in the Strategy. Funding and implementation of local infrastructure needs will be through the Section 94 Contributions Plan.

The NSW Department of Planning and Infrastructure is currently undertaking a review of the LHRS, having issued *The Lower Hunter Over the Next 20 Years: A Discussion Paper*. The discussion paper has been issued for public comment, in order to assist with informing the objectives and planning principles that will form the basis of a new regional strategy for the Lower Hunter. A key focus is also considering the integration of infrastructure delivery that can accommodate land supply under that new regional strategy.

### **2.2.3 Urban Development Program**

Council is participating in a regional urban development program (UDP) with representatives from the NSW Department of Planning & Infrastructure, other Lower Hunter councils, infrastructure providers and the development industry. This group will consider where services and infrastructure should be provided to achieve logical, efficient and affordable housing in the region.

This involvement at the regional level, along with regular monitoring of land demand will continue to inform the logical sequencing of investigations and rezoning in the Maitland local government area.

## **2.3 Council's Strategic Initiatives**

### **2.3.1 Community Strategic Plan 'Maitland 2021'**

The Community Strategic Plan, 'Maitland 2021' reflects our community's aspirations and goals for the future. Maitland 2021 is a ten year strategic plan committed to leading the development and implementation of a long term plan for the city.

The Plan details the priorities and expectations to address identified future issues and opportunities and the implementation of strategies to achieve these goals.

The Maitland 2021 is presented through five key themes:

- Proud place, great lifestyle
- Our places and spaces
- Our natural environment
- A prosperous and vibrant centre
- Connected and collaborative community leaders

Each of these key themes details and prioritises a number of desired outcomes for 2021. The themes also outline the steps necessary to take in order to reach our community's outcome.

Those that can assist in meeting the goal are also highlighted, along with indicators that can be used to see if we are on track to these goals over the next ten years.

Some of the key outcomes of Maitland 2021 as they relate to this Settlement Strategy are:

- Our infrastructure is well planned integrated and timely, meeting community needs now and into the future
- Across the City, diverse and affordable housing options are available for our residents throughout all life stages
- Central Maitland is the vibrant heart of our City, engendering a strong sense of pride within the community

This document has incorporated these key outcomes by ensuring the logical sequencing of land supply, with a focus on infrastructure delivery; through monitoring land supply to ensure dwelling targets set out under the LHRS are being met within the LGA and by identifying the Central Maitland area as a key locality for urban renewal. The MUSS is consistent with the proposed outcomes of the Maitland 2021.

The Community Strategic Plan, Maitland 2021, was adopted by Council on the 22 February 2011. With the finalisation of the plan, Council will move forward with its four year Delivery Plan and annual Operational Plan based on community desires and directions expressed in Maitland 2021.

### **2.3.2 Council's Corporate and Annual Delivery Plans**

The Delivery Plan 2011-2015, details Council's strategies and actions to assist in meeting outcomes outlined in Maitland 2021. This document establishes clear links to the ten year community strategic plan Maitland 2021. Council has also developed an associated Resourcing Strategy covering the assets, people, financial requirements and time required to deliver strategies.

The Operational Plan is Council's annual operational resource document linking our higher level and longer term strategic plans to the Council's principal performance targets and goals. The Operational Plan, as required by the *Local Government Act 1993*, is comprehensive in its detail and provides an overview of every aspect of Council's operations, revenues and performance. This strategy is expected to be a guide in the preparation of future Council Operational Plans.

Some of the principal activities in the Operational Plan include the implementation of the MUSS and planning guidelines for new urban and employment release areas. The continued implementation, review and monitoring of the MUSS is required to ensure that there is a basis for the prioritization of urban and industrial development across the City.

### **2.3.3 Maitland Local Environmental Plan 2011**

The MUSS is a key guiding document for the Maitland Local Environmental Plan 2011 (MLEP 2011), steering land releases and zonings for Category 1 lands and investigation areas for preferred large lot residential development. It also guides development principles for urban infill sites around identified centres and specific sites identified for urban extension or infill potential as mapped. Significant research and analysis has been undertaken to explain and justify zoning decisions and LEP provisions in the MLEP 2011.

The association between the MUSS and the MLEP 2011 is evidenced through the number of LEP amendments that have progressed for investigation areas identified under this Strategy. The MUSS has informed the MLEP 2011 through incorporating zoning changes for investigation areas that have been rezoned since the last biennial review, and by including provisions for Urban Release Areas, such as LEP provisions and relevant mapping that relate specifically to those sites.

The preparation of the MLEP 2011 considered the investigation areas included under the MUSS that had been adopted at that time (MUSS 2008 Edition), including how zoning could be applied to those sites and adjoining land in order to produce appropriate zoning outcomes. Issues such as permissibility of land uses and minimisation of land use conflicts between rural areas and proposed urban investigation areas were also considered.

The policy framework detailed in the MUSS combined with the in depth analysis completed for the preparation of the MLEP 2011, provides a solid platform to support development and the growth of Maitland for the next ten to twenty years.

### **2.3.4 Activity Centres and Employment Clusters Strategy**

Centres are more than just places for commercial and retail activity. They are places where people go to socialise, access services and community facilities, to shop and to work. They provide opportunities for residents, workers and visitors to actively participate in community life and enjoy the lifestyle that the Maitland local government area has to offer.

The Activity Centres and Employment Clusters Strategy 2010 (ACECS 2010) is a key strategy to guide the future growth and prosperity of Maitland's centres and employment lands for the next 20 years. It aims to create high quality places, strengthen existing activity centres and employment clusters and cater for growth of centres and clusters to provide a range of facilities, services and activities to serve the needs of the Maitland community.

Key principles of the strategy include a directed approach to identifying centres in the most appropriate locations to service the community, renewal of centres, hierarchy of development, integration of land use and transport, variety of centres (size and characteristics, encouragement of residential development in/around centres and opportunities for new jobs to match population growth.



The purpose of the ACECS 2010 is to:

- Support the growth of the local economy and employment in Maitland for the next 20 years;
- Provide clear direction as to the vision, role, function and potential growth for each activity centre and employment cluster;
- Ensure all activity centres and employment clusters in Maitland are viable, well designed and provide appropriate facilities and services;
- Guide future land use and development decisions which reflect the principles of the strategy, the vision of the activity centre or employment cluster to support the residential growth within the Maitland local government area; and
- Complete regular reviews to ensure activity centres and employment clusters are flexible and able to respond to future economic and social changes.

Set within the regional and local context, the strategy presents a proactive approach to the planning and development of activity centres and employment clusters. For each identified activity centre, specialised precinct, employment corridor and employment cluster, the strategy sets out a clear vision. This vision articulates how the centre should develop in the future and is supported by a set of policy objectives.

While the Strategy is not focused on residential land uses, it encourages the growth of all activity centres and employment clusters to support the growing residential community with adequate services, facilities and employment opportunities. Specific to the MUSS and future residential development in Maitland, the ACECS 2010 aims to create sustainable neighbourhoods, providing additional development opportunities for the integration of residential development within and at the edge of centres, as part of mixed use developments, shop-top housing, live/work units for home businesses and to create a vibrant place and focal point for the local community.

### **2.3.5 Central Maitland Structure Plan**

A residential led recovery is a key strategy of the Central Maitland Structure Plan (CMSP), adopted by Council in 2009. The vision for Central Maitland includes the aspiration to be a place that is a liveable neighbourhood and a place for a vibrant community.

The CMSP proposes a framework for the promotion of a greater diversity of activities in Central Maitland. The Central Maitland locality includes, amongst other land uses, areas of residential development. A key aim of the structure plan is to increase social diversity of people in Central Maitland through:

- Providing a mix of housing types and sizes including opportunities for well-located housing and accommodation for students and the elderly;
- Developing guidelines to encourage shop-top housing;
- Integrate a variety of uses to encourage mixed use development for residential, commercial and retail activities.

The CMSP is the primary document for informing opportunities relating to urban infill development within the CBD or Maitland. Through inclusion of suitable zones and land uses in the Maitland LEP 2011, further appropriate residential development can be achieved in the Central Maitland locality providing important infill residential development and redevelopment opportunities.

### **2.3.6 Maitland Integrated Land Use and Transport Study 2010**

This study was adopted by Council in 2010 and has the objective of determining the future transport movements within and beyond the Maitland Local Government Area. The Integrated Land Use and Transport Study (ILUTS) also considers the encouraging of development in close proximity to public transport nodes, servicing and infrastructure and Maitland's key commercial centres that are contained in the MUSS.

Key issues such as the capacity of the New England Highway and alternative routes will have an influence on the timing and suitability of urban and industrial land release, particularly in the western sector of the LGA where a future Southern bypass is likely to have a significant influence on investigation areas like Lochinvar, Anambah and Farley. The effectiveness of the ILUTS will largely be dependent on Council's long term infrastructure planning and service delivery, and how funds, including Section 94, are utilised for developing long term strategic planning for major routes, urban release areas and local roads.

The ILUTS 2010 discusses the need for balanced land use planning and accessibility for the City and recommendations for how to achieve this. These include policies relating to:

- Transit and Pedestrian Oriented Development;
- Traffic Circulation;
- Localised Access Plan and;
- Neighbourhood Centres;

The MUSS considers these policies as they relate to land use planning, and how subsequent structure planning and detailed precinct planning for investigation areas can produce outcomes that are consistent with the intentions of the ILUTS 2010.

## **2.4 Implementation Plans**

### **2.4.1 Council's Section 94 Contributions Plans**

Section 94 of the NSW Environmental Planning and Assessment Act 1979 enables Councils to levy contributions for public amenities and services required as a consequence of development. Council's Section 94 Contributions Plans provide for the levying of contributions as a condition of development consent towards public capital costs for facilities required as a result of new development. In addition, the Council's Contributions Plans detail the Council's policy for the assessment, collection, spending and administration of contributions.

## 2.4.2 Capital Rolling Works Program

Closely linked to the works schedule in the Section 94 Contributions Plan is Council's Capital Rolling Works Program. This prioritized program includes Council's recurrent and annual spending on roads, bridges, buildings and other community assets.

Expenditure on capital infrastructure is determined based on Council's financial position, management of growth and new infrastructure, funding sources, community expectations and service delivery.

## 2.5 Demographic Analysis of Maitland

### 2.5.1 Existing Population Characteristics

In 2012, Maitland had an estimated resident population of 71,866, which was a 2.7% increase from the previous year. This equates to an additional of 2,220 new residents between 2011 and 2012 (*profile.id, 2013*).

The key demographic characteristics of the Maitland LGA are considered to have remained relatively unchanged over the last census period (2006-2011). The Maitland LGA has a young age structure when compared to the regional and NSW average with the median age being 36. However, recent changes in demographic structure show an increase in the elderly age groups.

The following description of the Maitland population has remained largely applicable over the last census period:

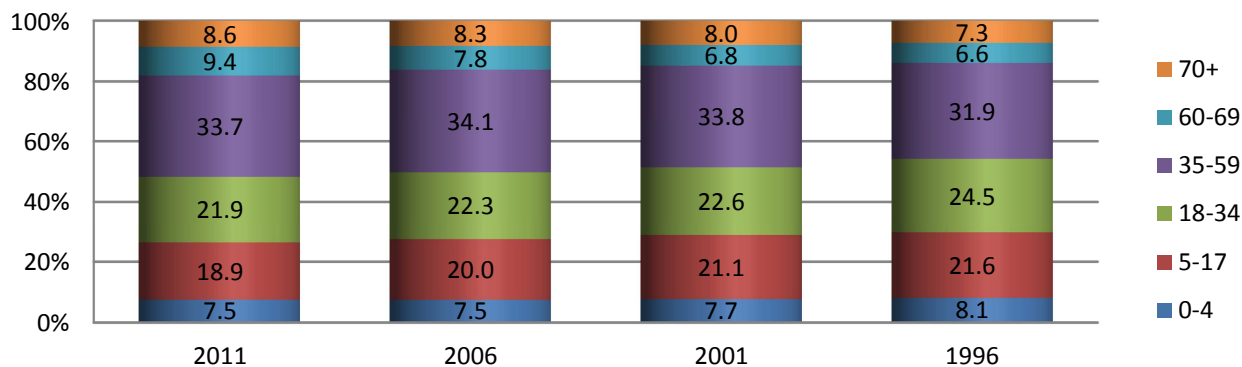
- A traditional household structure of two parent families is dominant.
- Separate houses continue to be the dominant dwelling type.
- Slightly higher levels of home ownership or home purchase occur in the Maitland LGA when compared to state average.
- The population has a lower level of higher tertiary educational attainment.
- Annual household incomes are generally consistent with state averages and have increased slightly over the last census period.

Demographic projections for the Newcastle and Hunter Region suggest that population structure will begin to change over the next 25 years, with an ongoing trend towards an aging population (*HVRF, 2003*). The proportion of the population aged over 65 years will continue to increase. Graph 2 demonstrates how this change is occurring.

One impact of an ageing population is that the number of residents per dwelling (often described as household size) decreases. Table 4 below details the change in household size which has occurred in Maitland from 1986 to 2012. While the number of people in the 60-70+ year age range has continued to increase there has also been an increase in the percentage of residents in the 35-49 year age group resulting in an upward trend in household size from 2.6 people in 2004 to 2.8 people in 2012.

**Graph 2: Demographic profile of Maitland Local Government Area 1996-2011.**

## Age Profile of Maitland Local Government Area 1996-2011



Source: ABS Census Data, 2011

**Table 4: Maitland LGA estimated resident population and household size; 1986-2012.**

Year	Population	Dwellings	Household size
1986	44,273	14,071	3.1
1991	46,844	15,288	3.0
1996	49,847	17,475	2.8
2001	56,492	19,475	2.7
2004	61,142	22,300	2.6
2006	64,793	23,906	2.7
2011	69,646	24,834	2.8
2012	71,547	25,346	2.8
2014	74,916	27,746	2.7

Source: ABS Census Data, 2011 & Maitland City Council 2014

### 2.5.2 Population Projections

Forecasting the size and characteristics of the future population is a complex matter, and predictions are generally more suitable for use in short-term planning compared with long-range projections.

Population change is determined by two key factors - births/deaths and migration and is more accurately calculated at a large spatial scale. At the micro scale, population is more greatly influenced by local development and factors such as migration, which are difficult to control and record.

In 2006, the MUSS adopted a medium growth population projection (2% pa) based on trends in Maitland and the region over the previous 6 years and regional population projections. Indicators, which supported this projection included:

- Department of Urban Affairs and Planning Population Projections 1991-2021
- Lower Hunter Regional Strategy
- Estimates of regional residential land supplies; and
- Trends in dwelling approvals

In reviewing the projected population growth rate, Council has considered new information including the 2011 Census of Population and Housing, the NSW Department of Planning and Infrastructure projections 2011-2036 and ABS Regional Population Growth 2001-2011.

It has been considered inappropriate to simply project forward the growth rates experienced in the Maitland LGA during the past Census period because there must be some allowance for the expected on-going increase in demand for new housing in the Maitland LGA.

To highlight this demand dwelling approval and construction figures for the years 2009-2013 demonstrate a significant increase in dwellings over that period reversing the downward trend experienced through the 2006-2008 period. These recent figures indicate that a medium growth rate of 2.0% will be maintained in the short to mid-term.

In making this projection, it is acknowledged that the rate of new residential development in the Maitland LGA has been high in recent years and the number of people per dwelling has been relatively stable since 2001. It is also acknowledged that the rate of dwelling construction is a less than perfect basis for estimating future population growth as the market for residential land tends to be cyclical and varies depending on a wide range of factors such as:

- The introduction of the First Home Buyers Grant
- Changes to the tax regime
- Changes to interest rates, and
- Closure of major employment centres

Despite this inherent variability, there is sufficient evidence to suggest that the rate of population growth in the Maitland LGA will be sustained due to the following factors:

- The reduction in the supply of available residential land in Sydney, on the Central Coast and in the Lower Hunter generally
- The availability of greenfield development sites and englobo land in the Maitland LGA
- Continuing industrial and commercial development in the Maitland LGA
- Relative affordability of the local housing market and competition between several housing companies and development corporations

As stated above a medium growth rate of 2.0% is therefore projected for the Maitland LGA, with a high projection of 3.0% pa growth and a low projection of 1.5% pa growth. Table 5 below details the difference between high, medium and low growth rates and the potential

impact on annual dwelling construction rates and the population of the Maitland LGA if these rates are sustained.

**Table 5: Population projections for Maitland LGA: 2020.**

<b>Growth Rate</b>	<b>Estimated dwelling constructions</b>	<b>Estimated population 2020</b>
Low growth 1.5%pa	400/ yr	75,000
Medium growth 2%pa	575/ yr	80,700
High growth 3.0% pa	900/ yr	92,500

Source: Maitland City Council, 2012

These projections are the Council's best estimate of expected population growth. However, they are not definite and should be used with caution as a planning tool. A revision of this population growth rate will be undertaken through regular local demographic and population modelling.

## **2.6 Key Issues Facing Maitland LGA**

Some of the key issues facing urban development in Maitland LGA over the next 15 years are:

- Population growth and changing demographics;
- Housing types and affordability;
- Funding and timing of infrastructure;
- Increasing community and industry expectations; and
- Environmental management and protection

A number of these issues are addressed in other strategies and policies of Council and will continue to be important matters for the future of urban development in Maitland.

Some of the common matters, particularly relevant to land use planning are considered here.

### **2.6.1 Large Lot Residential Development**

The provision of large, lifestyle lots has been identified as an issue for urban settlement patterns and land release in Maitland.

The preparation of the MLEP 2011 considered, in line with the framework of the Standard Template LEP, the most appropriate zoning for areas that are currently zoned for large lot residential purposes. The most appropriate zone under the MLEP 2011 for existing rural residential areas at that time, particularly given Maitland's significant rate of urbanisation, was considered to be the R5 Large Lot Residential zone. Minimum lot size provisions were implemented under the MLEP 2011, with former 1(c) Rural Small Holdings and 1(d) Rural Residential zones under the former Maitland Local Environmental Plan 1993 mapped with minimum lot sizes varying from 2,000 sqm to 20,000 sqm.

The large lot residential terminology better reflects the rapidly increasing urban environment within the Maitland LGA and recognises that such areas are more urban than rural in their nature. Many large lot residential areas have required larger lot sizes to accommodate services like on-site wastewater systems. Council anticipates that future planning for large lot residential areas will allow better integration with adjoining higher density development, while permitting all essential services which will likely yield larger than average residential lot sizes but also reduce wasted areas that would otherwise be required for on-site services.

Preventing the need to service isolated large lot residential development is a key element in the MUSS, largely due to the economic and social costs involved in servicing a small number of allotments which are often segregated from all essential services and require extensions to infrastructure and roads that do not represent a logical sequencing of land supply.

In line with the Department of Planning and Infrastructure's approach, rural residential land does not represent the most efficient use of land within the Maitland LGA. High population growth rates have led to an ever-increasing urbanised environment for the City, meaning that Council needs to identify land fit for urban purposes as part of the biennial review of the MUSS.

However, investigations and subsequent rezoning of land for large lot residential purposes has historically resulted in overly large lot sizes that, if located closer to Maitland's existing urban environment, could otherwise be serviced with essential infrastructure and services, requiring far less area per lot yet yielding above average sized residential allotments.

The uptake of land in large lot residential estates like Dunmore Estate at Largs demonstrates community interest in lifestyle living that can be accommodated on lots far smaller than 10,000 or 20,000 sqm, while being far enough from higher density development to create a sense of detachment from conventional urban lands.

Larger lot configurations can act as appropriate transitional areas where environmental constraints means that conventional higher density urban allotments cannot be developed in a particular locality.

The provision for large lot residential land release in areas like Louth Park and Greta accommodates these lifestyle urban settlement patterns prevalent in the Lower Hunter region.

### **2.6.2 Urban Infill and Extension Development.**

Urban extension and urban infill development provides residents with greater accessibility to public transport, and increased mix of uses in one location and more efficient use of existing community facilities services and infrastructure. To ensure good urban design and planning outcomes, a coordinated approach to urban extension and urban infill development is critical.

The concept of “compact urban form” through infill development and/or urban consolidation around centres is one of the key principles of regional strategies and best practice planning guidelines, and involves the reduction of the urban footprint through more efficient land use.

Urban consolidation provides a number of benefits for urban areas, particularly regarding a more efficient use of existing infrastructure. It is necessary that Maitland play its part in the achievement of urban consolidation in the Lower Hunter Region.

One of the key housing outcomes stated in the LHRS is to promote consolidation in nominated areas, and to increase the proportion of dwelling construction as a result of urban infill development to provide a more sustainable balance to development in urban release areas.

Some of the issues associated with infill development and urban consolidation include:

- Change in local character
- Impact on infrastructure and services
- Existing land ownership pattern and allotment size
- Quality design and construction
- Market acceptance of smaller lots

In addition, it will be necessary to address urban consolidation and infill development at a more strategic level, examining the appropriate location for higher densities in Maitland. The MUSS has identified a number of existing urban centres where consolidation should be investigated, which is in line with the town centre locations identified in the LHRS.

In April 2007, Council updated its development controls relating to the small lot housing and multiple occupancy development. This review focused primarily on the design elements and site selection relevant to urban consolidation.

### **2.6.3 Target Dwelling Densities**

A range of lot densities have previously been suggested for new development in Maitland LGA. Andrews Neil (1997) suggested that a density of 12.5 dwellings per hectare is an appropriate target for the Hunter by 2021, having regard to the characteristics of the Hunter region. However, this target has not been formally endorsed at the regional level.

In preparing the MUSS, representatives of the development industry expressed concern at the application of a standard 12.5 dwellings/ ha rate in the Maitland LGA. They suggested a need for realistic density requirements that are suited to the Maitland area and community expectations. The development industry suggests that Maitland’s position in the region is characterised by a demand for larger, affordable lots.

In adopting the MUSS in August 2001, Council specifically resolved to adopt a target dwelling density of 10 lots/ha. In so doing, Council was mindful of the state and regional recommendations and the contribution that new development makes to the character of the





Maitland LGA. Council also took into account the average densities, which are being achieved in the Maitland LGA.

The LHRS has set an average yield target of 12 dwellings per hectare for new urban release areas. However, consistency with infrastructure and environmental capabilities along with careful planning and urban design outcomes for each specific area must also be considered in achieving this dwelling target.

A breakdown of lot densities in new residential area in various parts of the Maitland LGA is shown in Table 6. These yields are based on subdivision approvals. In practice, a higher density of dwellings is achieved as a result of multiple occupancy developments.

As shown in the following table, areas such as Thornton, Aberglasslyn and Ashtonfield achieved (approximately) the 10 lots per hectare target during the years 2000-2002. The target was met in Metford, where only a small number of new lots were created. In areas such as Bolwarra and Raworth, where the average new lot size exceeds 1,000 m<sup>2</sup>, a much lower lot density is being attained.

In some areas, Council has applied controls through Development Control Plans (DCPs) to encourage and maintain a certain lot size and density, ultimately attempting to influence the character of an area. This has now largely been achieved through the minimum lot size mapping contained in the MLEP 2011. Subsequent amendments to the MLEP 2011 are able to consider appropriate amendments to minimum lot size mapping to achieve suitable density outcomes for certain localities, if appropriate and necessary.

**Table 6: Dwelling Densities in New Residential Areas Including Large Lot Residential (R5) 2006 - 2014.**

<b>Urban Release Area</b>	<b>Lots</b>	<b>Ave Lot Size (m2)</b>	<b>Development Area (ha)</b>	<b>Lots/ha</b>
Chisholm (Thornton North)	460	700m2	48ha	9.6
Gillieston Heights	627	687m2	73ha	8.6
Aberglasslyn	950	630m2	98ha	9.7
Louth Park/Waterforde Estate	131	5000m2	77ha	1.6
Mt Harris	67	3400m2	23ha	2.9

Source: Maitland City Council, 2012

The above table identifies that between 2006 and 2012 the new residential release areas of Chisholm, Aberglasslyn and Gillieston Heights were averaging 9.3 dwellings per ha.



## **PART 3 - LAND SUPPLY IN MAITLAND**

Urban development in Maitland has been consistently high in recent years, and this section provides information on the trends in dwelling construction for a variety of housing types and locations. Supplies of developable land are estimated for the three distinct sectors of Maitland. Employment land comprising commercial and industrial zonings is also reviewed to determine a likely development yield.

### **3.1 Residential land**

#### **3.1.1 Overview of housing development trends**

It is necessary to provide a broad-based overview of supply and demand within the Maitland LGA and to assess the level of supply and demand for vacant, zoned residential land on each of the existing and potential development fronts of the LGA. The Strategy also seeks to establish whether the existing supply of vacant, zoned residential land is generally located in the right places to meet demand.

The preference for ownership of detached dwellings in the Maitland LGA remains dominant although figures suggest an increase in medium density housing from 2009-2012. This figure is still lower than regional NSW with 12% of dwellings being medium or high density compared to 16% regionally.

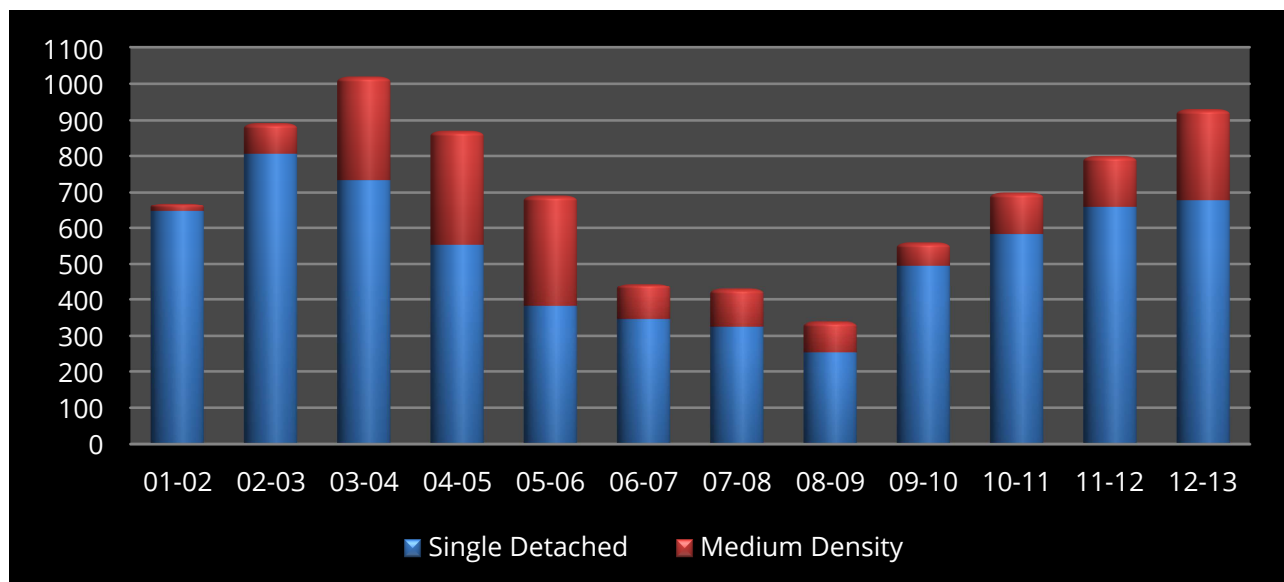
In 2011 approximately 69% of households either owned or were purchasing dwellings (relatively unchanged from 2006) and approximately 87% of all residents reside in separate dwellings (compared with 88% in 2006). Council records show that the overwhelming majority of these new separate dwellings are located in the Greenfield areas of Aberglasslyn, Rutherford, Gillieston Heights and Thornton North).

The total number of dwelling constructions between the period, 2004-2012 was 4,806 which equates to a yearly average of 600 per year. This suggests that, apart from normal market fluctuations, there is a relatively steady demand for new housing in Maitland. In fact figures from 2009-2012, being 2147 dwellings constructed with an annual average of 716, indicate an upward trend in housing construction. The annual report for 2014 further supports the upward trend in housing construction identifying 758 houses constructed for the 12 month period.

An analysis of residential and industrial land demand from the Hunter Valley Research Foundation (March 2008) suggested that while there was an increase in February 2008, it would be unlikely that the demand for housing would increase substantially in the near future. Data shows that this demand for new housing in Maitland has continued to rise at a steady rate with the population growth prediction of 2% pa achieved and superseded in some years.

Construction of medium density housing in Maitland was at an historic high in the years 2003–2006, with a decline from 2006–2009. However recent years have once again seen an increase in approvals for this type of development. Graph 3 below shows the relative ratio of medium density to single dwelling approvals over the last ten years.

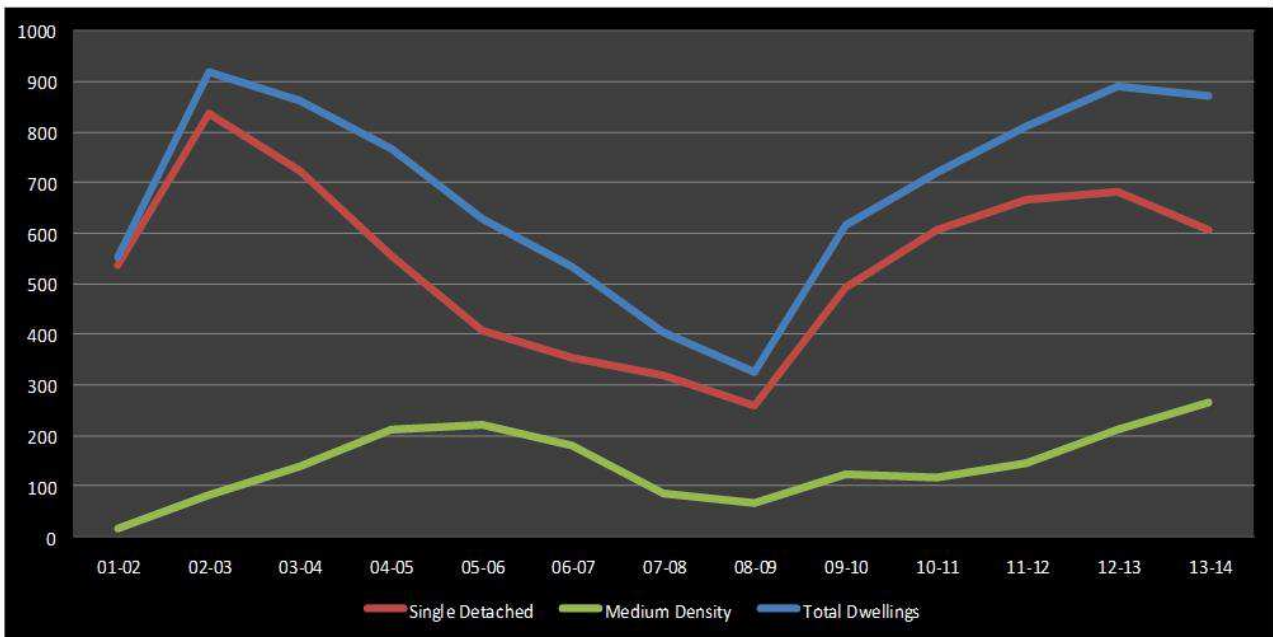
**Graph 3: Ratio of single detached dwellings to medium density dwelling approvals**



Source: Maitland City Council, 2013

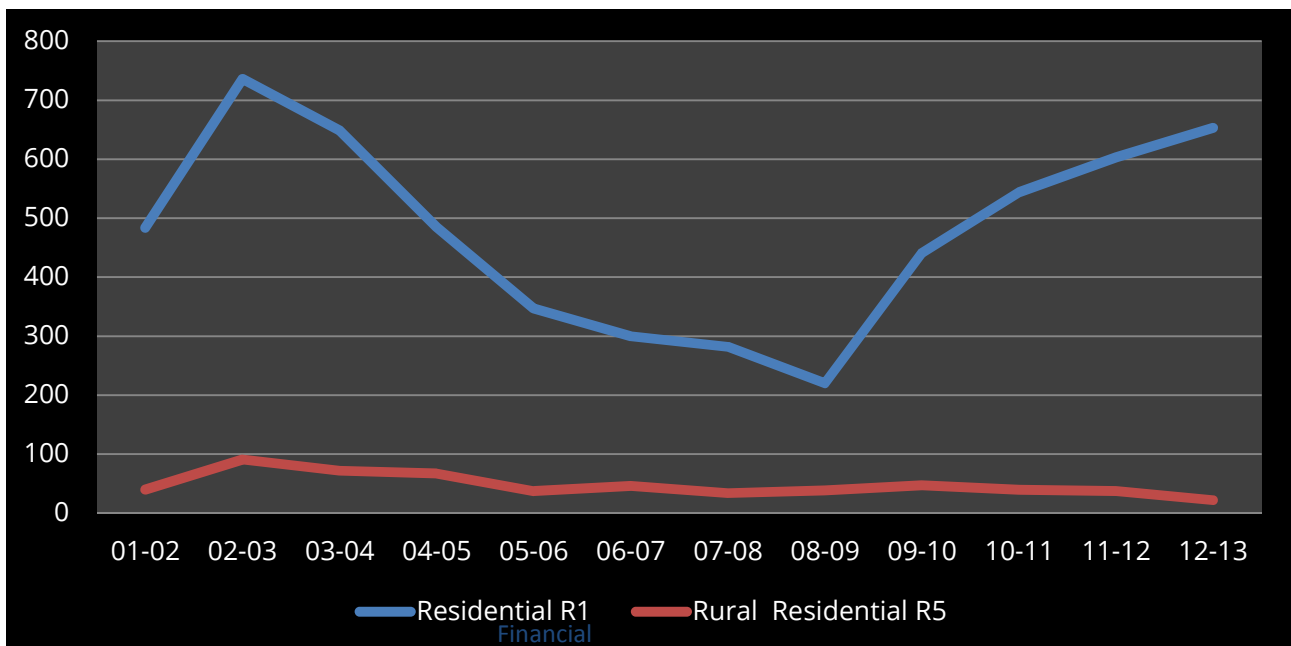
Graph 4 below shows the total number of dwellings, both houses and multi-occupancy units constructed between 2001 and 2010 and Graph 5 shows the number of separate rural residential (R5 Zone) and residential (R1 Zone) dwelling constructions in the Maitland LGA between 2001 and 2013. Maitland had an average of 479 residential and 41 rural residential detached dwellings constructed per annum over this period.

**Graph 4: Dwelling construction in Maitland LGA 2001-2014.**



Source: Maitland City Council, 2013

**Graph 5: Rural residential and residential dwelling constructions in Maitland**



Source: Maitland City Council, 2013

It is estimated that there is potential for 17,040 dwellings from existing zoned residential land in Maitland. Based on the last two-year average for dwelling constructions (851 per year), this would result in approximately 20 years supply of residential development citywide if no new land was rezoned for residential use. Council will continue to monitor dwelling constructions and land demand data. More specific information is provided in the following sections considering land supply and availability in each of the three planning sectors.

## 3.2 Residential land supply

The methodology used by Council to determine supply levels in various parts of the Maitland LGA has involved an assessment of the total amount of developable, vacant, zoned residential land in three sectors. The average area of development in each sector over the last 10 years 2002-2012 has been used to forecast the take-up rates in the same locality. The districts are shown collectively in Figure 3.

This method of determining supply levels provides Council with a general indication of the take-up in each of the sectors, which will be reviewed annually throughout the period of the MUSS. The existence of substantial areas of zoned, developing residential land on the major development fronts in the Maitland LGA prior to the preparation of the MUSS, increases the level of confidence in the forecast take-up rates.

The methodology adopted for the MUSS was determined following a review of the planning approaches used by various Local Government authorities, consultation with the (then) Department of Urban Affairs and Planning (now NSW Department of Planning and Infrastructure) and literature reviews.

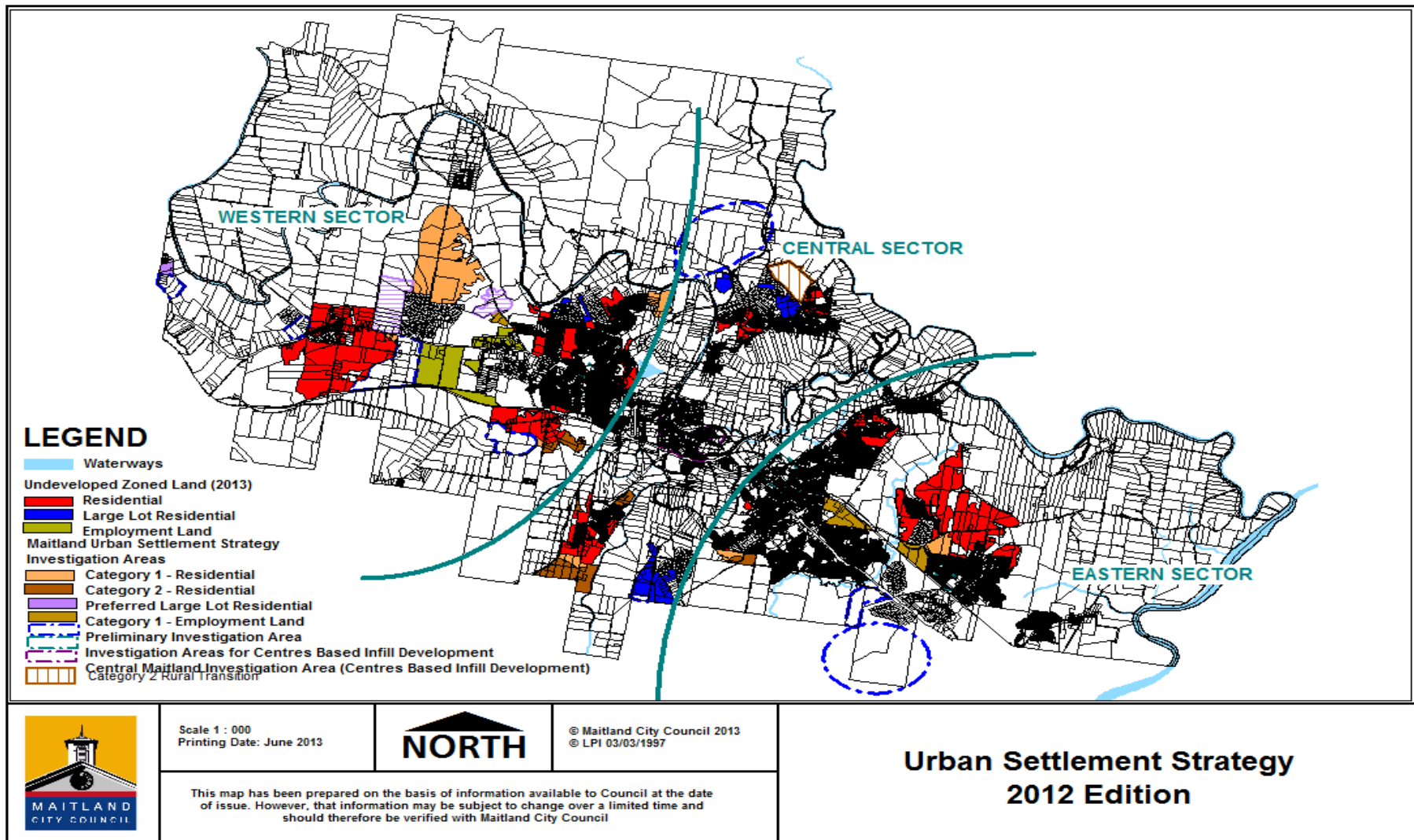


Figure 3: Sector map.

In 2001, Council adopted a 15-year period as the maximum desirable supply in any district at any given time, based on the take-up trends in the previous five years in that district. The 15 year maximum included an allowance for a steady increase in population growth and rate of development over time, the potential existence of areas which were being deliberately held back from the market at any given time and the need to provide for investment and investigation lead-in times.

In reviewing the MUSS, a more detailed assessment of urban land capability has been undertaken to determine the likely housing supply from existing residential zoned land and investigation areas. The upward trend in population growth and rates of development has also been factored into supply estimates.

### 3.2.1 Western Sector

The Western Sector comprises the area to the west of Maitland and southwest of the Hunter River, as shown in Figure 4. The district covers suburbs such as Telarah, Rutherford, Aberglasslyn, Lochinvar, Anambah and Farley.

Areas of vacant, zoned residential land are located across the district in Lochinvar, Farley, Rutherford and Aberglasslyn. Several of these parcels are affected by constraints, such as flooding, contamination and stands of native vegetation, which will preclude their development in the short to medium term and may possibly prohibit residential development.

Currently there are significant areas of vacant, zoned residential land that are relatively unconstrained and likely to be able to be developed for residential purposes in the Sector. A review of likely yield for these areas illustrates that there may be potential for approximately 8840 lots within the existing zoned land. Table 7 outlines the estimated number of year's supply of residential land based on the existing supply.

Changes to the likely supply of existing zoned residential land in the western district may occur when supplies are exhausted in other districts. The extent of this change will be regularly monitored by Council and considered in the next review of the MUSS.

**Table 7: Land Supply in Western Sector.**

<b>Separate dwellings R1 zone 2001-2013 Per Year</b>	<b>145</b>
Separate dwellings R5 zone 2001-2013 Per Year	14
Medium Density Dwellings 2001-2013 Per Year	26
Lot yield from existing zoned land	8840
Estimated supply of zoned land - years	25+

Source: Maitland City Council, 2013

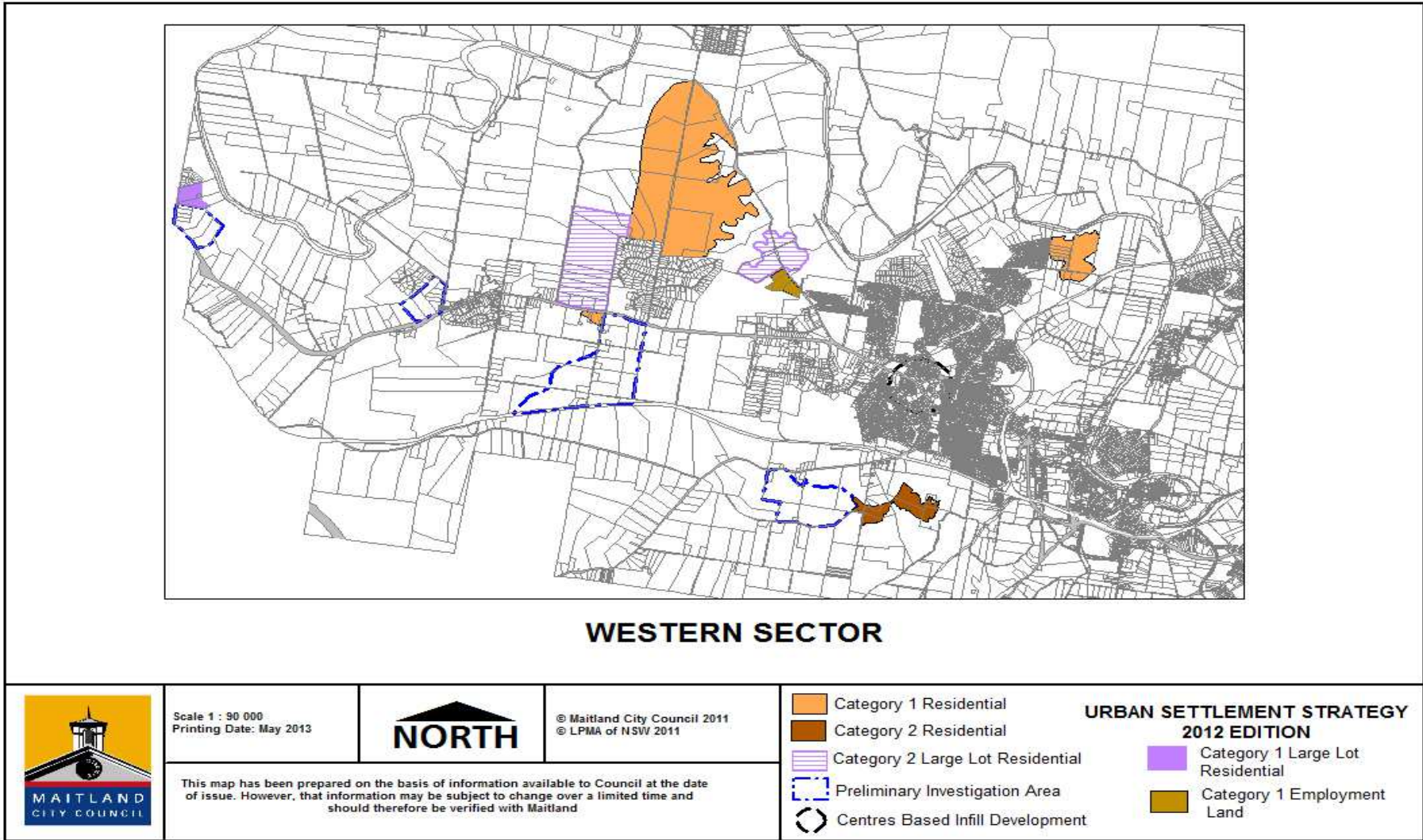


Figure 4: Western sector.



### 3.2.2 Central Sector

The Central Sector comprises urban settlements north and south of Central Maitland. The district includes, amongst other localities, the villages of Gillieston Heights, Lorn, Bolwarra and Largs, as shown in Figure 5. The highest concentration of urban release areas and subsequent dwelling construction centres around Bolwarra Heights, Largs and, more recently, Gillieston Heights.

More recently a number of subdivision applications have approved in these areas and demand for land in Gillieston Heights is expected to continue. Therefore it is expected that the average dwelling construction rate in the Central Sector will also increase, thereby reducing the estimated number of year's supply of residential land. This sector will be carefully monitored over the next few years.

**Table 8: Land Supply in Central Sector.**

<b>Separate dwellings R1 zone 2001-2013 Per Year</b>	<b>71</b>
Separate dwellings R5 zone 2001-2013 Per Year	12
Medium Density Dwellings 2001-2013 Per Year	11
Lot yield from existing zoned land	2250
Estimated supply of zoned land - years	21

Source: Maitland City Council, 2013

### 3.2.3 Eastern Sector

The Eastern Sector comprises the entire area east of the floodplain corridor which starts at East Maitland, and is shown in Figure 6.

This sector is an amalgamation of the previous eastern, south-eastern and north-eastern districts. The new sector contains the residential areas of East Maitland, Morpeth, Raworth, Tenambit, Ashtonfield, Metford, Thornton, Woodberry and Chisholm. It has the largest residential population along with the greatest development activity including lot registrations and dwelling constructions of all sectors in the MUSS and clearly shows the focus on housing east of Central Maitland.

Demand for land in the Chisholm area is expected to continue and therefore increase the average dwelling construction rate in the Eastern Sector. This will be carefully monitored as the land is released in the next few years.

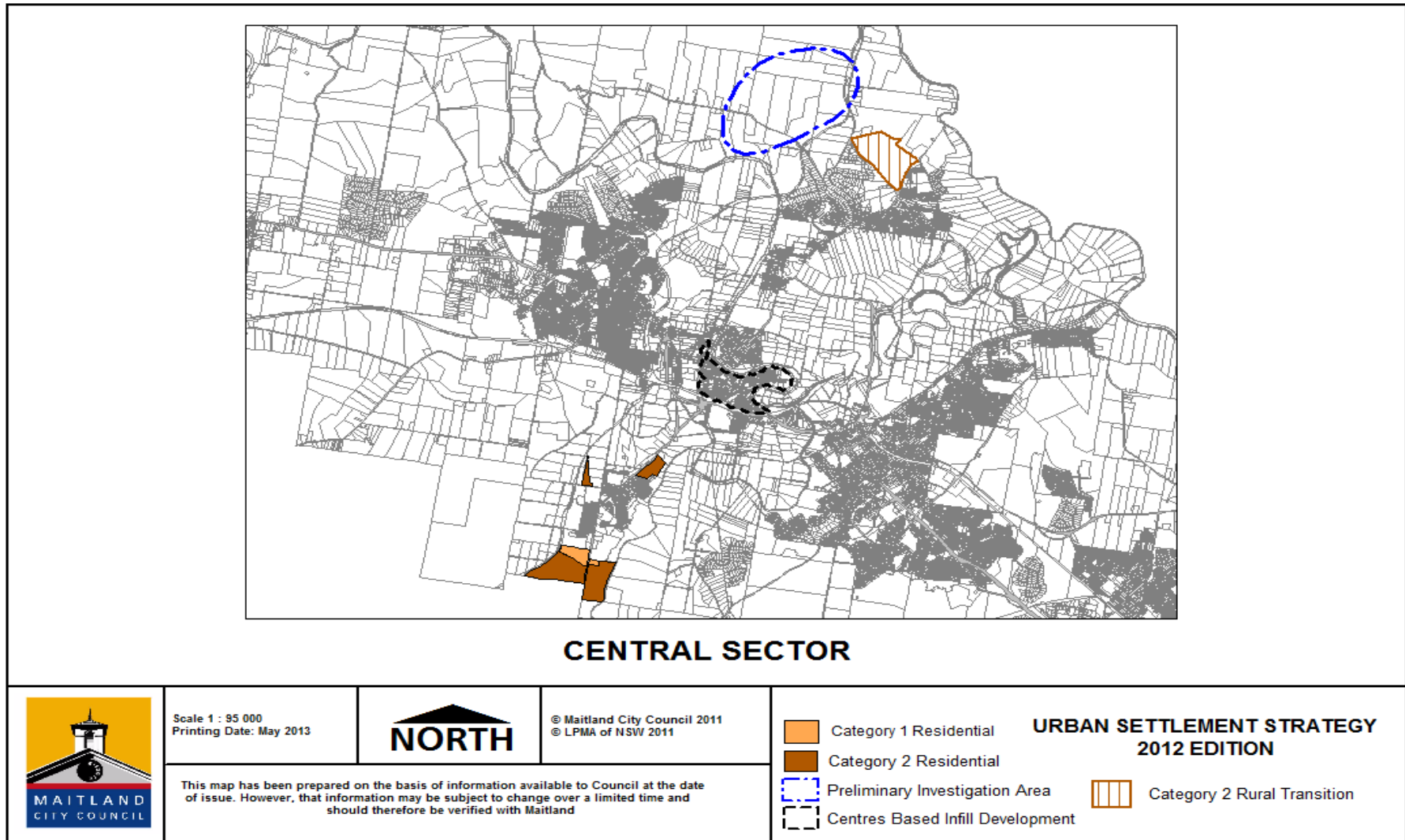
Apart from the major release area of Thornton North, there are areas of Morpeth, Raworth, Louth Park and East Maitland which contain vacant residential land. .

Constraints for the eastern sector include significant stands of remnant vegetation to the south of Ashtonfield, flood prone land around Rathluba and Metford and industrial and commercial developments in East Maitland and Ashtonfield. Residential land supplies are outlined in Table 9.

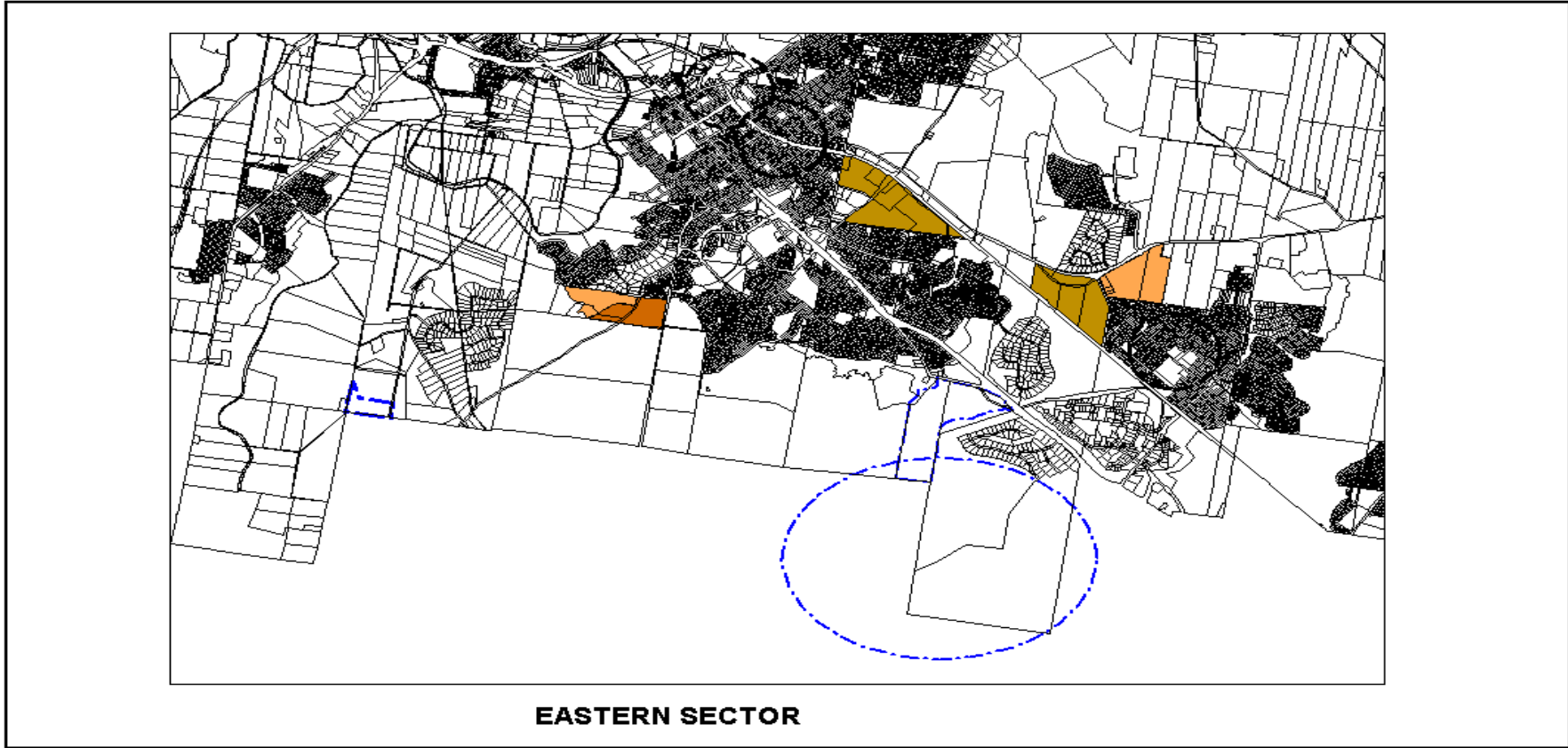
**Table 9: Land Supply in Eastern Sector.**

Separate dwellings R1 zone 2001-2013	170
Separate dwellings R5 zone 2001-2013	8
Medium Density Dwellings 2001-2013	49
Lot yield from existing zoned land	5570
Estimated supply of zoned land - years	25yrs

Source: Maitland City Council, 2013



**Figure 5: Central sector.**










	<p>Scale 1 : 000 Printing Date : June 2013</p>		<p>© Maitland City Council 2013 © LP103/03/1997</p>	<ul style="list-style-type: none"> <li> Category 1 Residential</li> <li> Category 2 Residential</li> <li> Category 1 Employment Lands</li> <li> Preliminary Investigation Area</li> <li> Centres Based Infill Development</li> </ul>	<p><b>Urban Settlement Strategy 2012 Edition</b></p>
<p>This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time and should therefore be verified with Maitland City Council</p>					

Figure 6: Eastern sector.

### 3.3 Commercial land

The LHRS has identified a potential population increase of 160,000 for the Lower Hunter from 2006–2031. It has been calculated, following employment trends in the Lower Hunter, that this increase in population has the potential to generate 66,000 new jobs.

The LHRS identifies Newcastle City as the regional City of the Lower Hunter supported by Maitland, Charlestown, Glendale/Cardiff, Cessnock, Raymond Terrace and Morisset as the major regional centres. Of the additional 66,000 jobs, the strategy targets 40,000 to be accommodated within these centres along with the stand alone shopping centres at Greenhills and Kotara.

The predicted population growth for the Maitland LGA over the next 25 years is estimated at 66,000 people. Studies into commercial development for the region have identified that Maitland caters for approximately 11.5% of employment in the Lower Hunter. This would equate to an increase of 7,590 jobs over the predicted 25 year period.

The LHRS sets a target of 4,700 new jobs to be accommodated in Central Maitland and Greenhills. This will be investigated, as a part of this work to determine their feasibility, the necessary infrastructure provision required and any potential planning incentives.

Hill PDA was commissioned by Maitland City Council to prepare a study of centres and employment generating lands within the Maitland LGA. This background study was prepared to inform the ACECS 2010 and assist in the review of the MUSS.

Council adopted the ACECS on 19 January 2010. This strategy provides strategic direction for existing and future planned commercial and employment land use. The purpose of the strategy is to:

- Provide a logical hierarchy and network of activity centres and employment clusters which supports the growth of the local economy and employment in Maitland for the next 20 years;
- Provide clear direction as to the vision, role, function and potential growth for each activity centre and employment clusters to support the predicted population growth within the Maitland LGA over the next 20 years;
- Ensure all activity centres and employment clusters in Maitland area well designed and provide appropriate facilities and services in a pleasant environment for residents, employees and visitors;
- Guide future land use and development decisions which reflect the principles of this strategy, the vision of the activity centre or employment cluster, to support the residential growth within the Maitland LGA; and
- Ensure that future reviews of this strategy and future policies relating to activity centres and employment clusters are flexible and able to respond to the changing economic and social circumstances. This includes the recognition that the network and hierarchy of activity centres and employment clusters may change over time to facilitate new uses and working practices.

A typology of centres and clusters is critical to understanding the function, role and place within the established network and hierarchy of activity centres and employment clusters in Maitland. The following hierarchy provides an explanation of the types of activity centres, range of employment clusters and specific types of retailing which exist within the Maitland LGA.

### 3.3.1 Hierarchy of Centres in Maitland

Maitland contains a range of retail and commercial centres that have been identified to accommodate the predicted growth in employment. The hierarchy of centres is identified within the ACECS 2010 and reflected through zoning provisions under the Maitland LEP 2011.

**Table 10: Hierarchy of Centres.**

<b>Major Regional Centre</b>	<b>Central Maitland</b>
Town Centre	East Maitland Lochinvar Rutherford Thornton
Local Centre	Chisholm Lorn Morpeth Telarah Gillieston Heights
Neighbourhood Centre	Largs Lochinvar Metford Tenambit Woodberry Farley Anambah
Specialised Precinct	Retail Precinct-Greenhills Health Precinct- Maitland Hospital
Employment Corridor	Melbourne Street Mixed Use Precinct New England Highway Corridor
Employment Cluster	Bulky Goods Retailing Industrial Areas Business Areas

### 3.3.2 Major Regional Centres

Catering for a range of services, major regional centres provide “a concentration of business, higher order retailing, employment, professional services and generally including civic functions and facilities. A focal point for subregional road and transport networks and may service a number of districts” (LHRS p.15).

This activity centre is the community, cultural, civic and commercial heart of a sub- region and is the highest order activity centre for the Maitland LGA. It provides a diverse mix of uses which cater to the needs of the local and regional population in a location serviced by high levels of accessibility and where different modes of public transport interconnect. Higher density residential development is also an important principle within this centre, adding to the social diversity and mix of uses.

### Central Maitland

The LHRS and Council's existing ACECS 2010 reinforce Central Maitland's primacy as the highest order commercial centre in the LGA.

However, development and expansion of the Greenhills and Rutherford shopping centres have placed pressures on Central Maitland. The development and recently proposed expansions of these centres are catering for and benefiting from rapid residential and industrial growth that has occurred in the respective eastern and western parts of the LGA.

Nevertheless, Central Maitland provides higher order functions not found at other centres within the LGA. It also provides an opportunity for urban consolidation through the intensification of residential development given the proximity to the railway line and convenience to city services.

In recent times, the city has been successful in attracting government office relocations and bulky goods development. Some redundant retail space in Central Maitland provides the opportunity for different types of commercial developments in the future to cater for niche markets and other quasi-commercial opportunities.

Central Maitland also contains a significant amount of non-retail floor space in the form of local servicing office space and regional servicing finance, business and government office organisations. The combination of these services strengthens the role of Maitland as the major regional centre, second only to Newcastle within the Lower Hunter Region.

It is estimated that there could be 25,000m<sup>2</sup> of non-retail floor space within Central Maitland. As an entertainment destination, the area contains a cinema complex, clubs, function rooms and restaurants and there is future potential to expand on this function to capitalise on Central Maitland's heritage atmosphere and riverside location.

Central Maitland has substantial diversity of facilities. Strategic planning will need to reinforce this, even though lower order retail functions are likely to continue to be drawn away from the central area. Deliberate mechanisms such as restrictions on use in outlying areas to maintain commercial, cultural and higher order social facilities within Central Maitland will need to be developed. Urban consolidation should be encouraged in strategic areas to support the revitalization of Central Maitland residential led development as well as a greater recognition of its important heritage and tourist assets.

The promotion and development of urban consolidation has the capacity to increase intensification of retail activity and related commercial and entertainment facilities near the core. Residential development is also a key factor of urban consolidation within Central Maitland. The increase of residents in this locality promotes a more sustainable use of land and offers high levels of accessibility to a variety of transport options, jobs and a variety of services and facilities. It is projected within the LHRS that Central Maitland accommodates 3,200 new jobs and 1,300 new dwellings by 2031.

### **3.3.3 Town Centres**

Providing for the district, town centres provide a mix of uses in a highly accessible location which accommodates the needs of the local population within a specific segment. An indicative scale of this type of centre can range from between 80 to 150 establishments.

Maitland's existing town centres offer a range of convenience shopping and comparison retailing health and professional services and commercial offices. It may also contain community and recreational facilities along with local educational institution. The location of restaurants and cafes, mixed with higher density residential development, provides a diverse range of activities, a strong local economy and supports activity outside 'business hours', which create a lively place to meet, socialise and live.

#### East Maitland

The existing centre at East Maitland is classified as a Town Centre by the LHRS and the ACECS 2010. The East Maitland Town Centre is highly accessible being in close proximity to the New England Highway and the location of Victoria Street Station and East Maitland Station within approximately 500m of the core commercial area of the town centre.

East Maitland town centre currently provides a mix of commercial premises, convenience shopping services, comparison retail, restaurants and a pub. Its location at the heart of the East Maitland community and its integration with an established neighbourhood provides access to a range of community, retail and professional services for local residents. This centre has an estimated flood space of 11,400sqm, of which 6350sqm is retail floor space and 5,000sqm is non-retail floor space.

Council has undertaken the preparation of an *"East Maitland Shopping Precinct Concept Plan"* which identifies areas, facilities and structures for streetscape enhancement, upgrading and expansion for the betterment of the shopping precinct.

#### Rutherford

The LHRS and the ACECS 2010 identify Rutherford as a Town Centre. It is located on the New England Highway, providing high levels of accessibility via a number of bus routes. In and around this activity centre are a number of community facilities including the Rutherford



Branch Library, Rutherford High School and a range of public and private recreation facilities, all of which support its role as a focal point for the community.

Having regard to the recent urban expansion occurring in the Rutherford and Aberglasslyn localities, Rutherford town centre has the potential to expand and provide a more diverse range of services. The commercial centre currently provides for a total floor space of 16990m<sup>2</sup> of which 13990m<sup>2</sup> is occupied by retail facilities and 3000m<sup>2</sup> as non-retail floor space.

### Thornton

The existing centre at Thornton is identified as a Town Centre by the LHRS and the ACECS 2010. This centre is located within 500m of the Thornton Railway Station providing a high level of accessibility. The location of the Thornton Branch Library, playing fields, community facilities and the Thornton Primary School adds to the diversity of this activity centre and reinforces its role as a town centre within the hierarchy.

The existing town centre has a limited mix of convenience and comparison retail with the provision of some personal services. It has an approximate floor space of 4,300m<sup>2</sup> and supports a supermarket and 20 specialty shops. The activity centre is surrounded by an established residential neighbourhood and with the expected increase of residential development in this area of the LGA, it is critical that the Thornton Town Centre be strengthened to provide the necessary community, commercial and retail services to support the wider community.

The proposed urban expansion of Thornton will not only sustain the commercial facility but potentially provide pressure to enhance and increase services in the locality.

### Lochinvar

The Lower Hunter Regional Strategy identifies Lochinvar as an emerging town centre within the Maitland LGA. This indicates a potential for future growth and development within the catchment of the existing centre. Although Lochinvar is currently not identified as one of the investigation areas for infill development or urban consolidation, the future growth of this area will be carefully monitored over the coming years.

The location of the town centre is at the heart of the structure plan area, central to Station Lane and within walking distance to the railway station. It is also in close proximity to existing residential areas, recreational, community and educational facilities.

## **3.3.4 Local Centres**

The function of a Local Centre is primarily to provide for the daily needs of the local residential population within a specific catchment located in close proximity. Residential development through shop top housing provides an alternative housing option in an accessible location and adds to the diversity of uses in this activity centre.

A local Centre offers a range of convenience shopping with limited comparison retailing, local health and professional services along with a café, restaurant and/or takeaway establishment. A Local Centre may also contain local community facilities and can be characterised by a scale of between 4 and 12 establishments.

Throughout the Maitland LGA there are a number of local centres which service the convenience needs of the surrounding local community. These local centres are described below.

### Chisholm

The structure plan for Thornton North urban expansion identifies land for community facilities and a local commercial precinct. Studies into population growth and required services justify such facilities for Thornton North without impacting upon the existing town centre at Thornton.

It is envisaged that the co-location of schools, community facilities, recreation space and the provision of an adequate network of roads and shared paths will create a focal point for the local community.

Located within one of Maitland's newest residential neighbourhoods, the provision of a local centre at Chisholm is critical to the creation of a more sustainable community. The Chisholm Local Centre will provide for the convenience needs of the surrounding residents and rural areas in the north-east of the LGA.

### Lorn

Located across the river from Central Maitland, the Lorn Local Centre comprises of a small cluster of convenience and retail premises mixed with a number of small professional and personal services reusing existing residential dwellings. The location of a school at the edge of the activity centre contributes to this being a walkable neighbourhood.

The Lorn local centre stretches along both sides of Belmore Road and includes a small supermarket and specialty shops such as cafes, hairdressers, butchers, restaurants, takeaway food outlets and non-retails such as medical related professional services. The Lorn local centre has an estimated total floor space of 3,600m<sup>2</sup>. The tree lined streets of the activity centre and surrounding residential area enhances the amenity of the centre and the integration with the surrounding residential area and recreation space provides a pleasant, village feel to this activity centre.

### Morpeth

The Morpeth Local Centre is located on the southern bank of the Hunter River and the historic character is one of its most prominent and defining features and the main attracter for tourists. The local centre is surrounded by the residential neighbourhood of Morpeth,

rural communities and the large quantity of green space, which creates an attractive, village setting for this activity centre.

Morpeth comprises of a mix of retail and commercial premises which provide for both the day to day needs of the local community of Morpeth is considered a destination tourist centre and this tourism focus differentiates it from the other local centres within the network. This activity centre provides a range of restaurants, cafes and pubs, which cater to the needs of visitors and residents and contributes to the diversity and viability of the Morpeth Local Centre.

### Telarah

The Telarah Local Centre comprises a small cluster of shop front premises, with associated car parking located on the south-western corner of South Street and William Street. A number of community facilities area also located within and around the existing centre. The existing catchment of the Telarah is small, generally covering the local population.

The buildings within the local centre present an attractive frontage to the street. Combined with the centre's high quality streetscape, the viability of the Telarah Local Centre will continue to be strengthened.

### Gillieston Heights

The Gillieston Heights urban release area is one of Council's priority release areas. The creation of a local centre was identified through the preparation and adoption of the Gillieston Heights Area Plan and aims to positively contribute to the social and economic circumstances of the local community.

## **3.3.5 Neighbourhood Centres**

### Lochinvar

Fronting the New England Highway in Lochinvar, the existing loose cluster of business and activities form the genesis of a neighbourhood centre. This centre has serviced both the existing residential and rural community of Lochinvar, Luskintyre, Oswald and Windella and the travelling public. Community uses such as the public school, School of Arts, pub and tennis courts, with a civic area of schools and churches on its edge, further support and enhance the identity of the Lochinvar district.

The Lochinvar Neighbourhood Centre enhances the identity of the Lochinvar township and will work cooperatively with the Lochinvar Town Centre. Services will provide for the travelling public and add to the amenity of the streetscape. The Lochinvar Neighbourhood Centre will strengthen the liveable neighbourhood character that exists with highly accessible residential, community and business areas.

### Metford

A smaller centre of approximately 600m<sup>2</sup>, Metford provides basic conveniences to the surrounding population. A second newer small commercial area is provided to the east of the existing centre in proximity to schools and public open space. This centre supports a service station containing a convenience component.

The neighbourhood centre has struggled to form a strong identity, but has the makings of a diverse and vibrant area, with residential, community, commercial, recreational and transport opportunities.

### Tenambit

The Tenambit Neighbourhood Centre provides for the day to day needs of the local community of Tenambit. It covers a small catchment and generally services the residents of Tenambit and Raworth and therefore the activity centre heavily relies on the surrounding residential neighbourhood supporting the local business and the convenience they offer.

The commercial area is an older facility in an established residential area. A supermarket and 14 shops make up the commercial facility. It is estimated the centre comprises of 1,700m<sup>2</sup> of floor space. Community facilities, schools, open space and commercial centre are connected by pedestrian and cycle links.

### Woodberry

The neighbourhood centre at Woodberry is positioned on the eastern fringe of the LGA. The centre supports approximately 1,300m<sup>2</sup> of commercial floor space and provides a localised convenience function servicing the day to day needs of residents. Facilities in this centre are limited due to the proximity of the North Beresfield shopping centre which contains 40 retail and non-retail outlets, including a supermarket. Community and public facilities are located in close proximity to the commercial centre with established links to these facilities and commercial centre.

### Farley and Anambah

Opportunities exist in both Farley and Anambah for the development of a new neighbourhood centre to grow in parallel with future residential development that may occur in each of the localities.

## **3.3.6 Retail Precinct - Greenhills**

Greenhills is identified within the Lower Hunter Regional Strategy as a 'standalone centre' and defined as "privately-owned centres located away from other commercial areas, containing many of the attributes of a town but without housing or open space" (2006: 15).

The Greenhills shopping centre is a purpose built shopping complex comprises 38,170m<sup>2</sup> of floor space. In addition to this traditional retail floor space, the fringe areas surrounding the centre provide for 6,610m<sup>2</sup> of floor space for bulky goods outlets. The regional strategy projects an additional 1,500 new jobs be accommodated at Greenhills and while the shopping centre has capacity and notional plans for further extensions up to 23,000m<sup>2</sup>, topographical issues may limit this extension.

### **3.3.7 Health Precinct- Maitland Hospital and Surrounds**

Maitland Hospital is a major employer within the LGA and is magnet infrastructure. This means that while providing essential health services- its primary function- it also attracts other medical and supporting services such as doctors, radiologists and osteopaths to the locality and contributes positively to the local economy through the generation of jobs.

The provision of services within this precinct is currently disjointed with little coordination over the number of properties. Due to the growing medical demands of the Maitland area and the wider regional area, the Hunter New England Health is planning for the future expansion of Maitland Hospital, starting with the expansion of the emergency department.

### **3.3.8 Employment Corridors**

Employment Corridors allow for clusters of low to medium residential development, mixed use businesses and enterprise development along former principal and main road links that now provide intra-regional road corridors carrying significant volumes of traffic and public transport services. Activity extends from a block beyond the road, allowing appropriate access and function.

Activities include residential, small specialised and independent retails, clusters dedicated to new retail formats, light industrial units and small emerging businesses. Older style shopping strips will persist, as will residential development within business zones.

The opportunity for residential development to intensify in the future is apparent. The renewal corridors, including both the anchor centres and the linear strip will accommodate a range of future mixed-use residential and commercial/retail developments in all parts of the corridor including the anchor centres.

#### Melbourne Street Mixed Use Precinct

Within this precinct, there is an existing mix of uses ranging from car sales yards, and light industrial activities to shops, schools, community facilities, home businesses and residential buildings. Services catering to the travelling public such as fast food outlet, service station and accommodation area also located in this precinct taking advantage of the corridor location.

### New England Highway Corridor

The New England Highway (NEH) forms a 914km part of the interstate road link between Sydney and Brisbane. It begins at the end of the Sydney to Newcastle Freeway (F3), travelling north through the Hunter Valley and New England Region to Toowoomba and the Darling Downs in Southern Queensland. The NEH runs east to west through the Maitland LGA and is major arterial road linking suburbs within the LGA, Maitland with Newcastle and the Upper Hunter, as well as servicing the interstate/intrastate travelling public and freight movement.

Existing uses located along the NEH include retail/ commercial development, light industrial and large format retail uses, along with a number of schools, parks and community facilities. However, the predominant land use fronting the NEH is residential.

The NEH Corridor will continue to reinforce its primary role as a significant corridor for the movement of freight and people, locally, regionally and nationally and to provide appropriate opportunities for business and residential uses which service the users and utilise this highly accessible corridor.

### Hunter Expressway

The Hunter Expressway is anticipated to be completed and open to traffic by the end of 2013. This new route extends from Seahampton to Branxton and aims to alleviate regional traffic impacts and minimise congestion between the F3 Freeway at Beresfield and the New England Highway at Branxton. It is envisaged that any reduction in regional traffic flows due to the opening of the Hunter Expressway will allow some capacity for local traffic utilising the New England Highway, particularly for large greenfield release areas that are developed in the future.

## **3.3.9 Employment Clusters**

### Bulky Goods Retailing

Maitland has become a regionally significant hub for bulky goods retailing in the Hunter Valley, with this form of retail use generating a substantial demand for floor space. The attraction of Maitland for young families and growth in the new home market can partly account for this phenomenon. Clusters of bulky goods retailing businesses have formed naturally, taking advantage of high profile sites and marketing strategies to establish homemaker centres.

Traditionally located in core commercial areas, bulky goods retailing has expanded to edge-of-centre and out-of-centre locations, providing opportunities for higher order uses to emerge in centres. Some of the clusters in Maitland LGA are at Shipley Drive Rutherford, Chelmsford Drive East Maitland and Thornton Road, Thornton.

## Industrial Areas

Industrial areas in Maitland range from the traditional village locations in areas like Morpeth and Woodberry, through to the large estate-development like Rutherford and Thornton Industrial areas. Although varying in size and age, all industrial areas in Maitland provide employment and activities, including agricultural, minerals, manufacturing and transport industries. Ties to regionally significant markets have always existed, and can continue to advance with population growth and Maitland's locational benefits.

The compact and constrained local environment has both hindered and benefited the industrial areas, by keeping them relatively close to urban areas providing ready access for employees and supporting businesses. Heavy and polluting industry has not been a significant part of the industrial environment in Maitland, and Council endorsed this position by supporting the MLEP 2011, which did not allow for the development of heavy or polluting industries like those that exist in other LGAs in the Lower Hunter.

## Business Areas

Clusters of concentrated business activity currently occur, or are planned to occur in locations at Rutherford Industrial Estate, Thornton Industrial Estate and Anambah Business Park. These business activities are distinct from the industrial uses and include office based businesses, research or technology based activities. Co-locating with similar businesses has strengthened the significance of these areas and they represent a new and emerging economy for Maitland.

Business areas typically have a demand for high amenity settings and this is reflected in new campus-type development that generally cannot be provided within or on the edge of activity centres.

## **3.4 Key outcomes for commercial land**

As a part of the preparation of the Maitland LEP 2011 it has become evident there is a need to develop a strategic approach to commercial land. Preparation of the ACECS 2010 aimed to develop key principles including:

- Renewal of centres;
- Hierarchy of development;
- Integration of land use and transport;
- Variety of centres to service the community;
- Encouragement of residential development in and around centres; and
- Opportunities for new jobs to match population growth.

The outcome of these principles is to:

- Minimise the extent of ribbon commercial development;
- Ensure commercial centres are readily accessible to a range of transport nodes;
- Establish retail and commercial centres as the focus of community activity;
- Facilitate high standards of urban design in retail and commercial centres;
- Encourage the design of buildings and landscapes which relate to their physical context and are user friendly; and
- Consolidate and maintain the integrity of the retail and commercial centres hierarchy.

To achieve the intended outcome the following issues were investigated:

- Demand for additional retail and commercial floor space in planned centres due to likely continuation of high population growth;
- Demand for retail warehousing and need to manage demand to limit ribbon commercial development along major roads in and around existing commercial centres and industrial estates;
- Economic and community advantages in recognizing and supporting the hierarchy of centres;
- The failure of some retail centres to meet appropriate aesthetic and social expectations, variously exhibiting the following:
  - Retail/commercial centres which are disjointed and lack cohesion;
  - Centres which fail to adequately address the street, placing parking abutting the street and containing facades which are out of context and demote civic profile;
  - Centres with inappropriate and/or lack of interpretive signage;
  - Centres lacking accessible community focal points;
  - Inadequate access for pedestrian/cyclists;
  - Inadequate street furniture;
  - Inadequate structural landscape works;
  - Effective user friendly local road network into and out of the business area.

The ACECS 2010 was prepared in support of the LHRS, in order to update the current commercial and retail policy and as a critical building block during the preparation of the MaitlandLEP2011.



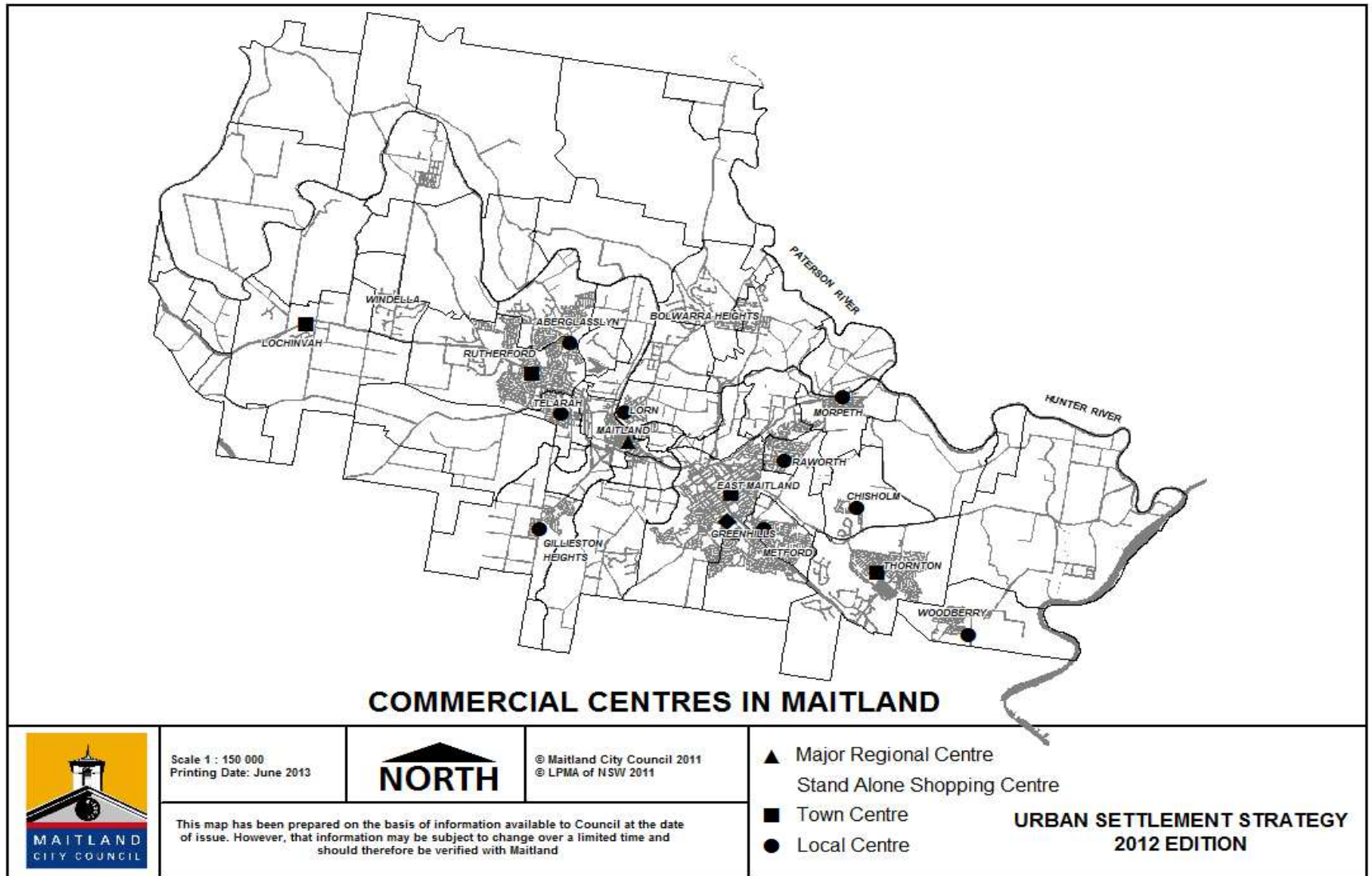


Figure 7: Commercial centres in Maitland.

### 3.4.1 Current and Future Market Trends

Recent studies into the areas of employment growth potential have identified the categorizing of employment into the following fields:

Community Based	Cultural and recreational services Health Education Mining and extractive industries Agriculture, Forestry, fishing
Office/Defence	Communications Finance, insurance Property and business Public administration and defence
Manufacturing	Machinery, transport and equipment Construction Transport and storage Wood products Metal products Chemicals and petroleum Energy, water and sewerage
Retail/Entertainment	Food industries Wholesaling Retailing Accommodation, restaurants, cafes and clubs

Trends in employment growth in the Lower Hunter reflect the following proportions for each of the identified employment areas:

Community Based Employment	39.4%
Retail/Entertainment	33.8%
Office/Defence	25.4%
Manufacturing	1.5%

The manufacturing industry is currently being displaced from virtually all the primary commercial centres and renewal corridors. This trend is assumed to continue in the future, with the displacement of manufacturing activity assisting the growth of other employment types in the centres.

### 3.5 Employment Lands

To maintain a diverse range of employment opportunities, Council must provide for clusters of manufacturing, transport, storage and major construction activities. Employment lands include uses such as, distribution centres, factories, warehouses and other industrial units.



Employment lands should consist of at least 100 ha of land to allow developers to provide for adequate internal planning as well as space for sufficient buffering at the interface to protect other nearby activities.

Industrial subdivision and development approvals have maintained high levels over recent times. The emergence of bulky goods retailing in industrial estates since 2006 is changing the nature of employment land development in Maitland. Analysis of bulky goods development in Maitland was undertaken through the preparation of the ACECS 2010.

## **3.6 Industrial land**

### **3.6.1 Overview of industrial land**

In the late 1970s, the labour force of the Lower Hunter Region was characterised by a significant proportion of jobs in mining, manufacturing, power generation and construction industries. The products of these industries were very important on the local market, but due to their labour intensiveness and Australia's high level of tariff protection, they were uncompetitive in international markets (HVRF, 2003). Restructuring within these industries resulted in a major reduction of the number of people employed in traditional primary and secondary industries.

During the major restructuring period within the Lower Hunter, there was an increase in tertiary or service industries, with new jobs in education and health services, tourism and accommodation, and the retail trade. Between 1981 and 2001 the proportion of employment in the Hunter Region in the tertiary industry increased from 67% to 82%, whilst the secondary industry employment fell from 23% to 12%.

A survey of industrial land within the Lower Hunter Region in 2001 indicated that there was approximately 5,016 hectares of land zoned for industrial use. This has not substantially varied since 2001, with the rezoning of new industrial land at Tomalpin balanced with the back-zoning of industrial land at Kooragang Island. Industrial land in the Maitland LGA accounted for 9% (453 ha) of this total (Castlecrest Consultants, 2002).

The major concentration of industrial land in the Lower Hunter occurs in the Newcastle LGA where the largest vacant general industrial area is the land around the Port of Newcastle. The special characteristics of this area suggest that it is most appropriately used by industry with links to the Port.

Some significant changes have occurred in the regional industrial land market in recent times. There has been acceleration in the demand for vacant zoned land, as well as significant price inflation for developed and undeveloped lots.

Since 2002, some important matters have occurred at a state, regional and local level, which will influence the industrial land market. The state economy has performed strongly, particularly in the property and construction industry. In some cases the level of activity is

unprecedented and unlikely to be sustainable in the medium term. The boom in the international economy for mineral resources in particular coal has led to a significant demand for service related industrial businesses.

Anecdotal evidence suggests that good quality, affordable and unconstrained industrial land is in relatively short supply in Lake Macquarie and Newcastle. Despite the extent of land zoned for industrial and employment purposes in the region, not all stocks meet the demand characteristics sought by the market.

The output from manufacturing has increased considerably in recent times, despite the continuing decline of people employed in this sector. As a consequence, small and medium enterprise in light manufacturing has been responsible for an increase in demand for industrial land in the Lower Hunter.

The demand for smaller industrial lot sizes (1500-2500 m<sup>2</sup>) is related to support services for mining and power related industries.

### **3.6.2 Industrial land in Maitland**

Industrial development in the Maitland land market has continued at an increasing rate since 2002. As a result, there is no longer a readily available supply of industrial land at Thornton, with land at the industrial park being sold as land and building packages.

At Rutherford, increased development focus has reduced the supply of vacant industrial land. Some of the large development proposals for Rutherford since 2002 include a ceramic tile plant, regional RSPCA centre, a homemaker's centre and some land take-up for a golf course.

Industrial land take up is approximately 25 Ha per year; however it is largely dependent upon specific development requirements and fluctuations in business cycles. There is less than 268 ha of vacant, developable industrial land in Maitland, mostly within the Rutherford Industrial Estate.

The other significant change in the local industrial market has been the incursion of quasi retail and bulky good uses into industrial areas, in line with the experiences of Newcastle and Lake Macquarie. The construction of the Bunnings Warehouse at Telarah, and more recently, the Masters Home Improvement store at Rutherford are likely to be the precursors for further non-industrial land uses in well-located and highly visible sites.

The two main industrial areas in Maitland are at Rutherford and Thornton. They are shown in Figure 8. Both sites comprise large, continuous areas of employment land and are therefore considered to be of strategic significance to Maitland and the Lower Hunter Region.

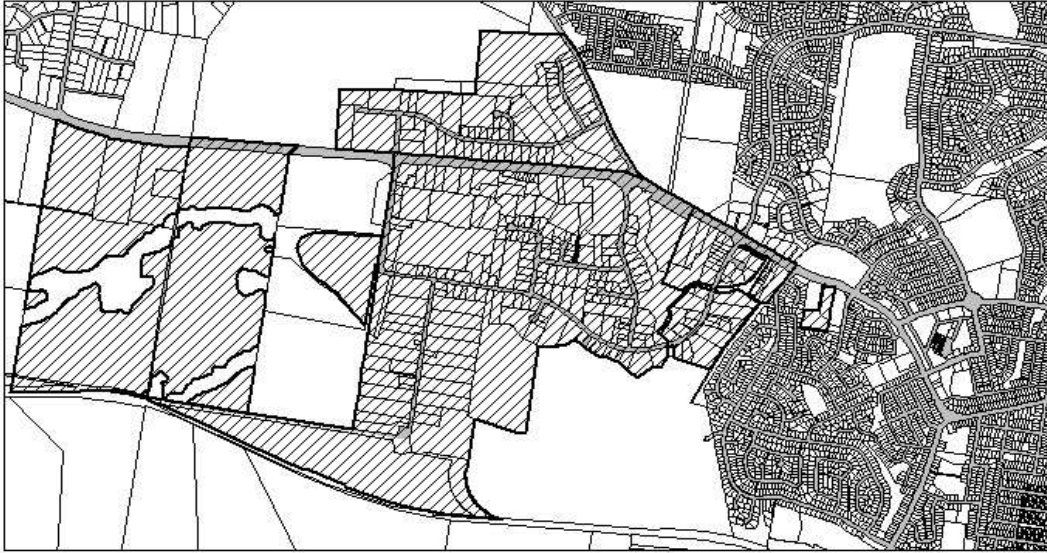
Other smaller areas of zoned industrial land exist at Telarah, Aberglasslyn, East Maitland, Woodberry and Morpeth. These older industrial areas, whilst predominantly developed, contain some unoccupied and occasional remaining vacant sites. Mostly these areas have

significant constraints, including flooding, proximity to residential areas, and limited potential for re-development due to land ownership, topography and site contamination.

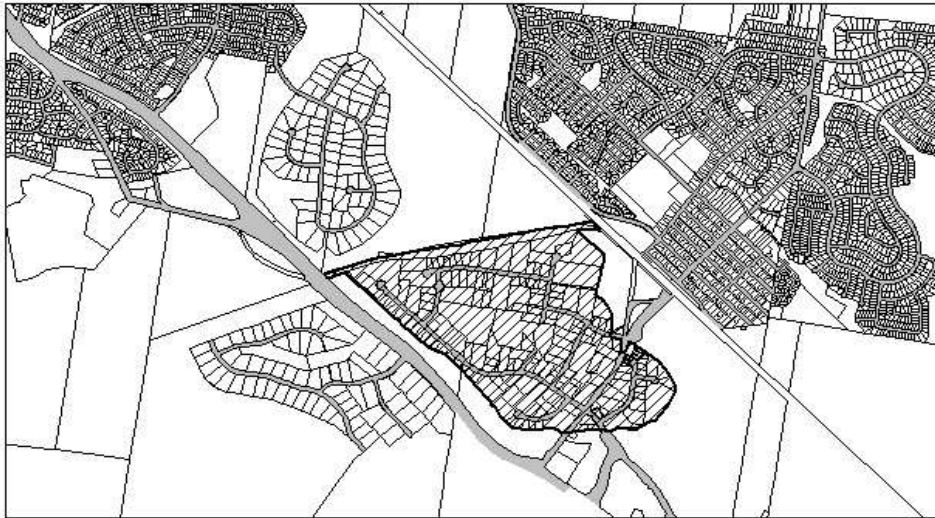
It is necessary to review the extent of constrained land and building stock within the existing industrial zones, to ensure that consideration is given to the likelihood of redevelopment of older buildings in the established industrial areas. This is of particular relevance to the redevelopment of the National Textiles site.

With 268 ha of zoned employment land, and an approximate uptake of 25ha per year, it is estimated that there is approximately 10 years supply of employment land available. The MUSS 2012 edition proposes to include a number of Category 1 Employment Land sites across the LGA. This is necessary to ensure potential for on-going employment opportunities in Maitland. It is estimated the Category 1 employment land sites provide for an additional 5 years supply

## RUTHERFORD INDUSTRIAL ZONE



## THORNTON INDUSTRIAL ZONE



## EXISTING INDUSTRIAL ZONES

	Scale 1 : 30 000 Printing Date: June 2013		© Maitland City Council 2011 © LPMA of NSW 2011	URBAN SETTLEMENT STRATEGY 2012 EDITION
This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time and should therefore be verified with Maitland				

Figure 8: Existing industrial zones.



## **PART 4 - PRINCIPLES AND POLICY FRAMEWORK**

The underpinning principles for urban settlement are included in this section. Planning policies for urban and employment land growth and development are used to guide the identification of investigation areas.

### **4.1 Key Principles**

A number of key principles have been established during the formulation, development and initial implementation of the Strategy, as discussed below:

#### **PRINCIPLE 1:**

##### **Council supports appropriate urban growth for the City of Maitland**

It is emphasised at the beginning of the MUSS that Council is supportive of urban growth within the period of the Strategy. Such a statement is considered to be in accordance with public sentiment based on consultation undertaken during the preparation of the MUSS.

#### **PRINCIPLE 2:**

##### **It is necessary to limit the number and extent of candidate areas and provide for logical sequencing of development during the period of the Strategy.**

It is essential that Council establish limits on the availability of land for urban development and the need for logical sequencing of development. Priorities for investigation in the MUSS have primarily been determined with regard to the proximity of the areas to existing urban areas, including broad consideration of the capability for logical servicing with water and sewerage infrastructure. The MUSS is expected to provide sufficient stocks of suitable land for investigation for urban development in the short to medium term.

#### **PRINCIPLE 3:**

##### **The Strategy considers development over a 20 year period subject to review on a regular basis**

The MUSS indicates the broad directions for urban development in the Maitland LGA over a period of approximately 15 to 20 years. In doing so, it is recognised that trends in development and community attitudes change over time and that there will be a need for regular review of the Strategy. However, it is important to take a long-term strategic view to ensure that shorter-term actions are compatible with the desired future for the City.

In terms of rural residential land, the MUSS does not provide release areas over a 20 year period because the sustainability of large lot residential development needs to be subject to more frequent review.



**PRINCIPLE 4:**

**Regular monitoring of the Strategy should occur to ensure identified priorities are not being stifled by inaction of landowners.**

It is recognised in the MUSS that owners of land within investigation areas may not wish to investigate or develop their priorities in the short to medium term. The Council will therefore monitor activity within zoned areas and investigation areas and will reconsider the priorities for investigation if key actions (e.g. structure planning) has not been undertaken within a reasonable timeframe.

**PRINCIPLE 5:**

**Further detailed planning and investigation is required for each candidate area.**

The MUSS provides a process for more detailed investigation for each of the identified investigation areas in order to determine the extent and type of urban development that is suitable in each location. The boundaries of the investigation areas are based on Council's preliminary review of constraints and they are therefore not definite.

## **4.2 Key Policies**

The following policies provide the basis for the future growth of the Maitland LGA and the identification of land and preparation of guidelines to support this development. These policies are consistent with broader contextual frameworks, including Council's long-term vision, Corporate Plan and state and regional strategies.

### **4.2.1 Residential Land**

#### **Provide an adequate supply of land and sites for residential development**

- Maintain a 10 to 15 year supply of zoned residential land.
- Dwelling density and zoning is to be consistent with land use constraints identified from site investigations.
- Plan for 10 dwellings per hectare in urban release areas by providing a range of housing styles and lot sizes, guided by liveable urban design and efficient infrastructure provision.
- Respond to household and population changes, including ageing population and smaller households, in identifying and planning for new urban development.
- New development must be supported by necessary infrastructure, including utilities, transport, water cycle management, recreation, social and community services.
- Limit urban sprawl by providing for urban development in new or existing areas with good services, infrastructure, public transport and high quality open space.





## 4.2.2 Infill development and Urban Consolidation

**Provide a sustainable approach to redevelopment of existing centres and urban areas to accommodate predicated population growth.**

- Infill development should comprise 25% of all new dwellings in Maitland. This will be monitored annually and measures to encourage and facilitate infill development will be further investigated.
- Consolidation and redevelopment of centres to be consistent with the identified investigation areas and the stated hierarchy of centres.
- Development, both infill and in centres, must respond to appropriate planning controls and specific design criteria which will be further investigated.
- New development must be of a scale which ensures the character of centres and other infill areas is enhanced.

## 4.2.3 Employment land

**Provide suitable commercial sites and employment land in strategic areas.**

- Maintain a 10 to 15 year supply of zoned employment land.
- Ensure sufficient zoned land and infrastructure provision for employment land, by concentrating activities near areas with existing services that are underutilized or easily expanded.
- A range of employment opportunities are to be provided in Maitland, considering emerging trends in job growth and economic change.
- Centres are to be protected and strengthened with the use of development guidelines and incentives. The hierarchy of centres is to be maintained, but will be subject to review and analysis.
- Encourage employment growth in Central Maitland, whilst maintaining and facilitating specialized civic, educational, medical and entertainment functions.
- Limit retail and commercial development outside Central Maitland and Greenhills.
- Balance the effects of residential development in centres and the potential loss of employment opportunities.
- Facilitate the renewal of employment areas and provide incentives for re-development in appropriate and identified locations.
- Develop guidelines for future business parks in selected areas.
- Concentrate retail activities in centres and identify and strengthen industry clusters.
- Prepare urban design guidelines for mixed used development.

## 4.3 Maximum Supply Levels

Council's supply and demand analysis has shown that with the rezoning of a number of areas in recent years, the supply of vacant, zoned residential land is consistent throughout the LGA.. Supply levels of residential land in the Central Sector 20+years; in the Western Sector 25+ years and the Eastern Sector 25+ years.

Council will seek to ensure that there is not an excessive oversupply or undersupply of vacant, zoned residential land in any district throughout the course of the Strategy. A maximum 10-15 years supply of vacant residential land is generally proposed with the following justifications:

- The zoning of too much land ahead of the market removes both Council's and the community's ability to consider new information at or near the time of development;
- Excessive vacant, zoned residential land creates uncertainty for owners of existing zoned residential land, who require a reasonable degree of economic certainty prior to developing new residential land;
- Owners of vacant, zoned, residential land incur considerable costs in holding and maintaining land prior to its development;
- It is difficult to finance and stage the provision of physical and community services to meet demand when uncertainty exists due to excessive amounts of supply; and
- From Council's perspective, the use of Section 94 developer contributions to fund the provision of services is limited by the need for a reasonable timeframe for the provision of those services. Between 5 to 10 years is generally recognised as a reasonable timeframe for the provision of most services funded by Section 94.

It is expected that a 10-15 year supply will be sufficient to accommodate supply anomalies in individual districts, including areas with artificially slow take-up rates, whilst providing substantial flexibility within each district and the LGA as a whole. However, Council will consider exceptions on their merits in the context of land stocks in the specific sector and for the city.

Council will consider the rate of population growth and development over time, and development lead-in times in any assessment of land to be investigated or zoned for future urban use. Development lead-in time refers to the time taken to investigate, rezone and commence development of a site. In the case of a greenfield site that must be rezoned to permit urban development, the lead-in time is on average two to five years based on the current planning system in NSW.

It is not proposed to set a limit or target on the creation of large lot residential land other than to proceed cautiously with the identification of new areas for investigation during the review of this Strategy. The major principle for large lot residential development in this Strategy is that it should only be located where it will comprise the most suitable form of development in the long-term.

Council will monitor the creation of large lot residential development over 2,000m<sup>2</sup> in conjunction with the creation and take-up of land in the R5 Large Lot Residential zone.

## 4.4 Broad Planning Objectives for Investigation Areas

A series of broad planning objectives have been devised under the categories of character, environment, infrastructure and design, in order to describe the ways in which new development will work towards the City's vision.

### CHARACTER

- Reinforce and enhance Maitland's unique physical interrelationship between its urban and rural areas;
- Conserve and strengthen Maitland's built and cultural heritage;
- Consolidate the existing commercial centres hierarchy;
- Ensure that potential conflicts with existing or likely future land uses are minimised, including conflict with rural and extractive industries;
- Facilitate the retention of existing vegetation;
- Encourage the creation of high quality urban landscapes;
- Create a built environment which maintains a human scale;
- Attractive "gateway" points to the City will be created, to promote a sense of arrival.

### ENVIRONMENT

- Retain and enhance established flora and fauna corridors;
- Conserve and protect important areas of remnant native bushland and wetlands;
- Ensure that the physical amenity and ecology of waterways are not adversely impacted by new urban development;
- Prevent any further deterioration of water quality and prevent local flooding;
- Minimise soil erosion;
- Encourage design that enhances energy efficiency and the minimisation of waste;
- Mitigate against bushfire;
- Rehabilitate disturbed or degraded areas.
- Utilise environmental assets to create a healthy and safe living environment;
- Enhance Maitland's gateways with natural landscaping.

### DESIGN

- Maintain a maximum height limit of three storeys in new urban areas;
- Ensure that the design of urban neighbourhoods facilitate the use of public transport and encourages walking and cycling in safety;
- Neighbourhood focal places and centres to be centrally located at major intersections;
- Increase the catchment population around public transport nodes and commercial centres;
- Smaller residential lots and higher density housing should be located with regard to neighbourhood centres, public transport stops, community facilities and areas with high amenity such as next to parks;



- Design lots so that their orientation and dimensions facilitate the development of energy efficient housing which can take advantage of winter solar access and deflect summer sun;
- Utilise passive open space or environment protection areas to protect and preserve the margins of remnant bushland, wetlands and watercourses;
- Encourage the possibility of utilising public open space for urban water management and to improve water quality;
- Ensure that the design layout of urban neighbourhoods facilitates public transport, cycle ways and pedestrian access to neighbourhood centres, community facilities and active open space;
- Subdivision design should facilitate the use of common trenching for the laying of public utility services including water, sewerage, electricity, gas and modern communication infrastructure.

## **INFRASTRUCTURE**

- Only rezone land for urban purposes where it can be demonstrated that the provision of utility infrastructure is viable and efficient;
- Ensure that any proposed new urban areas are serviceable by public transport i.e. bus and/ or rail;
- Encourage a greater range of lot sizes and increased diversity of housing types in new urban areas than is currently being provided in contemporary residential estates;
- Determine suitable densities, which maximise the achievement of sustainability principles, whilst recognising the character of the area;
- Encourage small scale mixed use development such as home offices and industries in residential areas which will help to achieve ecological sustainability and promote diverse economic activity;
- Ensure that adequate community facilities and areas of active and passive open space are provided for the prospective residents of new urban areas;
- Reinforce the viability of existing rural and extractive industry operations by restricting the proximity of new urban development;
- Minimise impacts on major transport routes and contribute to a local, functional road hierarchy.



## PART 5 - PLANNING ACTIONS

Actions resulting from the principles and policies of the MUSS are outlined in this section. Criteria for the identification and sequencing of land release are suggested for residential and employment lands, as well as the recommended process for investigation and planning. A description of each investigation area is provided, and the likely development yield is summarised where applicable.

### 5.1 Which areas should be investigated?

In order to determine which areas should be investigated during the life of the Strategy, Council has undertaken a constraints analysis along with an investigation of major issues and supply and demand in the Maitland LGA.

It has been found that there are substantial areas of relatively unconstrained land throughout the Maitland LGA including large areas that are already zoned, but not developed for urban purposes. Generally speaking, there is no shortage of land, which is capable of accommodating urban land uses during the life of this Strategy. However, it is important that Council determine priorities to indicate which areas are most logically suited to urban development, bearing in mind key factors, such as:

- Supply and demand
- Access to sewage treatment
- Road access
- Catchment's health ranking
- Wetlands & native bushland
- Visual impact
- Proximity to urban centres
- Existing land uses

All investigation areas identified in this strategy will require further, more detailed investigation in accordance with this Strategy. A preliminary review of issues affecting each area is therefore provided in the following discussion.

The most appropriate land use and zoning outcome for each of the investigation areas will be determined through site specific studies and stakeholder consultation. **There should not be an unreasonable expectation of a particular result prior to these investigations being complete.** In this regard, some investigation areas may be better suited to a higher or lower development yield than nominated in this strategy.

#### 5.1.1 Urban Investigation Areas

A range of investigation areas are nominated throughout the Maitland LGA, in locations that appear to be generally suitable for urban development. These Investigation Areas have been revised and amended as part of the biennial review process and are shown on the Figure 1.

Council has paid particular attention to the proximity of potential investigation areas to existing urban areas and the logical sequencing of water and sewerage infrastructure. The investigation areas are therefore expected to provide for the growth of the city in a logical manner. This has benefits for developers in terms of reduced costs for construction. It also increases the sustainability of new urban development and minimises the impact on the rural character of the City.

The principal focus for implementation of the strategy will be in the Category 1 and 2 areas. These areas will provide for the immediate growth across the City, in close proximity to the existing developed areas, building upon existing services and amenities, whilst encouraging the efficient augmentation of infrastructure.

Longer-term opportunities for investigation are also identified in the strategy at Farley, Lochinvar, Maitland Vale, Louth Park, Ashtonfield and Greta. These areas have been identified to signal the need for investigation for the long-term growth of the City.

In addition to the nominated investigation areas, a number of small areas exist within or on the perimeter of zoned residential, large lot residential areas or commercial centres, which may have potential for urban development. Development in these areas is often described as centres based infill development or urban infill and urban extension development and is generally the extension of existing urban land and services.

Brownfield re-development is a relatively new form of urban housing in Maitland, with the proportion of multi-occupancy housing increasing substantially in the last five years. In response to community concerns about amenity, character, infrastructure and accessibility, suitable locations for higher density urban development have been identified in the MUSS. The principles for the selection of suitable infill/re-development areas are as follows:

- proximity to key transport nodes (train stations, strategic bus routes)
- capacity of existing infrastructure
- location of services and open space
- desire to strengthen the role and function of centres in Maitland

In the case of industrial development, the investigation areas accord with the Maitland Industrial Land Study and the locations of those areas have been chosen for the reasons summarised in this Strategy.

### **5.1.2 Large Lot Residential Investigation Areas**

The approach in developing this strategy for large lot residential land has been to identify areas which are most suited to this form of development that will not force higher density residential development further from the City's major service centres and which will complement the long-term settlement pattern of the City.

Council has considered a mixture of environmental, social and economic matters when determining the location of preferred large lot residential investigation areas. The



assessment involved consideration of the potential for use of the areas for higher order activities, such as residential and industrial development.

This MUSS identifies Category 1 Large Lot Residential and Category 2 Large Lot Residential areas and Category 1 Employment Lands. The previous “Preferred Rural Residential” category has been superseded by this more logical sequencing approach.

The Large Lot Residential Investigation Areas are considered to be most suited to transition and lower density development due to the site locations and characteristics (typically rural/urban interface), and the expectation that lower density development will be compatible with the long-term settlement hierarchy of the City.

### **5.1.3 What is the appropriate timing of investigations?**

It is a key principle of this Strategy that new urban development should be logically sequenced. This is especially important in relation to the proximity of the investigation areas to existing urban areas and urban infrastructure including water and sewerage infrastructure.

In all cases, highest priority will be given to developing existing vacant land, which is currently zoned for residential, large lot residential or employment purposes. This is specifically important in terms of logical infrastructure servicing, effective utilisation of land and community development. Some parcels of land that are currently zoned for urban development will be subject to constraints including contamination, flooding and high value conservation vegetation. The timing of future development in these areas will be a consideration for Council when determining the status of investigation areas.

The categorisation of investigation areas has been determined with regard to the existing supply of vacant land in the sector in which the investigation area is located and for the City as a whole. Consideration has also been given to the level of constraint and investigation that is necessary to assess an application to amend the land zoning. A broad description of the character of the different land categories is as follows:

- **Category 1** - land is located in areas without a substantial supply of existing zoned land, in locations that are contiguous to existing urban areas and can be easily serviced.
- **Category 2** - land is usually more removed from urban services towards the perimeter of the investigation areas and would logically be developed after Category 1 land in both a cost and physical sense.

Category 1 land should be investigated and planned prior to Category 2 land, to achieve coordinated and serviced land releases. Indicatively, Category 1 land may be investigated in the short-term (0 – 5 years), with Category 2 land following in the medium-term (5 – 10 years).

Future investigation areas have been identified to provide long-term direction for land use and settlement patterns in Maitland, and to be prepared for population growth in excess of

current expectations. The timing and categorization of the future investigation areas will be regularly reviewed in line with supply and demand analysis.

#### **5.1.4 How do we investigate these new areas?**

The key components and policies in the investigation process of new urban areas are:

- Structure plan (where necessary)
- Local environmental study and plan
- Infrastructure funding plan
- Development controls and policies

These documents are to be prepared and adopted by Council in conjunction with the release of land for urban development.

##### Structure Plans

The preparation of a structure plan is proposed in some investigation areas due to the range of issues, the number of landowners and/ or the need for increased community consultation.

A structure plan is essentially a broad planning study of an area to provide planning principles and direction for a whole investigation area or planning locality. The contents of the structure plan will vary depending on each site but might include coordinated transport planning, water and sewer infrastructure planning, guidelines for development density, community service planning and/ or environmental outcomes. The structure plan will generally be undertaken up-front, prior to more detailed investigations for the land in question to set a broad planning framework.

The importance of the structure plan is to ensure that planning does not take place in an ad-hoc, piecemeal fashion. The process involves landowners, Council and other relevant government agencies to produce a plan, with input from the community to form the basis of land use decisions for a particular locality.

In instances where multiple landowners are involved, the initial coordination may need to be carried out by Council. For example, it may be necessary that Council facilitate a workshop of interested parties and/ or assist landowners to determine a fair and equitable system of distributing the cost of studies and planning between affected parties.

Council may also play a role in coordinating consultation with the community and the exhibition of plans.

This Strategy previously referred to “master plans” as the initial investigation and design process for land release planning. However, recent changes to the Environmental Planning and Assessment Act have included a definition of a master plan which is inconsistent with Maitland City Council’s approach to strategic investigations. In the future, these documents will be referred to as “structure plans”.





## Local Environmental Plans

Prior to any urban development being approved in the Investigation Areas, Local Environmental Plans (LEP) and any necessary development guidelines and policies need to be formulated and adopted.

Whilst Council will retain control of the LEP process, proponents of the rezoning proposals will be required to fund all necessary studies, including local environmental studies (LES) and any work prepared by consultants. The NSW Department of Planning and Infrastructure is the lead State Government agency involved in the rezoning process.

The process of investigation will be required to be undertaken holistically, irrespective of the size of an area that is proposed to be rezoned. Council will expect that the design of the area proposed for rezoning will be considered in the context of any structure plan and including consideration of future development patterns, constraints and sequencing to ensure that successive developments are not fragmented and uncoordinated.

The major steps involved in the preparation of an LEP are:

- Council resolves to prepare a draft LEP
- Review by NSW Department of Planning & Infrastructure's LEP Panel
- Preparation of LES
- Consultation with key stakeholders and public exhibition
- Consideration by Council and Department of Planning
- Gazettal of LEP

## Infrastructure Funding Plan

One of the key policies of this Strategy is to ensure the urban development is appropriately serviced by essential infrastructure, and that the provision of this infrastructure does not burden the community. Therefore, it is necessary for an infrastructure funding strategy and plan to be in prepared and adopted to support urban release areas.

Under the provisions of Part 4, Division 6 of the Environmental Planning and Assessment Act 1979, Council or other public authorities can collect a contribution from new development for the provision or increase of public amenities or services (Section 94) or for a public purpose (Section 93F).

The preparation of an infrastructure funding plan must initially identify the necessary infrastructure, which may include results from investigations such as community needs analysis, transport modelling, recreation and open space planning and consultation with infrastructure providers to determine the extent, type and costs of works. It is also important to identify the timing and sequencing of infrastructure construction to ensure that there is coordination with demands of the new development.

Community consultation and exhibition of the infrastructure funding plan is also required.

### Development Controls

Further detailed planning may be necessary to guide the built environment of new urban areas, including greenfield residential, large lot residential, employment and infill development. Development controls will also assist in providing coordinated treatment of issues including access, open space, infrastructure, biodiversity conservation and visual setting.

Council has a single, citywide plan which contains the all principles and policies for development in Maitland. This plan will be amended where appropriate to include guidelines for new urban areas. The necessary amendments will be identified with reference to any relevant structure plan, local environmental studies and infrastructure planning.

As for the infrastructure funding plan, community consultation and exhibition of development control plan will be necessary.

## **5.2 Monitoring and Review of the Strategy**

Maitland City Council will monitor urban land demand and supply on an annual basis for incorporation into the biennial review of the strategy.

During the biennial review it may be necessary for Council to revise the status of investigation areas where insufficient progress is made towards investigation and development of the nominated areas. If investigations have not commenced or have stalemated due to complications regarding land ownership or land use, Council reserves the right to review the status of investigation areas to determine whether alternative lands should be nominated and to ensure that an artificial shortfall in supply is not created.

Necessary progress in relation to investigations may include the preparation of a Structure Plan (where required), preparation of an environmental study, rezoning application, gazettal and release of amendments to Council's Local Environmental Plan or development consent.

This approach is expected to provide an incentive for landowners to take the opportunity to investigate when it is presented to them in accordance with the strategy and the flexibility for Council to vary the strategy, if necessary.

## **5.3 Description of Investigation Areas**

The following section provides a description of each of the investigation areas identified in this Strategy and the key issues and constraints affecting each site. It is important to note that the list of issues is not exhaustive and that a more comprehensive list of matters for investigation will be determined prior to the commencement of subsequent stages of

investigation, possibly as part of a Structure Plan or following preliminary consultation with Council.

A map of each Investigation Area is provided to give an indication of the lands to be considered in the environmental and planning studies. The boundaries of investigation areas are approximate and will need to be determined accurately as a result of more detailed investigation.

### **5.3.1 Thornton North Stage 3 Investigation Area**

#### Initial Investigations

Council adopted a structure plan for the entire Thornton North Investigation Area in December 2004. This document has guided further planning investigations for Thornton North, including the preparation of LEP amendments for the initial land release (stage 1), a coordinated infrastructure funding plan and the Thornton North Area Plan.

Both Stage 1 and Stage 2 have been rezoned for residential and environmental conservation purposes with stage 2 being finalised in 2011.

A significant constraint to the development of the Thornton North area is the local and regional road infrastructure in the Thornton area, including the intersection of Thornton Road and the New England Highway and crossing of the Hunter rail line at Thornton rail station. Funding has been allocated by the Federal Government and a grade-separated interchange at Weakleys Drive and the New England Highway has been constructed.

Stage 3 of the Thornton North URA includes that land south of Raymond Terrace Rd containing the "Housing Commission" clay quarry and one parcel of land to the east. Issues for consideration include upgrading of Raymond Terrace Rd, construction of controlled intersections with Raymond Terrace Rd, biodiversity management and conservation and provision of utility infrastructure.

Lot yield from this area is expected to be low considering the constraints associated with the land.



**THORNTON NORTH INVESTIGATION AREA**




Scale 1 : 35 000  
 Printing Date: June 2013



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 © LPMA of NSW 2011

This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time and should therefore be verified with Maitland

 Category 1 - Residential

**URBAN SETTLEMENT STRATEGY  
 2012 EDITION**

**Figure 9: Thornton North Investigation Precinct.**

### **5.3.2 Gillieston Heights Stage 3 Investigation Area (Cat 1 and Cat 2 Residential**

#### Physical Description

The Gillieston Heights Investigation Area identifies localities suitable for investigation as future extensions to the existing residential area of Gillieston Heights, as shown in Figure 10. These areas represent two specific locations which will build on the existing urban release area and include land on the western side of Ryans Rd in the northern sector of Gillieston Heights, land adjoining existing residential development on the eastern side of Cessnock Rd to the north, and land adjoining the southern boundary of the recently zoned residential area fronting both sides of Cessnock Rd.

#### Existing Development

The existing residential area of Gillieston Heights is serviced by a small convenience store and one primary schools. A transportable home park is a prominent feature of Gillieston Heights on the eastern side of Cessnock Rd, together with a navigation facility operated by Air Services Australia on the western side of Cessnock Road.

The Gillieston Heights Structure Plan and supporting Precinct Plans have been developed to guide the expanding residential area of the Gillieston Heights Urban Release Area. These plans provide for public open space, road and cycle networks, commercial areas and preferred land use patterns.

Residential development is currently progressing on the eastern side of Cessnock Rd and has resulted in the upgrading of road, sewer/water and intersection infrastructure to fully accommodate urban development envisaged for Gillieston Heights. It is projected the urban release area will provide for an additional 2200 lots. The proposed Preliminary Investigation Areas could contribute 200 -250 residential lots and would be the extent of residential development for this area given constraints and development limitations.

#### Access

Cessnock Road (MR 195), which is located on the major ridgeline on the eastern edge of the existing urban development area, provides the main access to the residential area of Gillieston Heights. This road is generally not affected by floodwater, although serious flooding would cut access on Cessnock Road to Maitland at Mt Dee and to Kurri Kurri at Testers Hollow. Residential development occurring on the eastern side of Cessnock Rd has prompted strategically located intersection upgrades along Cessnock Rd. Similarly, recent rezoning of land for residential purposes on the western side of Cessnock Rd has prompted Structure Planning and Precinct Planning for the area to ensure local road networks connect with and fully utilise the identified strategic access points. The suitability of the local road network to accommodate any increases in traffic will need investigation for the identified areas in the proposed northern and southern sectors.

The proposed route for the National Highway extension (Seahampton to Belford) identifies a full interchange with Cessnock Road, south of Heddon Greta. There is significant potential for increased vehicle movements on Cessnock Road as an access route to the freeway.

### Environmental

The Green and Golden Bell Frog, a Schedule 1 Endangered Species, is known to exist in the immediate locality. Investigations should therefore take into account any recovery plan for this species.

An existing Total Catchment Management Strategy generally concludes that existing water quality in both the Wallis and Fishery Creek catchments is very poor. Salinity mapping shows that salinity may be an issue in areas surrounding Gillieston Heights. Minimal vegetation remains on the subject lands. However, small patches of remnant vegetation exist on the south western corner of the southern site.

Investigations for urban growth should therefore consider the potential for impacts in the catchments, with careful consideration of the issue of water cycle management.

### Acoustic

The South Maitland Rail Line forms a natural barrier to the extent of residential development to the west. The rail line is in use and therefore has the potential to impact on future development through noise and vibration and should be fully investigated to determine the extent of residential development with regard to noise impact and identify mitigating measures in accordance with rail noise and vibration development criteria.

The level of traffic utilising Cessnock Rd warrants the investigation of impacts from road noise on land adjoining Cessnock Rd. Developable areas and mitigating measures should form part of any recommendations for these sites.

### Infrastructure

The existing urban area of Gillieston Heights is serviced with water and wastewater infrastructure. The development of the urban release areas east and west of Cessnock Rd has resulted in the augmentation of the existing systems to fully accommodate this residential expansion. Investigation into available capacity in the existing water and sewer system to accommodate limited expansion to the north and south of the residential area should be undertaken. Provision for recycled wastewater reticulation should be made, in discussion with Hunter Water Corporation.

### Visual Impact

The residential areas of Gillieston Heights are bound by the floodplain to the north, east and south east, which provides extensive views across farm land and low-lying areas to the

Sugarloaf Range, Maitland, Rutherford and Farley. The southern extent of the residential area of Gillieston Heights and proposed investigation area extension is bound by an encircling ridgeline from west to east which provides a natural barrier to the extent of residential development in the locality. This east – west ridgeline would contain residential development to a singular visual catchment contiguous with the developing area of Gillieston Heights. Development over this ridge would also create servicing issues.

The area is mainly characterised by cleared grazing land with some rural residential development. Remnant areas of vegetation have landscape significance due to the visual sensitivity of the Gillieston Heights area. ERM Mitchell McCotter (1996) rate the scenic quality of the Gillieston Heights area as medium to high, based on views to and from surrounding areas. The Gillieston Heights village and adjoining developing residential area is located on a north – south ridgeline. Any extension of the residential area is likely to increase its visibility from surrounding areas. The visual sensitivity of the area is therefore a significant issue and investigations should include measures to minimise the impact that intensive residential development would have on the visual environment. Extensive tree planting and retention of open space areas on ridgelines and spurs leading out onto the floodplain areas would assist in reducing this impact.

### Flood Management

Land to the north of Gillieston Heights on the western side of Ryans Rd is subject to the 1%AEP Flood level. Further investigations will be required to address the extent of flooding in this area.

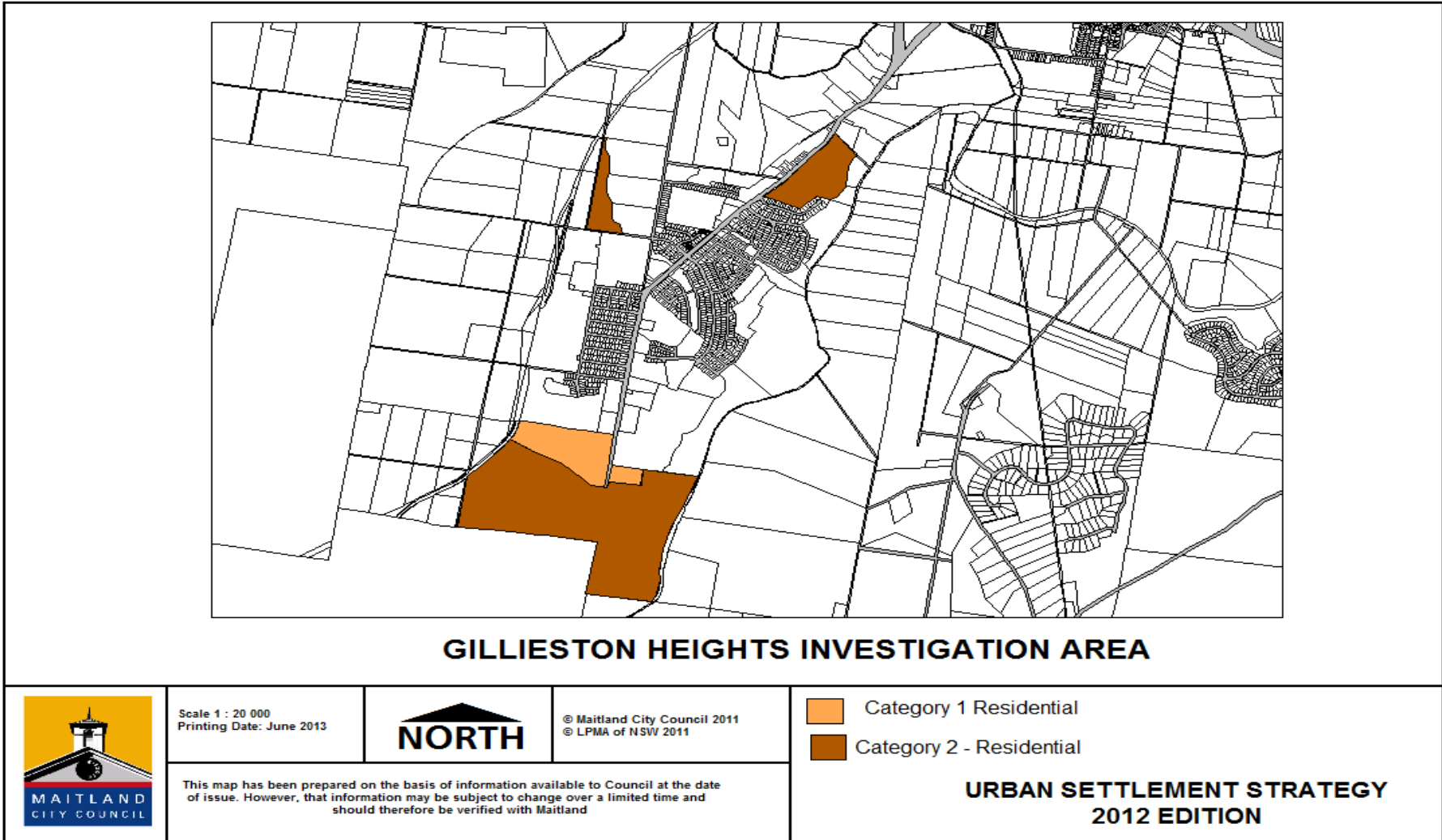
### Mine Subsidence

The Mine Subsidence Board has indicated that shallow abandoned mine workings exist on land between the existing residential area and the South Maitland Railway line to the west, these workings also extend to the south. The extent and depth of these workings vary across each of the identified sites. Geotechnical investigations detailing the depth of cover and stability of the land to support residential development should be included in any submission to progress these lands for residential development.

### Heritage

The South Maitland Railway runs through Gillieston Heights (formerly known as East Greta) and is protected by a Section 130 Conservation Order under the NSW Heritage Act 1977. There are potential mining relics in the area and where these exist, further investigation will be required to determine their significance.

The proposed Category 1 and Category 2 Residential areas are an extension to the existing zoned areas of the Gillieston Heights URA. There is heavy reliance on the development of the existing residential areas to provide the necessary service infrastructure to these additional sites before rezoning can occur.



**Figure 10: Gillieston Heights Investigation Area.**



### 5.3.3 Louth Park Investigation Area

#### Background

The Louth Park Planning Proposal received Gateway Determination on 8 August 2012. The Gateway Determination recommended that a Development Control Plan or similar strategic planning tool to be exhibited with the Planning Proposal.

#### Physical Description

The Louth Park Investigation Area surrounds the existing rural small holding subdivision at Louth Park (Waterforde Estate), as shown in Figure 11. It is contained within the same visual catchment as the existing rural small holding zone and could be serviced by an extension to the reticulated sewerage system. The area has scattered trees and connective pocket vegetation and is gently rolling up to a ridgeline that overlooks the Wallis Creek floodplain.

#### Existing Development

The relationship to existing rural small holdings in the area will need to be considered along with the proximity of future development to the on-going operations at Bloomfield Colliery in the south-east and Council's waste disposal depot in the north east. Surrounding land uses comprise of cattle grazing and cropping, rural small holding development, mining and mine related activities & Council waste management facility.

#### Visual Impact

Views from surrounding areas will be a key consideration when planning of this area. Development should be designed and sited to protect views from surrounding areas and the rooflines of houses should not be visible from the west of the Wallis Creek floodplain.

Design opportunities may include the cluster planning of lots, with larger lots nearer the ridgeline; building envelopes guiding the location of dwellings and housing design standards; and native landscaping along the ridgeline, linking to existing vegetation to the south.

#### Access

The standard of road infrastructure in the area will need to be considered, including the standard of intersection at Mount Vincent Road. Louth Park Road is poorly aligned in some sections, and there are other infrastructure limitations between the Investigation Area and Maitland.

## Environmental

The location of the Investigation Area within the catchment for Wallis Creek will be a significant issue in future investigations. Reference and consideration should be made to the Wallis and Fisheries Creeks Total Catchment Management (TCM) Strategy, which generally concludes that existing water quality in the Wallis Creek catchment is very poor.

Investigations for urban growth should therefore consider the potential for impacts in the catchment, with careful consideration of the issue of water cycle management, to ensure that future development will make a positive contribution to the health of the catchment.

## Flora/Fauna

The subject land contains isolated mature trees with remnant EEC (Lower Hunter Iron Bark Spotted Gum vegetation community) in the south eastern area of the site. This vegetation community has connectivity with extensive vegetation across Mt Vincent Rd and Louth Park Rd providing a visual and acoustic buffer to road traffic and adjoining mining operations. Site studies to date have identified the presence of threatened fauna species. The mapped EEC and isolated habitat trees should be integrated into the design of future development of the site.

## Mine Subsidence

The Mine Subsidence Board has indicated that shallow abandoned mine workings exist on land either side of Louth Park Rd. The extent and stability of these workings need to be fully investigated to determine suitability to accommodate urban development. Land on the eastern side of Louth Park Rd supports small rural allotments which have restrictions on the land titles prohibiting the development of structures in specific areas. These restrictions and occurrence of remnant vegetation limit the development potential of land on the eastern side of Louth Park Rd for urban purposes.

## Flood Management

The forecast 1% flood has been considered as the extent for urban development to the north of the investigation area. Similarly localised flooding of drainage areas needs to be addressed in association with stormwater management and limits to urban development.

## Conclusion

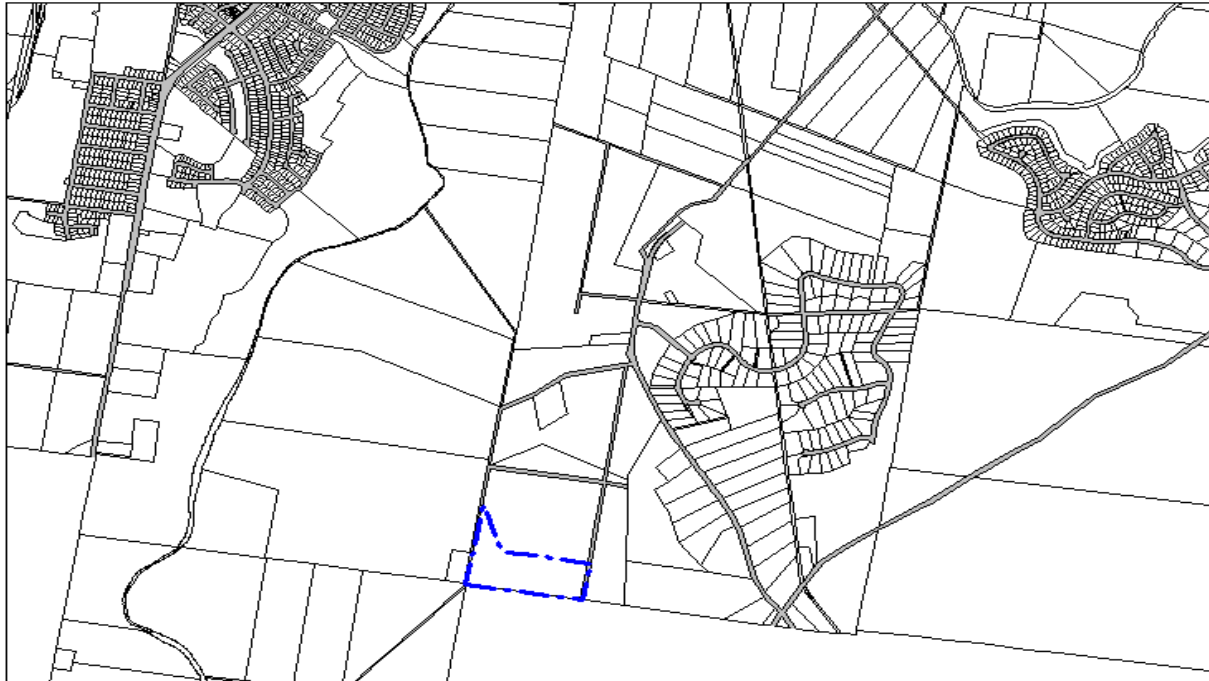
To date site investigations have identified a range of constraints and opportunities associated with developing the locality for urban purposes. However, the rezoning process has stalled and as such it is considered appropriate to reconsider the range of issues in more detail through the development of a DCP for the Louth Park

Investigation Area. The DCP is to investigate and provide planning principles and direction for land use patterns considering lot density/yield, water and sewer infrastructure planning, environmental outcomes (flora/fauna, mine subsidence, drainage, salinity, visual) and traffic/transport planning.

It is therefore considered the Louth Park Planning Proposal will form an amendment to the Maitland LEP 2011 upon completion and adoption of the Louth Park DCP.

#### Louth Park Preliminary Investigation Area

A small additional area adjoining the Louth Park URA to the south is considered to have merit for inclusion in the MUSS as a PIA. The further consideration of this land would be subject to the development of the URA and provision of service infrastructure to the site and detailed site studies supporting a land use pattern.



**LOUTH PARK INVESTIGATION AREA**



Scale 1 : 25 000  
 Printing Date: June 2013



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 © Land and Property  
 Information NSW 2012

This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time and should therefore be verified with Maitland



Preliminary Investigation Area

**URBAN SETTLEMENT STRATEGY  
 2012 EDITION**

**Figure 11: Louth Park Investigation Area.**

### 5.3.4 Farley Investigation Area

A large area to the immediate south and south-east of the Farley Urban Release Area (URA) was nominated as a Category 2 Investigation Area under the MUSS 2010 review. This land forms a logical extension to the Farley URA, and has been assessed as appropriate for further planning investigations to determine suitability for residential purposes. Constraints such as flooding, visual impact, vegetation, access and proximity to the Farley Wastewater Treatment Works have been assessed in a preliminary manner to inform the boundaries of this investigation area. It is considered that all obvious constraints could be further investigated in the future to fully determine the extent of development potential within this investigation area.

Category 2 status is deemed the most appropriate category under the MUSS for this investigation area, given that development would be heavily reliant on infrastructure delivery to the north, and the development of the Farley URA, including road layout and lot layout, will certainly influence the pattern of development within the Category 2 Investigation Area in the future. Furthermore, the Farley URA is quite extensive in size and, therefore, the development of that land would be likely to occur prior to any development within the Category 2 Investigation Area. As such, the timeframe for development within the Category 2 Investigation Area (5-10 years) is considered appropriate.

#### Physical Description

The Farley Investigation Area covers cleared land south of Wollombi Road as shown in Figure 13. It is bounded by the estimated 1% flood event to the south, east and north, the Farley URA to the north, and the proposed Farley Preliminary Investigation Area to the west. Owl Pen Lane currently provides linkage to the land from Wollombi Road. The site is approximately 41 hectares that is cleared but adjoins large areas of intact vegetation to the west, with potential linkages to Wentworth Swamp and other areas of regionally significant biodiversity values. The long-term conservation of these areas of vegetation is a major priority in this area.

The subject Category 2 investigation area forms a logical extension to the Farley URA, and is impacted by similar constraints (i.e. infrastructure servicing, vegetation, flood, visual impact).

#### Existing Development

At present, the majority of land holdings are used for low intensity grazing and rural living, with only two dwellings present in the investigation area. A higher density of dwellings occurs along the western end of Wollombi Road within the Farley URA, close to the residential areas of Rutherford and Telarah.

Hunter Water Corporation operates a wastewater treatment plant (WWTP) south of the Investigation Area. Consideration has been given for adequate buffer from the WWTP. This issue is of significance for the investigation area, given the proximity of the Farley WWTP to the southern boundary of the site.

## Visual Impact

The visual impact of development on surrounding areas will need to be addressed along with the bushfire hazard for any new development west of Owl Pen Lane, where a significant area of contiguous vegetation adjoins the investigation area boundary. Design solutions may include buffers and the clustering of dwellings in locations of lower impact.

The investigation area is set in the mid region topography of land undulating to Wentworth Swamp. While some parts within this investigation area are likely to be shielded from areas beyond Wentworth Swamp to the south of the site, visual impact is likely to be significant.

## Access

Wollombi Road is an arterial route between Maitland and Kurri Kurri/ Weston. Together with Old North Road and a possible future route south of Telarah, investigations have commenced into the use of Wollombi Road as a southern Maitland by-pass to relieve congestion on the New England Highway. Further assessment is required to determine the viability of a by-pass route and any studies in the Farley Investigation Area should be cognisant and consistent with Council's long-term Integrated Land Use and Transport Study 2010.

Owl Pen Lane is not cut by flooding in a 1% AEP flood event, however, investigations will need to occur in relation to suitability of the width and construction of Owl Pen Lane if access is proposed from this road in the future. This should be undertaken in the context of outcomes for the adjoining Farley URA to the north. Investigations into evacuation will be necessary given that Quarry Road is cut in a 1% AEP flood event and residents from Quarry Road require access to Owl Pen Lane.

The Farley rail underpass, north of the Investigation Area, should be included in any future investigations as part of the studies for transport and access. Pedestrian and cyclist routes in this area should be identified and planned for.

## Environmental

The Investigation Area is located in a catchment above the Wentworth Swamp. Impact on this regionally significant wetland should be considered as part of any further investigations for the site.

## Infrastructure

Consideration must be given to establishing the required lot yields in order to warrant the level of infrastructure expenditure required. This may include investigating the overall development footprint, lot densities and total lots required. Augmentation of utility infrastructure will be necessary to support new residential development. Appropriate infrastructure sequencing for the Farley URA and Farley Investigation Area) should be

investigated if possible, and future development patterns should be consistent with infrastructure delivery.

Services are currently available in Wollombi Road, or in the instance of sewerage, from the Farley WWTP. A water and wastewater servicing strategy is currently being prepared for the Farley URA. The recent approval of the Maitland to Minimbah Third Rail Track project will require additional investigation into the impacts of noise and vibration on the Investigation Area, since rail movements are proposed to increase significantly and the rail corridor exists to the north and east of the site.

#### Inclusion of Farley Preliminary Investigation Area

A large area to the immediate south of the Farley Urban Release Area (URA) and to the immediate west of the Farley Investigation Area has been nominated as a Preliminary Investigation Area under the MUSS 2012 review. This land has the potential to form a logical extension to the Farley URA and the Farley Investigation Area, and has been assessed as appropriate for further planning investigations to determine suitability for residential purposes in the long term. Constraints such as flooding, visual impact, vegetation, agriculture and land use conflicts, access and proximity to the Farley Wastewater Treatment Works have been assessed in a preliminary manner to inform the boundaries of this investigation area. It is considered that all obvious constraints could be further investigated in the future to fully determine the extent of development potential within this investigation area.

The status of the site as a Preliminary Investigation Area is deemed the most appropriate category under the MUSS for this investigation area, given that future development would be heavily reliant on infrastructure delivery and the future development pattern of the Farley URA and Category 2 Investigation Area, including road layout and lot layout. Furthermore, the Farley URA is quite extensive in size and, therefore, the development of that land would be likely to occur prior to any development within the Category 2 Investigation Area. As such, the timeframe for development within the Preliminary Investigation Area (+10 years) is considered appropriate.

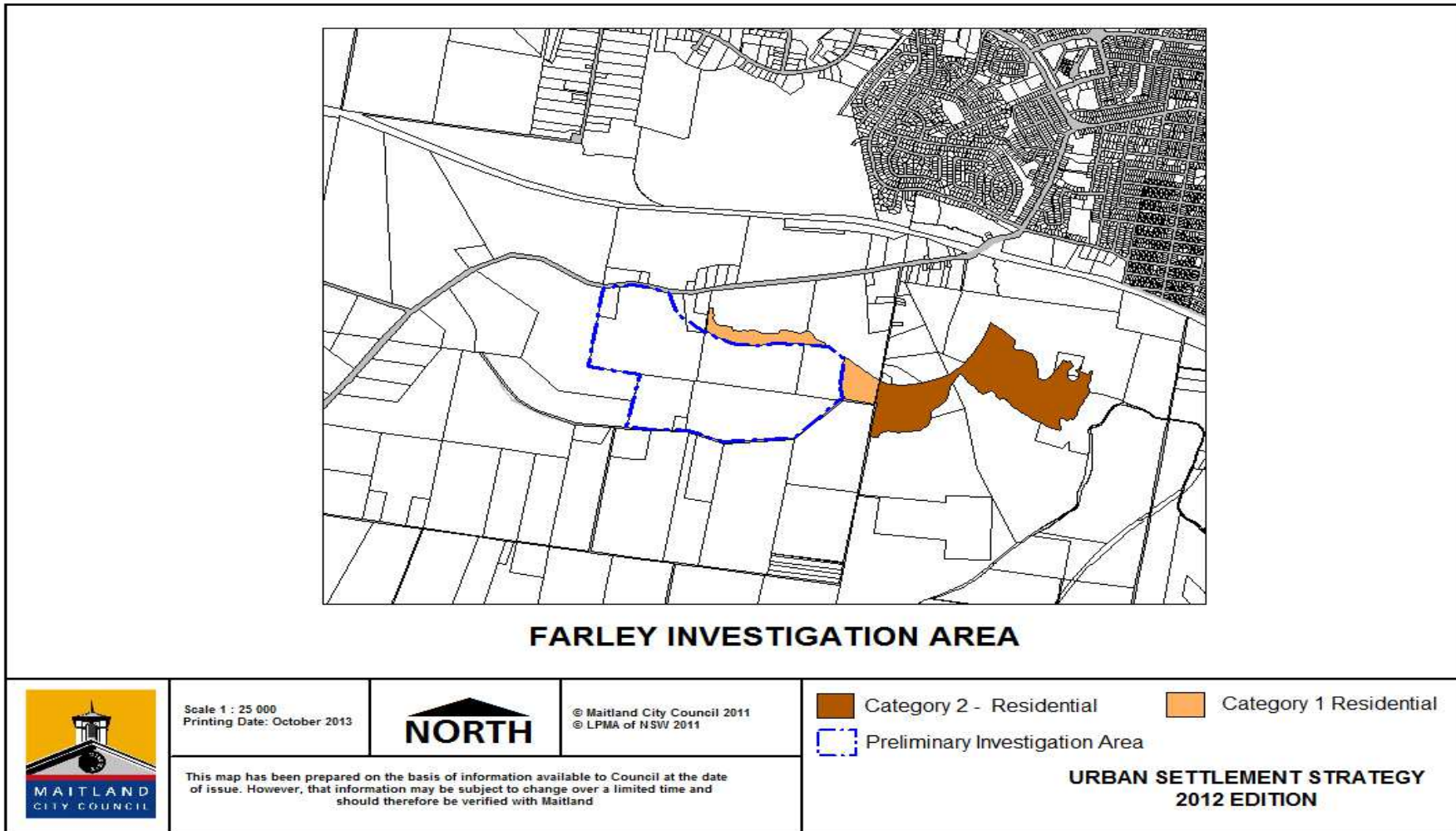


Figure 12: Farley Investigation Area



### **5.3.5 Anambah Road Employment Land**

#### Background

The former Anambah PIA consisted of lands east and west of Anambah Road, with the southern portion adjoining the existing Anambah Business Park and Rutherford Aerodrome.

Further consideration of future land use potential identified the need to split the PIA into two separate categories to reflect development constraints. The southern precinct is now considered a potential employment area utilising existing infrastructure associated with the Anambah Business Park.

#### Physical Description

The land adjoins Rutherford Aerodrome and is positioned between the existing Anambah Business Park to the south and land identified for future potential large lot residential purposes to the north. The investigation area is shown in Figure 17. The subject land is approximately 14.8ha in size and forms a logical extension to existing employment land to the south of the site.

#### Existing Development

The subject land is currently used by the Maitland Polo Cross Club. The land is not currently developed for any other purpose. Rutherford Aerodrome exists to the south and west, while land to the north and east is predominantly utilised for agriculture, with some land to the south-east is developed for residential purposes. Anambah Business Park is located to the south of the land.

#### Access

Access to the land is via Anambah Road. The site is benefitted by Anambah Road adjoining the entire eastern property boundary, meaning that access should not be a constraint for future development within the site.

#### Environmental

The western portion of the land is mapped as bushfire prone and any future investigations would need to consider this issue.

#### Flooding

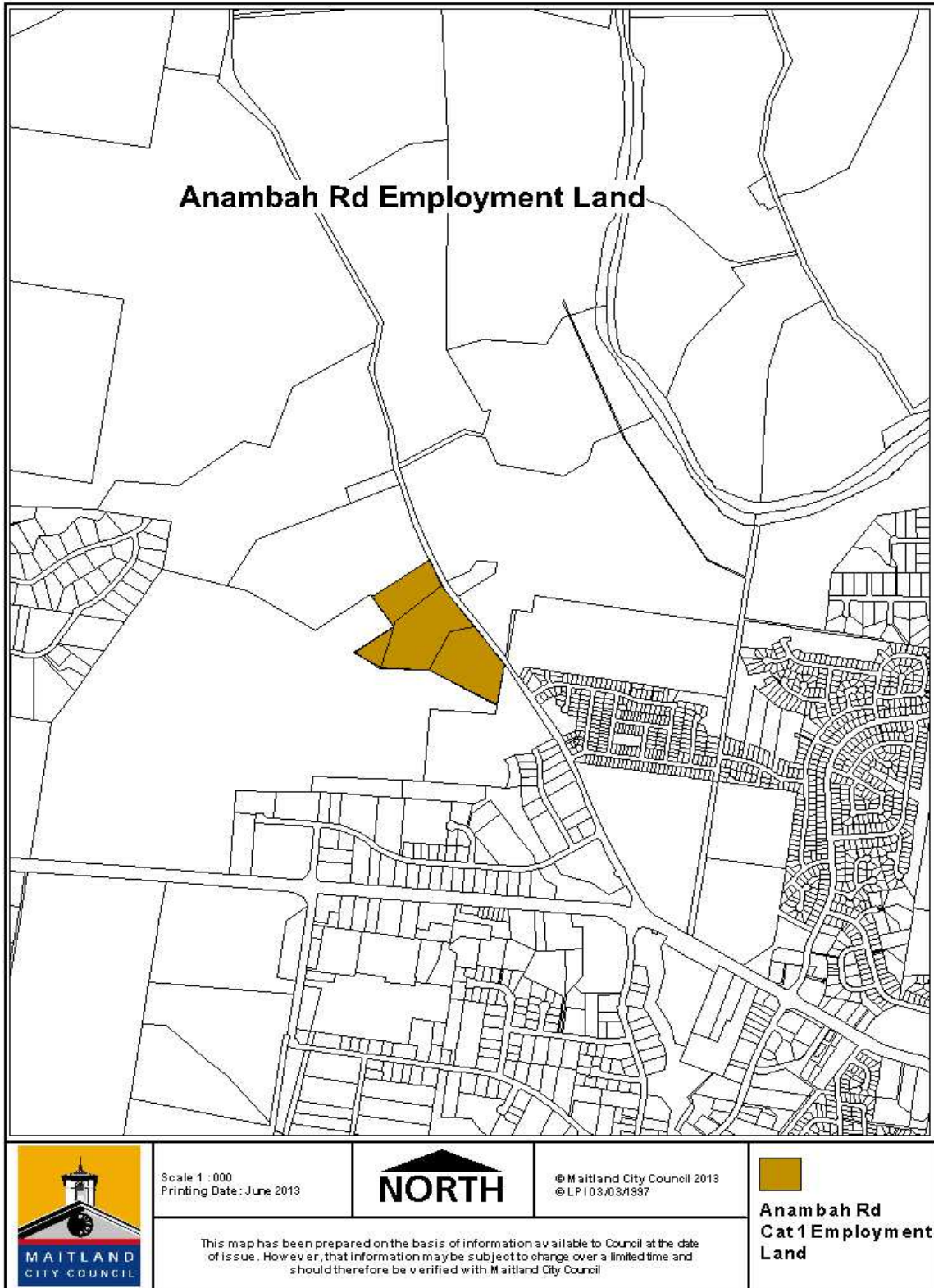
Council's property information illustrates that a significant portion of the subject land is inundated during a 1% AEP flood event. The land is identified for potential future use as employment land, and any future investigations would need to consider how a development outcome would be commensurate with the flood risk at the site.

## Noise

Rutherford Aerodrome is located immediately south and west of the subject land. Any future investigations will need to consider the impacts of noise and vibration from aircraft movements, including any means of attenuation.

## Infrastructure

Any future investigations would need to incorporate infrastructure servicing, including an assessment of water and wastewater supply and capacities and availability of essential services. It is anticipated that given the proximity of the existing employment land to the south (Anambah Business Park), augmentation of essential services for similar purposes would be achievable.



**Figure 14: Anambah Road Employment Land.**

### 5.3.6 Aberglasslyn Investigation Area

#### Physical Description

The Aberglasslyn Investigation Area encompasses approximately 200 hectares of gently undulating land along Oakhampton Road, with a small extension south along Aberglasslyn Road, as shown in Figure 15.

The Investigation Area drains into a number of small sub-catchments, which flow directly into the Hunter River. The southern part of the investigation area drains to the Hunter River via the Oakhampton Wetland, which is listed in the Hunter Regional Environmental Plan 1989 as a significant natural area.

#### Existing Development

Council has adopted a structure plan for part of the Aberglasslyn Investigation Area and LEP amendments have been gazetted in March and June 2007 for a large proportion of the site. The LEP will be supported by the Aberglasslyn Area Plan adopted as a chapter within the Citywide Development Control Plan in April 2007.

The majority of the area has traditionally been used for grazing. Residential development has historically been limited to rural-small holdings and farm residences, although some rural-residential development has occurred nearby at Oakhampton and at Aberglasslyn Estate. Consideration should be given to the viability of the rural land adjoining the Investigation Area, and the demand for flood-free holding land.

A sand and gravel extractive industry is located across the Hunter River at Maitland Vale and the Investigation Area may fall within the buffers to this operation.

#### Access & Traffic

The primary access to the Investigation Area is via Aberglasslyn Road and Oakhampton Road, which provide a flood free link to the Investigation Area from the New England Highway at Rutherford. Concept designs have been prepared for a series of improvements on the highway to cater for traffic from the initial land releases.

Oakhampton Road contains an at-grade rail level crossing which may need review and upgrades in terms of its geometry, alignment and safety. Further consultation will be required with state rail agencies to determine possible changes to this crossing.

There is a disused train platform at Oakhampton. Opportunities for redevelopment of the platform and access to passenger trains should also be discussed with the relevant state rail agencies.

Flooding and potential impacts on the road network leading into Central Maitland are further issues for consideration.

## Heritage

Aberglasslyn House, located to the north of the Investigation Area, is listed as having State heritage significance in Maitland LEP 1993. It is also listed on the Register of the National Estate and is the subject of a Permanent Conservation Order. The visual catchment of Aberglasslyn House has been determined by Taylor (1995) and focuses on the hills north of the Hunter River. Views to and from the house and its grounds are an important consideration in the more elevated parts of the Investigation Area.

The objective with future development in this area should be to prevent any intrusion on the visual catchment of Aberglasslyn House. In this regard, a heritage control area has been identified in a draft LEP for the initial urban release area of Aberglasslyn.

## Noise

The north eastern area of the investigation area adjoins an existing sand and gravel extraction activity adjacent to the Hunter River. Appropriate amelioration measures such as distance and acoustic design may be required for future residential development, to ensure compliance with relevant standards and criteria for noise contained in the NSW EPA Environmental Noise Control Manual.

Similarly, residential development adjacent to busy roads or close to the North Coast rail line will require acoustic assessment to ensure future residents are not adversely affected by traffic noise or vibration.

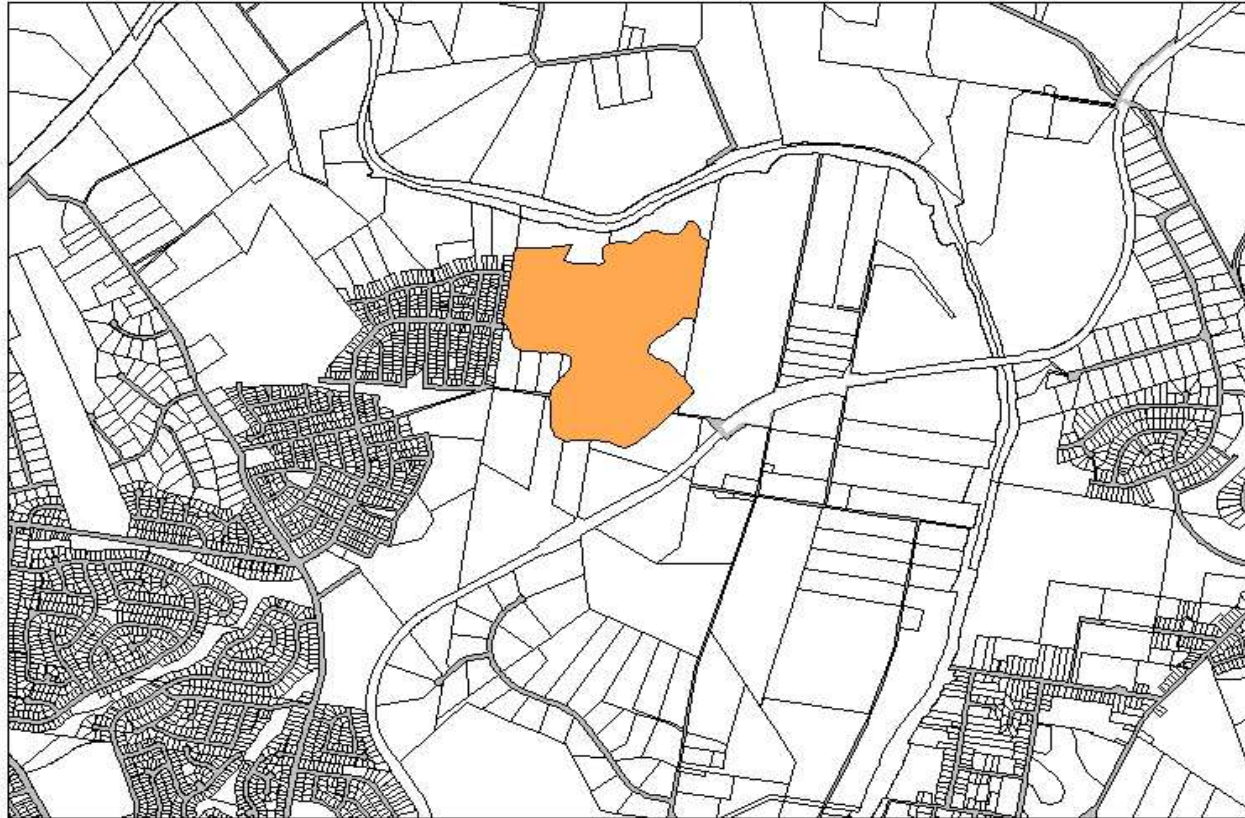
## Visual Impact

The Investigation Area generally has medium scenic quality, characterised by an undulating, mainly cleared rural landscape. Many sites within the Investigation Area have extensive views of rural land to the north and east. The central section of the Investigation Area is characterised by undulating grazing land with scattered trees. Steeper forested hills are visible to the north and south of the Investigation Area. Future development in this area should incorporate open spaces and tree planting to maintain its scenic rural character.

Views from the southern portion of the Investigation Area over the Oakhampton lagoon also need to be protected and enhanced.

## Infrastructure

Water services are limited to the south-eastern corner of the Investigation Area and a single water main which supplies Aberglasslyn House in the north of the area. There is currently no provision for sewerage or recycled waste water services. Amplification and extension of the existing services in the area will be required in accordance with the requirements of Hunter Water Corporation and Council.



**ABERGLASSLYN INVESTIGATION AREA**

<p>MAITLAND CITY COUNCIL</p>	<p>Scale 1 : 25 000 Printing Date: June 2011</p>	<p><b>NORTH</b></p>	<p>© Maitland City Council 2011 © LPMA of NSW 2011</p>	<p> Category 1 - Residential</p>
<p>This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time and should therefore be verified with Maitland</p>				<p><b>URBAN SETTLEMENT STRATEGY 2012 EDITION</b></p>

Figure 15: Aberglasslyn Investigation Area.

### **5.3.7 East Maitland Investigation Area (Mt Vincent Rd)**

#### Background

The operation of the Waste Disposal Management Facility (WDMF) in this locality has restricted urban development progression to the south along Mt Vincent Rd. The life of the WDMF is under review with the likelihood of the facility ceasing operation, as a disposal facility, in 5 to 8 years. Accordingly there is merit to consider the expansion of urban development in this location.

#### Physical Description

The East Maitland Investigation area includes land on both sides of Mt Vincent Rd and adjoins the urban area of Rathluba to the north. The western precinct is bound by the Wallis creek flood plain to the west and contains some Ecologically Endangered Communities.

#### Access

Access can be provided from both Mt Vincent Rd and from internal road networks of adjoining subdivisions to the north.

#### Environmental

The location of the Investigation Area within the catchment for Wallis Creek will be a significant issue in future investigations. Reference and consideration should be made to the Wallis and Fisheries Creeks Total Catchment Management (TCM) Strategy, which generally concludes that existing water quality in the Wallis Creek catchment is very poor.

Investigations for urban growth should therefore consider the potential for impacts in the catchment, with careful consideration of the issue of water cycle management, to ensure that future development will make a positive contribution to the health of the catchment.

#### Flora/Fauna

The subject land contains remnant EEC (Lower Hunter Iron Bark Spotted Gum vegetation community) in the south and eastern area of the site. This vegetation community has connectivity with extensive vegetation across Mt Vincent Rd and provides a visual and acoustic buffer to road traffic and adjoining mining operations. The mapped EEC and isolated habitat trees should be integrated into the design of future development of the site.

#### Shallow Mine Workings

The Mine Subsidence Board has indicated that shallow abandoned mine workings exist on land. The extent and stability of these workings need to be fully investigated to determine suitability to accommodate urban development

## Flood Management

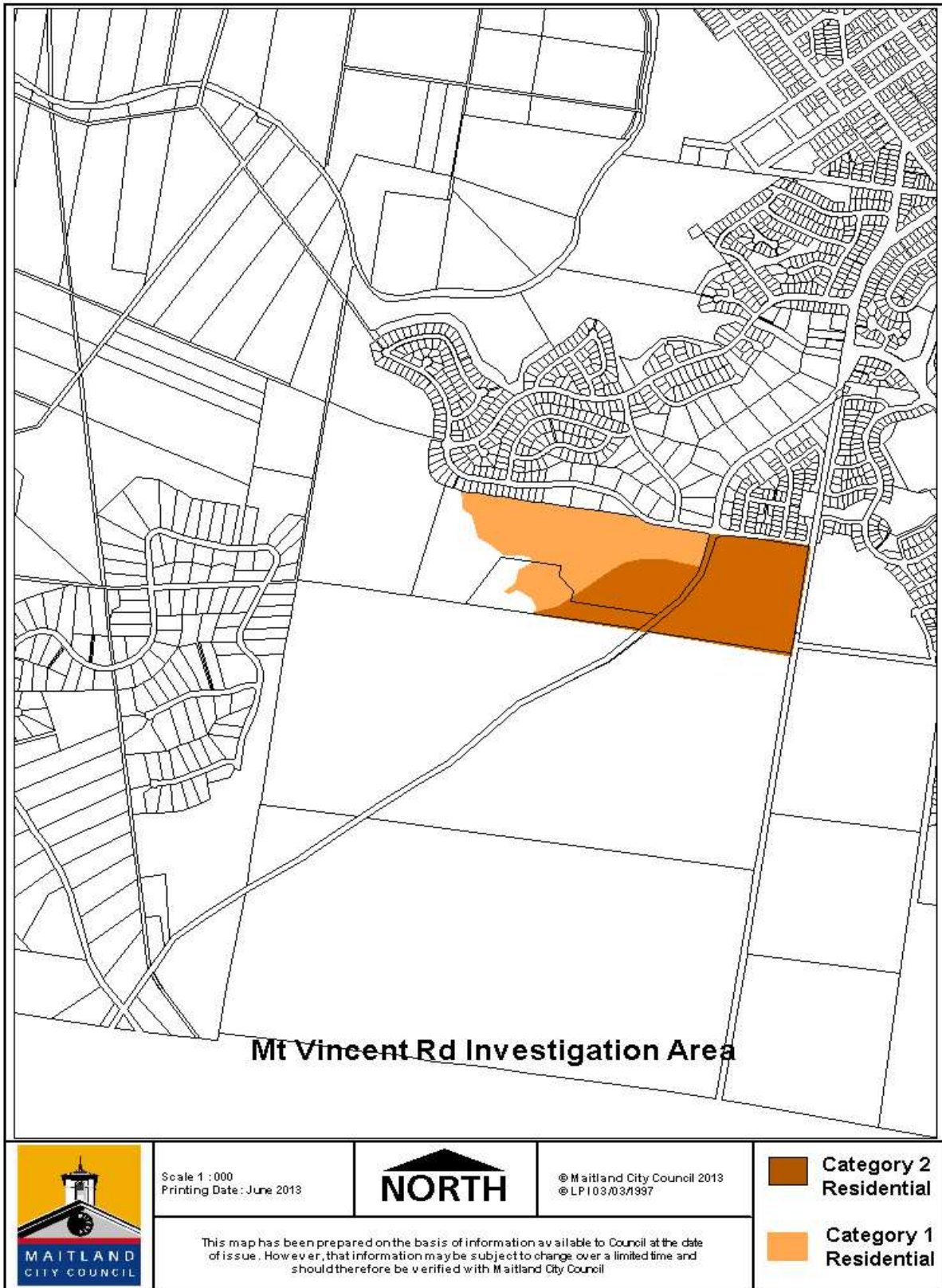
The forecast 1% flood has been considered as the extent for urban development to the west of the investigation area. Similarly localised flooding of drainage areas needs to be addressed in association with stormwater management and limits to urban development.

## Conclusion

The subject lands have been included in the MUSS 2012 edition as part Category 1 & part Category 2 Residential to reflect and acknowledge constraints associated with the site eg, flooding, EEC, mine subsidence and the Waste Disposal Management Facility.







**Figure 16: Mt Vincent Investigation Area.**

### **5.3.8 Anambah Investigation Area**

The Anambah Investigation Area is identified as a Category 1 Residential Investigation Area in order to progress the timely release of lands in the western sector of the Maitland LGA. This allows the lands to progress through structure planning for the Investigation Area, ensuring the lands capabilities are realised prior to rezoning.

#### Physical Description

The Anambah Investigation Area covers approximately 422.8 hectares to the west of Anambah Road, as shown in Figure 17. The approximate boundaries of this area are defined by flooding in the south and east, by topographical features (i.e. 50m contour) in the west and north and the adjoining rural residential area of Windella to the south.

The 50 metre contour coincides with the approximate limit of native vegetation on the visually significant ridgeline that extends North- South from Gosforth, via Windella to Winders Lane. This ridgeline provides the backdrop for the area and will help to ensure that any future development is not overly dominant in the landscape.

#### Existing Development

The Anambah area is almost totally cleared of vegetation due to a history of low intensity grazing. There are a number of drainage lines throughout the undulating terrain, which show signs of erosion and potential for rehabilitation in conjunction with any future development.

Land uses within the Anambah and Gosforth area include grazing, viticulture, extractive industries, tourist activities and equine establishments.

Investigations must consider the relationship to the Rutherford Aerodrome and existing residential areas, the provision of flood free access and the impact of development within the local catchment.

#### Access

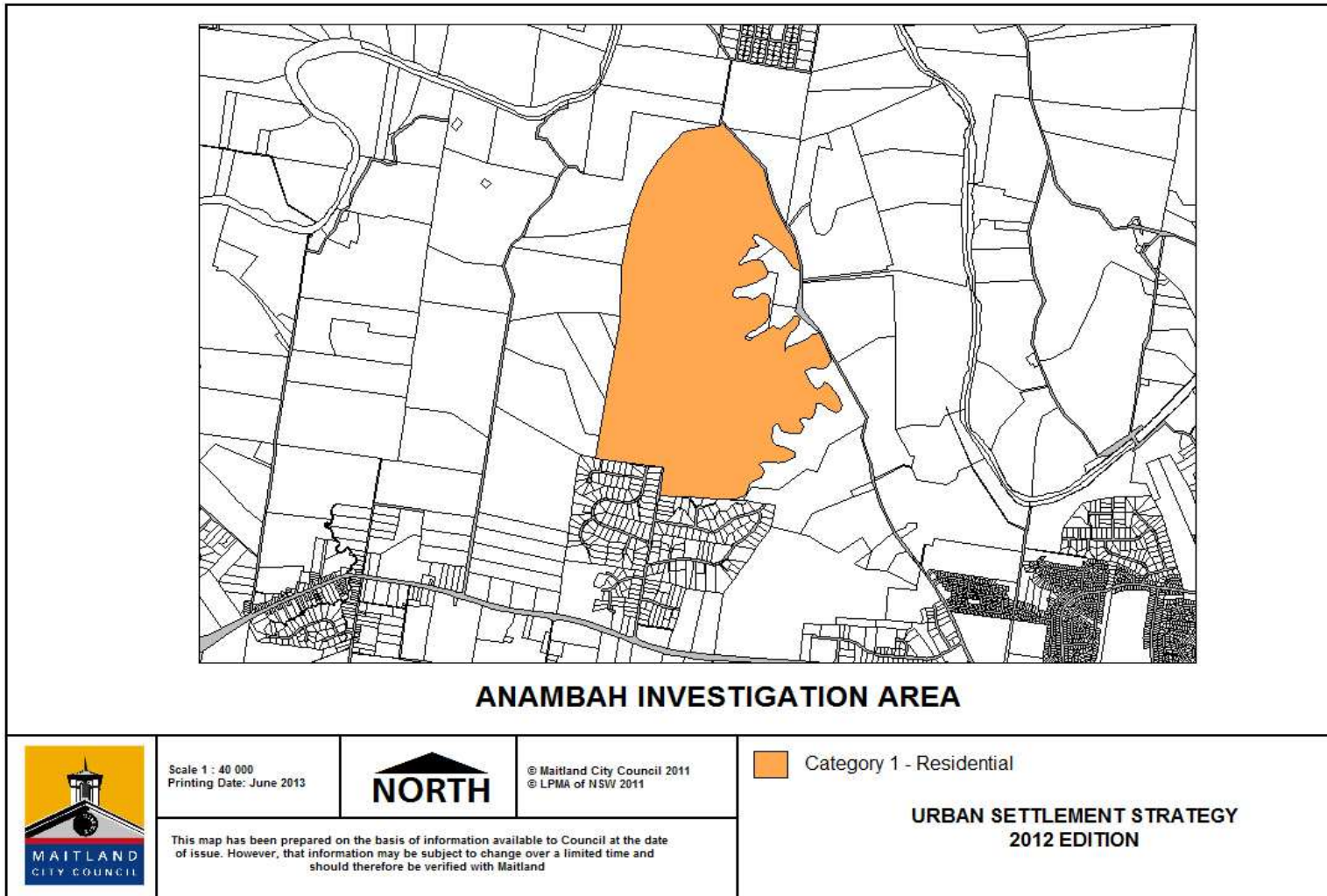
Access to the investigation area is limited via Anambah Road. Detailed Structure Planning will provide insight into transport accessibility to the area and the provision of adequate transport infrastructure needs to be undertaken, including the impact on the New England Highway. The provision of suitable flood free access will also be necessary.

#### Infrastructure

The Anambah area is currently not serviced by reticulated water or wastewater, and the provision of these services will be essential for any residential development. Council will therefore commence early consultation with the Hunter Water Corporation.

Early indications suggest that there could be capacity for a sustainable future community in the Anambah area. In consultation with other stakeholders and with the preparation of a structure plan, Council will consider the long-term future of the area.





**Figure 17: Anambah Investigation Area.**

### **5.3.9 Greta Investigation Area (Category 1 Large Lot Residential)**

#### Physical Description

The Greta Investigation Area is located on the fringe of the existing Greta locality and adjoins an existing large lot residential subdivision on Orient Street, as shown in Figure 18. The land is a gently rolling area on top of an escarpment overlooking the Hunter River floodplain.

#### Existing Development

Existing agricultural activities to the east of the Investigation Area will need to be taken into account when planning for this area. Buffers will be needed to the existing agricultural activities to the east of the Investigation Area, including appropriate landscaping. Identification of this area for large lot, low density residential development is consistent with the approach of Cessnock Council for the adjoining land.

#### Access

Access to the site is available from Orient St, which is located split between the Maitland LGA and the Cessnock LGA. The standard of Orient Street will be a consideration as part of any future investigations for this land. This is particularly relevant given the addition of the Greta Preliminary Investigation Area immediately adjoining the southern boundary of this land, to include land that adjoins the New England Highway.

#### Environmental

Lot sizes should be guided by best practice approach to catchment management.

#### Visual Impact

Intrusive development of the ridgeline should be avoided and development should be sited and designed to protect views to the escarpment and the Hunter River.

Design opportunities may include cluster planning of lots, with a focus on smaller lots near the road access and larger lots nearer the escarpment; building envelopes guiding the location of dwellings and housing design standards; and native landscaping along the escarpment to form a contiguous link to vegetation to the north to the New England Highway.

#### Greta Preliminary Investigation Area

The Greta Preliminary Investigation Area adjoins the southern boundary of the Greta Investigation Area. This land has been included as part of the MUSS 2012 review in order to incorporate a holistic view towards planning for potential future long term development in this location.

As well as all the matters listed above for consideration as part of the investigations concerning land within the Greta Investigation Area, the management of areas of remnant vegetation should be a consideration in association with any future investigations for the site. The timing of the development of this area is subject to the provision of road and service infrastructure from the existing large lot residential estate.



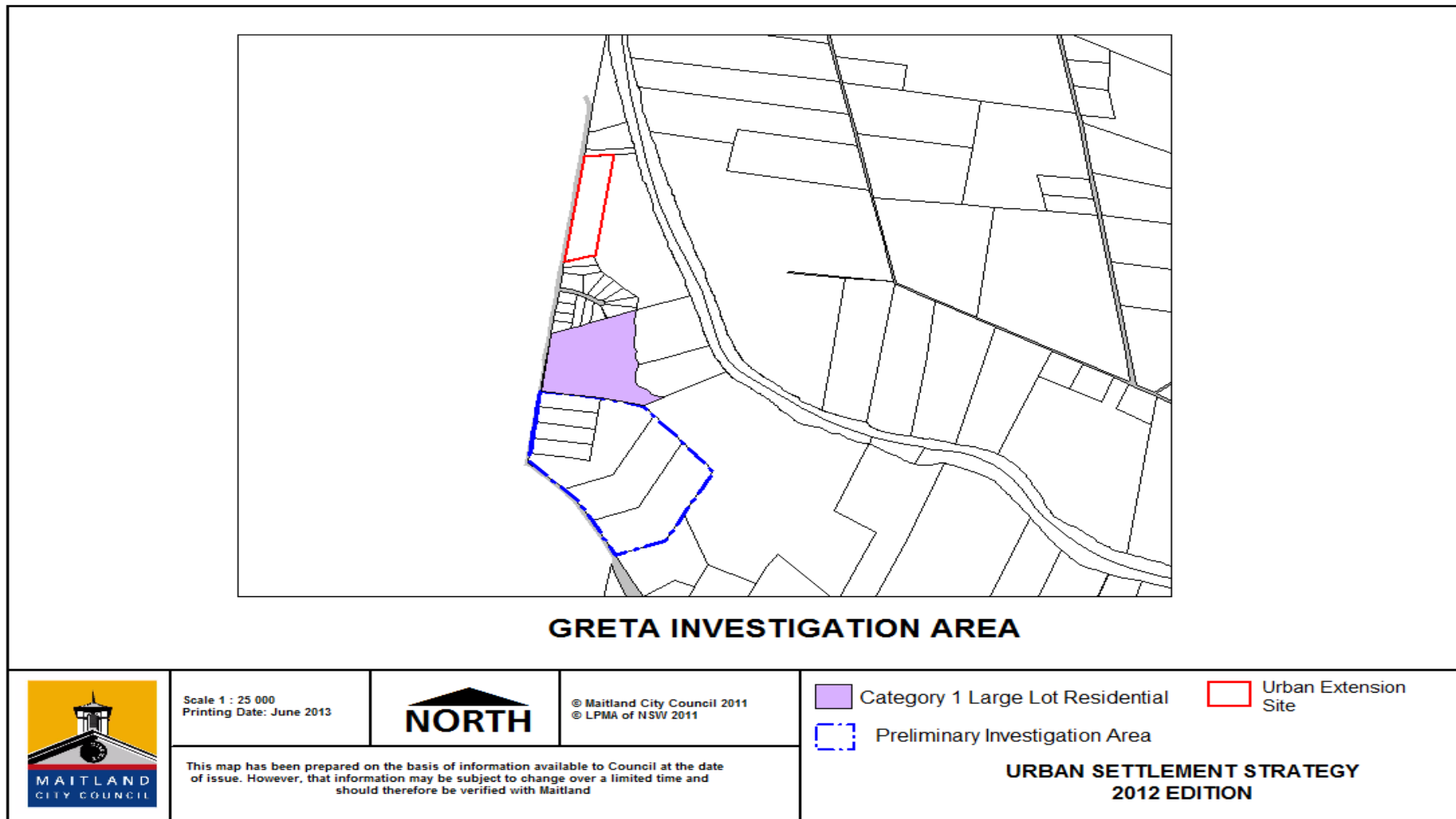


Figure 18: Greta Investigation Area.

### **5.3.10 Lochinvar Large Lot Residential**

#### Physical Description

The subject land is currently zoned for rural purposes and is effectively “wedged” between urban zoned land and the Anambah Investigation Area. Part of this land was previously included in the Lochinvar Fringe Preliminary Investigation Area, however, the characteristics of this land are somewhat different from land south of the New England Highway. This Investigation Area has therefore been formed to acknowledge the different characteristics in the locality.

#### Existing Development

Large lot development currently exists in the adjoining locality of Windella, and the Anambah Investigation Area is situated to the north-east of the land. The location and characteristics of this land means that it is best positioned for future large lot residential purposes, in order to manage the interface between existing adjoining large lot residential development to the east, and future higher density development within the Lochinvar URA to the south and west.

#### Access & Traffic

The land is located between the Lochinvar URA and the Anambah Investigation Area. It is proposed that in time, if rezoning of the Anambah Investigation Area occurs, there will be a link between these two urban areas which would incorporate the existing Wyndella Road linkage to the New England Highway. This would be subject to future traffic and access investigations for the locality, however, this future link would likely assist in providing access to the subject land.

#### Noise & Vibration

Noise and vibration from the New England Highway may have a significant impact on urban development within at least part of this Investigation Area. Investigations will be required to confirm the suitability of urban land uses in proximity to the New England Highway.

#### Visual Impact

The land is undulating and is fairly consistent in topography to the land immediately east, which is currently developed for urban purposes. Consideration of visual impact will need to be given due regard as part of any future investigations, consistent with the expectations for development outcomes within the adjoining Lochinvar URA.

#### Stormwater

The land offers good opportunities for stormwater detention, given the presence of existing dams and the undulating nature of the land. Investigations would need to determine the most appropriate means of stormwater detention, including consideration of adjoining stormwater networks within the Lochinvar URA and Windella.





### Vegetation

Remnant pockets of the Endangered Ecological Community (EEC) - Lower Hunter Spotted Gum exist within the Investigation Area. Any future environmental studies would need to include an assessment of these pockets, including how to incorporate these remnant EEC areas into any future large lot residential development outcome for the land.

### Bushfire

Part of the land is bushfire prone and an assessment of bushfire threat would be required to support any future investigations into rezoning for the land.

### Conclusion

The subject land presents good opportunities for future large lot residential development, notwithstanding some environmental constraints that could seemingly be managed with proper consideration. Lot sizes should be considered on the basis of quality large lot residential development outcomes including incorporation of remnant vegetation, localised stormwater catchment management and minimisation of bushfire risk.

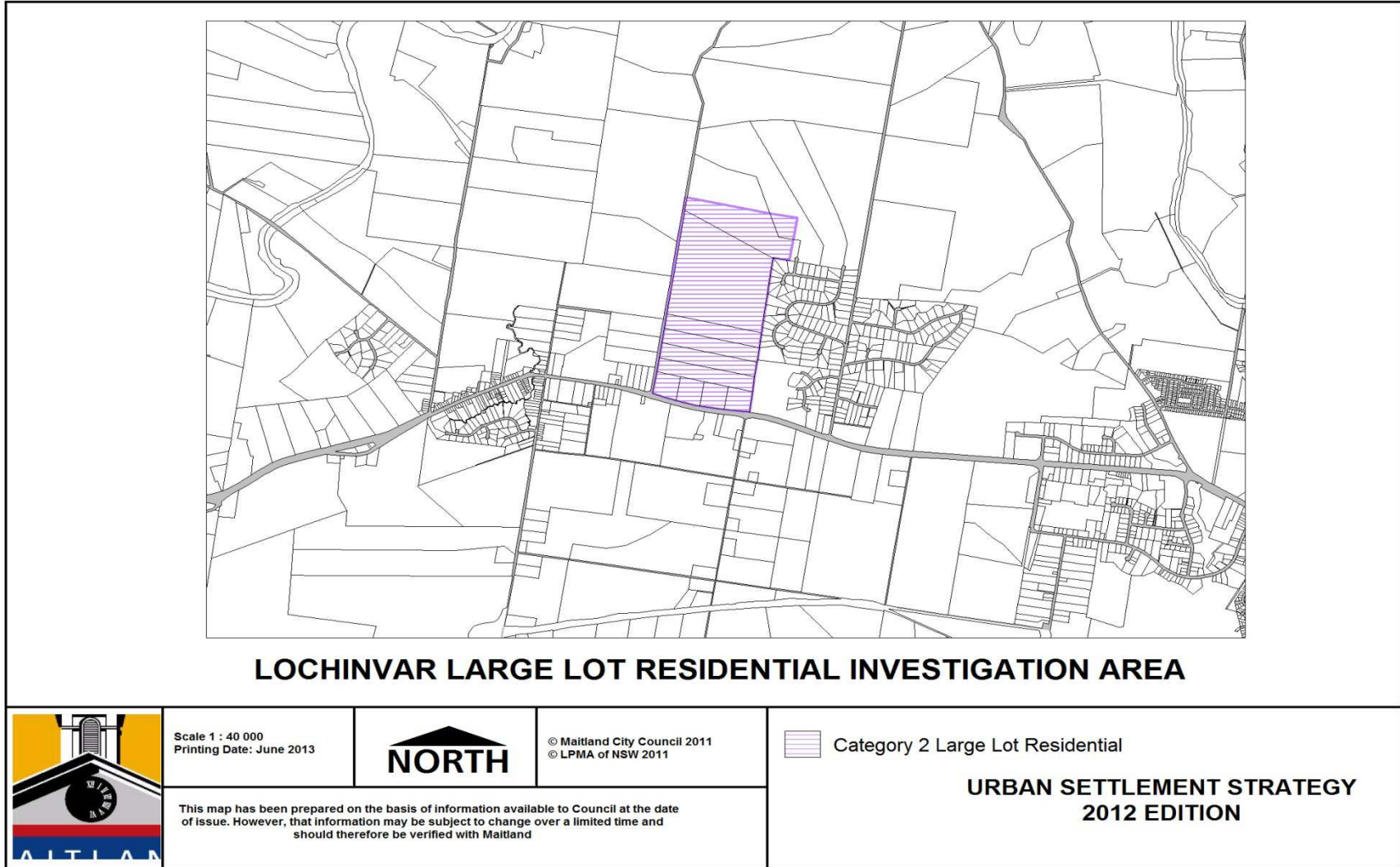


Figure 19: Lochinvar Large Lot Investigation Area.

### 5.3.11 Metford Industrial Investigation Area (Category 1 Employment Land)

The identification of Metford Investigation Area for Category 1 Employment Land is an appropriate progression of this site due to the existing regional supplies of industrial land in the eastern sector of the LGA and the rezoning of the Rutherford Industrial Investigation Area.

Investigations will be necessary to determine the suitability of the land for industrial land uses, including consideration of land characteristics, environmental constraints and future demand for employment or industrial lands.

It is possible that development at Metford would be necessary during the next 5 years. Subsequently, this Investigation Area has been included in the MUSS as Category 1 Employment Land to provide an indication of Council's medium to long term commitment to ensuring an adequate supply of industrial lands over the next 5-10 years in the LGA.

#### Physical Description

The Metford area covers approximately 60 hectares to the south of Metford Road, as shown in Figure 20. The approximate boundaries of this area are defined by the existing clay quarries and brick manufacturing facility.

#### Existing Development

P.G.H Ceramics currently extracts clay from a number of pits in this location and is easily the largest producer of bricks in the region. Clay is extracted from all pits and blended to produce a range of brick colours and types. P.G.H operates a large tunnel kiln for extruded bricks and dry press for bricks at their brickworks which is located within this investigation area. It is estimated that there is approximately ten (10) years of light burning clays held by the company in its operating pits and of red-burning clay/shale, the company has adequate supply for at least the next 20 years (estimated at 2006 demand levels).

Immediately adjoining the site to the south west are existing industrial lands. Further to the south and west is the existing residential development of Metford. This development is situated above the Metford Industrial Investigation Area and therefore any future industrial development will be visible from the urban areas. Potential impacts of noise, lighting and odour will need to be considered in further investigations of the site.

An Industrial Land Study prepared in 2002 by Castlecrest Consultants, stated specific to this site that:

*"Subject to the cessation of clay extraction and brick making activity, land near Thornton and Metford could provide some industrial capacity in the long term (beyond 20 years [from 2002]). This creates an opportunity to review the status of the land as potential areas for investigation at that time".*

In addition the development capacities in existing industrial areas in the eastern sector of the LGA have largely been saturated. It is therefore appropriate to progress this land at Metford to Category 1 Employment Lands to be considered for future industrial development in the next 5 to 10 years.

### Vegetation

The *'Natural Vegetation of Maitland LGA'* study identifies the presence of Hunter Lowlands Redgum Moist Forest in the area. It is commonly characterised as 'a tall to very tall open forest dominated by forest red gum (*Eucalyptus tereticornis*) over an understorey with a minor rainforest element. Other common trees include narrow-leaved ironbark (*E. crebra*), blackbutt (*E. pilularis*), white mahogany (*E. acmenoides*) and smooth-barked apple (*Angophora costata*), with the latter three reflecting the coastal influence in this community.

However, the study notes that *'most areas of the community surveyed have been impacted by development, including clay quarrying and residential development'*. The natural vegetation study also identifies the presence of the Lower Hunter Spotted Gum Ironbark Forest in the locality of this industrial investigation area.

### Environmental

A local catchment analysis will be required, including assessment of the potential for impacts on water quality and quantity and land degradation issues such as salinity and acid sulphate soils. Impacts on native flora and fauna will also need to be assessed. This includes the areas of Hunter Lowlands Redgum Moist Forest and Lower Hunter Spotted Gum Ironbark Forest, endangered vegetation communities, which has been mapped by Council (Hill; 2003) within the area for investigation.

### Access

The area is accessible off Metford Road via the New England Highway to the west and Raymond Terrace Road to the east.

### Conclusion

The Metford lands display the clearest opportunity for planning for future expansion of industrial lands in the eastern sector of the Maitland LGA. Regional supplies of industrial land and the changing nature of industrial activities will have an effect on the demand for additional industrial land.

In the past the location of bulky goods retailing has been within areas earmarked for light industrial uses. The use of industrial zoned land for retailing purposes needs to be considered in the context of the industrial land requirements to ensure that there are adequate lands in the Maitland LGA for the provision of light industrial uses which not only creates employment opportunities, but provides a range of services to the residents and

visitors. The MLEP 2011 has identified a business zone to accommodate bulky goods retailing, ensuring that industrial zoned lands are solely for the provision of light industrial uses.

With this approach to zoning of land for industrial purposes, it considered appropriate to progress the Metford lands to Category 1 Industrial in order to adequately plan for the medium-term demands for industrial and employment lands in the eastern sector of the Maitland LGA.



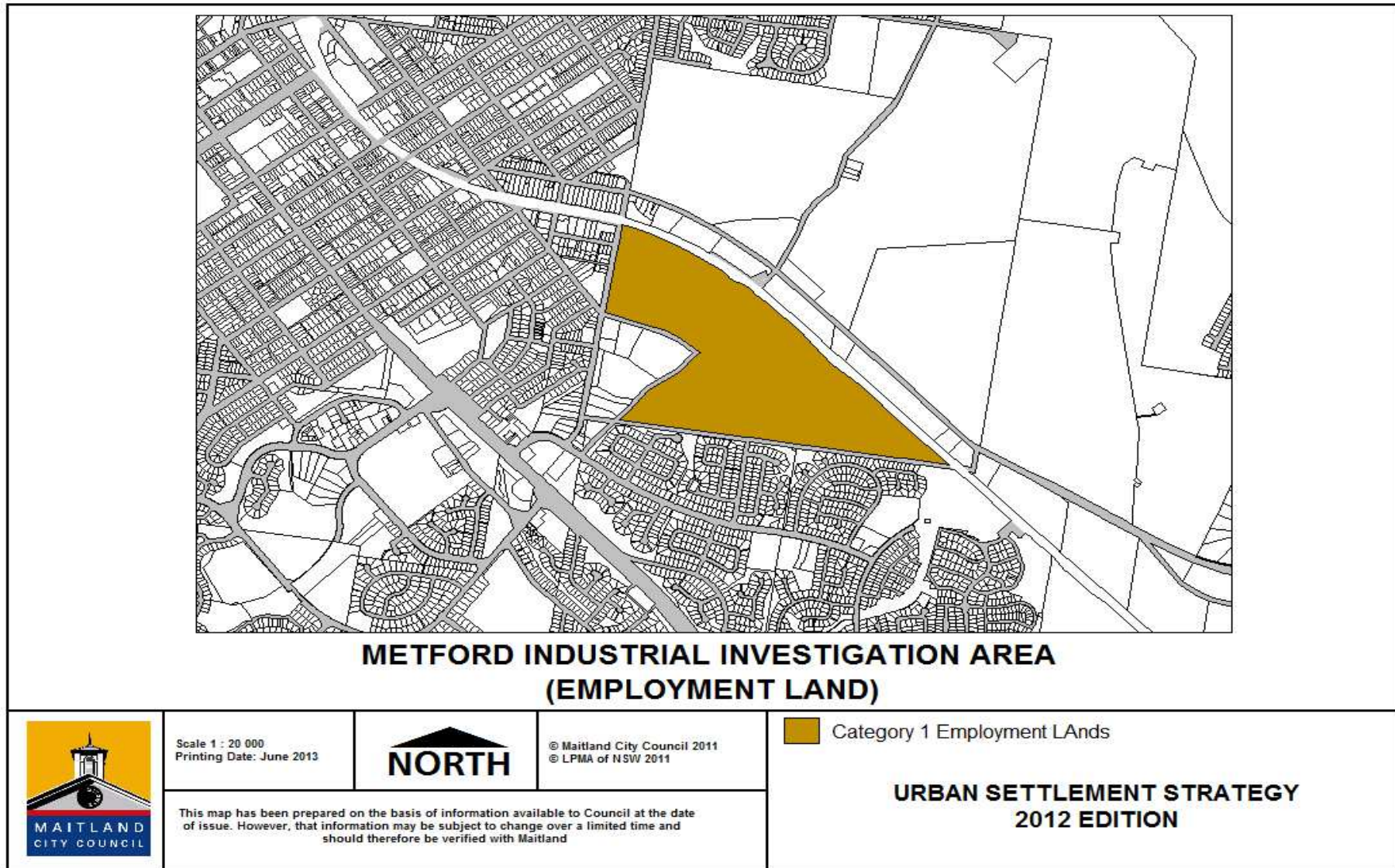


Figure 20: Metford Industrial Investigation Area.

### **5.3.12 Thornton/Ashtonfield Preliminary Investigation Area (Future Employment Land)**

A freight hub and associated employment land has been identified in the Lower Hunter Regional Strategy in the Stony Pinch area, adjacent to the Maitland Local Government Area boundary and close to the Thornton/ Ashtonfield Preliminary Investigation Area. Whilst the freight handling role is considered to be a long-term opportunity for the Lower Hunter, its linkage to the Thornton/ Ashtonfield Investigation Area needs to be determined. Land in the Maitland LGA has the potential to provide necessary access to infrastructure and connection to urban facilities for the future freight hub, and a structure plan is to be prepared to guide the use of the land.

Investigations will need to determine the suitability of the area for industrial land use, including consideration of land characteristics, constraints and market forces for the site.

#### Physical Description

The Thornton/ Ashtonfield Investigation Area has an area of approximately 73 hectares and is bound by Four Mile Creek and the New England Highway (north), as shown in Figure . It is bound on the east by the Bloomfield Coal rail loop and by land surrounding the Bloomfield Colliery on the south and west.

The area is moderately undulating and is predominantly cleared of vegetation, although the site adjoins stands of remnant native vegetation that has regional significance. Localised flooding from Four Mile Creek has also influenced the boundaries of the Investigation Area.

#### Existing Development

The Investigation Area is located at the main road and rail entrance points for the Bloomfield Colliery. Environment protection zonings form buffers to these land uses.

Associated development in this area includes a plant workshop and a coal haul road and rail loop. In addition, a garden centre is located at the junction of Four Mile Creek Road and the New England Highway.

The site is also located in close proximity to the residential area of Ashtonfield and the rural residential estate of Avalon Forest. There are however, no connecting roads to these locations.

#### Access

The area is accessible off the New England Highway via Four Mile Creek Road; however increasing vehicle numbers on the highway through Maitland will have a significant impact on the functioning and safety of this intersection.

The issue of connectivity between the Investigation Area and adjoining land uses will need to be considered, including the feasibility of link roads into the regional freight hub site.

### Bushfire Hazard

The dense vegetation that adjoins the Investigation Area is identified as having a high bushfire hazard

### Flooding

Stormwater flooding from Four Mile Creek affects some of the land adjoining the Investigation Area and may have impacts on the site. The boundaries of the current investigation area have been approximated having regard to the possible extent of flooding.

### Acid Sulphate Soils/Salinity

There is a high likelihood of the occurrence of acid sulphate soils and/or salinity within the Four Mile Creek catchment and low-lying portions of the Investigation Area. Any earthworks in this location may disturb these soils and cause significant impacts on the Four Mile Creek catchment.

### Infrastructure

Any development within the Investigation Area will require infrastructure upgrades including new works at the intersection of Four Mile Creek Road and the New England Highway and the possible construction of a link road between Weakleys Drive and Ashtonfield. New high voltage electricity lines and other essential services required in this area may affect the development of the site. Council needs to consider how these services could be provided and the impact on the site.

### Stony Pinch Preliminary Investigation Area

A wider area surrounding the existing Thornton/Ashtonfield PIA has been identified for future consideration pending the outcomes of the LHRS review and site specific studies. Any future land use proposed for this general area would need to address the existing and ongoing mining and mining related activities in the immediate locality. Significant biodiversity constraints are also present. The abovementioned issues for the Thornton/Ashtonfield investigation area are relevant to the Stony Pinch PIA.





**THORNTON/ASHTONFIELD PRELIMINARY INVESTIGATION AREA**

	<p>Scale 1 : 40 000 Printing Date: June 2013</p>	 <p><b>NORTH</b></p>	<p>© Maitland City Council 2011 © LPMA of NSW 2011</p>	<p> Preliminary Investigation Area  Stony Pinch Preliminary Investigation Area</p>
<p>This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time and should therefore be verified with Maitland</p>				<p><b>URBAN SETTLEMENT STRATEGY 2012 EDITION</b></p>

**Figure 20: Thornton/Ashtonfield Preliminary Investigation Area.**

### **5.3.13 Thornton Category 1 Employment Land (Brickworks Road)**

Future investigations will need to determine the suitability of the area for development, including consideration of land characteristics, amenity and environmental constraints.

#### Physical Description

The Thornton (Brickworks Road) Preliminary Investigation Area, shown in Figure 21, includes five allotments covering approximately 47 hectares to the north and south of Brickworks Road, adjoining Raymond Terrace Road.

#### Existing Development

The Preliminary Investigation Area is defined by the character and amenity of the locality being of a rural environment with pockets of native vegetation and degraded land from past extractive industry activities. Immediately to the north of the lands is a rural residential subdivision supporting dwellings on large allotments with native vegetation corridors. The boundaries to the east consist of land utilised for extractive industry activities and residential development and land to the west provides for rural environments. The land to the south on the southern boundary of the railway corridor is zoned for environmental management and recreation.

#### Access

The lands front Raymond Terrace Road and Brickworks Road to the north. The Investigation Area also fronts Haussmann Drive to the east. The lands are accessible from Haussmann Drive.

#### Environmental

The Investigation Area includes native vegetation with linkages to vegetation to the north and has been identified as an opportunity corridor in Council's Greening Plan for drainage, wildlife and bushland. The status of this vegetation and the potential to retain linkages will be a key consideration in future investigations.

A local catchment analysis would be required, including assessment of the potential impacts on water quality and quantity and land degradation issues such as salinity and acid sulphate soils. Impacts on native flora and fauna would also need to be assessed for any future development considerations.

#### Conclusion

With significant constraints associated with the development of the subject lands for residential purposes, it is acknowledged that a balance needs to be maintained between the residential area of Chisholm to the north and available employment land for the growing population in this locality.



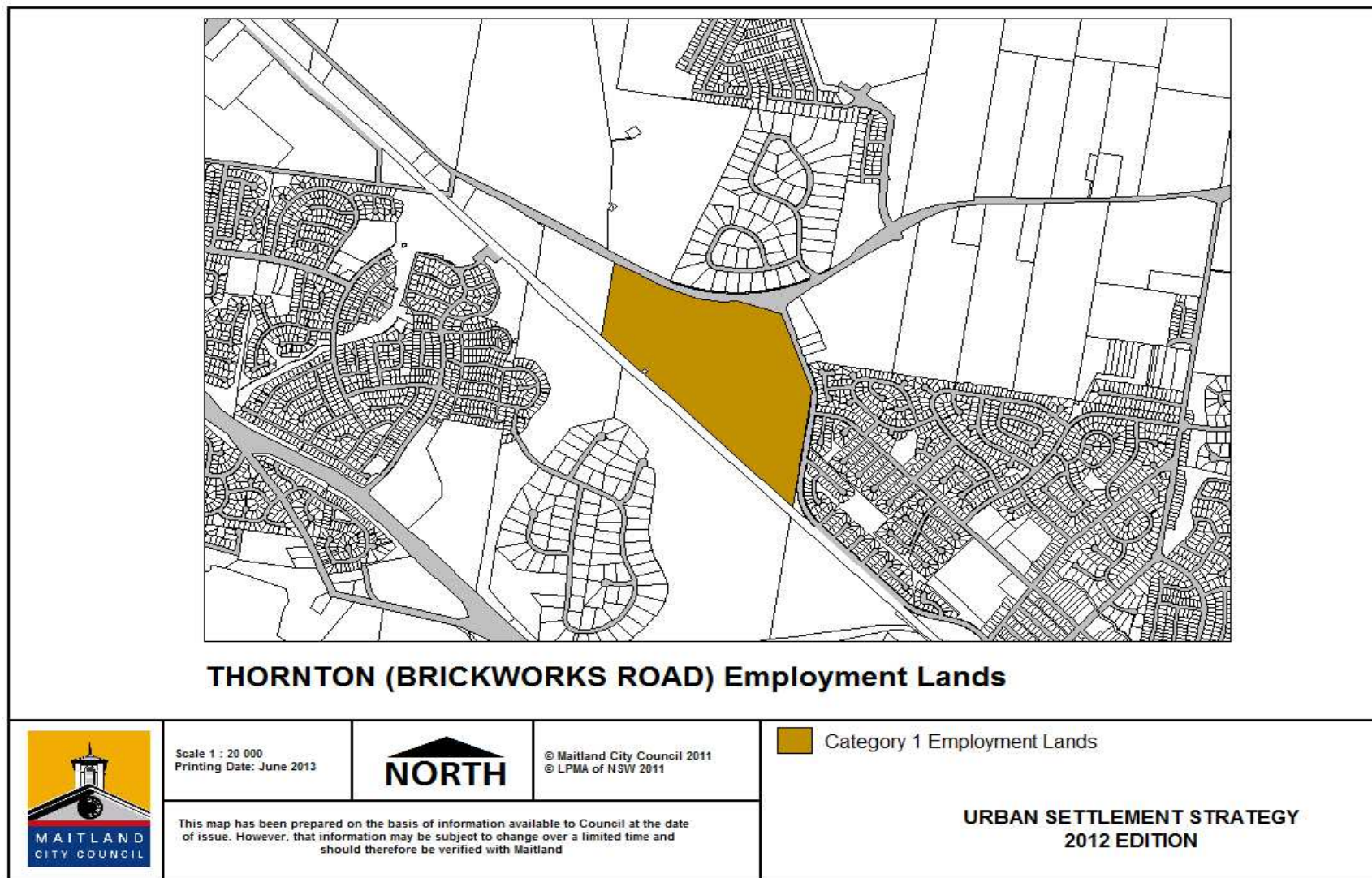


Figure 21: Thornton (Brickworks Road) Employment Lands.

### **5.3.14 Lochinvar Fringe Preliminary Investigation Area (Future Rural Transition / Large Lot Residential)**

The Lochinvar Structure Plan identified the need to address the interface between the existing urban areas on the eastern front of Lochinvar and the expansion of Lochinvar into the rural fringe area in the west. A Preliminary Investigation Area is shown in Figure 22.

#### East Precinct

In the east, land between Lochinvar URA, the Rutherford Industrial Area, and the existing rural residential estate of Windella beyond the New England Highway, comprises small rural lot development.

The transition/large lot residential classification recognizes the potential for future land use conflicts and the need to provide appropriate transitions of land uses between any existing and future industrial and residential development, as well as any future development within the adjoining Lochinvar URA or the proposed nearby urban release area of Anambah. It is likely that parts of this area are suited to large lot residential development to maintain appropriate setbacks between the urban interfaces, taking into account the proximity of existing urban areas, proposed future urban release areas, industrial land and the local aerodrome.

Noise constraints from the New England Highway and maintaining appropriate setbacks and buffers will also be a key consideration for future development.

#### West Precinct

Land to the north of the New England Highway in this location is to address the visual impacts of development on the site and its effect on the approaches both into Lochinvar and into Rutherford. A small area of land on the western front of Lochinvar has been identified incorporating land already identified in the MUSS, existing small lot development along Windemere Road and following topographical features linking this area to the St Helena development on the southern side of the highway.

The intersection to be provided at the St Helena site is on the crest of the basin defining the urban built up area of the Lochinvar township. Any development of this area needs to be considered in its context as the gateway entry to Lochinvar.

The land is constrained by flooding, drainage to the Hunter River, visually significant corridors, and heritage issues. Kaludah House is located nearby the subject land, and part of the Investigation Area is located within the visual catchment of this regionally significant heritage item. This matter must be considered in any future investigations.

A number of properties identified on the limit of this investigation area may only achieve limited development potential in the immediate time frame or may not proceed. Land beyond this boundary to the west is defined by the Greta escarpment and undulating to the flood plain.

As such, development further west cannot be included or considered until such times as a review of the land capabilities and the housing demand has been reassessed for the current study area. Access from the New England Highway in this location is currently restricted and as such relies on access through properties fronting Luskintyre Road.

It is proposed to further investigate both these precincts in conjunction with a review of the Rural Lands Strategy for the western rural area of the LGA, to ensure the proper management and protection of rural lands.

A review of Heritage Items in rural areas is also to be undertaken to provide guidance for appropriate land use zoning and planning controls to ensure the accurate identification, protection and management of both the buildings or items and their curtilages. These will have implications for the expansion of development west of Lochinvar.

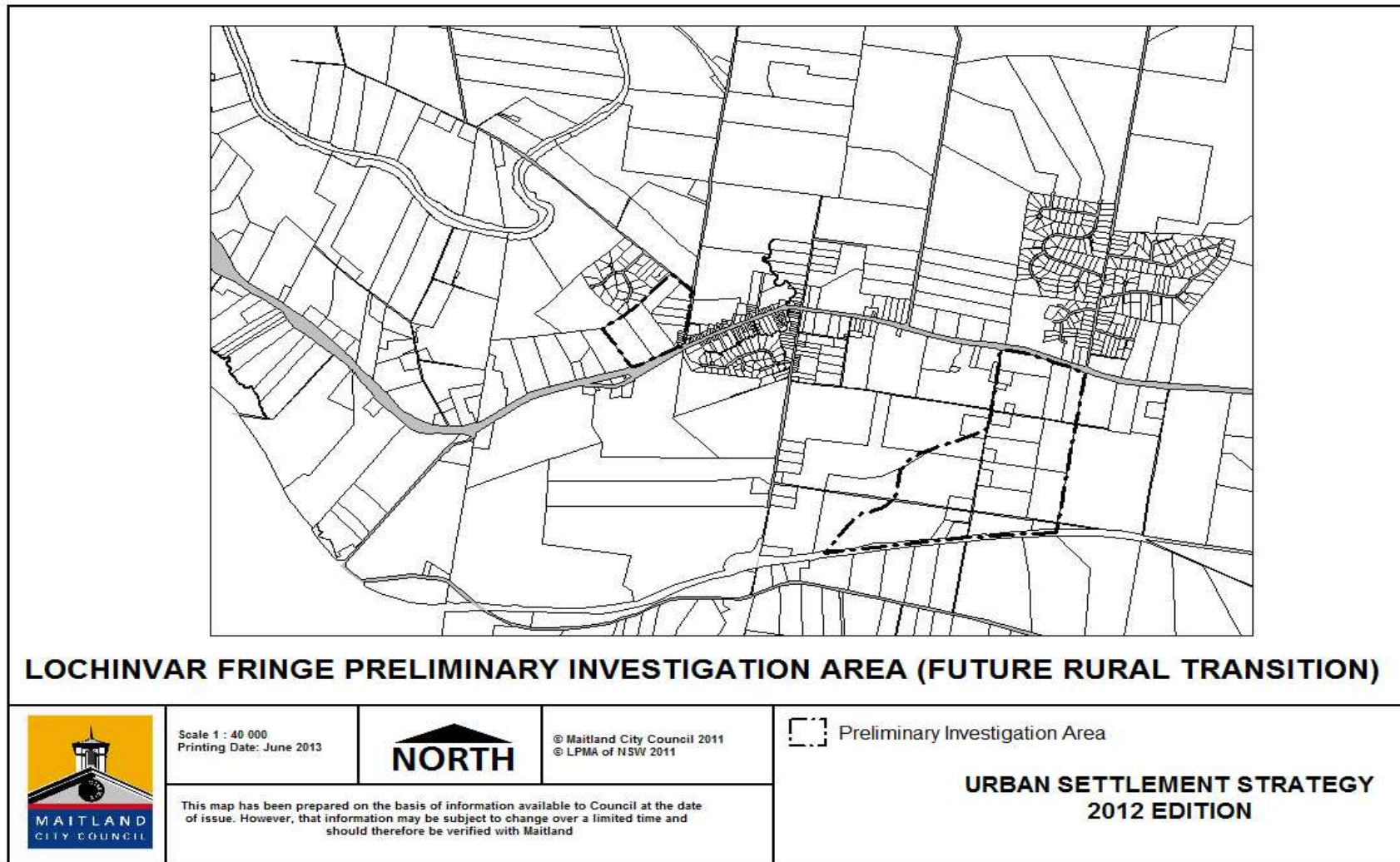


Figure 22: Lochinvar Fringe Preliminary Investigation Area.

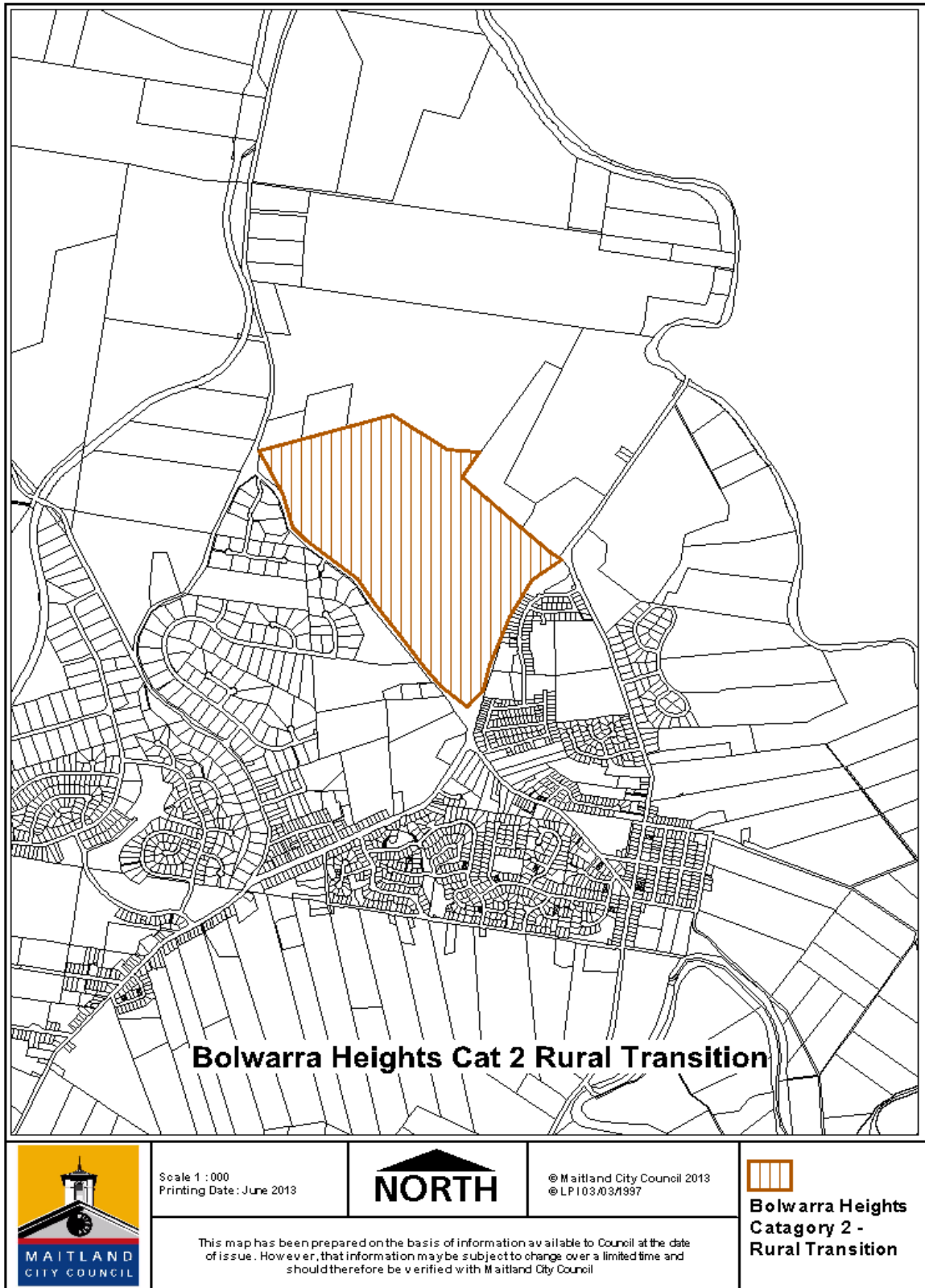
### 5.3.15 Bolwarra Heights Preliminary Investigation Area

The Bolwarra Heights Preliminary Investigation Area is shown in **Error! Reference source not found.** The Largs URA is positioned immediately east of the site, beyond Paterson Road. The eastern portion of the site is relatively cleared and appears to have few constraints to development, subject to future investigations.

The presence of Dunmore House immediately north-east of the site means that any future investigations on this land would require significant analysis of heritage values of the area.

Traffic and access issues were critical issues to resolve as part of the development of the Largs URA. The land retains access from both Paterson Road and Lang Drive, however, based on previous advice from the RMS for the Largs URA, access from Paterson Road would not be permitted.

The presence of a natural wetland within the centre of the site means that the land is divided into two distinct areas. The land is impacted significantly by flooding in a 1% AEP flood event. While some land is flood free in the western portion of the site, this land is heavily constrained by the presence of Endangered Ecological Communities. The PIA boundary encompasses the whole of the property to provide for a holistic site analysis approach when considering the land for future land use outcomes.



**Figure 23: Bolwarra Heights Category 2 Rural Transition**



### **5.3.16 Anambah Road Category 2 Large Lot Residential (Future Rural Transition / Large Lot Residential)**

#### Physical Description

The Anambah area covers approximately 203 hectares to the east and west of Anambah Road, as shown in Figure 23. The investigation area boundaries adjoin the Rutherford Aerodrome to the south and the Hunter River to the North-west.

Previously, the boundaries of the Anambah Road Investigation Area were drawn to follow cadastral boundaries, and not site opportunities or constraints. This was a reflection of the unknown nature of opportunities and the potential for a variety of land use outcomes within this area. Further site specific investigations have recently been undertaken to determine the extent of the site's capabilities.

The revised Anambah Road Investigation Area is almost totally cleared of vegetation due to a history of low intensity grazing. A natural lagoon is located within the investigation area and there are a number of drainage lines throughout the undulating terrain, which show signs of erosion and potential for rehabilitation in conjunction with any future development.

#### Existing Development

Land uses within the Anambah Road area include grazing, tourist activities and equine establishments. There are a number of existing dwellings, including Anambah House, which is a State Significant Heritage Item.

#### Issues

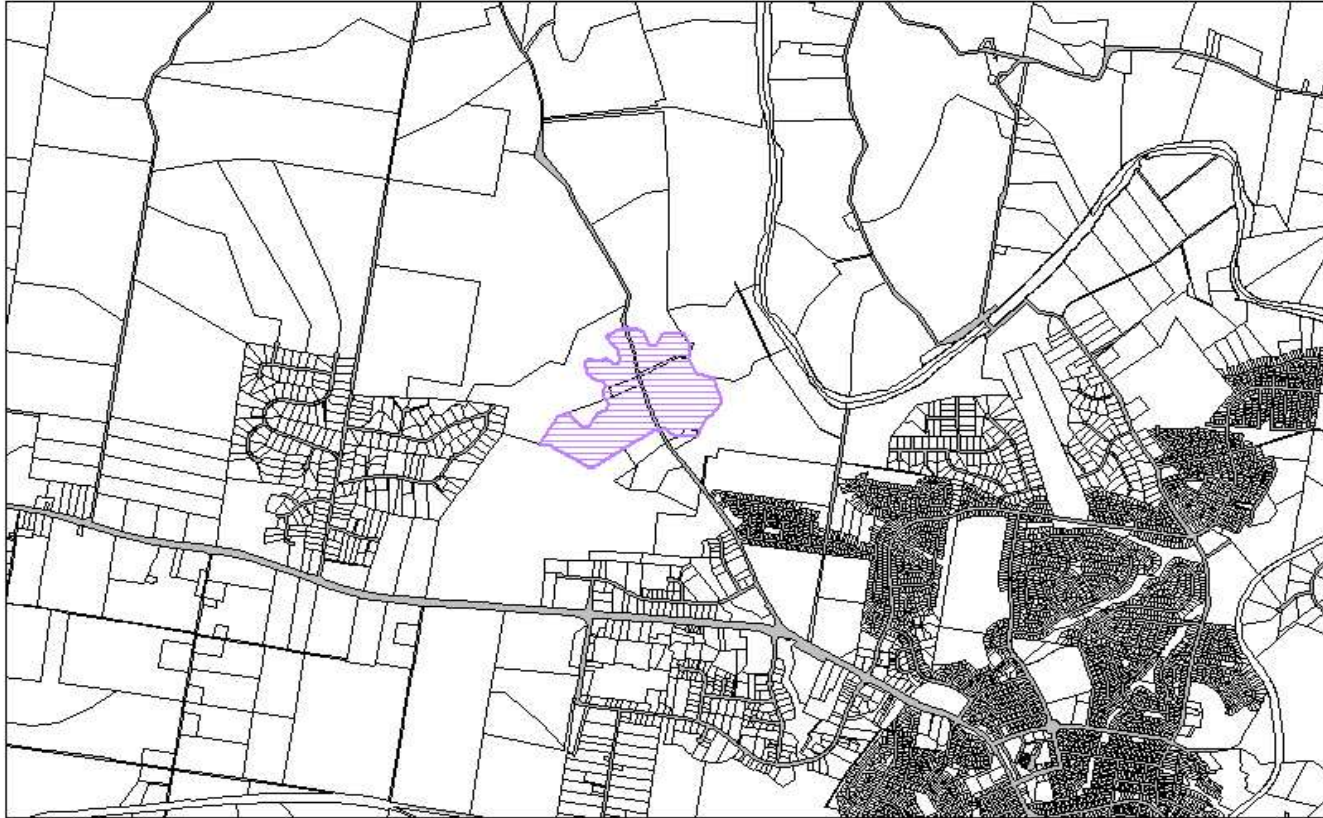
Investigations will include the relationship to the Rutherford Aerodrome, the provision of flood free access, the provision of service infrastructure and the proximity to industrial lands.

Heritage issues, particularly relating to Anambah House also need to be considered. Council has will undertake a review of heritage items in rural areas which will provide further guidance for appropriate land zonings and uses to ensure that the protection of both the building and its curtilages.

The rural transition classification recognizes the significant land use constraints and the dominant rural character of the Anambah Road Investigation Area. Some limited development may be appropriate in the future and this may facilitate necessary infrastructure services and act as an interface between existing and future urban environments.

It is considered appropriate to progress part of the investigation area to Category 2 Large Lot Residential. The southern portion of the investigation area is to be split and form a separate category and land use outcome given the proximity to the Anambah Business Park and Rutherford Aerodrome.





**ANAMBAH ROAD PRELIMINARY INVESTIGATION AREA (FUTURE RURAL TRANSITION)**



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 Category 2 Large Lot Residential

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**Figure 23: Anambah Road Preliminary Investigation Area.**

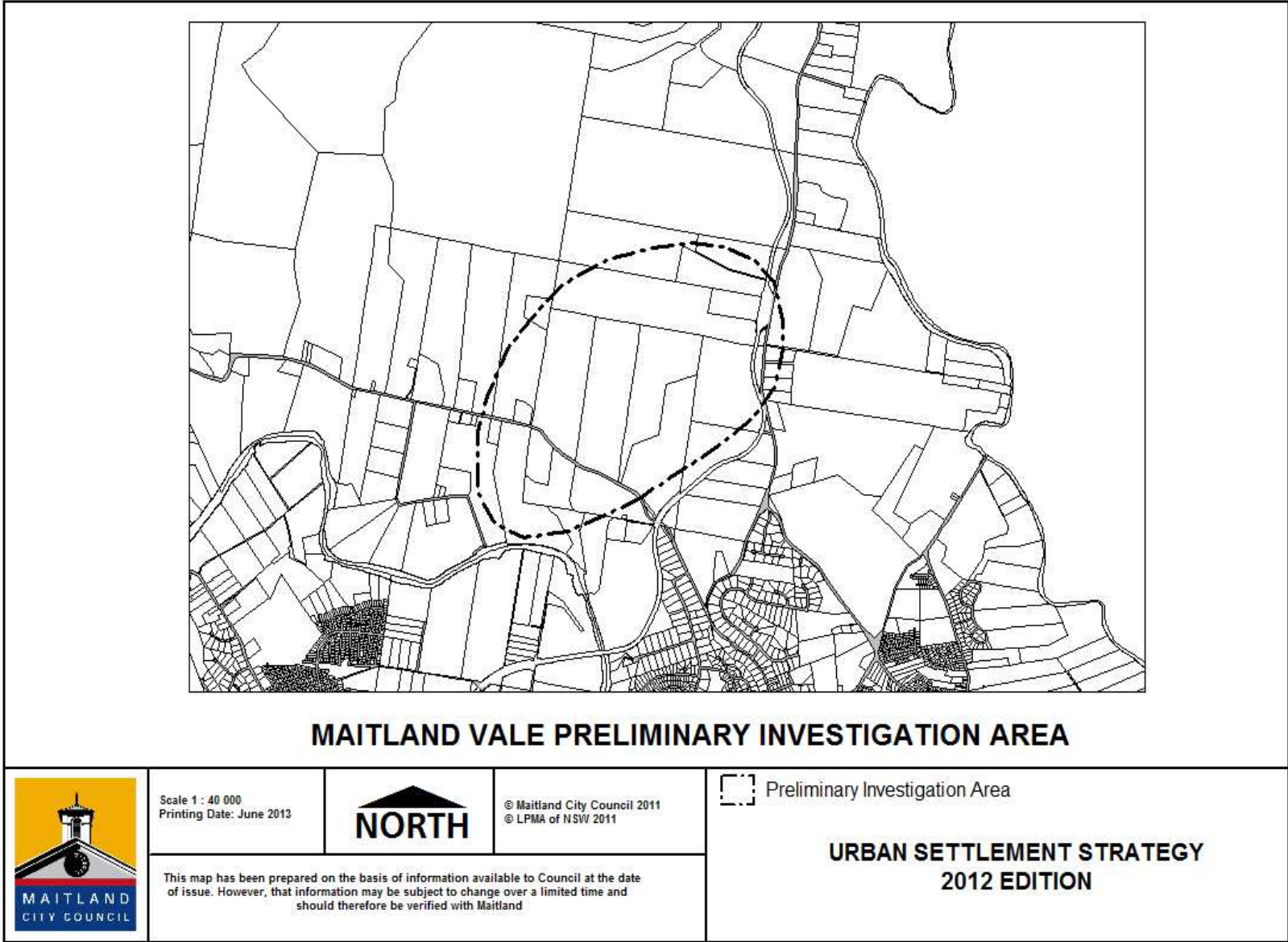
### **5.3.17 Maitland Vale Preliminary Investigation Area (Long Term Development)**

Initial constraints analysis has identified land north of the Bolwarra/ Largs locality as a potential long-term investigation for the future urban development of Maitland. The Maitland Vale Preliminary Investigation Area is defined by the North Coast rail line, flood prone land, existing development, topographical limitations and areas of significant vegetation coverage. A Preliminary Investigation Area is shown Figure 24.

It is unlikely that residential development at Maitland Vale would be necessary during the lifespan of the MUSS, however, if a high population growth is sustained, initial investigations may be commenced in the next 10 years. This Preliminary Investigation Area has been included in the MUSS to give an indication of Council's long-term growth patterns and to inform land use activities in the Maitland Vale area over the next 10 years.

Whilst the land is currently not serviced by adequate infrastructure to support urban development, the Investigation Area is adjacent to the Mindaribba train station and Paterson Road, and is serviced by the third crossing of the Hunter River.





**Figure 24: Maitland Vale Preliminary Investigation Area.**

## 5.4 Urban Consolidation: Urban Infill and Extension Potential Development

The principle for urban consolidation through urban infill and urban extension development is to provide a sustainable approach to redevelopment of existing centres and urban areas to accommodate predicted population growth.

A coordinated approach to urban consolidation is critical to ensure good urban design and planning outcomes are achieved and the established character of neighbourhoods protected. Council's current strategic approach considers three key methods for the potential redevelopment of urban areas:

1. Centres Based Infill Development
2. Urban Infill Development
3. Urban Extension Development

### Centres Based Infill Development

Infill development through a centres based approach provides a number of benefits for urban areas as it encourages a more sustainable land use pattern and provides opportunities for higher density development offering a range of housing types and sizes.

Focusing development within identified centres provides residents with greater accessibility to public transport, more efficient use of existing community services and facilities, increased activity and a mix of uses within the area's centres. It decreases the pressure on established residential areas to accommodate higher densities and like infill development, reduces urban sprawl into agricultural areas and areas that might otherwise become conservation areas or utilised for open space facilities.

The MUSS has identified a number of existing centres where there is potential for centres based infill development to be investigated. These areas have been identified as preferred sites for potential redevelopment as they are located in close proximity to transport nodes, are existing centres within the area providing a range of services and have a possible surplus capacity for additional human and physical services as the residential population increases.

The four centres that have been identified are shown in Figure 25, Figure 26, Figure 27 and Figure 28.






**CENTRAL MAITLAND CENTRES BASED INFILL DEVELOPMENT**



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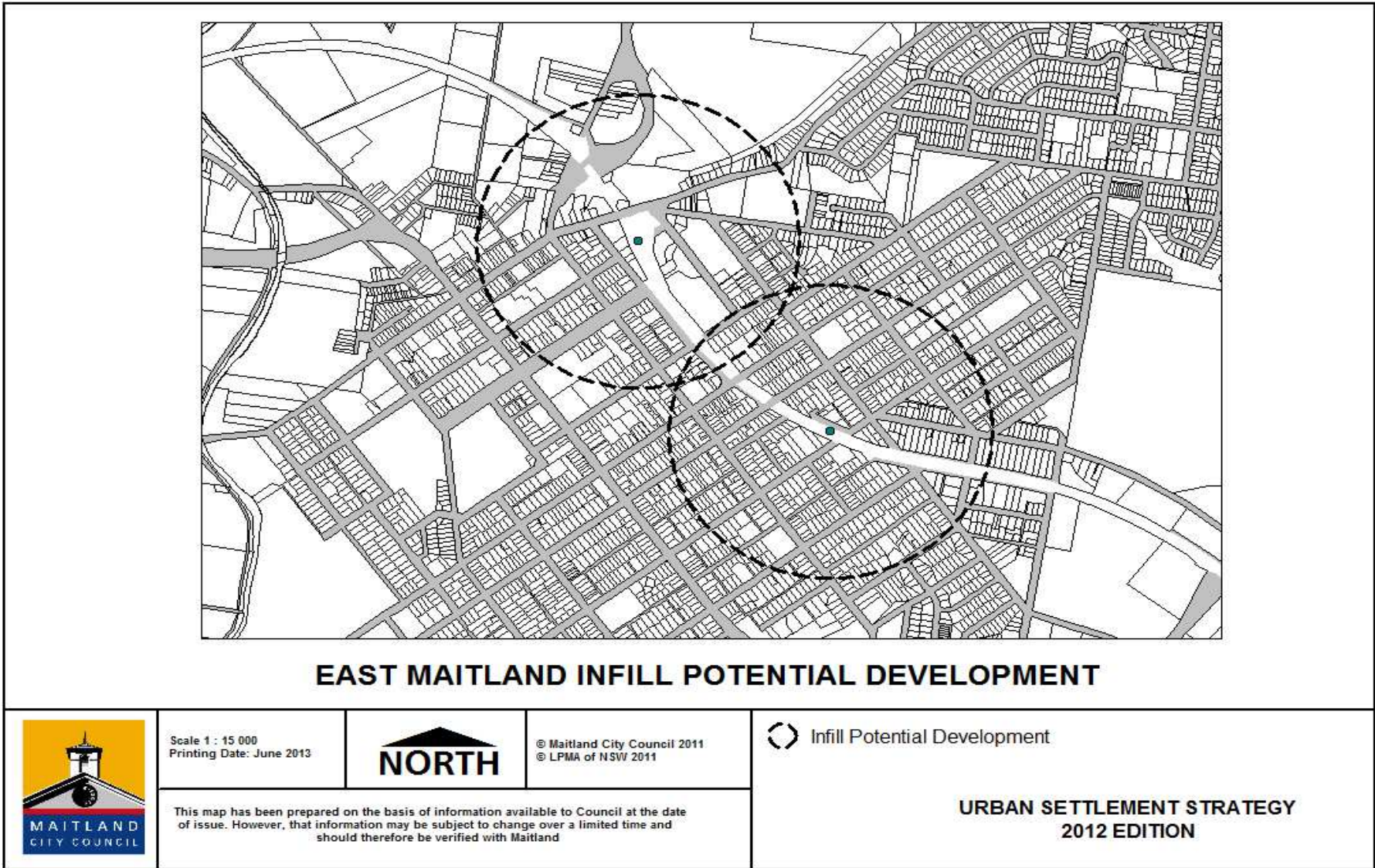
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 Centres Based Infill Development

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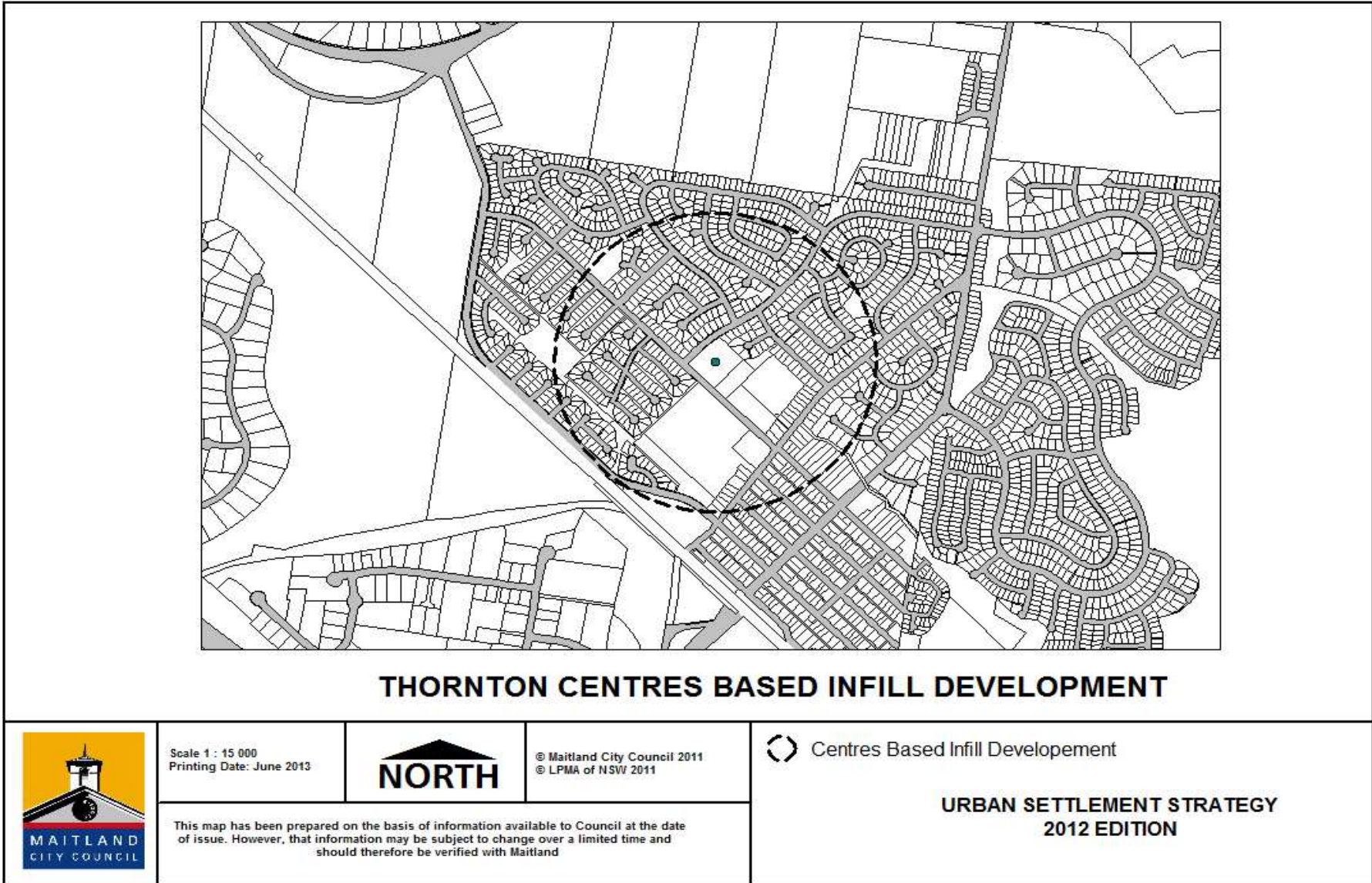
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**Figure 25: Central Maitland Centres Based Infill Development.**

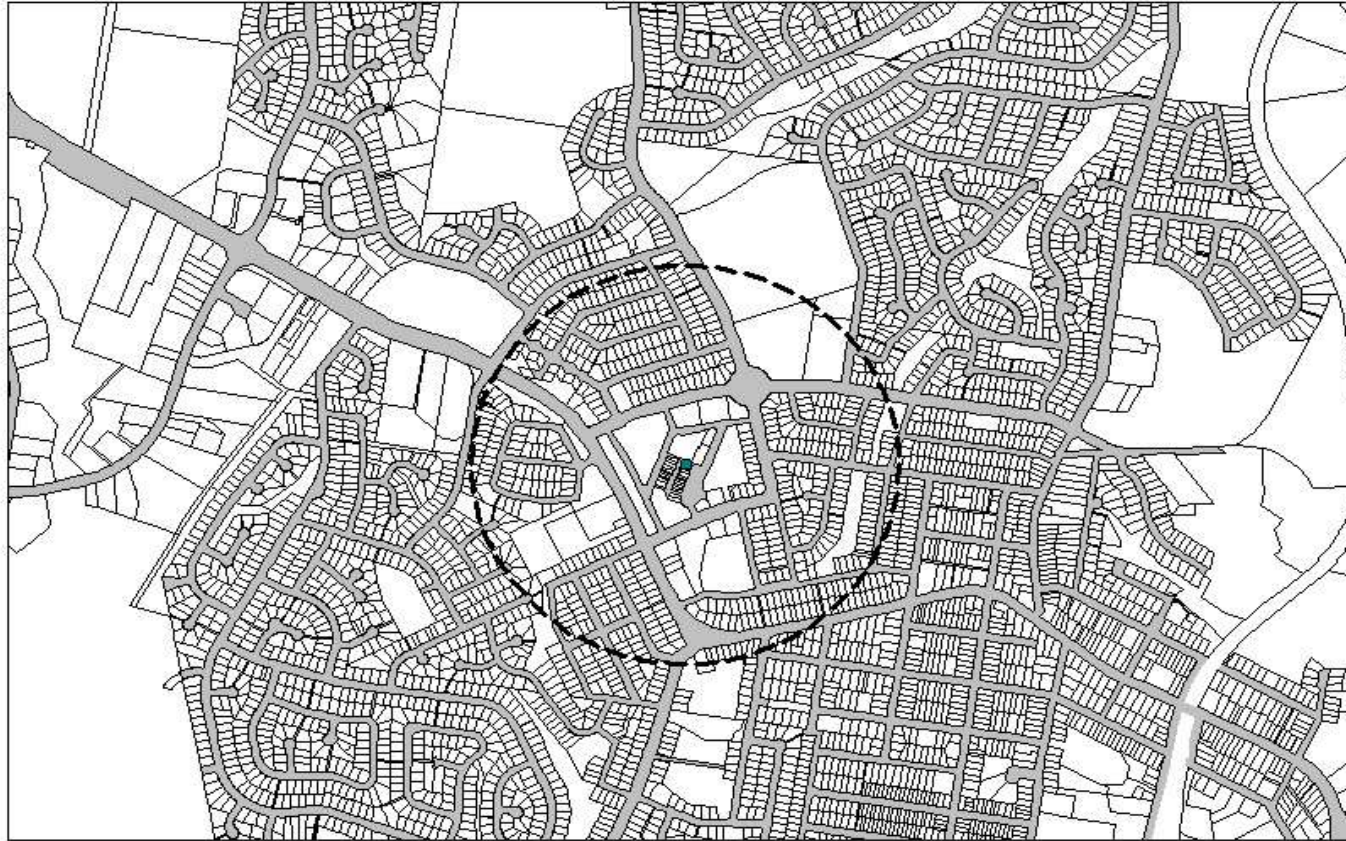


**Figure 26: East Maitland Infill Potential Development.**





**Figure 27: Thornton Centres Based Infill Development.**



### RUTHERFORD CENTRES BASED INFILL DEVELOPMENT



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Centres Based Infill Development

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Figure 28: Rutherford Centres Based Infill Development.

## 5.5 Urban Infill and Urban Extension Potential Development

Urban Infill and Urban Extension development encourages a more efficient use of land in existing residential areas. This form of redevelopment, like centres based infill development, provides residents with a greater accessibility to public transport, an increased mix of uses in a single location and a more efficient use of existing community facilities, services and infrastructure.

To ensure a consistent and transparent approach to the identification of future urban extension and infill proposals, this Strategy incorporates Council's adopted policy position for the assessment of potential urban infill and urban extension developments. To provide a clear understanding by what the Council classifies as being urban infill or urban extension development, the following definitions have been adopted by Council (25 August 2009):

### Urban Infill Development

This is defined as:

*The development of vacant or under-used sites within existing zoned urban areas. These may be sites which 'fill in the gaps' within existing residential neighbourhoods or sites that provide opportunities for additional urban development.*

*Any urban infill development proposal must demonstrate a suitable planning and design response reflecting the opportunities and constraints identified in a detailed site analysis. This is essential to ensure that the new urban infill development complements the existing character and context and reflects the future vision of the urban area or residential neighbourhood in which it is located.*

### Urban Extension Development

This is defined as:

*Sites adjoining urban areas of less than 15 hectares or have potential for less than 50 residential lots. Only development proposals matching these size criteria will be considered by Council on their merits for rezoning, where the broad planning objectives of this strategy in relation to character, environment, infrastructure and design are clearly demonstrated and justified in the development proposal.*

### Assessment Criteria for Potential Urban Infill and Urban Extension Proposals

Assessment of potential urban infill or urban extension developments require consideration of the site specific characteristics of the location in which the urban infill or extension development is being proposed. In addition each potential urban infill or urban

extension development is required to be adequately assessed against the following criteria as outlined in Table 12 below.

**Table 11: Urban Infill & Extension Criteria.**

<b>Assessment Criteria</b>	<b>Further Explanation</b>
Need	<p>The rezoning proposal must clearly demonstrate a specific local and/or LGA wide need for the particular development or landuse. This must be in relation to matters such as:</p> <ul style="list-style-type: none"> <li>• predicated future population growth;</li> <li>• a clear net-community benefit;</li> <li>• economic benefit; and</li> <li>• identified shortfall in supply of the landuse being proposed at a local and/or regional level.</li> </ul>
Opportunities	<p>Through the preparation of an acceptable site analysis, the rezoning proposal must demonstrate the opportunities and respond appropriately to factors, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• the physical ability of the site to accommodate additional residential and/or commercial development;</li> <li>• greater densities to be accommodated on site, while maintaining a high-quality design outcome;</li> <li>• site consolidation for multiple uses, where appropriate; and</li> <li>• a justified correlation with the established need for the proposed development.</li> </ul>
Constraints	<p>Through the preparation of an acceptable site analysis, the rezoning proposal must identify the constraints, and respond appropriately to factors, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• lot configuration,</li> <li>• urban design,</li> <li>• heritage;</li> <li>• flooding; and</li> <li>• environmental factors.</li> </ul>
Location Context	<p>Through the preparation of an acceptable site analysis, the rezoning proposal must identify the constraints and opportunities of the location, and response appropriately to factors, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• proximity to public transport;</li> <li>• proximity to existing centres;</li> <li>• relationship to surrounding land uses; and</li> <li>• proximity to existing areas of ecological significance.</li> </ul>



<b>Assessment Criteria</b>	<b>Further Explanation</b>
Potential Impacts	<p>The rezoning proposal must clearly demonstrate the potential impacts of the proposed development/landuse and how these impacts will be mitigated. Issues for consideration include, but are not limited to: the potential impact on the existing streetscape and character, including;</p> <ul style="list-style-type: none"> <li>• heritage of the location;</li> <li>• the potential impact on the environment and biodiversity value of the location;</li> <li>• the potential impact on the surrounding properties (particularly the adjoining properties), including the existing residents and tenants; and</li> <li>• in relation to commercial development, the potential economic impact to existing centres and commercial development.</li> </ul>
Consistency with Council Strategies & Policies	<p>Any rezoning proposal must demonstrate a consistency with the Council's adopted strategies and policies, their vision, objectives and desired future outcomes for the specific urban area, residential neighbourhood or centre. Consideration also must be given to any emerging draft strategy or policy.</p> <p>The proposal must identify the strategy/policy objectives, and response appropriately to factors, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• how does the rezoning proposal help to achieve the vision, policy objectives and/or desired future outcomes for the specific centre, local area or residential neighbourhood;</li> <li>• how does the rezoning proposal provide social, economic and environmental benefits for the specific centre, local area or residential neighbourhood; and</li> <li>• specific to commercial development, how does the rezoning proposal fit within the adopted framework and centres hierarchy.</li> </ul>
Urban extension or urban infill development in and around centres.	<p>In addition to the assessment criteria above, the following criteria must also be considered and responded to when urban extension or urban infill development is proposed in and around the identified centres of Maitland.</p> <p>New development must be of a type, scale and design quality which is consistent with the stated vision, character, role and function of the centre.</p> <p>Consolidation and redevelopment of centres is to be consistent with the identified investigation areas (within MUSS); the hierarchy of centres and the stated vision, role and function as outlined in any adopted Centres Strategy.</p>



## Identification of Potential Urban Infill and Urban Extension Development Sites

A city wide review of all non-residential zoned land located within or adjoining residential zoned land has been undertaken. The purpose of this review was to identify any lands which satisfied the principles and definition of urban extension or urban infill development and their suitability for potential future residential, business or employment uses.

As part of the call for submissions to the MUSS review, Council received requests for land to be included as urban infill and extension sites, which was essentially a similar process to that undertaken in the MUSS 2010 review. Following the review of the call for submissions, those sites considered to meet the objectives and criteria for urban infill and extension development were added to the MUSS 2012.

The sites considered suitable for potential urban infill and urban extension development are shown in Figure 31 Urban Infill and Urban Extension Potential Development Sites and Table 12 below. These identified sites will be considered for potential future development pending the lodgement of a rezoning proposal that justifies the lands as urban infill or urban extension with consideration of the sites opportunities and constraints. Table 9 has also been amended to exclude those sites already rezoned since the adoption of the MUSS 2010 edition.

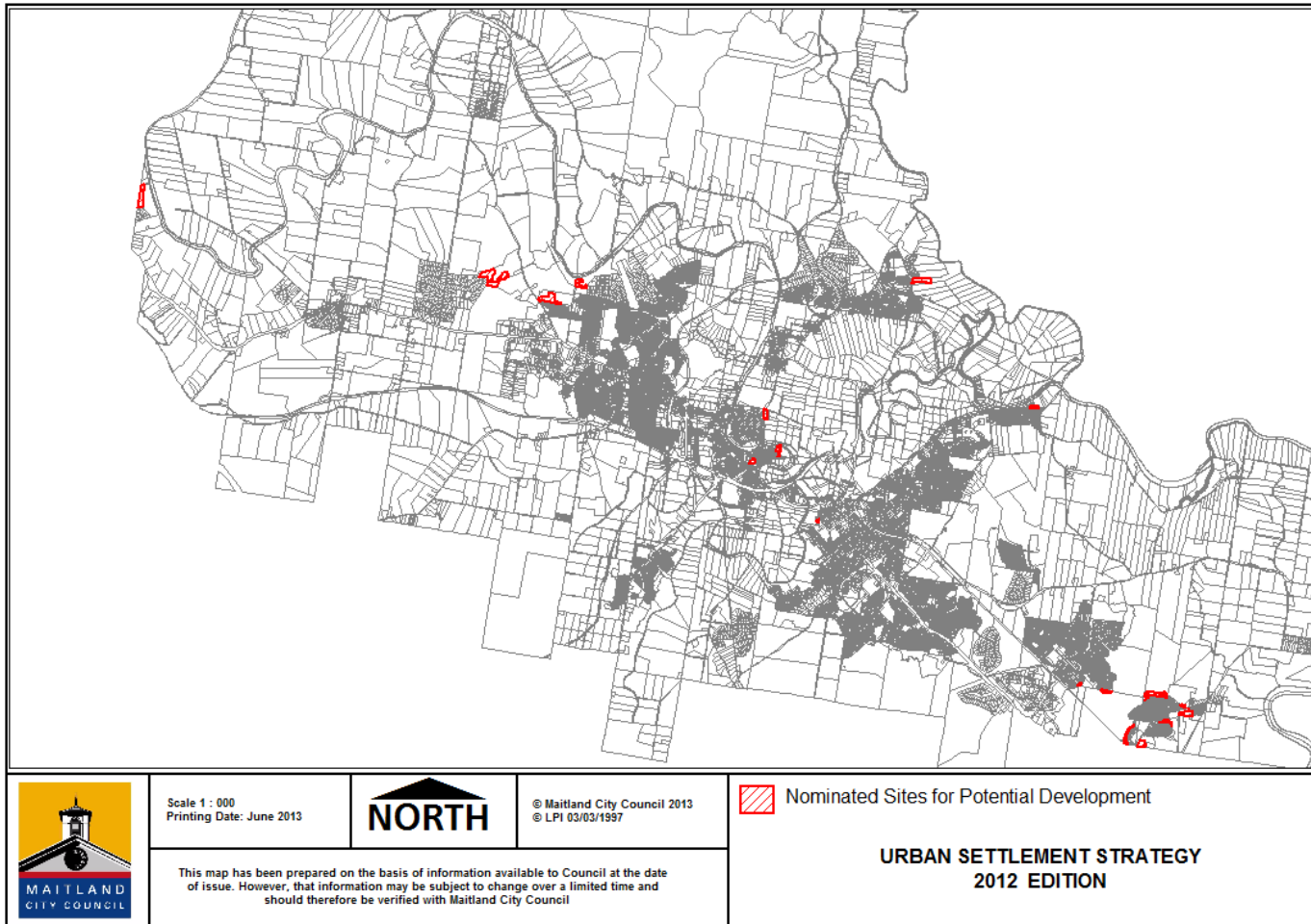
**Table 12: Urban Infill & Extension Sites**

<b>URBAN INFILL AND EXTENSION SITES</b>				
<b>Prop Number</b>	<b>Lot Number</b>	<b>DP Number</b>	<b>Locality</b>	<b>Suburb</b>
34164	71	714785	Anambah Road	Anambah
24038	100	545566	Rockleigh Street	Thornton
10504	90	785244	Anambah Road	Anambah
30204	1	812143	Golden Ash Drive	Aberglasslyn
15794	195	755237	George and Wallis Street	East Maitland
25423	3	237264	Swan Street	Morpeth
28752	36	718119	Golden Wattle Crescent	Thornton
33871	41	513346	Kingston Road	Woodberry
18771	295	238805	Kingston Road	Woodberry
28853	2	608456	Woodberry Road	Woodberry
33856	1	516629	Woodberry Road	Woodberry
28854	1	349112	Woodberry Road	Woodberry
28759	31	563916	Kookaburra Avenue	Woodberry
12663	1	433693	Carrington Street	Maitland



<b>URBAN INFILL AND EXTENSION SITES</b>				
<b>Prop Number</b>	<b>Lot Number</b>	<b>DP Number</b>	<b>Locality</b>	<b>Suburb</b>
35602	1	669283	Hunter Street	Maitland
32792	2	797411	Matthew Lane	Horseshoe Bend
32798	3	797411	Matthew Lane	Horseshoe Bend
32799	4	797411	Carrington Street	Horseshoe Bend
10517	74	622205	Anambah Road	Anambah
35710	157	1127393	Mill Street	East Maitland
10049	1	577474	Aberglasslyn Road	Aberglasslyn
46253	5	1137052	Dunmore Road	Largs
	1-9	37749	Sharkey's Lane & Glenarvon Road	Lorn
35528	15	872725	Orient Street	Greta





**Figure 29: Urban Extension Sites.**

