# 2011

# Maitland Development Control Plan

## Part F – Urban Release Areas

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# F.1 – General Requirements

## 1. Preamble

The Maitland Urban Settlement Strategy (MUSS) provides the broad direction for future growth in the Maitland LGA. The MUSS identifies a number of investigation areas for residential expansion, as well as low density residential areas in more constrained localities and areas to support employment growth.

The MUSS also provides for a logical sequencing of development.t by categorising the investigation areas, based on locality and infrastructure provision. The process to develop investigation areas is identified in the MUSS as:

- Structure Plan (where necessary)
- Local Environmental Study and Plan
- Infrastructure Funding Plan
- Development controls and policies

Where the investigation area has a development yield that warrants the provision of significant infrastructure requirements and detailed strategic planning, the land is identified in the Maitland LEP 2011 as an Urban Release Area (URA). Not all investigation areas will be identified in the LEP in this fashion.

## 2. Application

This Part of the DCP applies to land identified as an Urban Release Area on the relevant map layer in the Maitland LEP 2011. Land identified as an URA triggers compliance with the requirements in Part 6 in the LEP.

## 3. Purpose

The purpose of this Part in the DCP is to give detailed guidance to people wishing to develop land identified as an urban release area in the Maitland LEP 2011. The series of chapters within this Part give more detailed provisions than that contained in the Maitland LEP 2011, and indicates certain specific objectives, requirements and standards for the various areas, not otherwise included in the broader DCP.

## 4. Relationship with Maitland LEP 2011

The purpose of Part 6 in the LEP is to ensure that development on land identified as an urban release area occurs in the logical and cost-effective manner. In this regard, Part 6 requires:

(a) satisfactory arrangements to be made for public infrastructure before land in an urban release area can be subdivided for the proposed urban purpose, and

(b) the preparation of a development control plan for any land so identified, before development consent can be granted for subdivision of the land.

## 5. Relationship with Other Plans

This Part of the DCP should be read in conjunction with Parts A, B, C and E of the Maitland DCP 2011 and any Council's policies, particularly the Manual for Engineering Standards (MOES).

## 6. Development Control Plan Requirements

Part 6 in the LEP requires a development control plan to include all of the following:

*(a) a staging plan for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing,*
*(b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,*
*(c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,*
*(d) a network of passive and active recreational areas,*
*(e) stormwater and water quality management controls,*
*(f) amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,*
*(g) detailed urban design controls for significant development sites,*
*(h) measures to encourage higher density living around transport, open space and service nodes,*
*(i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,*
*(j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.*

Where an Urban Release Area is identified in the LEP for a development outcome other than residential (e.g. employment centre) Council may require additional matters to be included in the DCP.

### 6.1 Area Plans

An Area Plan may be prepared to further coordinate the detailed strategic planning of large or complex sites where site constraints, infrastructure provision, existing development and land ownership patterns result in the identification of distinct precincts.
More detailed Precinct Plans may then identify additional specific objectives and requirements for individual areas. Area Plans are not DCPs for the purpose of interpreting Part 6 in the LEP.

## 6.2 Precinct Plans

A Plan that is prepared to include the matters outlined in Part 6 of the LEP will be interpreted as a DCP for the purposes of Part 6. In most cases, this plan will be a Precinct Plan. Additional Precinct Plans or other plans that satisfy Part 6 of the LEP will be prepared as sequencing of development occurs in accordance with the MUSS. These Plans will be included in future amendments to the Maitland DCP 2011.

## 6.3 General Requirements

While each particular Area Plan has a specific design outcome that is tailored to its physical and man-made environment, a number of elements remain common to all the Urban Release Areas. These common elements are included in this Part as General Requirements and are required to be considered in the development of more detailed site-specific provisions and the preparation of Development Applications.

# F.2 - Residential Urban Release Areas

The **objectives** and **desired future outcomes** for the development of Urban Release Areas are for Council and the community to have clear direction and clarity as to the expected character and future neighbourhood amenity of these areas, and to ensure that all development respects the natural and man-made constraints of the land, that is designed to be sympathetic to the surrounding environment.

## 1. Desired Future Outcomes

All development should demonstrate consistency and consideration of the following principal desired future outcomes for Residential Urban Release Areas:

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

## 2. Design Considerations

The preparation of Area Plans and Precinct Plans (where required) for land within an Urban Release Area shall demonstrate compliance with the following general Objectives and Design Criteria. Precinct Plans may include additional objectives and design criteria for site-specific issues.

## 2.1 Traffic & Connectivity

Objectives:

0.1 To ensure road design reflects the function of the road, the needs of the road user, with sound engineering practice and connectivity to existing and future development.

0.2 To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

0.3 To provide a permeable and interconnected street structure that offers a choice of routes and distributes traffic load through a number of connection points.

0.4 To ensure that the design of the streets indicates their position and function in the street hierarchy, and reflects the uses within the street in their character and detail.

0.5 To minimise cut and fill.

Design Criteria:

D.1 The road pattern for each Area Plan and Precinct Plan should be developed generally in response to the topography, orientation of the land and site constraints to minimise environmental impacts (including acoustic impacts) and earthworks. Detailed survey and subdivision planning should be included in the road design for Precinct Plans.

D.2 The road pattern for each Area Plan or Precinct Plan shall provide for logical connections with existing road networks.

D.3 The road design should allow for passive surveillance and access to public open space from adjoining residences.

D.4 Roads are to be designed to provide flood free access to proposed allotments.

D.5 Footpaths and cyclepaths are to be provided within subdivisions that link the community, open space, schools and shops to existing and future residential development and constructed in accordance with Council's Manual of Engineering Standards. Shared off-road paths shall be located adjacent to stormwater control corridors, open space and the collector road verges (footway).

D.6 Cycleways must be provided for in accordance with the Maitland Bike Plan 2005.

D.7 No new future lot shall have direct vehicular access to any classified road (as defined in the Maitland LEP 2011).

Submission Requirements:

Independent Traffic and Transport Studies are required with Development Applications for subdivision to determine the extent of road works, intersection upgrades and ancillary vehicular and pedestrian/cycleway infrastructure requirements generated by the development.

## 2.2 Subdivision Design

Objectives:

0.1 To ensure that any proposed subdivision provides a safe and positive character, enhances accessibility, minimises visual impacts, complements the surrounding area, and promotes the principles of ecologically sustainable development.

0.2 To ensure that development respects the constraints of the site, and provides for a range of lot sizes and shapes appropriate to the community's housing needs.

Design Criteria:

D.1 A variety of lot sizes and shapes are to be provided to cater for the housing needs of the community, including opportunities for small lots, small lot housing and medium density in areas with high neighbourhood amenity. Allotment yields should be maximised in response to the constraints of the land.

D.2 Subdivision design must have regard to minimising any adverse visual impacts of development when viewed from public roads and surrounding properties.

D.3 Cut and fill should be minimised to fit topography and should absorb the slope on lots within the dwelling footprint rather than on the side boundaries.

D.4 Subdivision layout and lot orientation should maximise privacy, private open space areas, solar access and energy efficiency. In this regard, streets should generally be aligned north/south and east/west, subject to constraints such as topography.

D.5 Subdivision design and lot layout must ensure that any future residential housing will not be adversely affected by noise or vibration from traffic along adjoining classified roads, nor any other adjoining land uses.

D.6 Subdivisions must include conveniently located open space areas that complement the broader city wide open space networks.

D.7 Lots are to be designed to have frontage to streets or public open spaces to enhance dwelling presentation, passive surveillance and activation of the public domain.

D.8 Subdivision designs should incorporate crime prevention strategies and principles to promote personal safety and casual surveillance such as those adopted within Crime Prevention through Environmental Design (CPTED).

Submission Requirements:

Development applications for subdivision must include Staging Plans, an analysis and statement as to the intentions and philosophy of proposed layouts, lot sizes, shapes and likely development densities, so that residents have a clear understanding of the likely future neighbourhood character.

## 2.3 Building Form

Objectives:

0.1 To ensure that development responds to the constraints of the land, and is integrated with existing development to provide attractive streetscapes and vistas, enhancing the overall character and neighbourhood amenity.

0.2 To provide for ecologically sustainable building design that is compatible with the scale and character of surrounding development, that maximises privacy, safety and security, and that respects the scenic and visual attributes of the area.

Design Criteria:

D.1 Housing design and scale must respond to the site constraints, so as to minimise acoustic impacts, external earthworks and prevent excessive cut/fill and structural retaining walls.

D.2 Development is to respect the character and amenity of adjoining development, with any medium density housing or small lot housing to be provided on suitably orientated and sized allotments that have high amenity near facilities, open space and public transport.

D.3 Building bulk is to be broken up by articulating external walls, providing openings, protrusions, verandahs, fenestration and various building materials, finishes and colours, so as to provide for visual relief and attractive streetscapes.

D.4 Housing which is adjacent to a classified road should be appropriately designed so as to provide a high quality architectural appearance with visual interest, particularly by discouraging bulky buildings and blank walls.

D.5 Car accommodation is to be sited and designed so as not to dominate the streetscape and frontage of allotments, thereby enhancing the areas visual appearance.

D.6 Dwellings with a boundary to open space areas are to address the open space areas and provide low, visually permeable fencing.

D.7 Fencing is to make a positive contribution to the visual appearance of development, and will be consistent with the requirements of the relevant Area or Precinct Plan. Fencing adjacent to the boundaries of any surrounding rural lands shall be unobtrusive, compatible with the rural character, and may include timber post and rail style.

Submission Requirements:

Fencing details for all fencing that fronts rural or environmental land, a public space or road are required to be submitted to Council for approval with Development Applications for subdivision. Fencing adjacent to classified roads must be installed at the subdivision development stage to the satisfaction of Council.

## 2.4 Visual & Scenic Amenity

Objectives:

To protect the scenic values of the landscape and environment, particularly by providing for attractive entrances to the City of Maitland, and encouraging development to be unobtrusive and sympathetic to the surrounding rural setting.

Design Criteria:

D.1 Where practicable, existing vegetation is to be maintained and enhanced (particularly along ridgelines, knolls and the slopes), so as to provide buffers and landscaped visual relief within subdivisions and housing development.
D.2 Where available, subdivision and housing design should take advantage of significant and attractive views overlooking surrounding rural lands by orienting streets and locating public space to capture views.
D.3 Development adjacent to rural land and flood prone land are to be suitably designed so as to be compatible with the existing rural character and setting.
D.4 New landscaping shall be provided in visually prominent locations throughout subdivisions, particularly adjacent to any classified roads, including road reserves where practicable, to provide visual relief to the built elements.

Submission Requirements:

Council may require that a Visual Impact Assessment be prepared to accompany Development Applications for subdivisions and other development that are likely to have a visual impact on the area, and to include proposed ameliorative measures.

## 2.5 Water Cycle Management & Sediment & Erosion Control

Objectives:

0.1 To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
0.2 To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Design Criteria:

D.1 Existing natural drainage lines should form part of a stormwater and runoff drainage management system utilising soil conservation measures (including detention basins and/or wetlands) to alleviate stormwater peaks and retain sediments and pollutants. Any water control structures installed on the site are to be used solely for the purpose of sedimentation and pollution control purposes. No harvesting of water from any watercourse may occur without a licence issued by the appropriate State government authority.
D.2 Stormwater controls must comply with the requirements of Council's Manual of Engineering Standards.

Submission Requirements:

S.1 Developers will be required to produce a "Sediment and Erosion Control Plan" in accordance with the NSW Department of Housing guidelines Managing Urban Stormwater: Soils and Construction – the "Blue Book" as part of any development application for subdivision. The plan will also include practical measures for mitigating erosion and controlling sediment during construction. Other detailed plans may be required as a condition of any subdivision approval.

S.2 A Stormwater Drainage Analysis, addressing the water quality and quantity (having regard to all contributing catchments and downstream water bodies), the 1% AEP Hunter River Flood Level (where relevant) and the 1% AEP storm event, is to be submitted with Development Applications for subdivision.

## 2.6 Landscaping, Streetscape & Open Space Areas

Objectives:

To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Design Criteria:

D.1 Open space areas, footpaths and cyclepaths are to be suitably located and designed to provide linkages within the proposed area and to adjoining development in accordance with the relevant Section 94 Contributions Plan. Such areas are to have good surveillance and safety, particularly at night time, and are to be easily maintained and appropriately landscaped.

D.2 Natural drainage lines and watercourses are to be protected and revegetated where appropriate with indigenous plant species to enhance the visual amenity, prevent soil erosion, and to protect the quality of receiving waters.

D.3 Existing trees are to be retained wherever possible within and adjacent to road reserves, open space/drainage areas and along allotment boundaries.

D.4 All open space is to be edged with a public street or public footpath, with dwellings addressing the space.

D.5 Landscaping will be required on land adjacent to any classified road, so as to soften the visual impact of all built elements, creating attractive streetscapes when viewed by passing traffic and pedestrians.

D.6 Street tree planting is to be carried out as part of subdivision design and road construction. Street trees are to be planted to provide a physical barrier to traffic, to contribute to traffic calming, provide shade on footpaths and enhance the view of corridors in all subdivision designs and housing developments.

D.7 Landscaping species are to be endemic to the area, appropriate to the setting (urban or open space) and local soil, climate and aspect.

Submission Requirements:

S.1 Landscaping Plans are required to be submitted with Development Applications for subdivision for approval by Council. Landscape plans must include details for all streets and public spaces, identifying appropriate street tree species, fencing requirements, landscape elements, water bodies and street furniture.

S.2 The Landscape Plans are to be accompanied by a Landscape Strategy that demonstrates how the proposed landscaping achieves the identified outcomes for the development.

## 2.7 Noise & Vibration

Objectives:

To ensure that future residential development is not adversely affected by any noise and vibration from incompatible land uses, including road and rail corridors and extractive industries within the Hunter River.

Design Criteria:

D.1 Residential subdivision and development is to be located and designed so as to comply with the current standards and criteria for noise and vibration contained within relevant State Environmental Planning Policies, RTA and DECCW publications.

D.2 Appropriate acoustic and vibration controls are to be provided by means of separating the source and receiver. Acoustic protection shall include building design techniques, landscaping and buffers which do not detract from the streetscape and visual appearance of the area. Applying building design techniques to new housing is strongly recommended.

Submission Requirements:

Council will require independent acoustic and vibration assessments to be submitted with relevant Precinct Plans and Development Applications that adjoin incompatible land uses.

## 2.8 Key Development Sites

Objectives:

To ensure that Key Development Sites are properly planned for within Urban Release Areas.

Design Criteria:

D.1 Area Plans are to identify Key Development Sites required to service an Urban Release Area. Key Development Sites may include:

- Activity centres
- Community facilities

- Gateway sites
- Exhibition villages
- Medium or high density residential housing areas
- Public transport interchange areas
- Interface/transition areas with existing adjoining development

*Adjoining land zoned for environmental protection*

D.2 Development or works within, or adjacent to land zoned for environmental protection is to ensure clearing of vegetation is minimised to the satisfaction of Council.

D.3 Mechanisms are to be put in place with development to ensure the integrity and protection of established vegetation and riparian areas zoned for environmental protection.

D.4 Development within land zoned for residential purposes must be designed and planned to ensure that any Asset Protection Zones (for bushfire control) do not extend into land zoned for environmental protection.

*Flood fringe rural allotments*

D.5 Area Plans and Precinct Plans are to identify and suitably accommodate large rural allotments to enable the sustainable management of any rural flood fringe areas.

D.6 A limited number of rural dwellings will be considered on flood free areas, with dwelling sites to be located at least 0.5 metres above the 1% AEP flood level, and access to such dwellings to be flood free with minimal fill or earthworks.

D.7 Fencing of allotments shall be of post and wire style (or similar) so as to minimise the visual impacts of developments and not to impede the flow of floodwaters.

<u>Submission Requirements:</u>

S.1 Precinct Plans are to include concept designs and site plans for any Key Development Sites identified in the Area Plan.

# F.3 - Aberglasslyn Urban Release Area

## DESCRIPTION

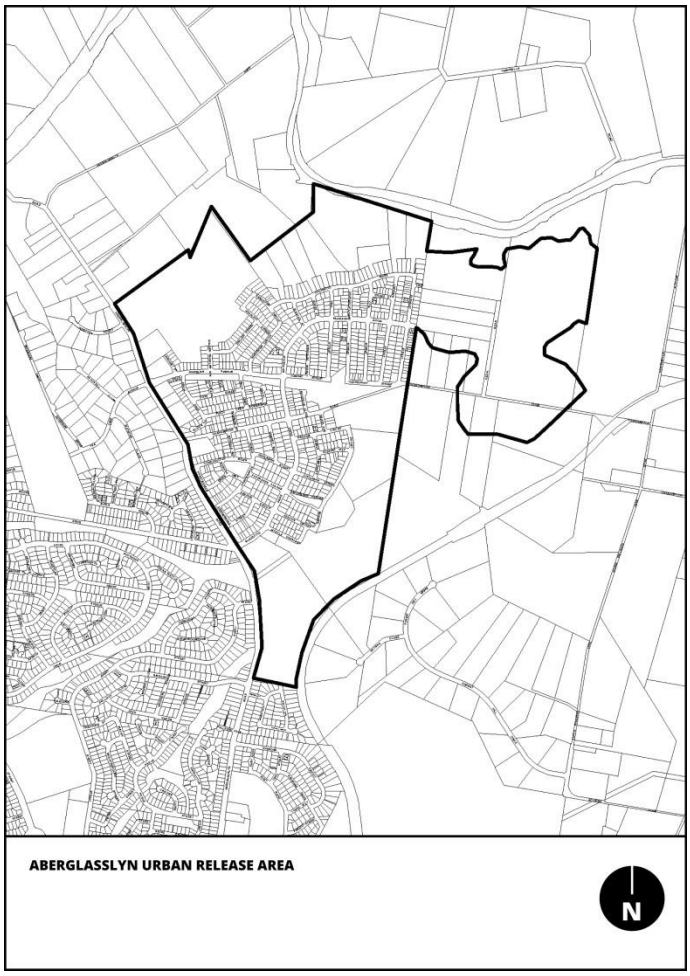


Figure 1: Aberglasslyn Urban Release Area.

The Aberglasslyn Urban Release Area identifies approximately 200 hectares of land to the north of the existing urban area of Rutherford. Access to the area is via Aberglasslyn and Oakhampton Roads from the New England Highway.

The majority of the land has traditionally been used for grazing. The area adjoins a number of important sites and land uses that required consideration in the strategic planning for this area. In particular, the proximity to Aberglasslyn House, a heritage item of State significance; the adjoining rail corridor, and impacts associated with extractive industries along the Hunter River dictated specific design outcomes for these areas.

Environmental issues associated with flooding and water quality from sub-catchments which flow directly into the Hunter River and the Oakhampton Wetlands required specific development controls. Infrastructure provision (particularly the extension and augmentation of reticulated water and sewer) influences the orderly staging and sequencing of land. The potential for impacts on the road network leading into Central Maitland also requires consideration in the staging of development. Development of the East Precinct may require upgrading and safety improvements to the Oakhampton Road railway level crossing.

Development of this Urban Release Area is well progressed. Precinct Plans have already been prepared for the East, Central and South Precincts as part of this DCP and land has been rezoned on the corner of Aberglasslyn Road and McKeachie Drive for a neighbourhood centre.

# ABERGLASSLYN AREA PLAN

The Aberglasslyn Area Plan is comprised of precinct plans as shown in Figure 3.

The following provisions apply to the preparation of precincts plans for and staging of the Aberglasslyn Urban Release Area.


Figure 2: Aberglasslyn Area Plan.

# PRECINCT PLAN

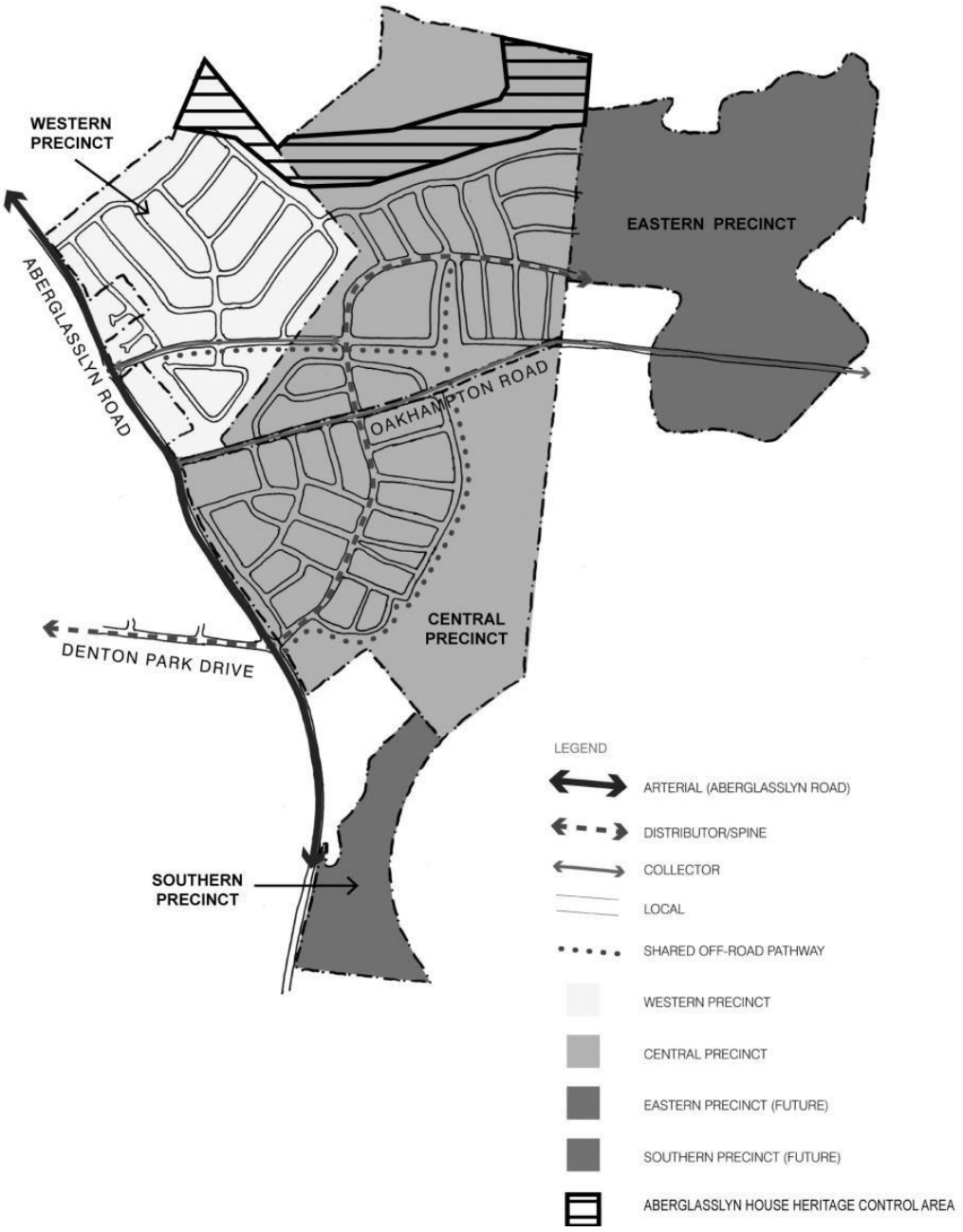



Figure 3: Aberglasslyn Precincts and Transport Movement Hierarchy.

## STAGING PLAN

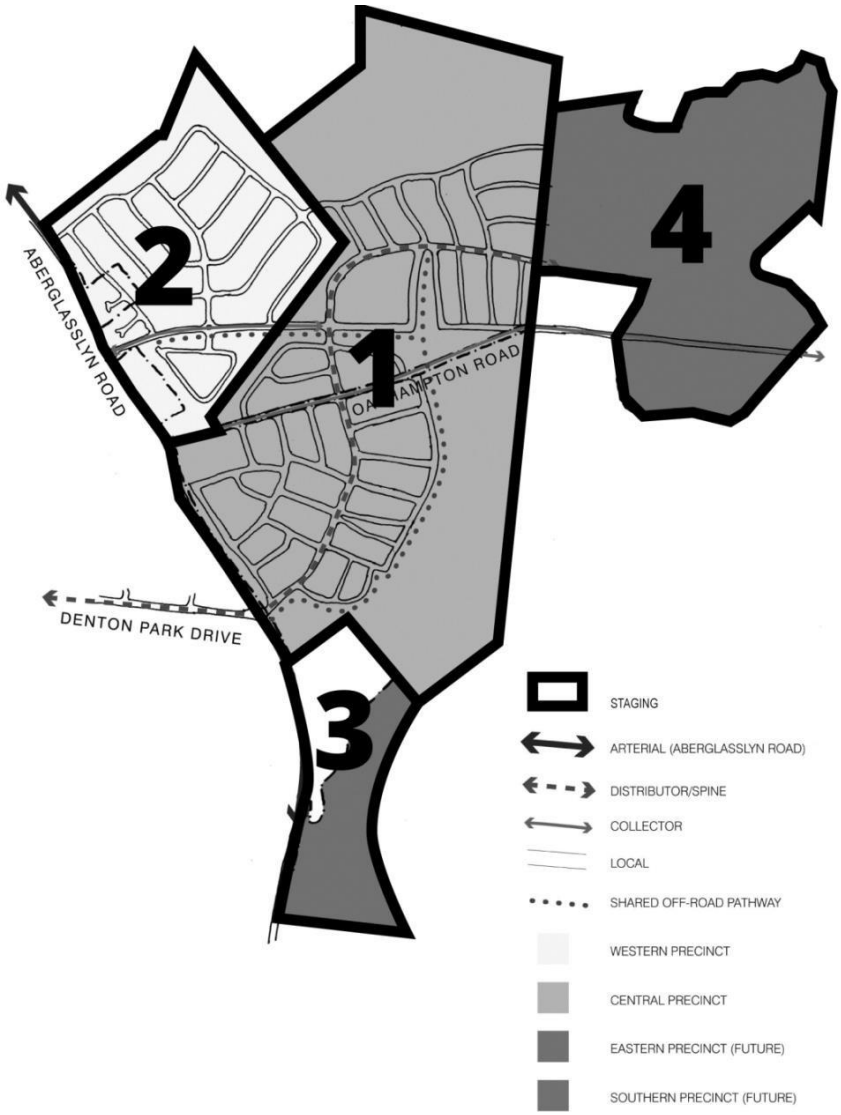



Figure 4: Aberglasslyn Urban Release Area - Staging Plan.

# 1. Development Requirements – General Provisions

## 1.1 Staging Plan

Staging of development should generally accord with the Staging Plan as shown in Figure 4. The Staging Plan provides for the timely and efficient release of urban land and aligns with the precinct plans as shown in Figure 3.

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 4.

## 1.2 Precinct Plans – General Provisions

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Precinct Plans are prepared for each precinct identified in Figure 3.

## 1.3 Transport Movement Hierarchy

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel.
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development Controls

1. Each precinct plan includes an overall transport movement hierarchy showing the major circulation routes and connections.
2. The overall movement hierarchy for each precinct is generally consistent with the road hierarchy and pathways identified in Figure 3.
3. The transport movement hierarchy includes off-road paths from the intersection of Denton Park Drive and Aberglasslyn Road running adjacent to the south eastern perimeter road, crossing Oakhampton Road and linking to the spine/distributor road in the northern section of the Central Precinct. The shared off-road path will also travel adjacent to the collector road within the Western Precinct towards the Tea Tree Avenue and Aberglasslyn Road intersection.

## 1.4 Overall Landscaping Strategy

Objectives

1. To protect and enhance riparian areas and remnant vegetation, including visually prominent locations.
2. To protect scenic values and significant vegetation, particularly within, and adjacent to, the Aberglasslyn House Heritage Control Area, Aberglasslyn Road and Oakhampton Wetlands.
3. To provide detailed landscaping requirements for both the public and private domain.

Development controls

1. Landscaping strategies provided for each precinct considers landscaping elements identified in Figure 2.

## 1.5 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods are conveniently located close to open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.

Development controls

1. The network of passive and active recreational areas is provided generally in accordance with Figure 2.

## 1.6 Stormwater and Water quality Management Controls

Objectives

1. Stormwater and water quality management controls shall protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment, including Oakhampton wetlands and the Hunter River.

Development controls

1. Each precinct plan includes stormwater and water quality management controls.
2. Stormwater and water quality management controls (trunk drainage) are provided generally in accordance with Figure 2.

## 1.7 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.

Development controls

1. Precinct plans include measures to reduce impact for future residential development from activities generated by:
   - the railway
   - vehicular traffic, and
   - the adjoining extractive industries along the Hunter River, in accordance with relevant SEPP (Infrastructure) 2007 requirements, DECCW – EPA criteria and any relevant Australian Standards.
2. There are no requirements for bushfire.
3. Land within the flood planning area addresses clause 7.3 of the Maitland Local Environmental Plan 2011.
4. All development applications demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.

## 1.8 Key Development Sites

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Precinct Plans include detailed urban design controls (including traffic management requirements and car parking designs) for the following key development sites:
   - A potential school site
   - Aberglasslyn House Heritage Control Area
   - A potential neighbourhood centre
   - Any proposed exhibition villages.

## 1.9 Residential Densities

Objectives

1. To encourage higher density living around transport, open space and service nodes.
2. To ensure cost-effective and resource efficient development to promote affordable housing.

Development controls

1. Precinct plans nominate areas where higher density living may be appropriate.
2. Residential densities are controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.10 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.11 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

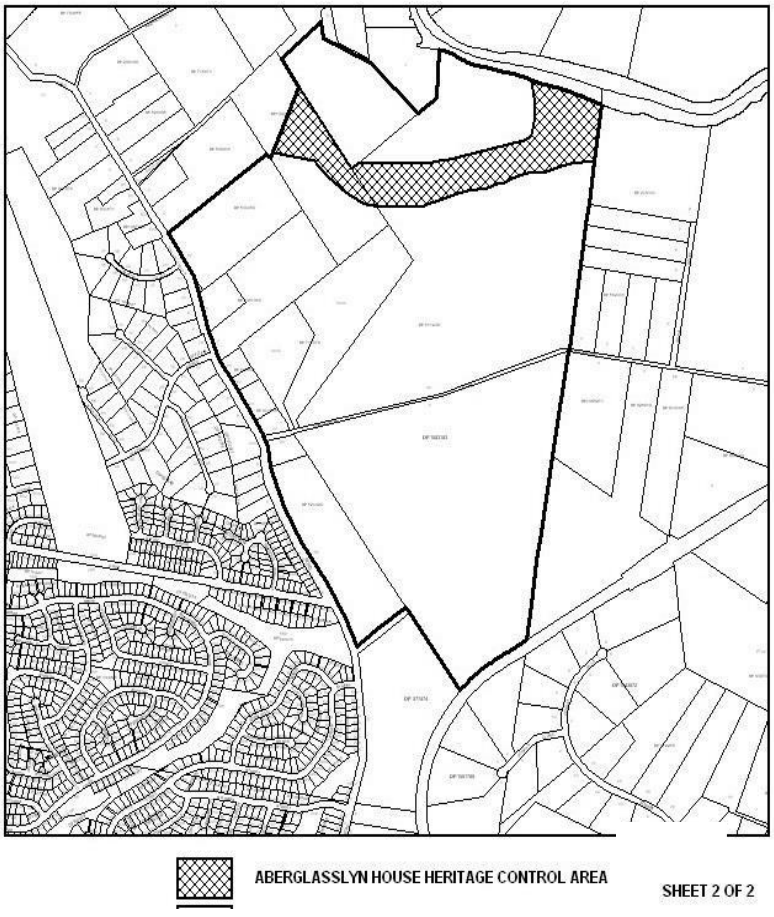



Figure 5: Aberglasslyn Heritage Control Area.

# ABERGLASSLYN - WEST PRECINCT

The following is the Precinct Plan provisions referred to in the general provisions above that applies to the West Precinct.

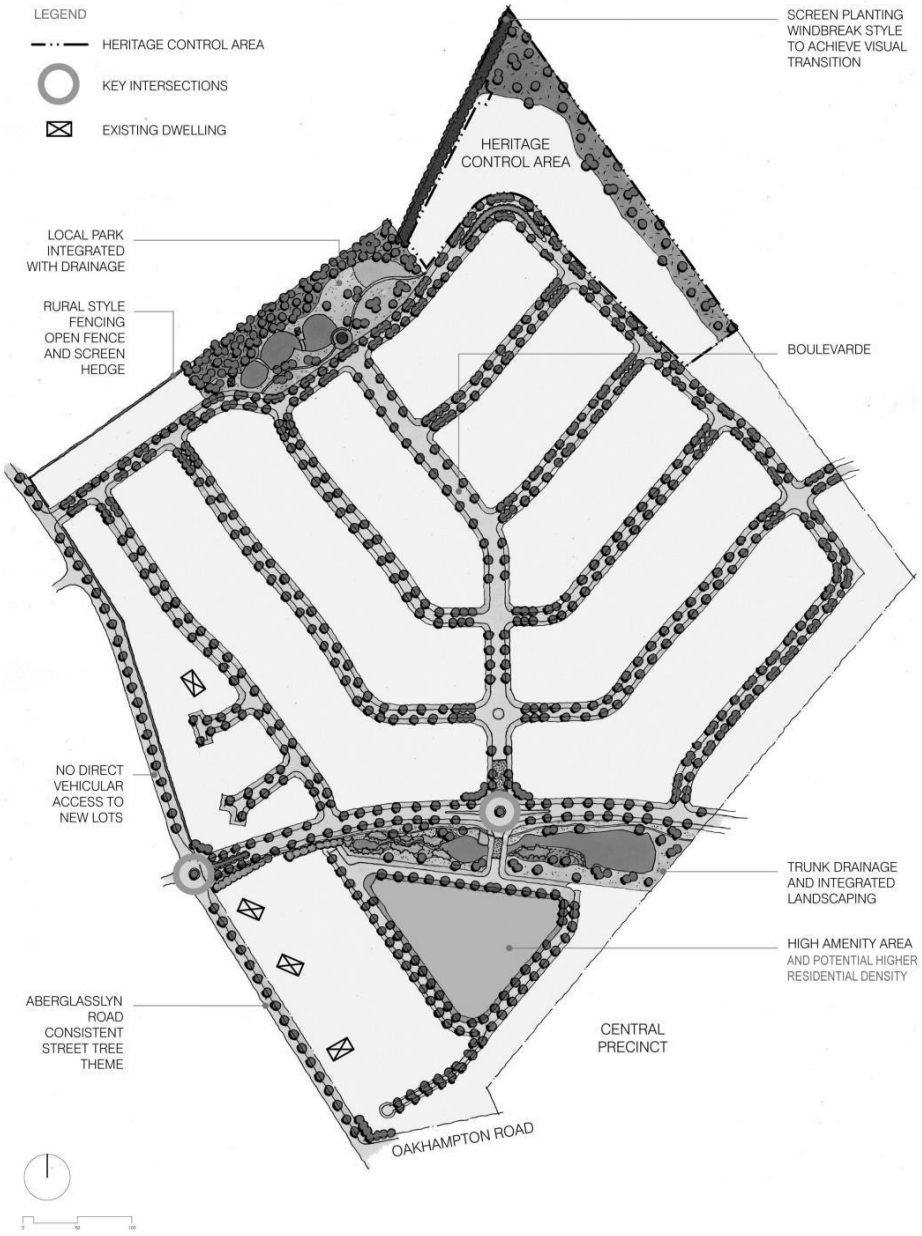



Figure 6: Aberglasslyn Urban Release Area - Western Precinct.

# 1. Development Requirements

## 1.1 Transport Movement Hierarchy

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development Controls

1. The principal access to the West Precinct will be via a roundabout controlled intersection on Aberglasslyn Road at the existing intersection of Tea Tree Avenue. This collector road will link to the main spine/distributor road through the Central Precinct and if required will accommodate a bus route.
2. Road layout and street design will be consistent with Figure 6 and following detailed survey and subdivision planning. Figure 7 shows typical cross sections for roads in this precinct.
3. No new future lot shall have direct vehicular access to Aberglasslyn Road, except where existing dwelling houses are to be redeveloped in a coordinated and orderly manner.
4. Residential development in the West Precinct shall not create new allotments with direct access to Aberglasslyn Road, but may create shared access ways to service a small number of additional dwellings adjacent to existing dwellings.

## 1.2 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.

Development controls

1. A visual and scenic impact assessment is to accompany development applications for subdivisions and development that are likely to have a visual impact on the area, and may include proposed ameliorative measures to be incorporated within the development. Such assessments are to include any development of land

containing part of the Heritage Control Area and/or adjacent to Aberglasslyn House.
2. Landscaping will be required on land adjacent to Aberglasslyn Road.
3. Existing trees are to be retained wherever possible within riparian corridors, open space, within and adjacent to the Aberglasslyn Road reserve and along allotment boundaries.
4. Re-vegetation proposals should be integrated with landscape plans and include the areas supporting Ecological Endangered Communities (EEC) of the Lower Hunter Spotted Gum/Iron Bark vegetation community.
5. Landscaping of the private and public domain shall be generally consistent with the landscape concepts shown in Figure 6. Development Applications for subdivision will include detailed landscaping plans identifying appropriate street tree species, fencing treatments to Aberglasslyn Road and adjoining rural properties to the north-west and north-east, and landscape/threshold treatment of key intersections.
6. Landscaping plans shall also show how open space areas and trunk drainage are to be located and landscaped.

## 1.3 Passive and Active Recreational Areas

Objectives

1. Neighbourhoods are conveniently located close to open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. Passive and active recreational space shall be provided generally in accordance with Figure 6.

## 1.4 Stormwater and Water Quality Management Controls

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Stormwater management facilities are to be provided generally in accordance with Figure 6.
2. Stormwater facilities shall be based on the existing water bodies in accordance with Figure 6.
3. Reshaping and resizing of the waterbodies will be required to provide control of both water quantity (detention) and water quality, and are subject also to Council's Maitland Section 94 Contributions Plan (Citywide).

## 1.5 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.

Development controls

1. Filling of drainage lines is to be limited to that necessary to render flood free all residential land.
2. Retained drainage lines/water courses should be rehabilitated through comprehensive replanting with indigenous plant species.
3. Subdivision design and lot layout must identify and ensure that any future residential housing will not be adversely affected by noise or vibration from traffic, railways nor any other adjoining land uses including the extractive industry adjacent to the Hunter River.
4. Council will require that noise and vibration assessments be submitted with relevant Development Applications for subdivisions that adjoin incompatible land uses, including classified roads and rail corridors, and extractive industries within the Hunter River.
5. There are no requirements for bushfire.
6. Land within the flood planning area shall address clause 7.3 of the Maitland Local Environmental Plan 2011.
7. All development applications shall demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.

## 1.6 Key Development Sites

*Aberglasslyn Heritage Control Area*

Objectives

To ensure that development does not adversely impact upon the setting and context of Aberglasslyn House.

Development Controls

1. A Statement of Heritage Impact is required for subdivision that relates to land containing the Heritage Conservation Area and adjacent to Aberglasslyn House.
2. Existing vegetation within the Heritage Conservation Area is to be retained so as to provide a visual screen and scenic backdrop for new development. Where practicable, new dwellings should be located adjacent to, or behind established trees.
3. Development of dwellings within the Heritage Conservation Area is to be consistent with Figure 8 and Figure 9.
4. Residential development in the Heritage Conservation Area shall include specific design and construction measures to comply with the requirements for the minimisation and management of any heritage impacts to Aberglasslyn House.
5. All development within the Heritage Conservation Area as shown in Figure 5 shall be limited in height to ensure that no structure or element thereof protrudes above the surface defined by the Structures Limitations Plan Figure 8.
6. Dwellings and ancillary buildings shall be a maximum of one storey (although they may include habitable rooms within a roof/attic space) and shall only be located within the Principal Structures Zone shown in Figure 9.
7. Fencing within the Heritage Conservation Area and particularly the Landscape Only Zone shown in Figure 9 shall be limited to traditional timber post and wire rural style fencing.
8. Ancillary residential buildings including single storey garages or carports (and single storey recreation/community buildings in the case of a specifically designed community title subdivision) may be considered within the Ancillary Structures Zone shown in Figure 9, subject to Council's consent.
9. A visual transition shall be created between the new Aberglasslyn urban development and the rural landscape setting of Aberglasslyn House by landscaping of the north- western boundary of the West Precinct to create a dense screen planting (windbreak) as a total visual screen for the length of the Heritage Conservation Area boundary. The screened plantings must be of a durable and suitable species to ensure sufficient height and spread is achieved. Such plantings shall be completed in the first stage of subdivision for the West Precinct, to ensure the plantings reach a satisfactory height and maturity prior to any new housing development being completed in that section of the Precinct.
10. Landscaping within the Landscape Only Zone as indicated in Figure 9 shall be limited to scattered plantings of endemic eucalypts consistent with the historical use of the site for grazing. No other structures or plantings are to be located within the Landscape Only Zone.
11. Any dwellings or outbuildings within the Heritage Conservation Area shall be constructed of external materials and finishes with darker colours and tones, so as to limit visibility, protecting the heritage qualities and rural setting of Aberglasslyn House. External building materials and finishes must also be non-reflective.
12. A suitable "Schedule of external colours and building materials" must be submitted to Council for approval with a Statement of Heritage Impact and Development Application for subdivision of land within the Heritage

Conservation Area. The relevant development consent will subsequently have a restriction as to user on the subdivision, to apply that Schedule on the land title.

*Residue Rural Lands*

Objectives

1. To sustainably maintain and manage the residue rural lands.

Development controls

1. A limited number of large allotments will be considered.
2. Fencing of such allotments shall be of post and wire style (or similar), so as to minimise any visual impacts of development.

## 1.7 Residential Densities

Objectives

1. To encourage higher density living around transport, open space and service nodes.
2. To ensure cost-effective and resource efficient development to promote affordable housing.

Development controls

1. Higher residential densities shall be encouraged in high amenity areas nominated in Figure 6.

## 1.8 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.9 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

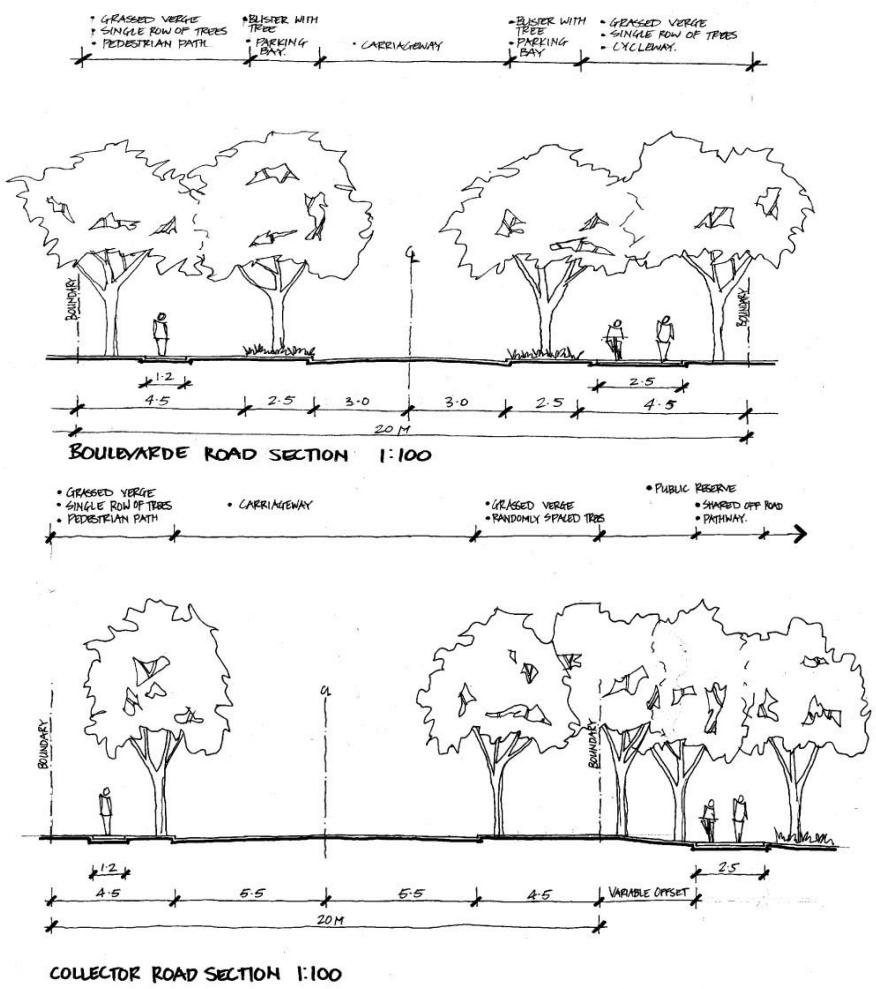



Figure 7: Western Precinct Road Sections.

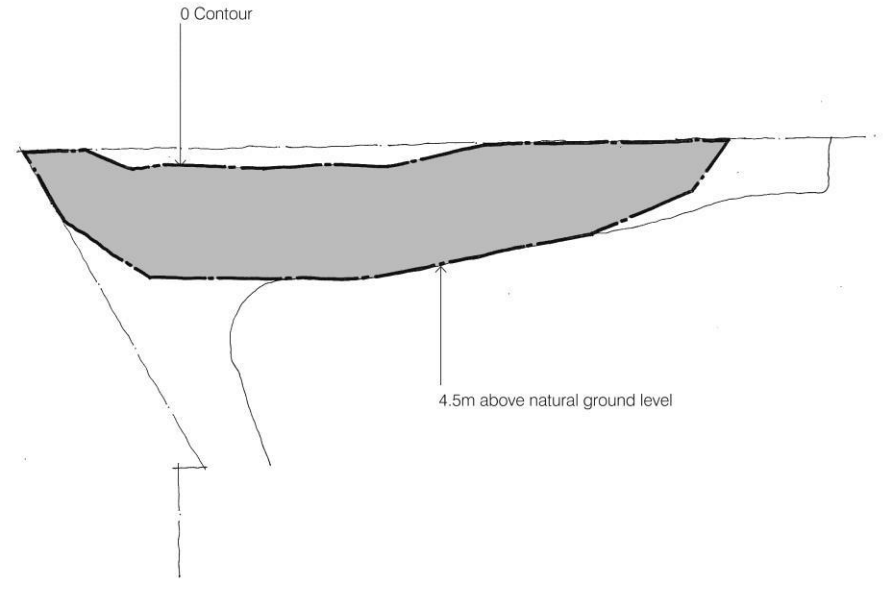



Figure 8: West Precinct Structures Limitations Plan.

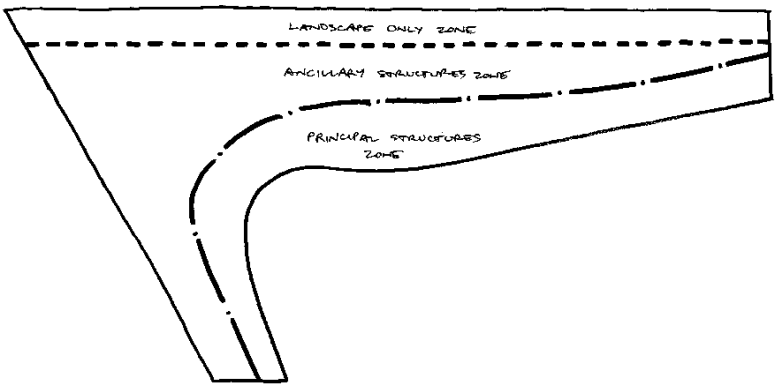



Figure 9: West Precinct Building Envelope.

# ABERGLASSLYN – CENTRAL PRECINCT

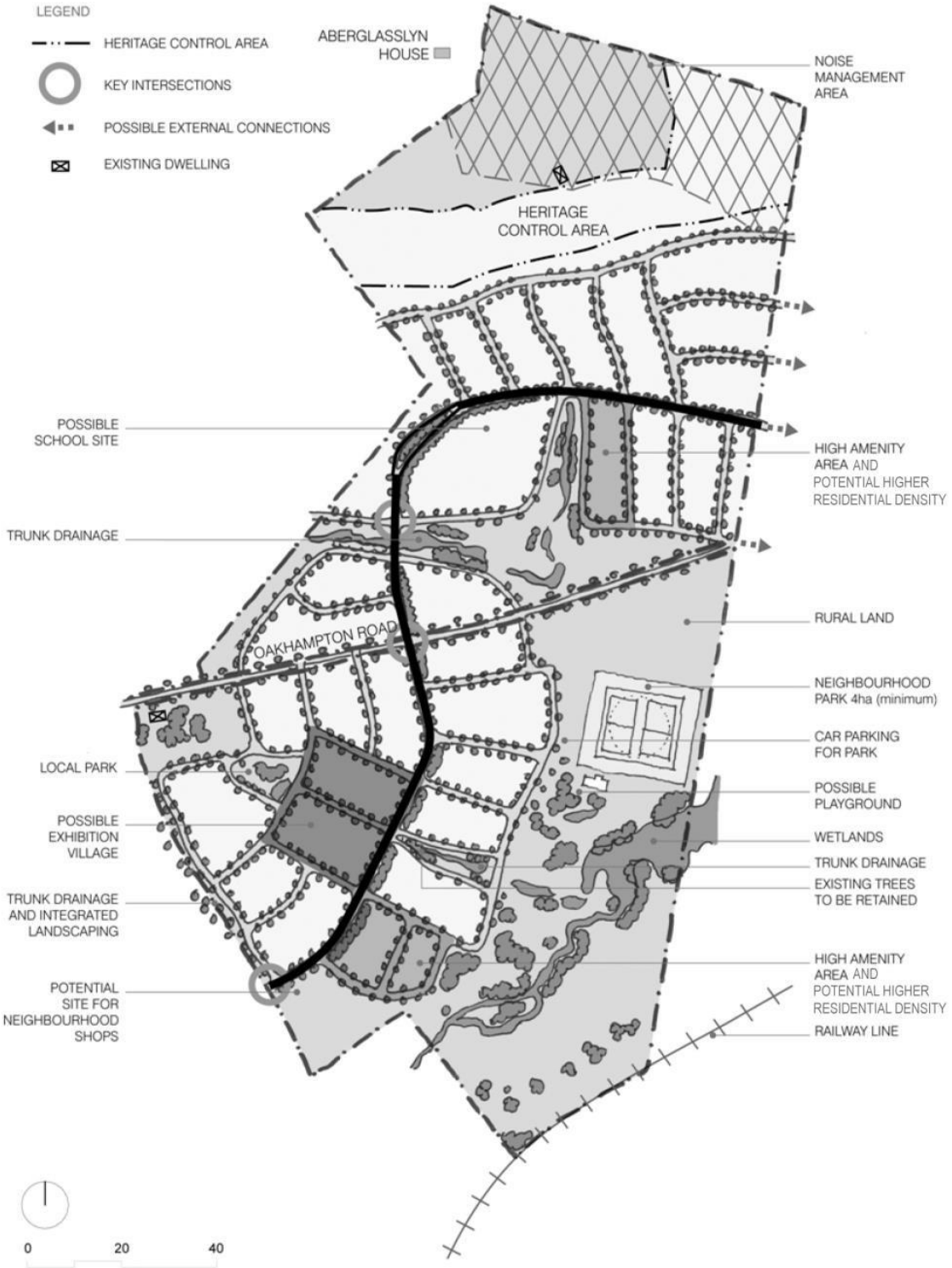



Figure 10: Aberglasslyn – Central Precinct and Road Hierarchy.

# 1. Development Requirements

## 1.1 Transport Movement Hierarchy

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development Controls

1. The principal access to the Central Precinct will be via a roundabout controlled intersection on Aberglasslyn Road at the existing intersection of Denton Park Drive.
2. This distributor/spine road will link to the northern parts of the site crossing Oakhampton Road. These road links will also accommodate a future bus route.
3. Road layout and street design will be consistent with Figure 10 and following detailed survey and subdivision planning.
4. No new future lot shall have direct vehicular access to Aberglasslyn Road, except where existing dwelling houses are to be redeveloped in a coordinated and orderly manner.
5. Residential development in the Central Precinct shall not create new allotments with direct access to Aberglasslyn Road.

## 1.2 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. A visual and scenic impact assessment is to accompany development applications for subdivisions and development that are likely to have a visual impact on the area, and may include proposed ameliorative measures to be incorporated within the development. Such assessments are to include any development of land containing part of the Heritage Control Area and/or adjacent to Aberglasslyn House.
2. Landscaping will be required on land adjacent to Aberglasslyn Road.
3. Existing trees are to be retained wherever possible within riparian corridors, open space, within and adjacent to the Aberglasslyn Road reserve and along allotment boundaries.
4. Street tree planting is to be carried out as part of the subdivision design and road construction. Street trees are to be planted to provide a physical barrier to traffic, to contribute to traffic calming, provide shade on footpaths and enhance the view of corridors in all subdivision designs and housing developments.
5. Retained drainage lines/watercourses are to be re-vegetated to enhance visual amenity, prevent soil erosion and help protect the quality of receiving waters. Re- vegetation proposals should be integrated with required landscape plans and include, where possible, those areas supporting Ecological Endangered Communities (EEC) of the Lower Hunter Spotted Gum/Iron Bark vegetation community.
6. Open space areas and pathways are to be suitably located and designed to provide linkages to surrounding development in accordance with the Maitland Section 94 Contributions Plan (Citywide) 2006. Such areas are to have good surveillance and safety, particularly at night time, and are to be easily maintained and appropriately landscaped.
7. Landscaping of the private and public domain shall be generally consistent with the landscape concepts shown in Figure 10.
8. Development Applications for subdivision will include detailed landscaping plans identifying the location of landscaping, street tree species and key intersection treatments, together with any fencing treatments to Aberglasslyn Road, Oakhampton Road, the spine/distributor road, and the adjoining rural properties.
9. The landscape plan shall also indicatively show how open space areas and trunk drainage are to be located and landscaped.

## 1.3 Passive and Active Recreational Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. Passive and active recreational space shall be provided generally in accordance with Figure 10.

## 1.4 Stormwater and Water Quality Management Controls

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Stormwater Management facilities and trunk drainage shall be provided generally in Figure 10 and in accordance with Council's Section 94 Contributions Plan.

## 1.5 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.

Development controls

1. Filling of drainage lines is to be limited to that necessary to render flood free all residential land.
2. Retained drainage lines/water courses should be rehabilitated through comprehensive replanting with indigenous plant species.
3. Subdivision design and lot layout must identify and ensure that any future residential housing will not be adversely affected by noise or vibration from traffic, railways nor any other adjoining land uses including the extractive industry adjacent to the Hunter River.
4. Council will require that noise and vibration assessments be submitted with relevant Development Applications for subdivisions that adjoin incompatible land uses, including classified roads and rail corridors, and extractive industries within the Hunter River.
5. There are no requirements for bushfire.
6. Land within the flood planning area shall address clause 7.3 of the Maitland Local Environmental Plan 2011.
7. All development applications shall demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.

## 1.6 Key Development Sites

*Aberglasslyn Heritage Control Area*

Objectives

1. To ensure that development does not adversely impact upon the setting and context of Aberglasslyn House.
2. To provide a visual screen and scenic backdrop for new development.

Development Controls

1. A Statement of Heritage Impact is required for subdivision that relates to land containing any part of the Heritage Conservation Area and adjacent to Aberglasslyn House.
2. Existing vegetation within the Heritage Conservation Area is to be retained.
3. Where practicable, new dwellings should be located adjacent to, or behind established trees.
4. All dwelling houses and outbuildings on land containing the Heritage Conservation Area shall be limited to single storey, and must be no greater than 5 metres in height when measured from the existing ground level to the highest point of the ridgeline.
5. Residential development in the Heritage Conservation Area shall include specific design and construction measures to comply with the requirements for the minimisation and management of any heritage impacts to Aberglasslyn House.
6. Development is not recommended in the Heritage Conservation Area. Where such development is unavoidable, development applications are to accurately demonstrate, using view shed analysis, suitable locations of building sites including special measures to comply with the requirements for the minimisation and management of any heritage impacts on Aberglasslyn House.
7. Any development consent for subdivision of land within the Heritage Conservation Area will have a restriction as to user on the subdivision restricting dwellings to within the building envelope.
8. The development of light weight structures, landscaping and/or orcharding within the Heritage Control Area will be considered where it can be demonstrated through siting, design, construction and treatment measures, the structure/improvements do not impact upon the visual amenity of Aberglasslyn House.
9. Any building located within the Heritage Conservation Area (wholly or partially) shall meet the following design requirements:
    - Structures shall be constructed using external materials and finishes of darker colours and tones, so as to limit visibility. Brick and painted surfaces are to be restricted to muted colours such as greys, browns, grey greens and fawns.
    - Roofs shall be coloured dark slate grey, grey blue or grey green. No blue, red or orange range steel or tile roofing shall be permitted.
    - External building materials and finishes must be non-reflective.
10. Fencing within or adjacent to the Heritage Conservation Area shall be limited to traditional timber post and wire rural style fencing.

11. Landscaping within the Heritage Conservation Area shall be limited to plantings of local endemic species, and should include random spacing of trees and shrubs in clusters for an informal effect.

*Residue Rural Lands*

Objectives

1. To sustainably maintain and manage the residue rural lands and wetlands.
2. To minimise any visual impacts of development.

Development controls

1. A limited number of large allotments may be considered in this area.
2. Fencing of such allotments shall be of post and wire style (or similar).

## 1.7 Residential Densities

Objectives

1. To encourage higher density living around transport, open space and service nodes.
2. To ensure cost-effective and resource efficient development to promote affordable housing.

Development controls

1. Higher residential densities shall be encouraged in high amenity areas nominated in Figure 10.

## 1.8 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.9 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

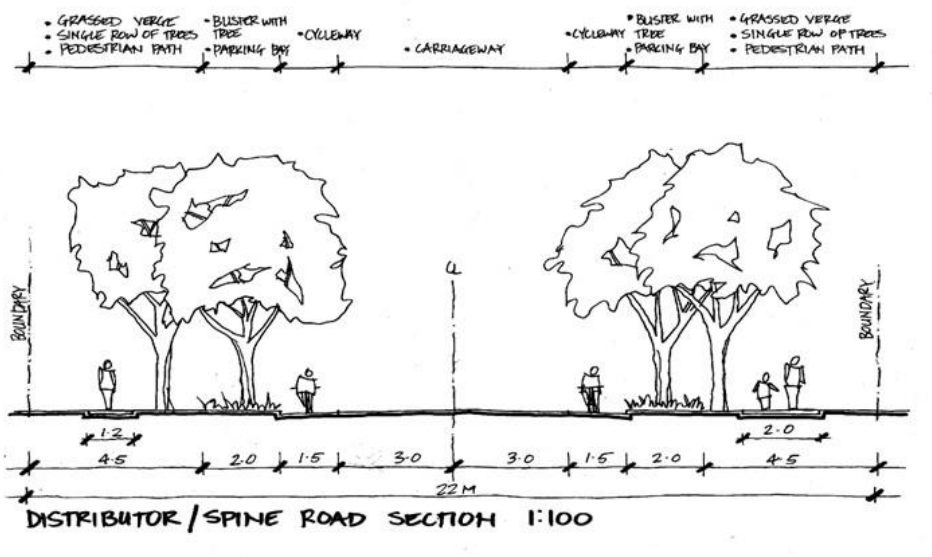



Figure 11: Central Precinct Distributor Spine Road Section.

# ABERGLASSLYN – SOUTH PRECINCT

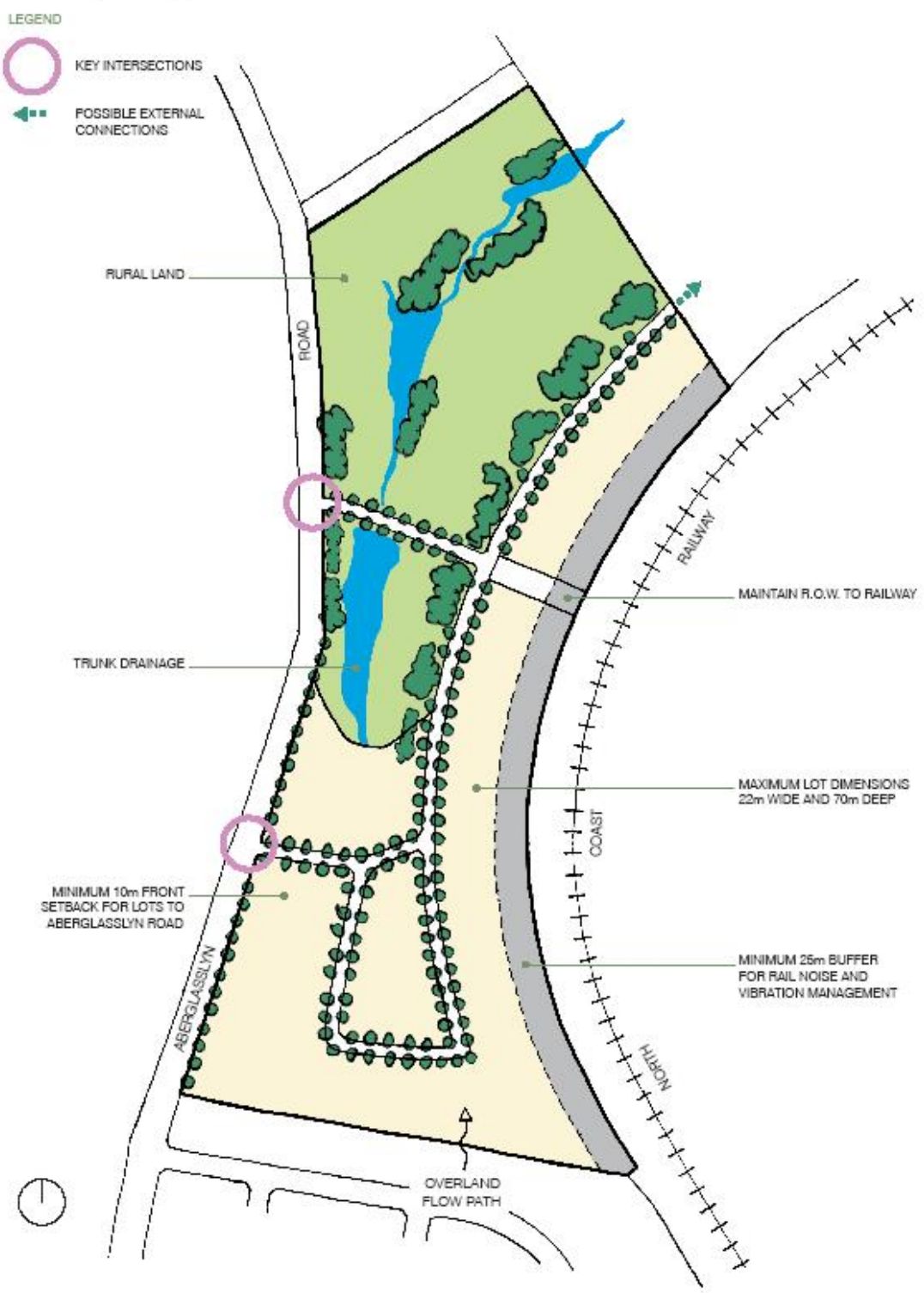



Figure 12: Aberglasslyn – South Precinct and Road Hierarchy.

# 1. Development Requirements

## 1.1 Transport Movement Hierarchy

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Access to the South Precinct will be via two (2) new intersections on Aberglasslyn Road. The main internal road shall run generally north/south adjacent to the North Coast Railway line and form a link to the adjoining residential land to the north east of the site.
2. Road layout and street design will be consistent with the adopted South Precinct and Road Hierarchy Plan (Figure 12) and following detailed survey and subdivision planning.
3. Residential allotments in the South Precinct facing Aberglasslyn Road may have direct vehicular access to Aberglasslyn Road.

## 1.2 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.

Development Controls

1. Landscaping will be required on land adjacent to Aberglasslyn Road.
2. Existing trees are to be retained wherever possible within riparian corridors, open space, within and adjacent to the Aberglasslyn Road reserve and along allotment boundaries.
3. Retained drainage lines/watercourses are to be re-vegetated to enhance visual amenity, prevent soil erosion and help protect the quality of receiving waters.
4. Landscaping of the private and public domain shall be generally consistent with the landscape concepts shown in Figure 12.
5. Development Applications for subdivision are to include detailed landscaping plans identifying appropriate street tree species, landscaping treatments to Aberglasslyn Road, fencing/landscaping treatments within the acoustic buffer

running parallel to the railway line and landscaping treatments of key intersections.

6. The landscape plan shall also indicatively show how open space areas and trunk drainage are to be located and landscaped.

## 1.3 Passive and Active Recreational Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development Controls

1. The network of passive and active recreational areas should be provided generally in accordance with Figure 2 and Figure 12.

## 1.4 Stormwater and Water Quality Management Controls

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Stormwater Management facilities and trunk drainage are to be provided generally in accordance with Figure 12 and Council's Section 94 Contributions Plan (Citywide).

## 1.5 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.

Development controls

1. Filling of drainage lines is to be limited to that necessary to render flood free all residential land as indicated on Figure 12.
2. Retained drainage lines/water courses should be rehabilitated through comprehensive replanting with indigenous plant species.
3. Lot design of land adjoining the acoustic and vibration buffer shall be consistent with Figure 12.
4. Maximum lot dimensions for the affected area are 22 metres wide and 70 metres deep.
5. Stage 1 of development of the South Precinct shall include the construction of a 3- metre high solid acoustic barrier along the boundary between the railway line and residential allotments.
6. Details of the acoustic barrier are to be provided to, and approved by, Council prior to the construction of the subdivision.
7. Residential development of allotments adjacent to the railway line and containing the noise and vibration management area shall include specific design and construction measures to a level to satisfy AS 3671-1989 Category 3 construction. A separate acoustic engineers report is required to certify that each dwelling, at the design stage, can meet the requirements of *State Environmental Planning Policy (Infrastructure) 2007*.
8. A minimum front setback of 10 metres shall apply to any residential building constructed on land facing Aberglasslyn Road. Design and construction measures shall be to a level to satisfy AS 3671-1989 Category 3 construction. A separate acoustic engineers report is required to certify each dwelling, at the design stage, can attenuate 27 dB(A) at the façade of the dwelling.
9. Subdivision and lot layout must identify and ensure that any future residential housing will not be adversely affected by noise or vibration from traffic, railways or any other adjoining land uses including extractive industries along the Hunter River.
10. Council will require that noise and vibration assessments be submitted with relevant Development Applications for subdivisions that adjoin incompatible land uses, including classified roads and rail corridors, and extractive industries within the Hunter River.
11. Development on bushfire prone land shall be assessed and designed in accordance with the NSW RFS Planning for Bushfire Protection (2006) guidelines.
12. Land within the flood planning area shall address clause 7.3 of the Maitland Local Environmental Plan 2011.
13. All development applications shall demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.

## 1.6 Key Development Sites

*Residue Rural Lands*

Objectives

1. To sustainably maintain and manage the residue rural lands and wetlands.

Development controls

1. A limited number of large allotments will be considered so as Community title subdivision may be appropriate in this regard.
2. Fencing of such allotments shall be of post and wire style (or similar), so as to minimise any visual impacts of development.

## 1.7 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.8 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.9 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# F.4 - Anambah Employment Area

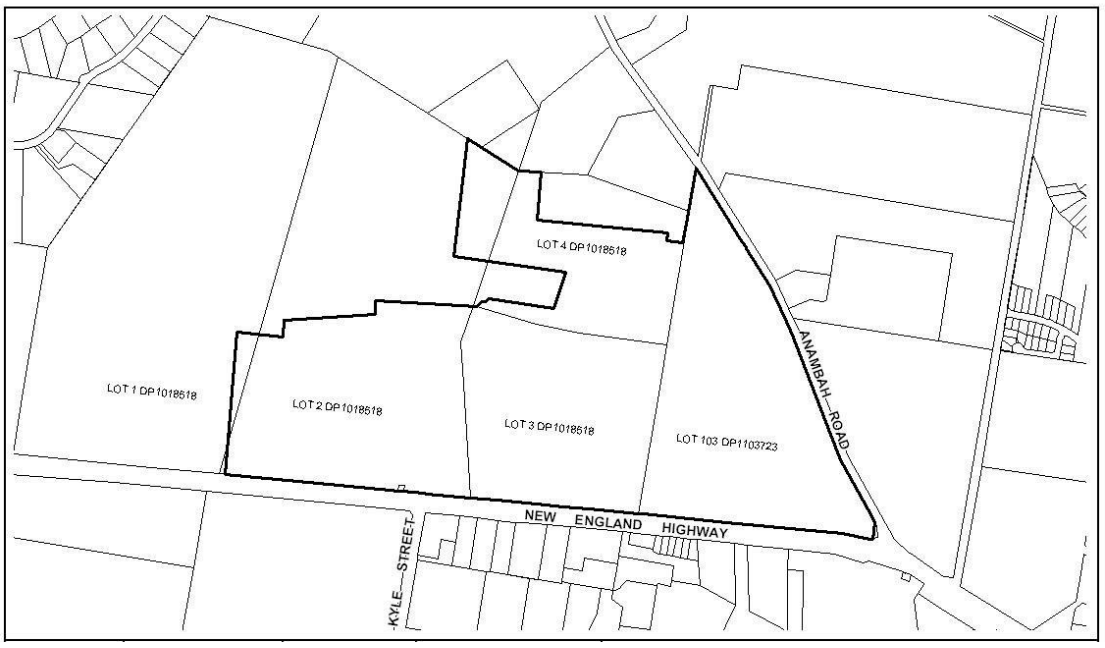



Figure 13: Anambah Employment Area

## DESCRIPTION

The Anambah Employment Area lies at the northern side of the New England Highway at its junction with Anambah Road as identified in Figure 13.

The land use zones over the site provide for a mix of industrial and business development. Co- location of complementary businesses to service industry, such as research and technology based businesses should result in a high amenity centre.

The site also includes the introduction of an environmental management area which will require ongoing maintenance and management to protect identified threatened species and endangered ecological communities.

The proximity of the site to the Rutherford Aerodrome necessitates specific height and noise control criteria. Specific landscape and visual amenity controls are also included to ensure that the appearance of the development when viewed from both the New England Highway and Anambah Road is satisfactory.

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 14.

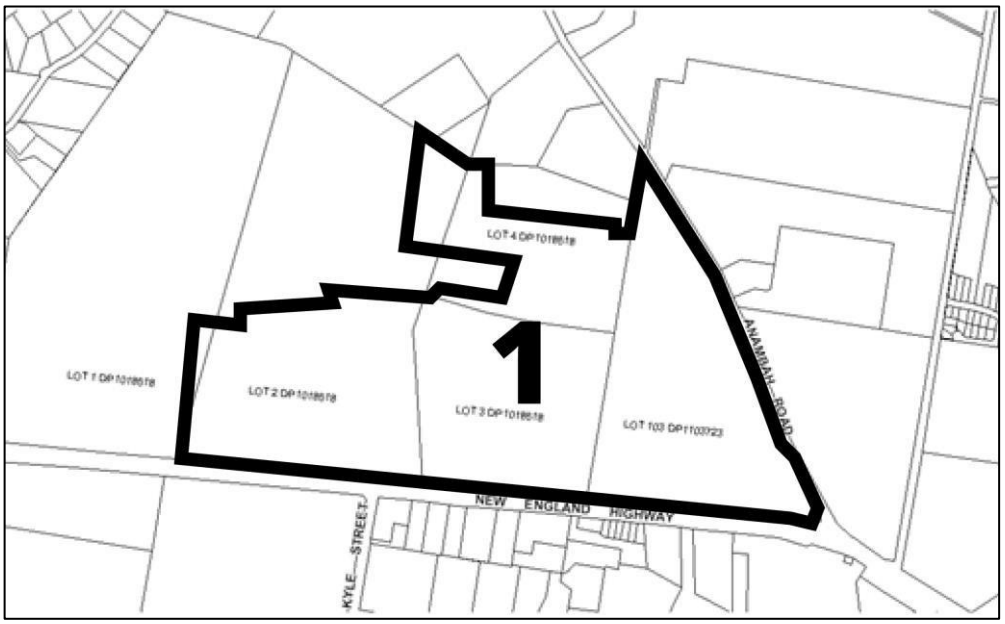



Figure 14: Anambah Employment Area - Staging Plan.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.

Development controls

1. The major circulation route and intersections with the New England Highway and Anambah Road should be in accordance with Figure 15.
2. The major circulation route is to make provision for a public bus service, on-road cyclists and a pedestrian footpath.

3. No new future lot shall have direct vehicular access to Anambah Road or the New England Highway, except where the development satisfies the requirements of clause 101 in *State Environmental Planning Policy (Infrastructure) 2007*.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.
4. To protect significant vegetation and habitat adjoining the Anambah Employment Area, especially for Squirrel Gliders, Grey-Crowned Babblers and threatened bat species.

Development controls

1. Provision shall be made for a 10-metre wide landscaped area adjoining the New England Highway and Anambah Road.
2. The landscape strip shall be incorporated into the development lots.
3. A landscaping strategy is to be submitted with the first development application to subdivide land adjoining the New England Highway or Anambah Road, to identify a theme for the landscaping strips that will create a pleasant and consistent visual appearance for the Anambah Employment Area.
4. The landscaping strategy is to include information about the fencing treatment for land fronting the New England Highway and Anambah Road.
5. All subsequent development applications are to be consistent with the approved landscaping strategy.
6. Native and low maintenance plant species are to be used in the landscaping and must be installed as part of the subdivision works.
7. A vegetation management plan is to be submitted with any development application on land in Zone E3 Environmental Management that intends to clear vegetation.
8. Development on land in Zone E3 Environmental Management must be consistent with the recommendations and objectives of the vegetation management plan.
9. A vegetation management plan is to be provide details including timing of clearing and re-vegetation processes, area and type of vegetation removal, re-vegetation, and program for monitoring of vegetation management to achieve:
    - No net loss of vegetation (on an area basis) for the development of the Anambah Employment Area,
    - Year round flowering resources for Squirrel Gliders,
    - Habitat for Grey-crowned Babblers,

- Bat nesting boxes and salvaged hollows,
- Use of endemic plant species.

## 1.4 Passive and Active Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.
4. To protect the function of nutrient control ponds and ensure consistency for stormwater management in the Anambah Employment Area.

Development controls

1. The individual lot stormwater management system is to be designed to include on-site stormwater detention in accordance with Council's Manual of Engineering Standards, as well as "at source" sediment, nutrient, oil and grease removal.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure buildings, structures and uses are compatible with the ongoing operation of the adjoining aircraft facility.

Development controls

1. Any building, structure or landscaping should not be erected or installed to a height above the obstacle height limitation surface for the aircraft facility.
2. Proposed uses and building design must give consideration to exposure to aircraft noise for land within the hatched area on Figure 16.
3. Buildings within this area are to be designed in accordance with the requirements of Australian Standard *AS021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Design.*

4. Land located within the obstacle height limitation zone up to the 400m chainage line, within the eastern take-off/approach path to Runway 08/26 (as indicated on Figure 17):
   - Height of Buildings is a maximum of 12.0 metres.
5. Land located within the obstacle height limitation zone beyond the 400m chainage line, within the eastern take-off/approach path to Runway 08/26 (as indicated on Figure 17):
   - Height of Buildings is a maximum of 16.0 metres. Assessment of any development application in this area will include consideration of the overall proposal inclusive of lot area, height, form, site coverage, setbacks and landscaping, having particular regard to appearance as viewed from the New England Highway and Anambah Road.
6. Land located outside of the obstacle height limitation zone:
   - No Height of Building limitation. Assessment of any development application in this area will include consideration of the overall proposal inclusive of lot area, height, form, site coverage, setbacks and landscaping, having particular regard to appearance as viewed from the New England Highway and Anambah Road.
7. Land within the flood planning area shall address clause 7.3 of the Maitland Local Environmental Plan 2011.
8. All development applications shall demonstrate compliance with the requirements of SEPP 55 - Remediation of Land.
9. Development on bushfire prone land shall be assessed and designed in accordance with the NSW RFS Planning for Bushfire Protection (2006) guidelines.

## 1.7 Key Development Sites

*Presentation to New England Highway and Anambah Road*

Objectives

1. Detailed urban design controls are provided for significant development sites.
2. To encourage development that contributes to a good quality streetscape, when viewed from the New England Highway or Anambah Road.
3. To provide for industrial buildings and development which is both functional to meet the user's needs, as well as having a good quality external appearance when viewed from public places.

Development controls

1. All proposed outdoor storage or display areas are to be identified in a development application, including details of the type of materials or goods to be stored or displayed.
2. All outdoor storage or display areas are to be screened from the New England Highway and Anambah Road, unless it can be demonstrated that it will have a tidy and attractive appearance.
3. Buildings should be constructed using brick, masonry, pre-coloured metal cladding, appropriately finished 'tilt-slab' concrete or a combination of these materials.

4. Roofs are to be constructed with low reflective materials.
5. Building facades are to be predominantly muted colours such as stone and other pale brown shades, greys, greens, terracotta and off-white. Bright colours such as red, yellow, blue, white, purple, pink and orange will only be permitted where they form minor elements of the façade and represent corporate identification or highlights.
6. Use of multiple zones of complementary colour to break up vertical height and overall mass are encouraged.
7. Major walls – where building facades are visible from a public road and include walls greater than 30 metres in length or 6.5 metres in height, variations in colour, materials or landscaping are to be used to provide interest.
8. External plant and equipment – any external plant and equipment (including reuse storage and other visually obtrusive activities) is to be screened from public roads. Any roof mounted equipment and structures that protrude above the roof line are to be integrated into the building design or screened.
9. Where sited forward of the building frontage to a public road, the fencing is to be a black coated or painted metal chain-wire fence.
10. Solid boundary fencing materials will only be permitted forward of the building frontage to a public road where they will be screened by landscaping or are demonstrated to be of quality and varied materials that do not detract from the streetscape.
11. The size and placement of advertising structures are to be consistent with *State Environmental Planning Policy No 64 – Advertising and Signage* and the relevant provisions of this DCP.
12. Only one pylon sign or pole sign is permitted per lot.
13. No advertising signs are to be installed in the landscaping strip adjoining the New England Highway and Anambah Road.

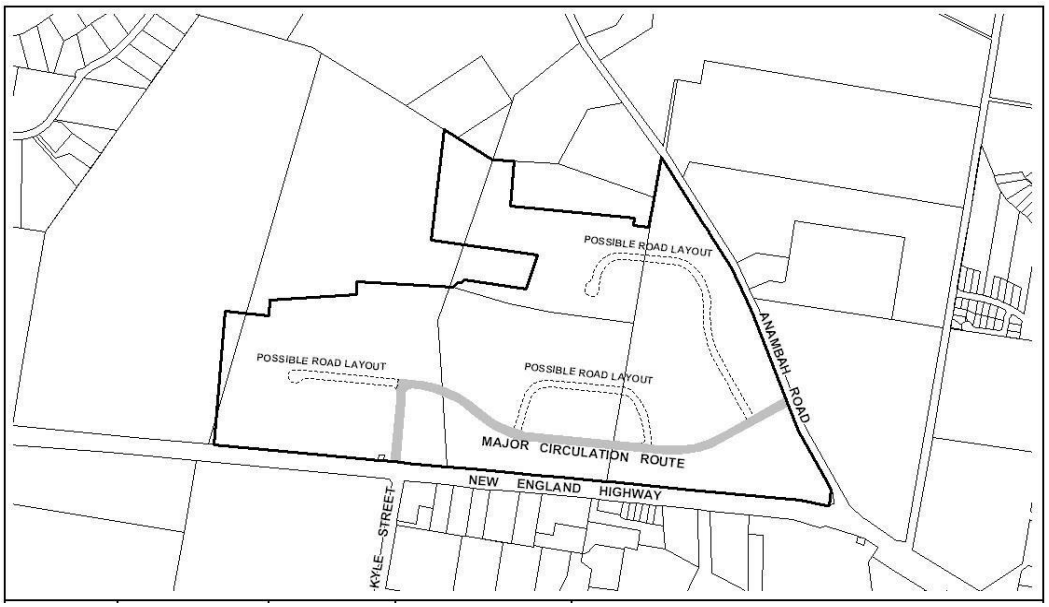


Figure 15: Major Circulation Routes and Intersections.

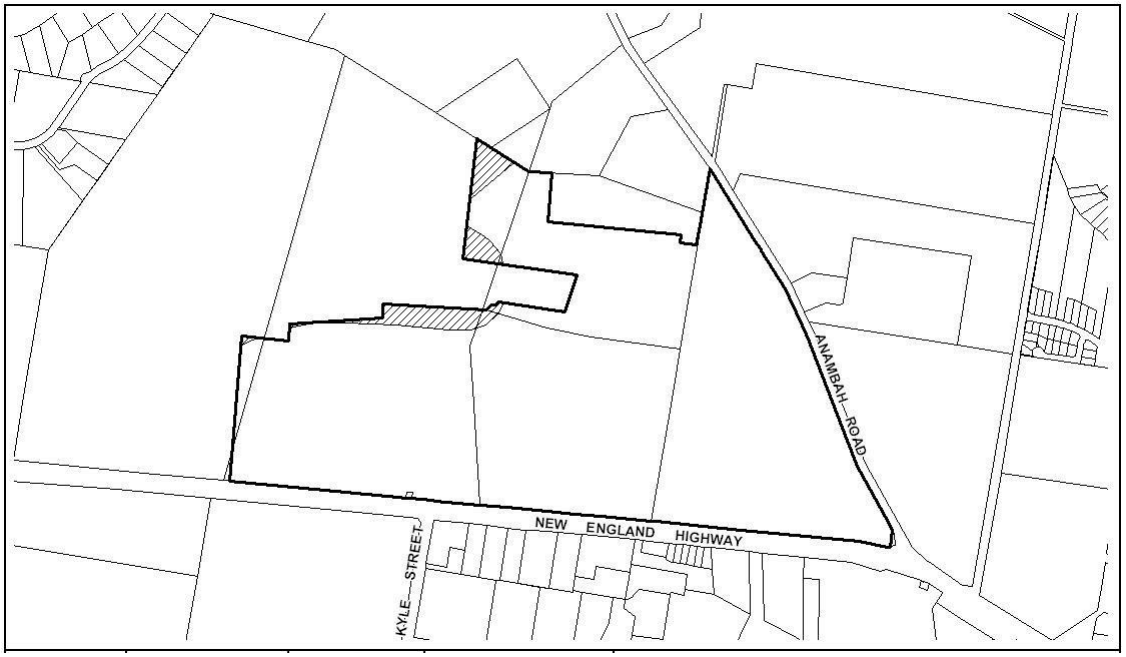



Figure 16: Land potentially affected by aircraft noise (ANEC-20).

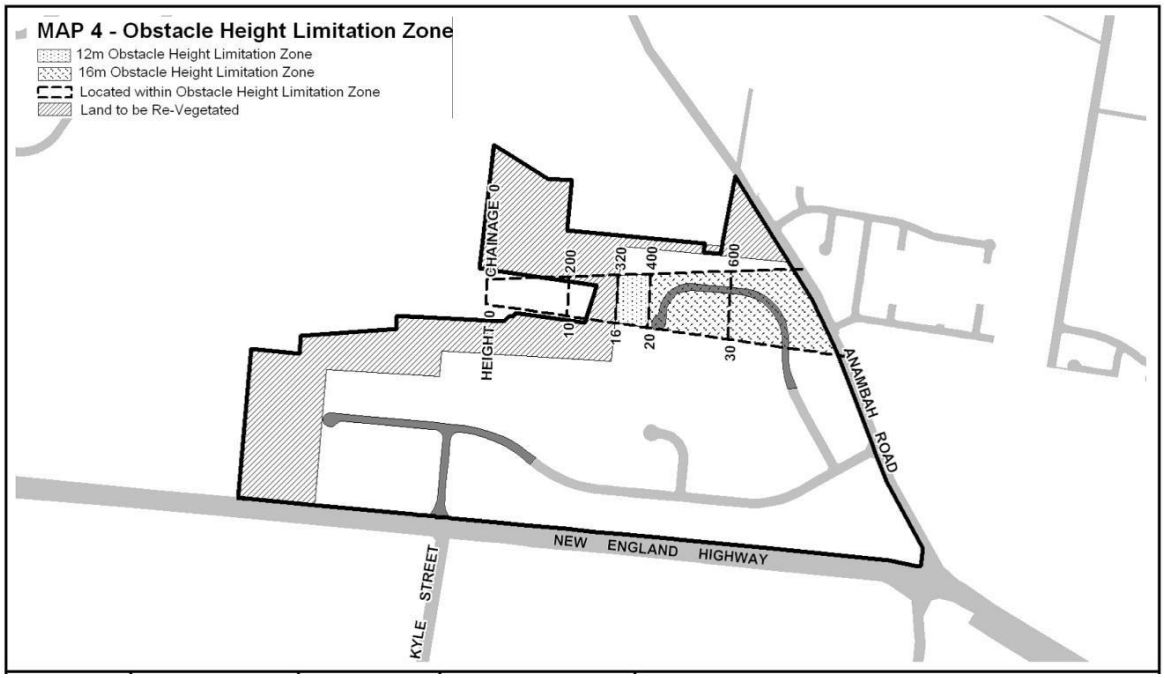



Figure 17: Obstacle Height Limitation Zone.

## 1.8 Residential Densities

There are no specific requirements as B5 Business Development zone does not permit residential uses.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# F.5 - Gillieston Heights Urban Release Area

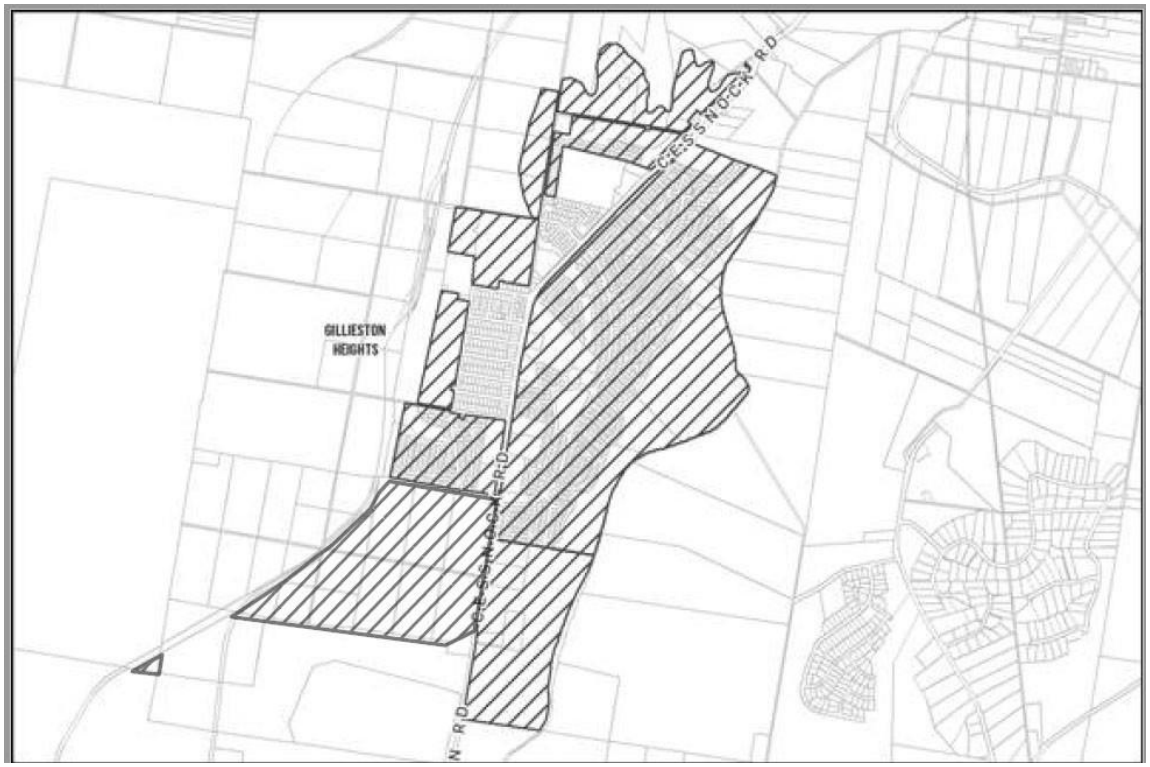



Figure 18: Gillieston Heights Urban Release Area.

## DESCRIPTION

The desired future character for the Gillieston Heights Urban Release Area comprises a mix of residential housing styles and types, supported by a central neighbourhood centre, a potential school site, open space and areas of existing vegetation, which provide a backdrop to the future development.

On the western side of the release area, a roadside buffer for landscaping and acoustic separation will run adjacent to the Cessnock Road frontage, effectively denying direct vehicular access to the new development, except via new traffic controlled intersections. The eastern side of the release area is generally defined by an escarpment lined in parts with existing bushland, which must be retained to provide a visual backdrop to new development. Any roads and development along this eastern edge must respond to the topographic constraints of the land, so as to minimise cut and filling.

The residential areas are to be developed into a series of neighbourhoods defined by the natural landform, shared pathways and roads. Streets will be designed for safety, connectivity and to provide opportunities for establishing new plantings and attractive streetscapes. Any school, neighbourhood shops and parks will be located adjacent to bus routes and provide a focal point for community activity.

Riparian areas adjacent to existing water courses will be retained and enhanced as part of the water cycle management of the release area and existing dams on site will

be used wherever practicable as water quality devices treating water prior to discharge into receiving waterways.

Development within this Urban Release Area is well progressed. The overall Area Plan prepared for this Urban Release Area comprises precinct plans for the East and West precinct. These precincts are bisected by Cessnock Road.

## PRECINCT PLAN

The Gillieston Heights Area Plan is comprised of precincts as shown in Figure 19.

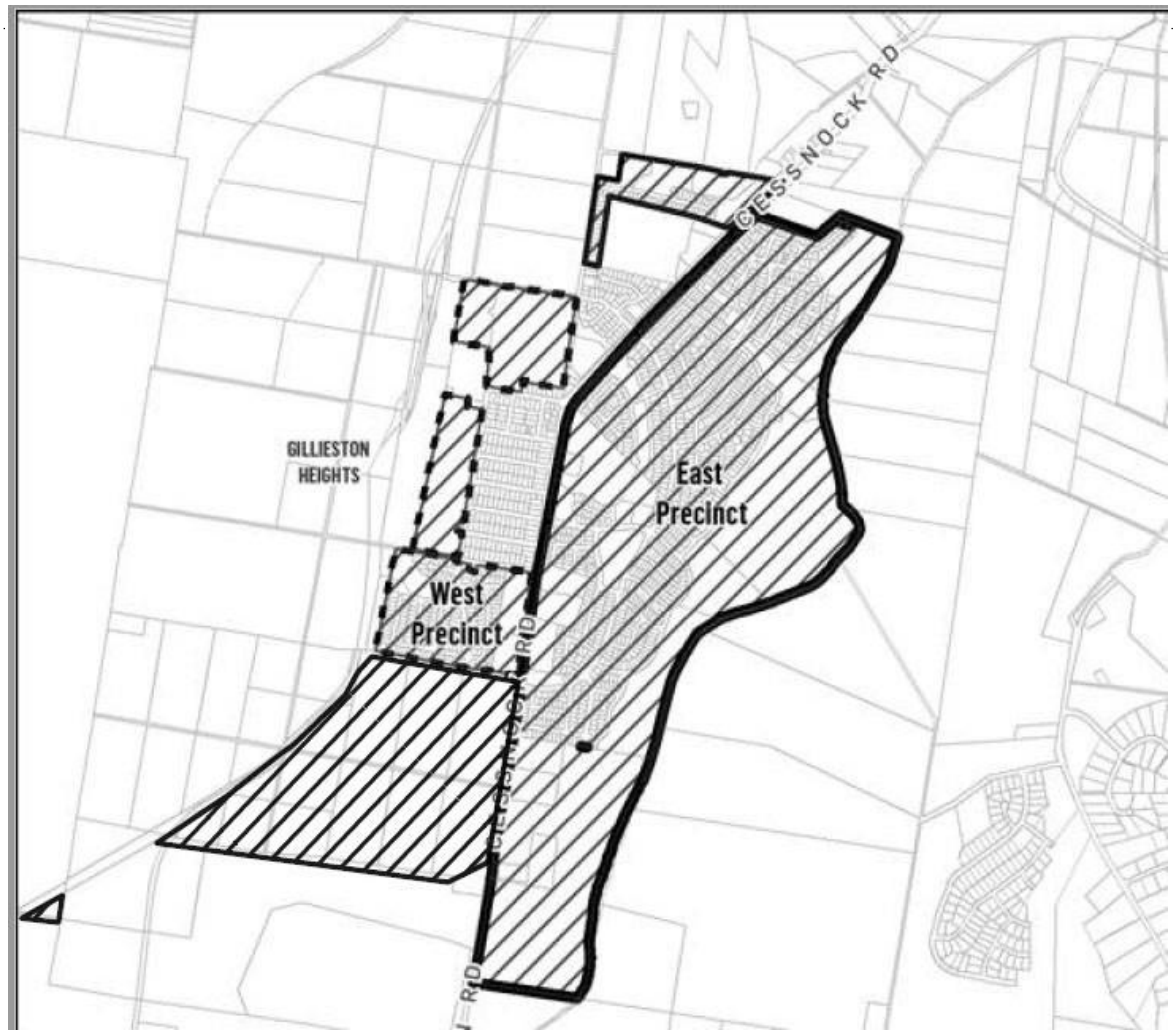



Figure 19: Gillieston Heights Precinct Plan.

# STAGING PLAN

Staging of development in the Area Plan should generally accord with the Staging Plan as shown in Figure 20. The Staging Plan provides for the timely and efficient release of urban land in relation to infrastructure and transport connections.

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 20.

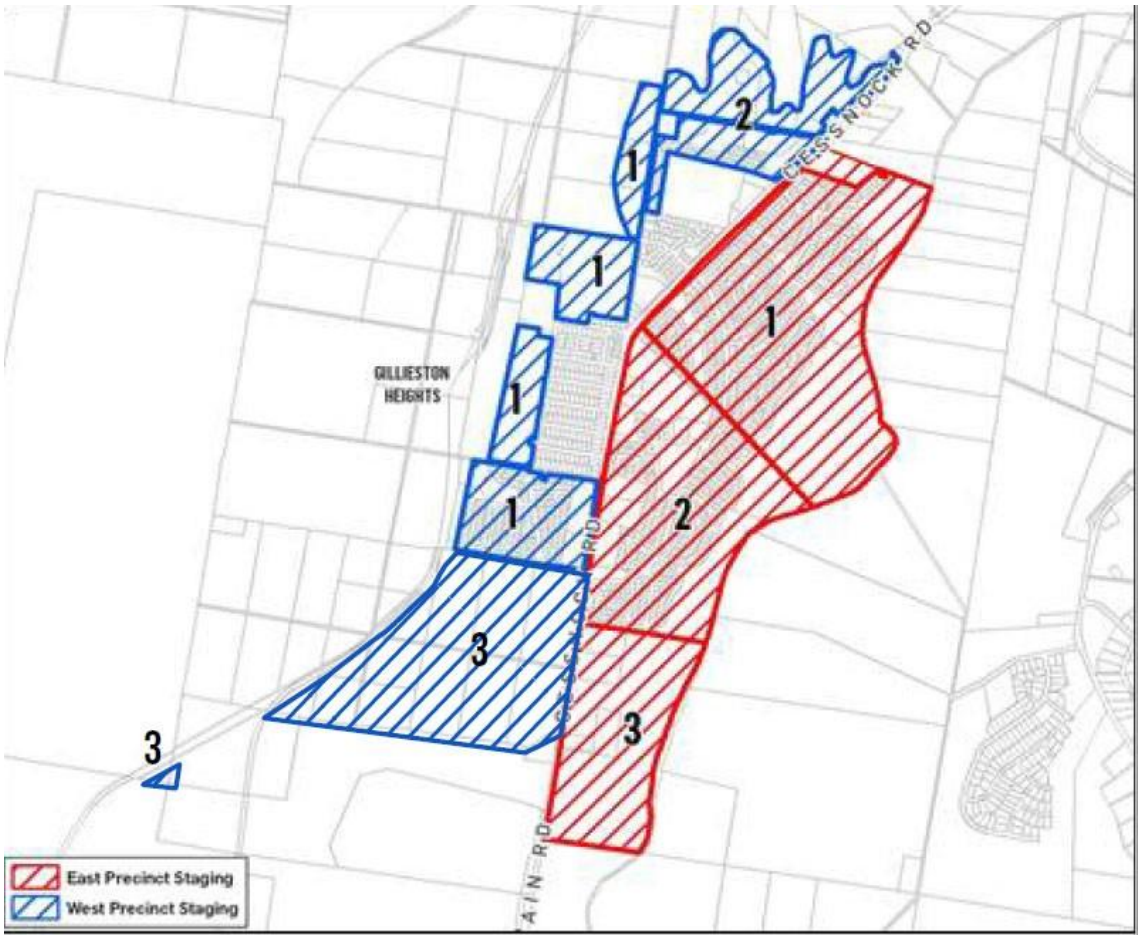



Figure 20: Gillieston Heights Urban Release Area - Staging Plan.

# GILLIESTON HEIGHTS – EAST PRECINCT

The following are the Area Plan provisions that apply to the East Precinct.

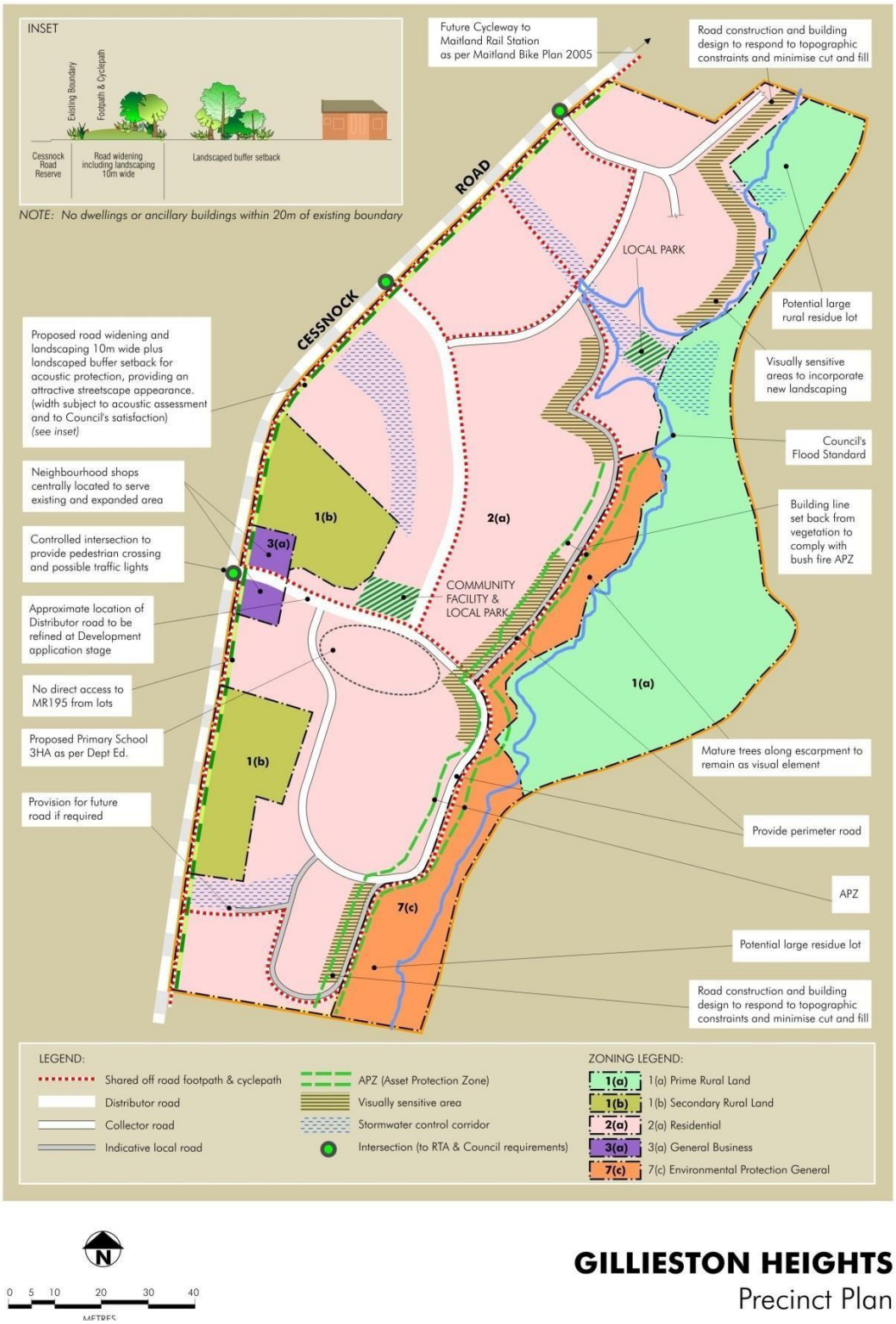



Figure 21: Gillieston Heights East - Precinct Plan

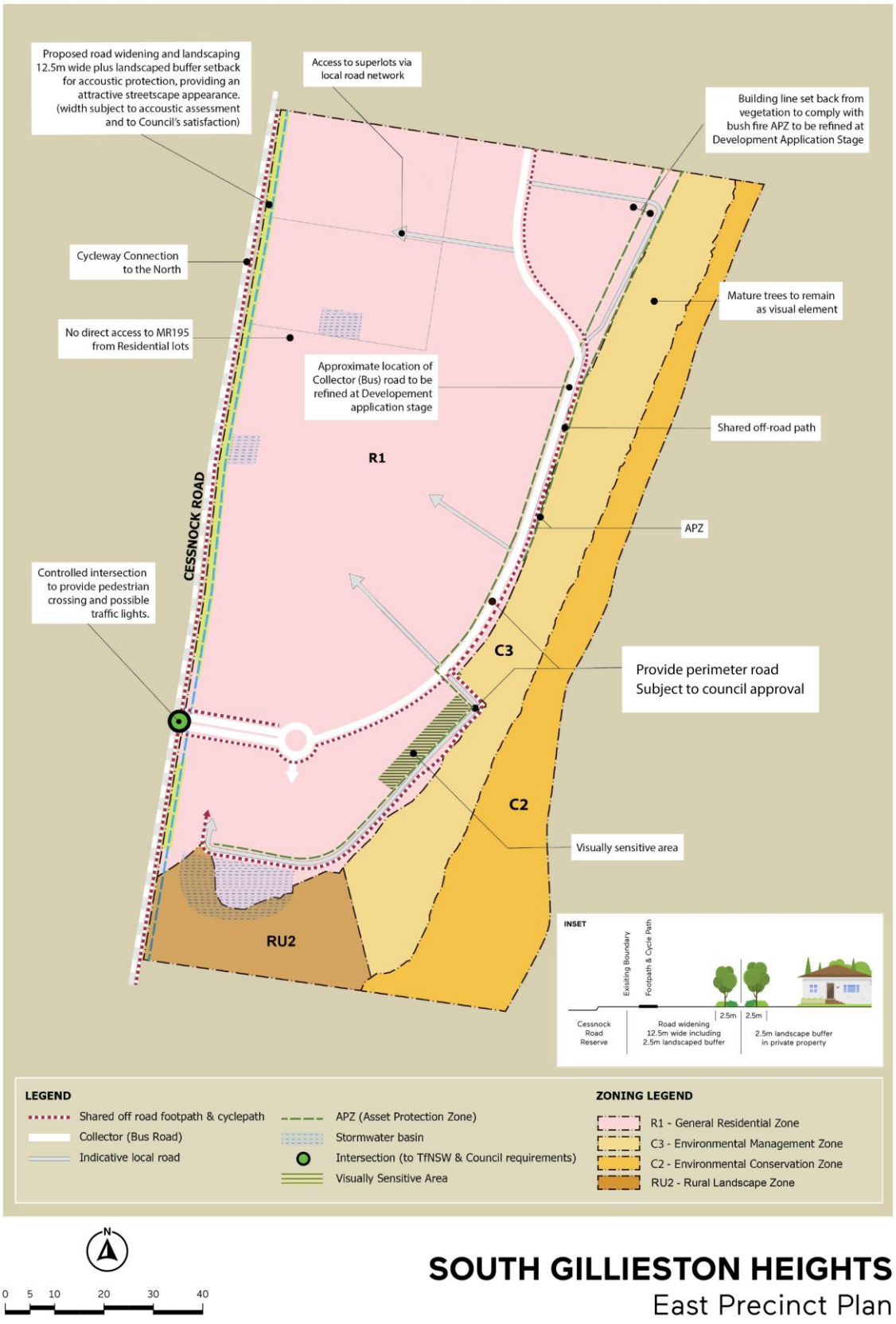



Figure 22: South Gillieston Heights - East Precinct Plan

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Road layout should be consistent with the Figure 21 and Figure 22, where relevant.
2. Development applications for subdivisions must ensure that road networks are fully constructed to the boundaries of adjoining lots so that they connect to all development areas in a logical hierarchy of street function.
3. No new future lot shall have direct vehicular access to Cessnock Road (MR 195).
4. Cycleways are to be provided for generally in accordance with the Precinct Plan and the Maitland Bike Plan 2014.
5. Pedestrian paths and cycleways links with other precincts are to be provided at the strategic access points on Cessnock Road.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.

2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. Council may require a Visual Impact Assessment to be undertaken to accompany Development Applications for subdivisions and development that are likely to have a visual impact on the area. Such assessments may include proposed ameliorative measures to be incorporated within the development, such as dwelling designs, building materials, colour schemes and landscaping. Such assessments are to have regard to the background reports used in the preparation of the Precinct Plan.
2. The natural character of all ridgelines, knolls and hillsides are to be protected by retaining any vegetation or introducing new landscaping to ensure the visual impact of development is minimised, particularly within and adjacent to the visually sensitive areas. Details are to be provided with the landscaping plans to be submitted with development applications.
3. The subdivision design is to provide for lot frontages addressing streets, drainage reserves and open space. Where there is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour.

## 1.4 Passive and Active Recreational Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management Controls

There are no specific requirements as stormwater and water quality management controls are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from Cessnock Road.

Development controls

1. Flood free access is to be available to all proposed allotments.
2. There are no specific requirements for bushfire.
3. All development applications shall demonstrate compliance with the requirements of SEPP 55 - Remediation of Land.

## 1.7 Key Development Sites

*Land adjoining Cessnock Road*

Objectives

1. Detailed urban design controls are provided for significant development sites to assist in providing separation to traffic noise and a streetscape view of the front of dwellings and landscaped gardens.
2. Fencing shall not form a prominent element in the landscape along the road corridor.

Development Controls

1. A buffer (incorporating 10 metres for road widening and landscaping) shall be established on land adjoining the eastern side of Cessnock Road, north of Russell Street as shown on the Figure 21 and Figure 22.
2. Details of the landscape buffer is to be provided in a landscape plan with any development application for the site.
3. An independent acoustic report shall be submitted with any development application identifying levels of impact and noise attenuating measures for future residential development in accordance with RTA and DECCW requirements.
4. No future lot shall have direct access to Cessnock Road (MR 195).
5. Fencing of allotments along the boundary of Cessnock Road shall be of consistent materials and colour and form an integral part of the landscape plan provided with the development application.

*Rural Land/Flood Fringe Interface*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development Controls

1. A perimeter road (with development on one side only) shall be provided around the edge of the Precinct where it adjoins flood prone land, rural land or land zoned for environmental protection.
2. An off-road shared path shall be provided on the lower side of the perimeter road to create a continuous pathway.
3. Fencing is to make a positive contribution to the visual appearance of development, and will be consistent with the overall landscaping strategy.

Fencing adjacent to the boundaries of the surrounding rural lands and visually sensitive areas shown on the Precinct Plan shall be unobtrusive, compatible with the rural character, and may include timber post and rail style. Details of fencing is required to be submitted to Council with development applications.

4. Development adjacent to rural zones and flood prone lands are to be suitably designed so as to be compatible with the existing rural landscape and setting.
5. Access to such allotments shall be flood free and at appropriate gradients, with minimal earthworks.
6. Any fencing of allotments in flood prone areas shall be designed so as not to restrict or divert flood waters.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. The commercial centre is to be located in generally in accordance with Figure 21 and have easy and direct pedestrian, cyclist and vehicle access to the surrounding residential area and good visibility from the main access route.
2. The street structure adjoining the commercial centre is to be designed to accommodate or facilitate buses and bus stops.
3. Commercial development within land zoned for business purposes is not subject to the landscape buffer requirements adjacent to Cessnock Road (MR 195) as shown on the Precinct Plan, except for the 10 metres road widening. Notwithstanding this, such development must include appropriate landscaping as part of the overall design.
4. Development, which is located adjacent to Cessnock Road (MR 195), including land zoned for business purposes, should be appropriately designed so as to provide a high quality architectural appearance with visual interest, particularly by discouraging bulky buildings and blank walls.
5. The school is to be located on a collector road close to the commercial centre to encourage use of the centre, but does not have direct access to Cessnock Road.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# GILLIESTON HEIGHTS – WEST PRECINCT

The following are the Area Plan provisions that apply to the West Precinct.

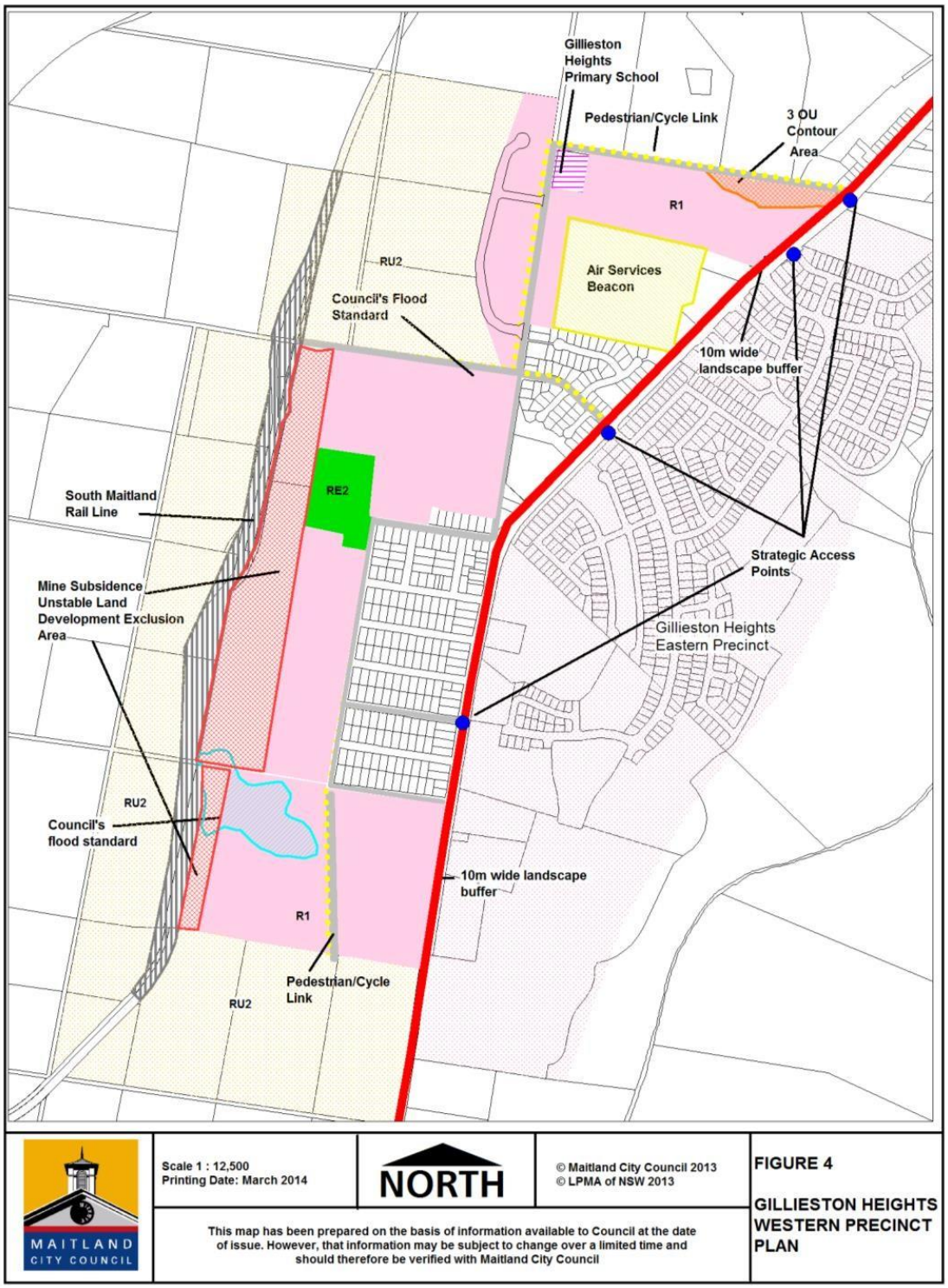



Figure 22: Gillieston Heights West Precinct.

# 1. Development Requirements

All development applications shall demonstrate consistency with the following requirements.

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport Movement Hierarchy

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Road layout should be consistent with the Precinct Plan. Development applications for subdivisions must ensure that road networks connect to other development areas in a logical hierarchy of street function.
2. Each development area is required to have access to a minimum of one of the strategic access intersections as identified on the Precinct Plan. The northern development area fronting Gillieston Road is required to have access to Vintage Drive as well as the upgraded intersection at Gillieston Road.
3. No new future lot shall have direct vehicular access to Cessnock Road (MR 195).
4. Road widening to 11 metres carriageway width must be provided for lots fronting Gillieston Road, Kiah Road and Cartwright Street in accordance with Council's requirements. Reconstruction of these roads for their full length providing continuous access to the intersection points shall be undertaken in accordance with Council's standards. All other roads including Ryans Road, are to be constructed in accordance with Council's Engineering Standards.

5. Cycleways are to be provided for generally in accordance with the Precinct Plan and the Maitland Bike Plan 2005.
6. Pedestrian paths and cycleways links with other precincts are to be provided at the strategic access points on Cessnock Road.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. The subdivision design is to provide for lot frontages addressing streets, drainage reserves and open space. Where there is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour.

## 1.4 Passive and Active Recreational Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management Controls

There are no specific requirements as stormwater and water quality management controls are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.

Development controls

1. Flood free access is to be available to all proposed allotments.
2. There are no specific requirements for bushfire.

3. All development applications shall demonstrate compliance with the requirements of SEPP 55 - Remediation of Land.

## 1.7 Key Development Sites

*Land adjoining South Maitland Railway*

Objectives

1. To ensure that future residential development is not adversely affected by any noise and vibration from the South Maitland rail corridor.

Development controls

1. No residential development is to occur within 60 metres of the western boundary of Lot 1 DP 986923 as shown on the Precinct Plan.
2. A noise and vibration assessment, prepared by suitably qualified consultants, is to accompany development applications for land adjoining the South Maitland Railway.
3. Appropriate noise mitigation measures are to be provided, in accordance with recommendations of the acoustic report, for any land adjoining the South Maitland Railway.
4. Residential subdivision and development is to be designed so as to comply with the relevant standards and criteria for noise and vibration contained within *SEPP (Infrastructure) 2007* and DECCW standards at the time.
5. Appropriate noise and vibration controls are to be provided by means of separating the source and the receiver, including landscaping and buffers which do not detract from the streetscape and visual appearance of the area. Applying building design techniques to new housing is strongly recommended.

*Land surrounding Air Services Australia Beacon*

Objectives

1. To ensure that the Air Services Australia Beacon is not adversely affected by future residential development.

Development controls

1. No part of any building within 150 metres of the Doppler VHF Omni Directional Range (DVOR) vector, located on Lot 1 DP 817693 (No. 258 Cessnock Road, Gillieston Heights) shall protrude above a height of RL 42m AHD.
2. Any landscaping of lots within 150 metres of the DVOR vector shall be maintained below a height of RL 42m AHD.

*Mine Subsidence – Unstable Lands*

Objectives

1. To ensure that future residential development is not adversely affected by mine subsidence.

Development controls

1. No development is to occur within 60 metres of the western boundary of Lot 1 DP 986923 as shown on the Precinct Plan.
2. No development is to occur in the western portion of Lots 1 and 2 DP 1136352 as shown on the Precinct Plan.
3. Development on Lot 5 DP 868890 and Lots 1 and 2 DP 1136352 zoned for residential purposes, as shown on the Precinct Plan, shall be limited to a maximum of two storey brick veneer construction unless otherwise approved by the Mine Subsidence Board.

*Land fronting Cessnock Road*

Objectives

1. To ensure that future residential development is not adversely affected by any noise and vibration from Cessnock Road.

Development controls

1. Any development application for subdivision of Lot 1 DP 197680 shall make provision for road connection from Cartwright Street through the site to enable future access to the south of the Precinct.
2. A 10-metre wide landscape buffer, wholly contained within the affected lots, is required for lots adjoining Cessnock Road. The landscape buffer setback is to include elements to assist with reducing traffic noise from Cessnock Road with details provided in a landscape plan with any development application for the subject lands.
3. Applications for the subdivision of land adjoining Cessnock Road are to include an Acoustic Report identifying the impact in relation to RMS and EPA standards, and appropriate noise mitigation measures.

*Land Adjoining Poultry Farm*

Objectives

1. 1. To ensure that future residential development is not adversely affected by the operation of the poultry farm.

Development controls

1. No development is to occur in areas subject to odour levels greater than 3 odour units as identified in the Precinct Plan, unless evidence is provided that the poultry operations have ceased.

*Rural Land/Flood Fringe Interface*

Objectives

1. Development adjacent to rural zones and flood prone lands are to be suitably designed so as to be compatible with the existing rural landscape and setting.
2. Fencing is to make a positive contribution to the visual appearance of development, and will be consistent with the overall landscaping strategy.

Development controls

1. A perimeter road (with development on one side only) shall be provided around the edge of the Precinct where it adjoins flood prone land, rural land or land zoned for environmental protection.
2. Fencing adjacent to the boundaries of the surrounding rural lands shall be unobtrusive, compatible with the rural character, and may include timber post and rail style.
3. Details of fencing are required to be submitted to Council with development applications.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# GILLIESTON HEIGHTS – WEST PRECINCT (continued)

## 1. Introduction

The following provisions apply to the residential zoned land that make up Regrowth-Kurri Kurri and that are located within the Maitland Local Government Area as identified by **FIGURE 1** (below).

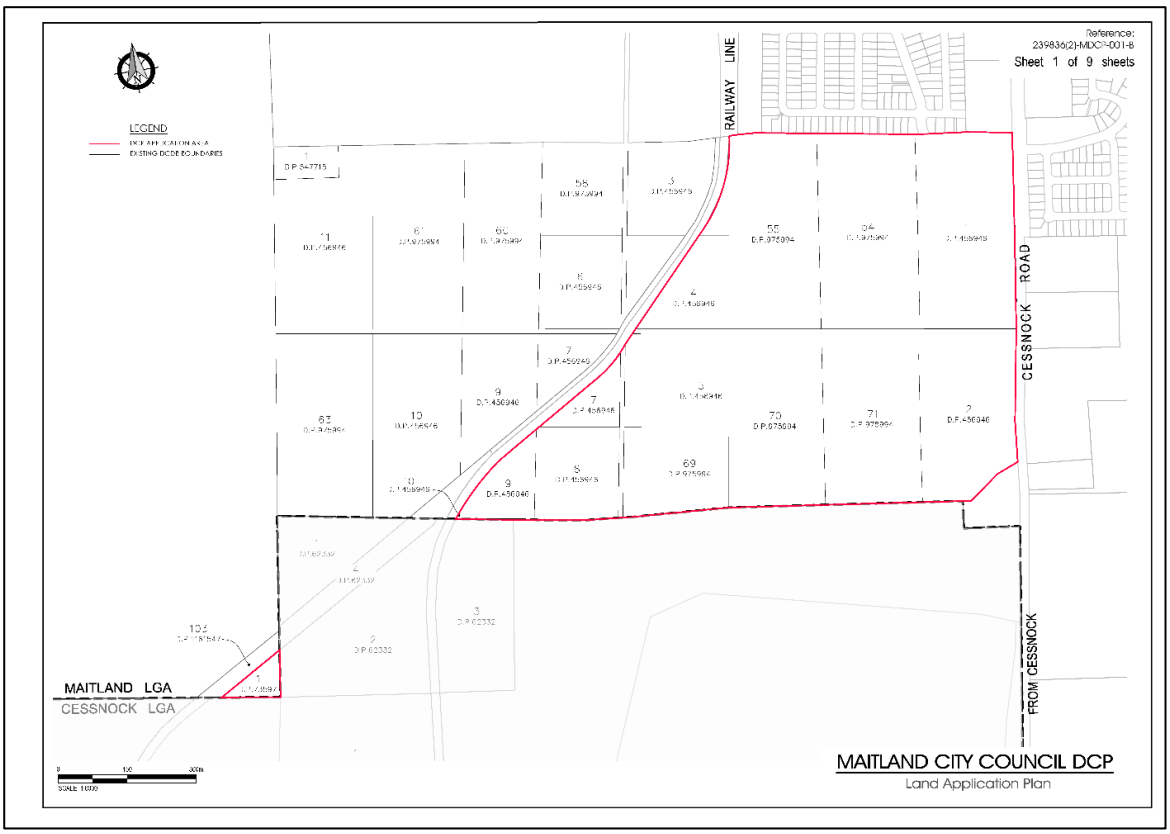



**FIGURE 1** (above): Land Application Map

### 1.1 Description

The desired future character for Regrowth-Kurri Kurri Urban Release Area comprises a mix of residential housing, supported by a central neighbourhood centre, open space, and areas of existing vegetation, which will provide a backdrop to future development. It is the logical southern extension of existing residential development located at Gillieston Heights to the north.

On the eastern side of the Urban Release Area, landscaping will run adjacent to the Cessnock Road frontage to provide separation for future dwellings, effectively denying vehicular access to individual lots, except via new traffic-controlled intersections. The western side of the release area is defined by the South Maitland Railway Line.

The residential areas are to be developed into a series of neighbourhoods defined by the natural landform, shared pathways, and roads. Streets will be defined for safety, connectivity and will provide opportunities for establishing new plantings and attractive streetscapes.

## 1.2 Precinct Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

2. Any Development Application prepared for subdivision will provide consideration (e.g., interconnecting roads) to the development of the overall precinct in which the subdivision is located as shown as **FIGURE 2** (below).

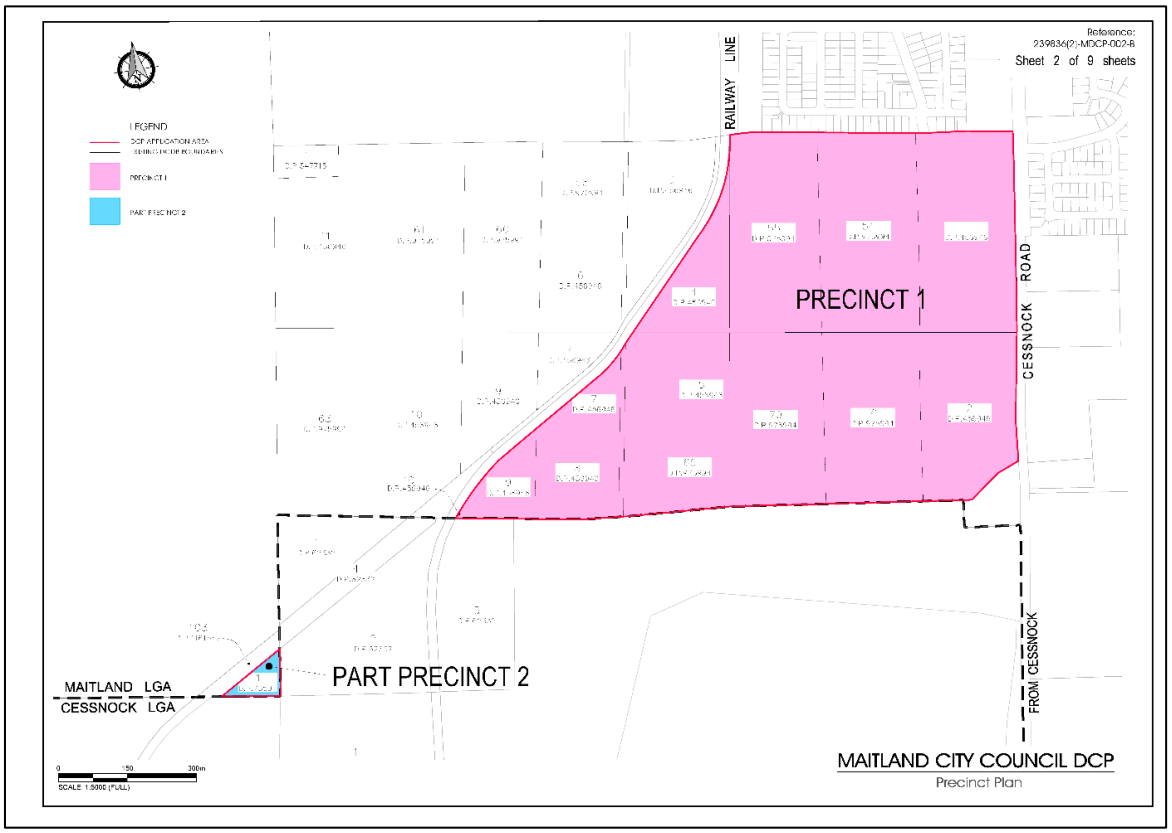



**FIGURE 2** (above): Precinct Plan

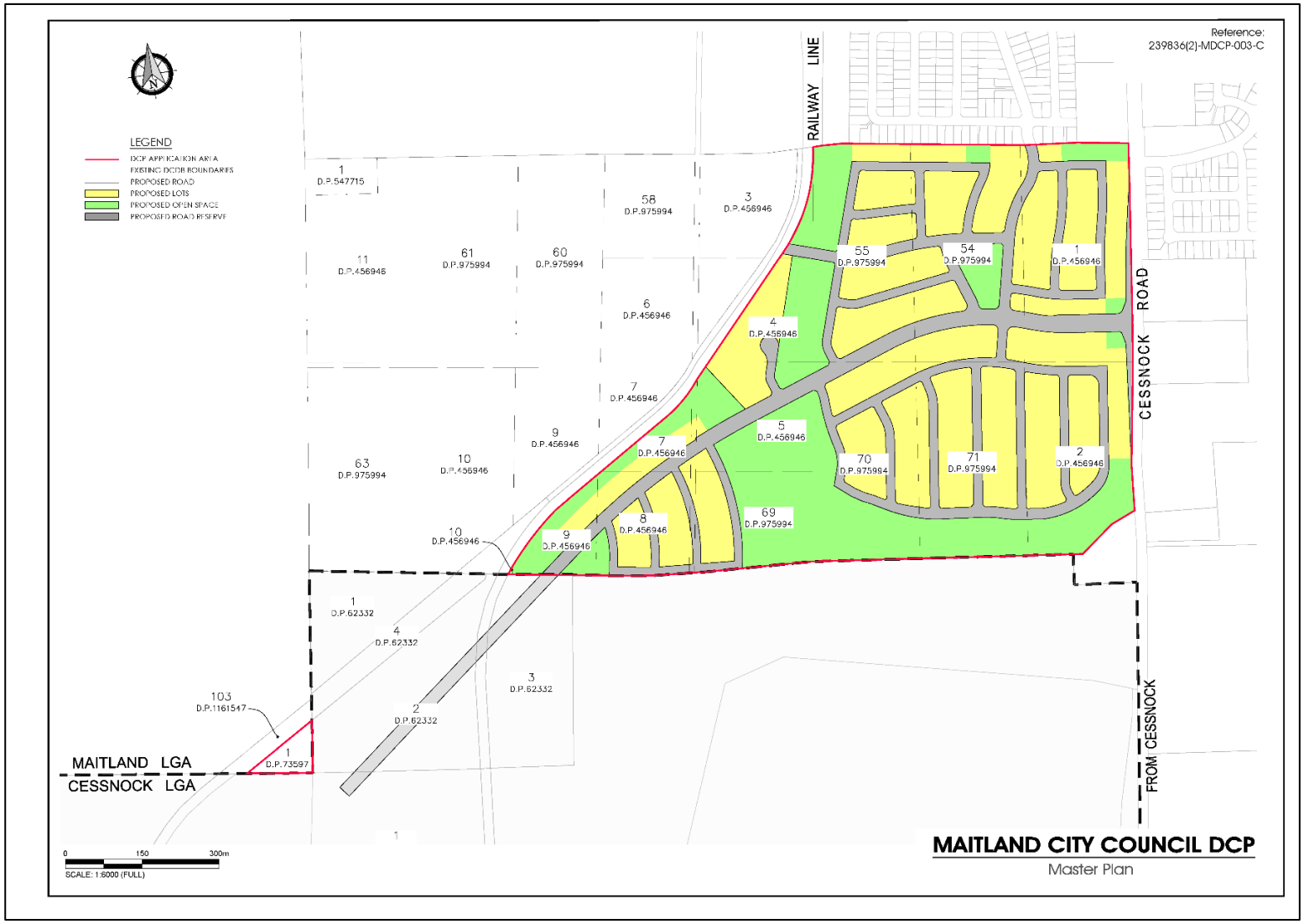



**FIGURE 3** (above): MasterPlan for Regrowth – Kurri Kurri

## DEVELOPMENT REQUIREMENTS

### 2.1 Transport and Movement

Objectives

1. To provide a hierarchy of interconnected streets that gives safe, convenient, and clear access.
2. To ensure that the hierarchy of street is clearly discernible through variations in the carriageway width, on-street parking, street tree planting, and pedestrian amenities.
3. To ensure sufficient carriageway and verge widths are provided to allow streets to perform their designated functions within the street network and to accommodate public utilizes, drainage systems and the majority of Asset Protection Zones.
4. To encourage the use of streets by pedestrians and cyclists and to allow cars, buses, and other users to proceed safely without unacceptable inconvenience or delay.
5. To promote passive surveillance of publicly accessible areas by thereby increasing safety.
6. To provide an appropriate buffer between the rail corridor and sensitive land uses.

Development controls

1. The street network is generally provided in accordance with the Development Circulation Map **FIGURE 4** (below) and the Road Section **FIGURE 5** (below), which is not covered by the Maitland Council Manual of Engineering Standards.
2. Alternative street designs for local streets and accessways may be permitted on a case-by-case basis to accommodate local features if they preserve the function objectives and requirements of the design standards.
3. No future lot will have direct access to Cessnock Road (MR195).
4. Except where otherwise provided for in this Chapter, all streets and intersections are to be design and constructed in accordance with the Maitland City Council Manual of Engineering Standards.

### 2.2 Overall Landscaping Strategy

Objectives

1. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors, and provides visual interest and a suitable backdrop to the built form.

Development controls

1. An Overall Landscaping Strategy is required to accompany any Development Application for subdivision, which provides details on elements such as:
    - Asset protection zones;
    - Plant species and sizes, which includes consideration of street trees;
    - Play equipment;
    - Utilities and services;
    - Public art;
    - Hard and soft landscaping treatments;
    - Entry statements;
    - Sporting fields and equipment; and
    - Any other embellishment.

## 2.3 Passive and Active Recreation Areas

Objectives

1. To provide public open space that meets the recreational needs of residents.
2. To provide an equitable distribution of public open space and recreation opportunities.
3. To ensure good quality of design and embellishment of the public domain.
4. To ensure environmentally and visually sensitive land contributes to the landscape character of the precinct.
5. To ensure that public domain elements contribute to a consistent street character.

Development controls

1. Open space is generally accordance with Council's Maitland Recreation & Open Space Strategy and generally located in accordance with **FIGURE 3** (above).

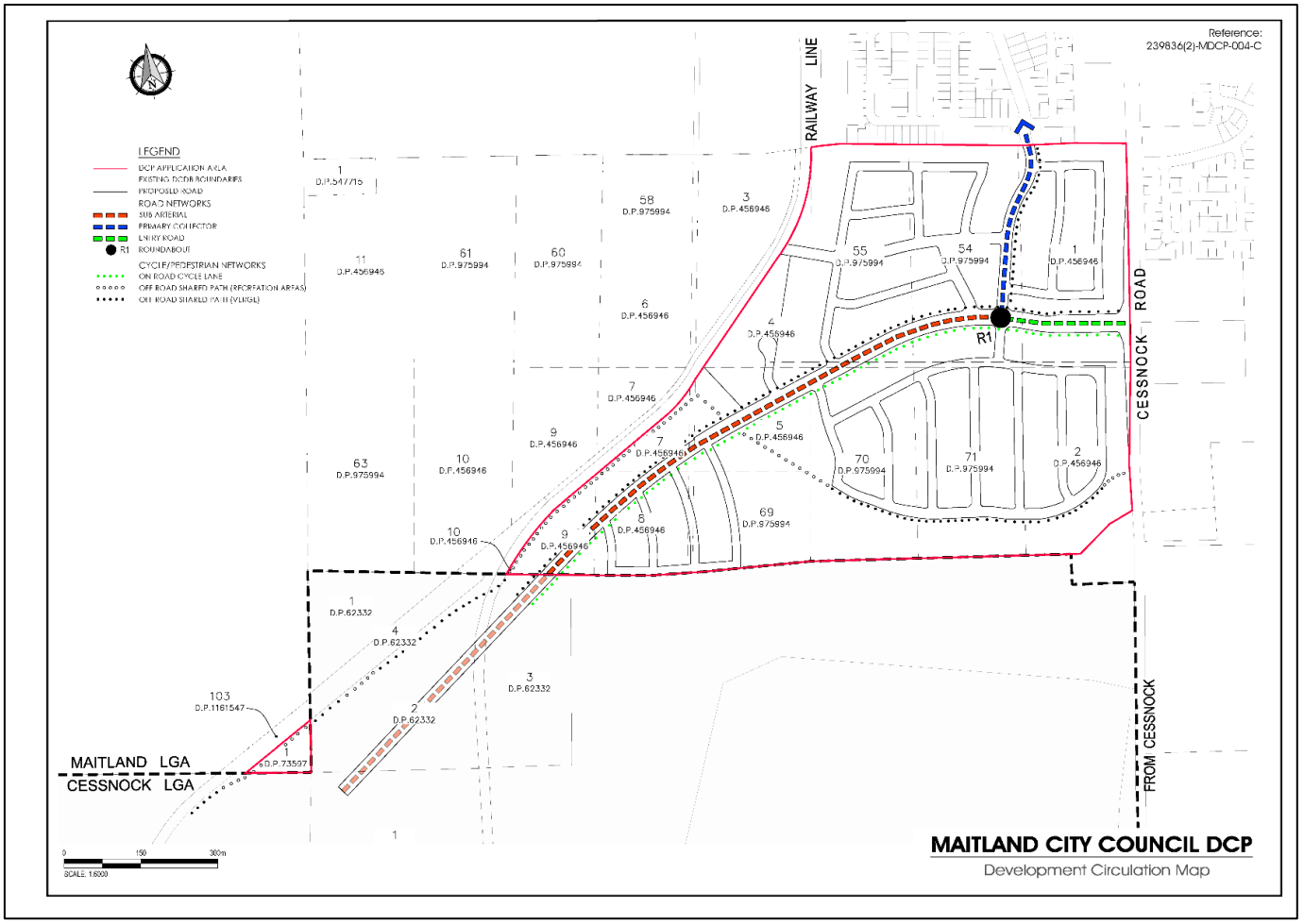



**FIGURE 4** (above): Development Circulation Map

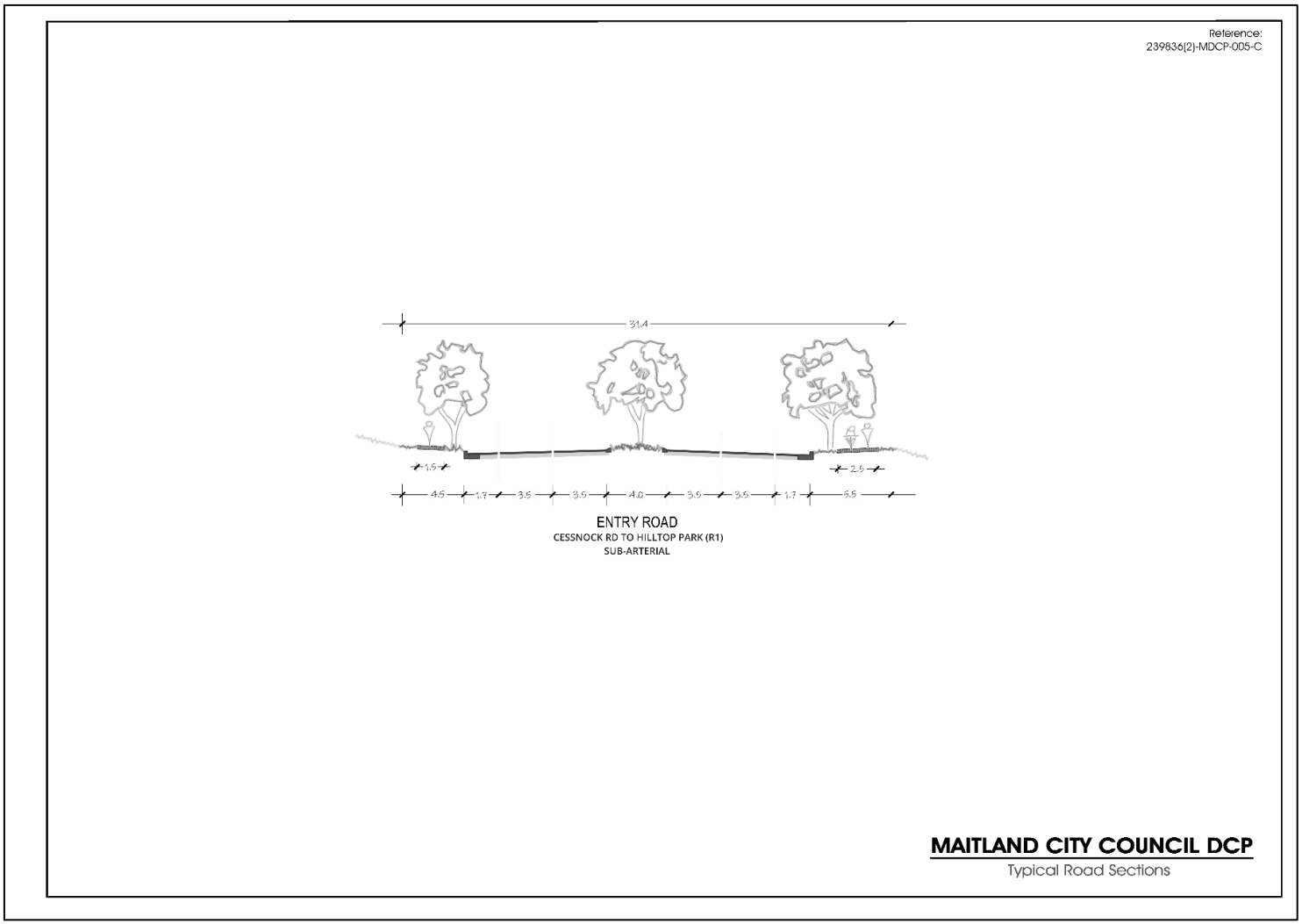



**FIGURE 5** (above): Road Section

## 2.4 Stormwater and Water Quality Management Controls]

There are no specific requirements as stormwater and water quality management controls are controlled by other provisions of the Maitland Development Control Plan.

## 2.5 Amelioration of Natural and Environmental Hazards

Objectives

1. To minimise the potential impact of flooding on development.
2. To ensure flood free access to the site.
3. To achieve consistency with the aims and objectives of the document titled Planning for Bushfire Protection 2019, which seek to mitigate the impacts of bushfire on development.
4. To minimise risk to human health and the environment from the development of potentially contaminated land.

Development controls

1. Development Applications for subdivision provide consideration to the general provisions of the Maitland Development Control Plan for flooding.

2. Flood free access will be eventually achieved for the development and Gillieston Heights through the construction of the sub-arterial road from Cessnock Road within the Maitland Local Government Area to William Tester Drive within the Cessnock Local Government Area.

3. The Bushfire Assessment Report that accompanies the Development Application for subdivision is to be in accordance with the document titled Planning for Bushfire Protection, prepared by the NSW Rural Fire Service.

4. All Development Applications are to demonstrate compliance with State Environmental Planning Policy No.55 – Remediation of Land.

## 2.6 Key Development Sites

### 2.6.1 Land fronting Cessnock Road and South Maitland Railway

Objectives

1. To minimise risk to human health from noise at the time of subdivision.

Development controls

1. An acoustic assessment is required to accompany the Development Application for subdivision to demonstrate if any mitigation measures will be required for those lots in proximity to the South Maitland Railway Line and Cessnock Road as identified by **FIGURE 7** (below). The assessment should be undertaken by a suitability qualified acoustic consultant to ensure that the properties are designed and constructed in accordance with NSW document titled 'Development near Rail Corridors and Busy Roads – Interim Guideline' to achieve acceptable internal noise amenity, regarding the external noise exposure levels.

2. Any proposed fencing shall be located on private land and not on public land.

3. Subdivision in proximity to the South Maitland Railway Line may result in the need for the construction of security fencing to restrict access and improve safety.

### 2.6.2 Mine Subsidence – Old Mine Workings

Objectives

1. To minimise risk to property arising from development on land with potential mine subsidence issues.
2. To ensure that potential mine subsidence issues are adequately addressed at the subdivision stages.
3. To provide consideration to the relevant NSW Government Subsidence Advisory Development Guidelines.

Development controls

1. Areas of potential mine subsidence are shown on **FIGURE 6** (below). From this, it is understood that the following lots are affected:
   - Lot 3, DP 456946
   - Lot, 4, DP 456946
   - Lot 5, DP 456946
   - Lot 1, DP 1206034
   - Lot 55, DP 975994
   - Lot 69, DP 975994
   - Lot 70, DP 975994
2. Prior to any Development Application for Subdivision within the mine workings or mine zone with limitations as identified by **FIGURE 6** (below), the applicant will undertake further geotechnical assessment to assess the suitability of this land for the development that is proposed (e.g., roads, services, etc.).

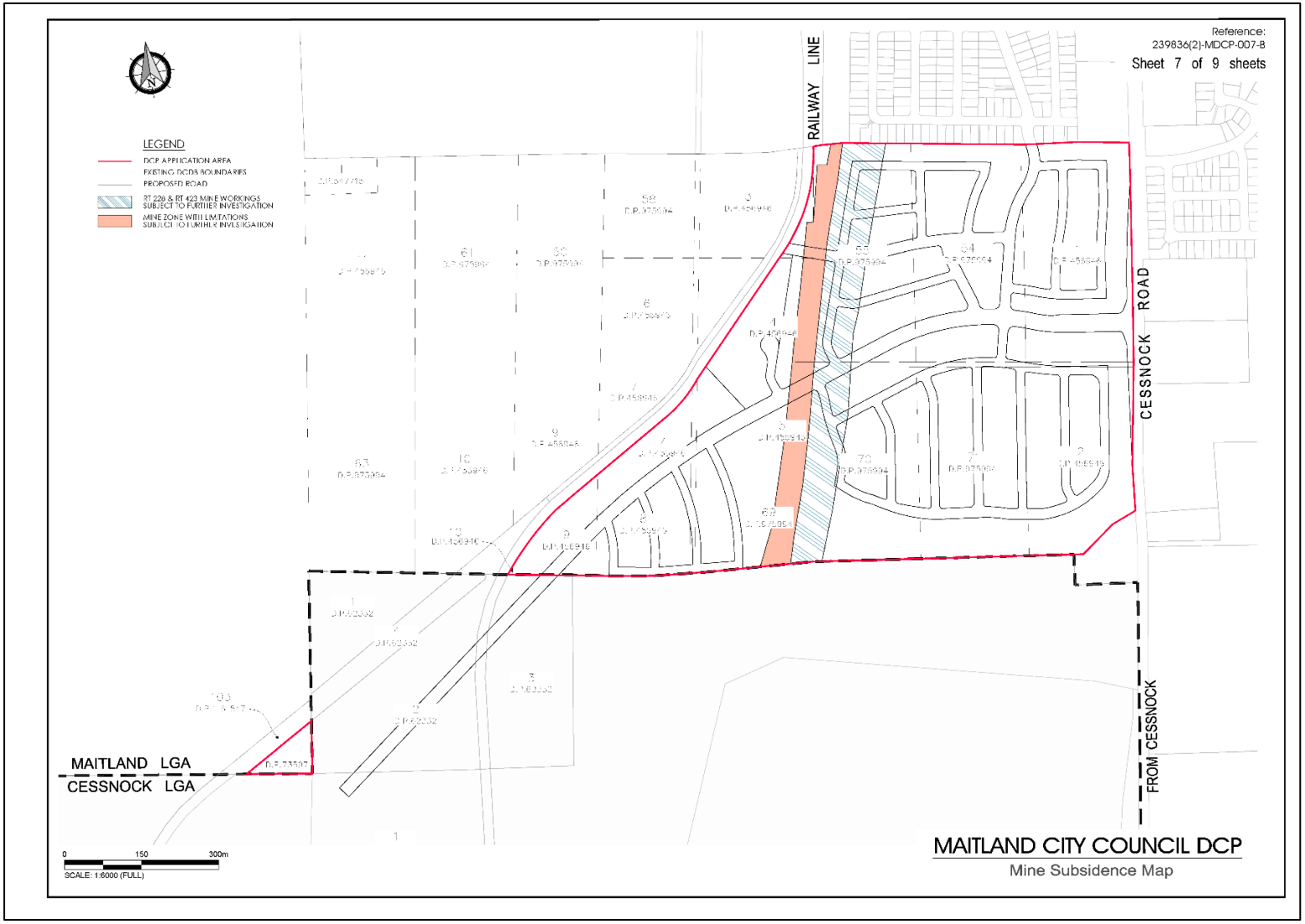



**FIGURE 6** (above): Potential Mine Subsidence Map

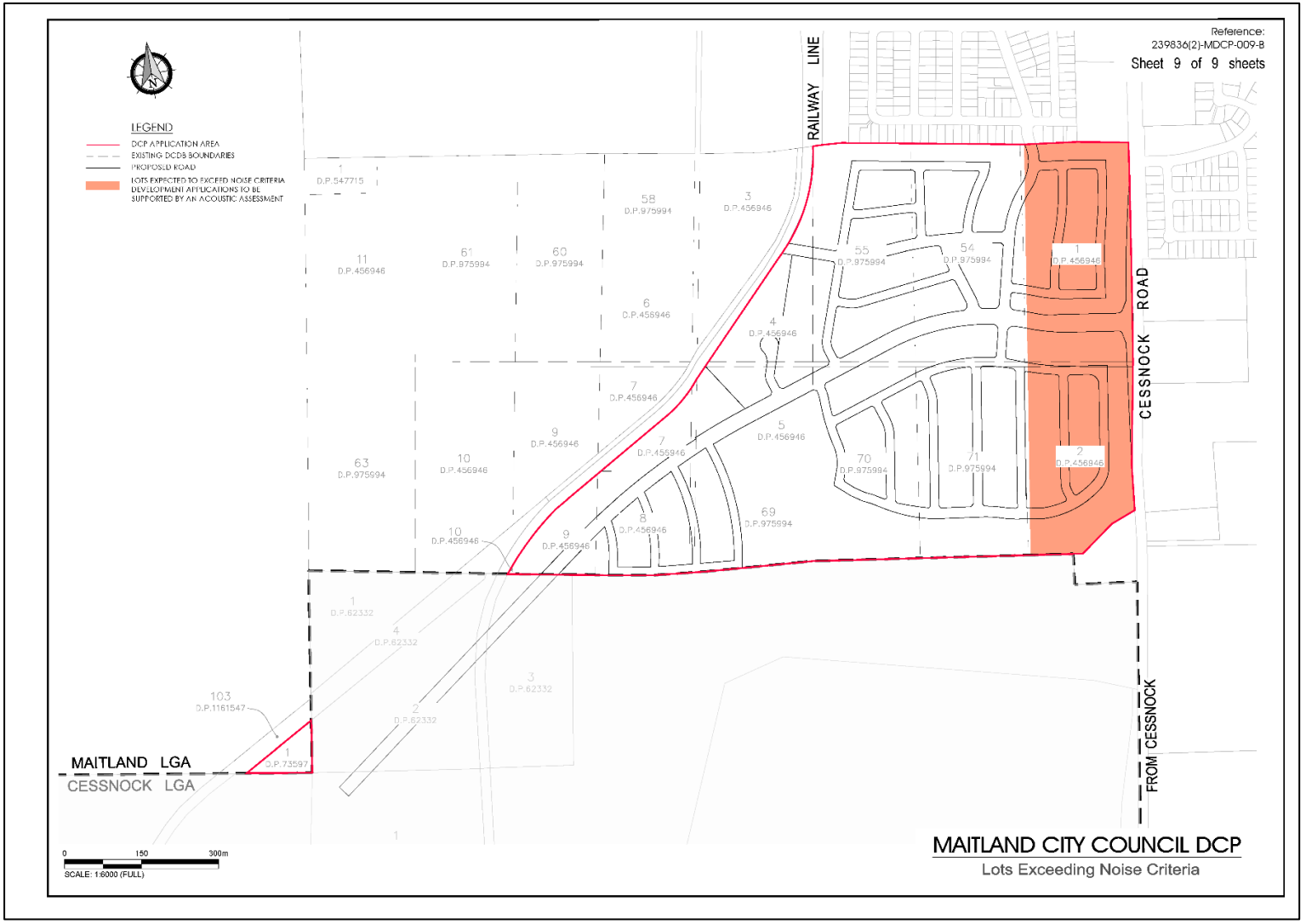



**FIGURE 7** (above): Known Aboriginal Archaeological Sites Map

### 2.6.3 Archaeological Significance

Objectives

1. To require further investigation of Aboriginal archaeological identified as significant on lands to be developed for urban purposes.
2. To ensure that any Aboriginal significance is appropriately incorporated into the development of the precinct.

Development controls

1. Known Aboriginal Archaeological Sites are shown on **FIGURE 8** (below). An Aboriginal Heritage Impact Permit (AHIP) issued under Part 6 of the National Parks and Wildlife Act 1974 (NPW Act 197) is required for any works which affect these sites.

2. Areas of high archaeological sensitivity, warrant a full Aboriginal Cultural Heritage Assessment prior to any development works. If impacts to any Aboriginal objects identified through these assessments cannot be avoided, an AHIP issued under Part 6 of the National Parks and Wildlife Act 1974 (NPW Act 1974) will be required. Consultation with relevant Aboriginal persons and organisations' is required under Biodiversity Conservation Division (BCD) policy when an application for an AHIP is considered and should be conducted in accordance with BCD Aboriginal Cultural Heritage Consultation Requirements for Proponents.

3. Areas of low archaeological sensitively, warrant an Aboriginal archaeological due diligence assessment prior to any development works. This assessment is to be conducted in accordance with BCD Due Diligence Code of Practice for the protection of Aboriginal Objects in New South Wales. Visual inspections undertaken for the purposes of a due diligence assessment should include an Aboriginal community representative. Depending on the results of the due diligence assessment undertaken, a full Aboriginal cultural heritage assessment may be required.

4. Areas of nil archaeological sensitivity do not contain any known Aboriginal heritage constraints. However, Aboriginal objects may still occur in these areas. If any Aboriginal objects are encountered during development, and impacts cannot be avoided, an AHIP issued under Park 6 of the NPW Act 1974 will be required.

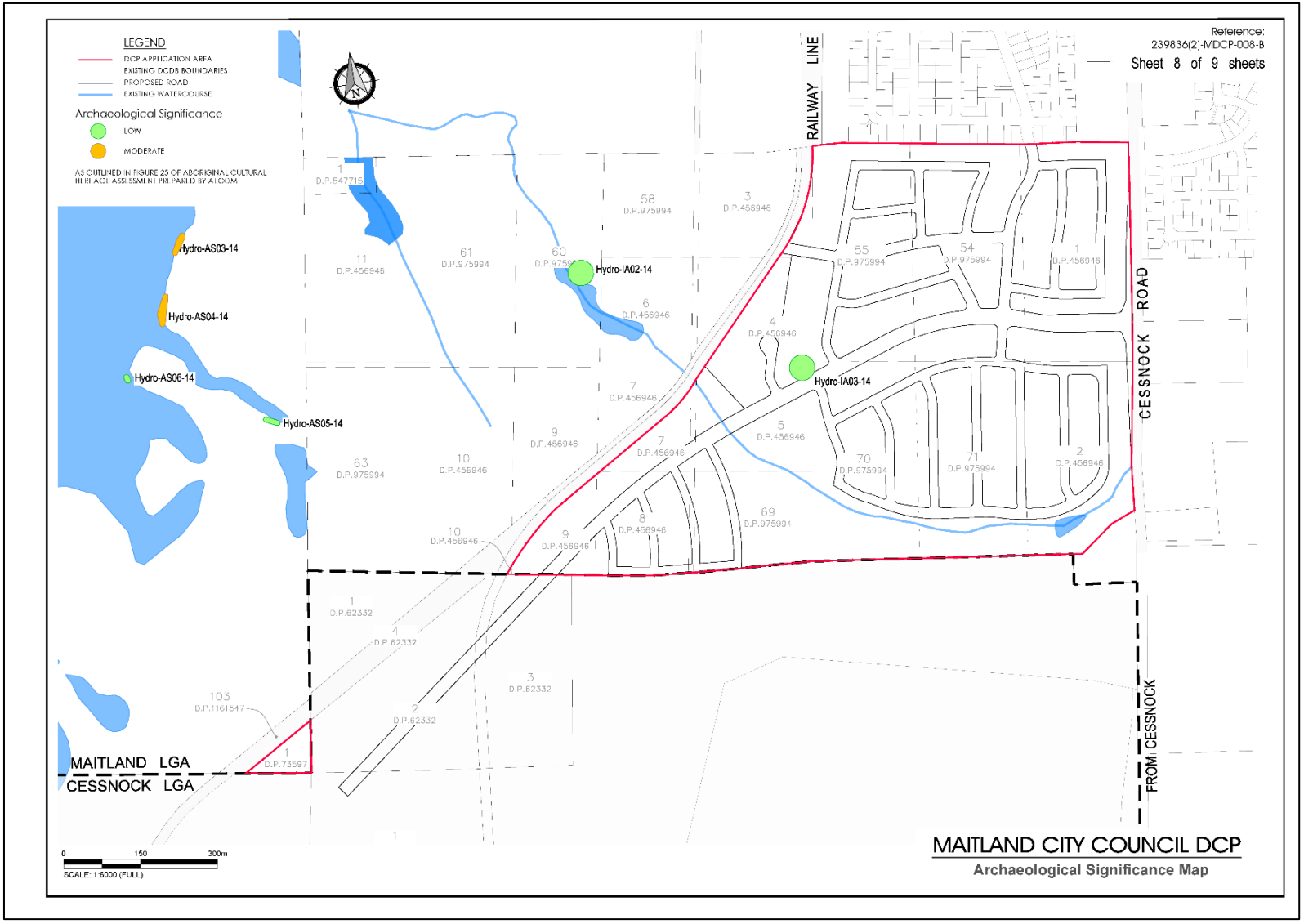



**FIGURE 8** (above): Known Aboriginal Archaeological Sites Map

## 2.7 Residential Densities

There are no specific requirements as residential densities are already controlled by the minimum lot size map contained within the Maitland Local Environmental Plan 2011.

## 2.8 Neighbourhood Commercial and Retail Uses

There are no specific requirements because there are no lands zoned for commercial or retail purposes within the part of the Urban Release Area, which is within the Maitland Local Government Area.

## 2.9 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions within the Maitland Local Environmental Plan and Maitland Development Control Plan.

# F.6 - Largs Urban Release Area

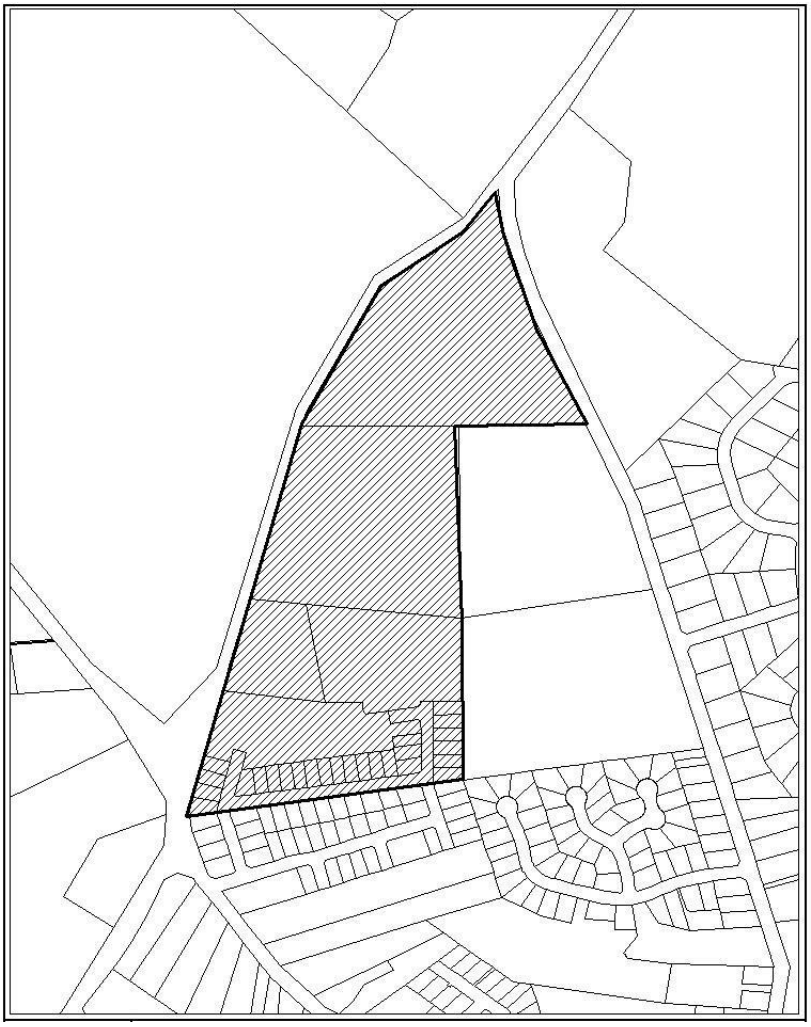


Figure 23: Largs Locality Plan.

## DESCRIPTION

The Largs Urban Release Area will be developed as a residential area with a range of lot sizes that reflect the constraints of the site. Individual lots will generally accommodate one and two storey dwellings. Multi dwelling housing or dual occupancy proposals should ensure that potential impacts to privacy, solar access, visual amenity, traffic management and its suitability in relation to the form of adjoining development have been taken into account.

A high value will be placed on retaining existing vegetation, where public safety is not at risk, and the establishment of additional landscaping will enhance the visual appearance of the area from surrounding urban and rural vantage points.

An overall Area Plan has been prepared for this Urban Release Area, as the area is relatively compact in relation to other sites.

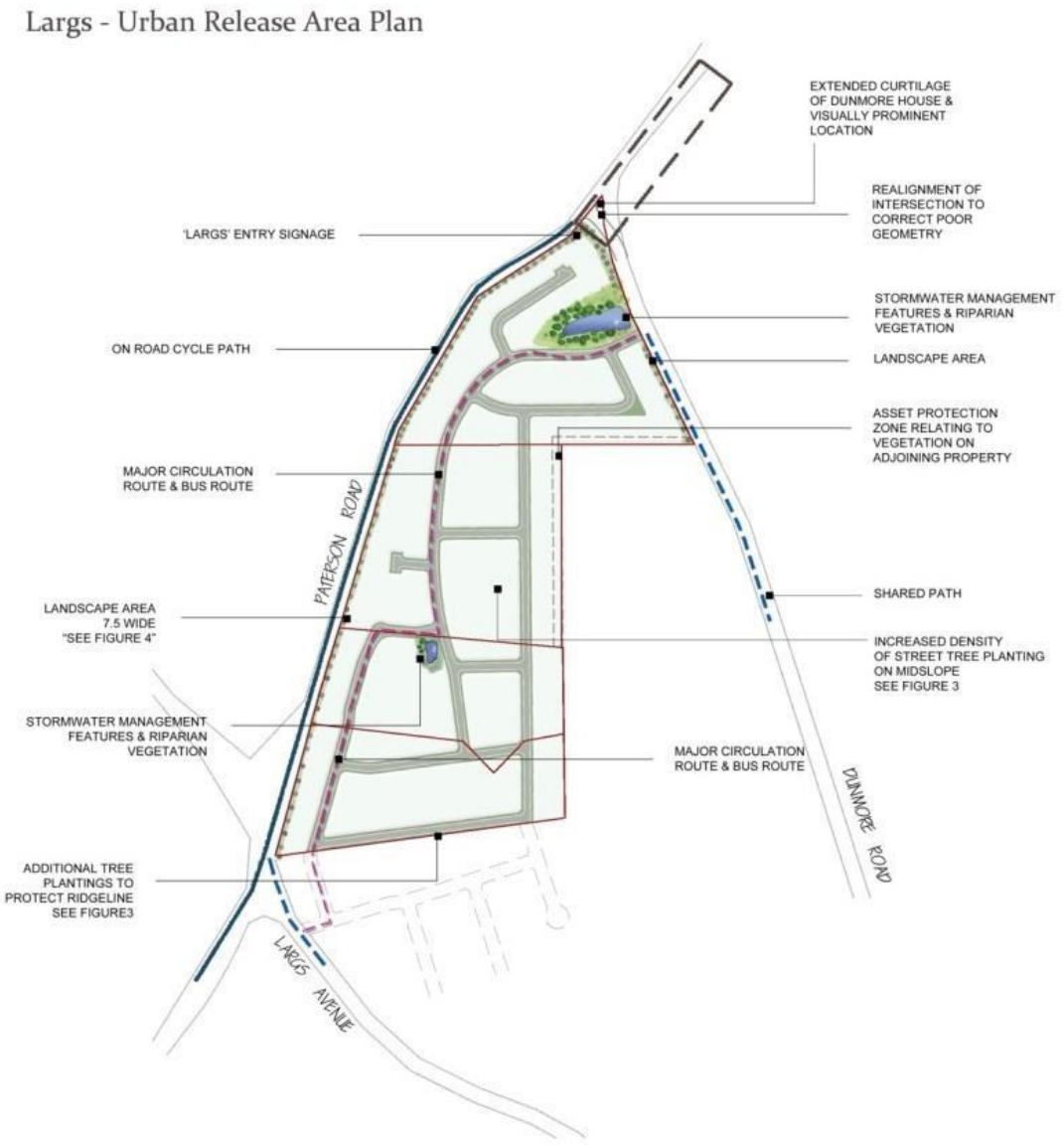



Figure 24: Largs Area Plan.

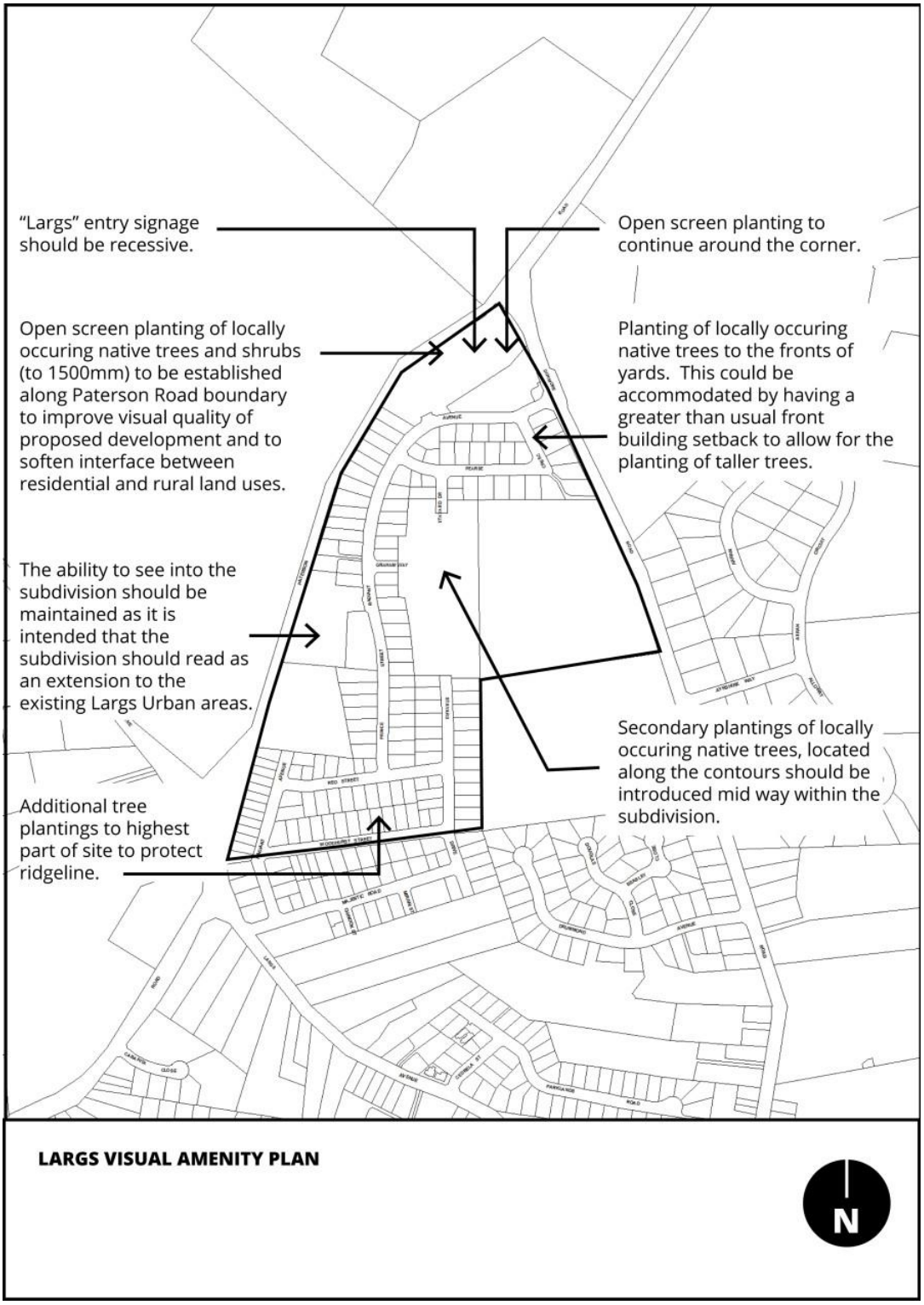



Figure 25a: Largs - Visual amenity plan.

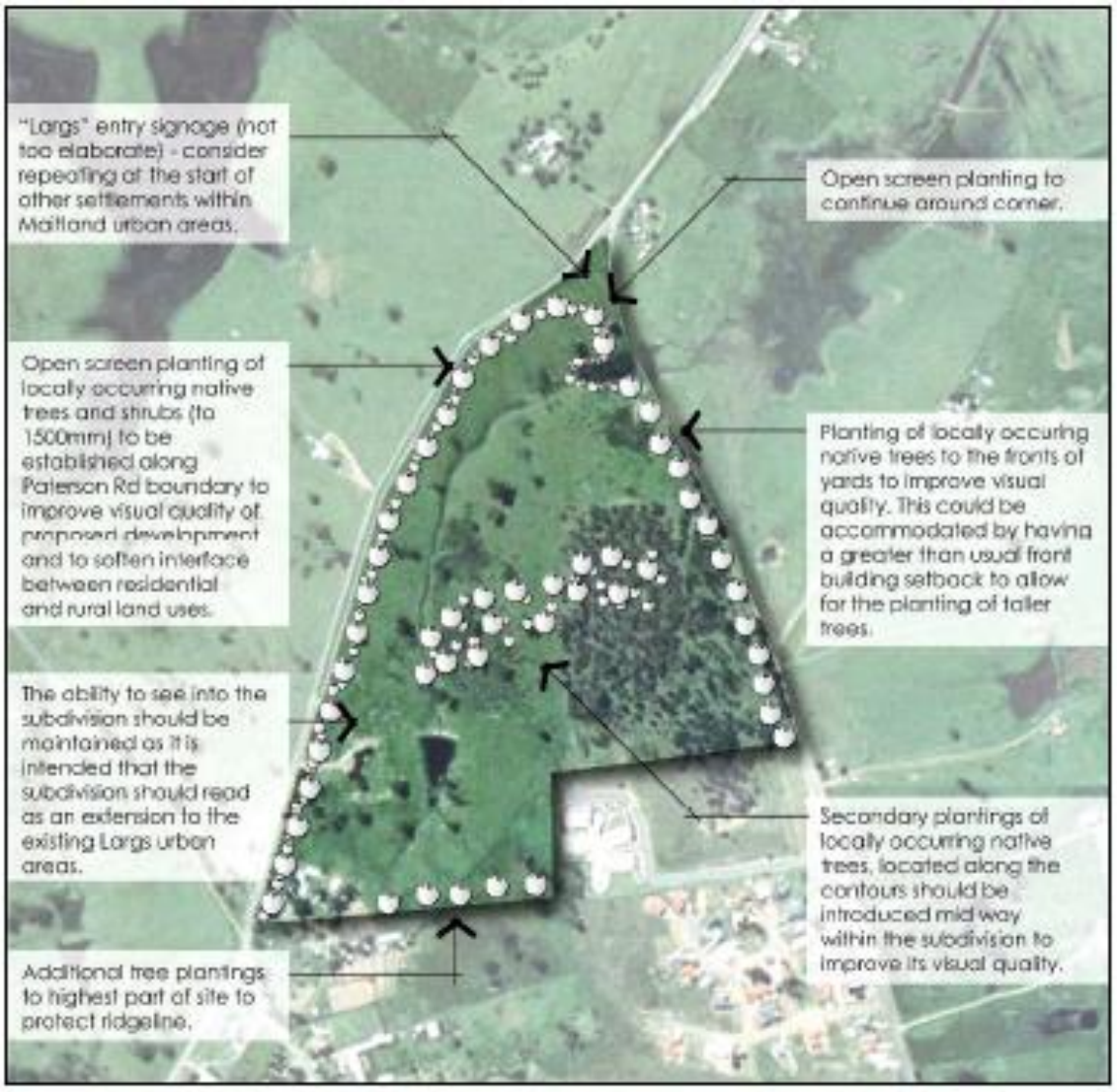



Figure 25b: Largs - Visual amenity plan.

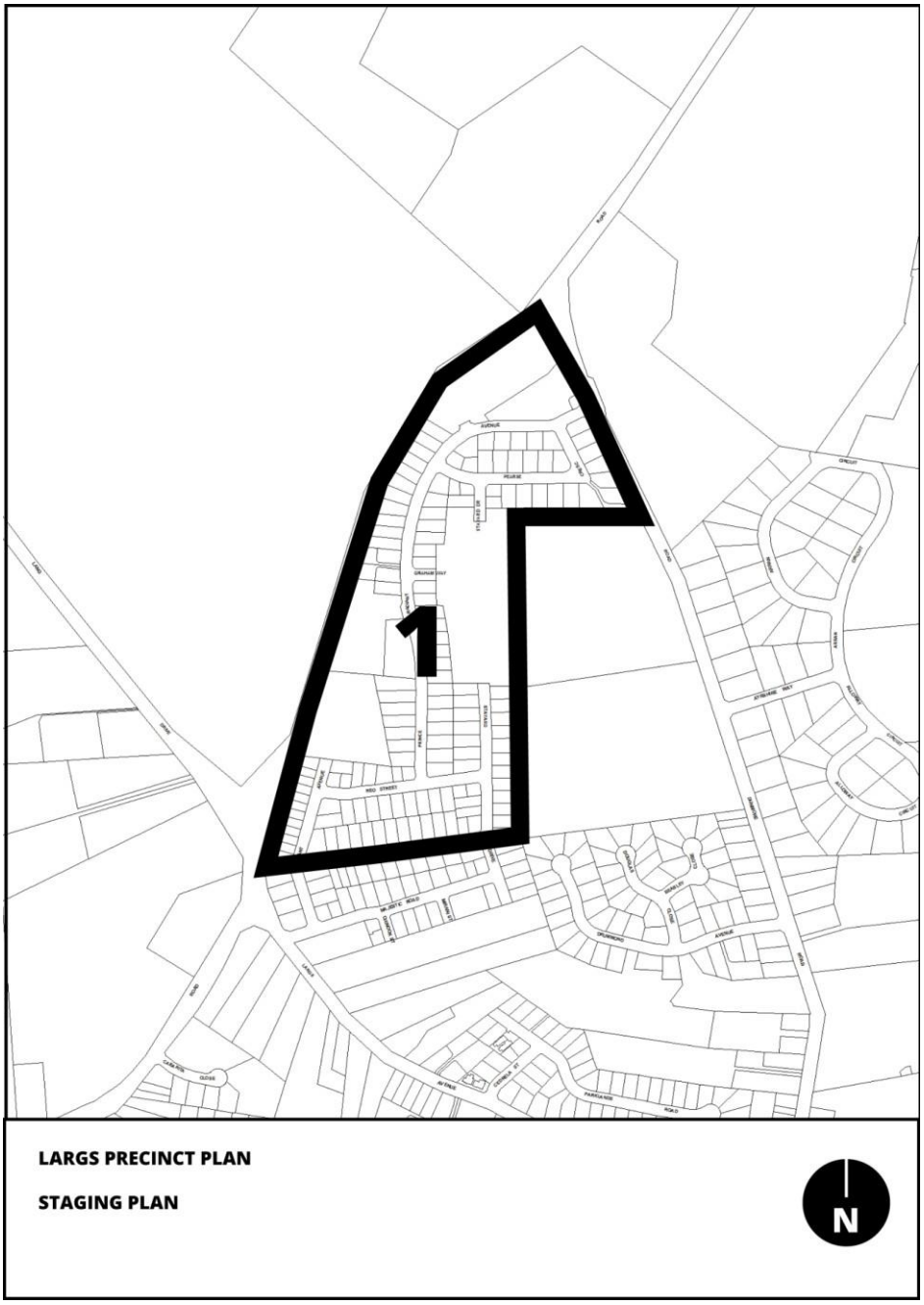



Figure 26: Largs Area Plan - Staging Plan.

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport Movement Hierarchy

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Road layout and street design will be consistent with the adopted Western Precincts Plan and following detailed survey and subdivision planning.
2. The intersection of Dunmore Road and Paterson Road will require realignment to correct geometry constraints. Realignment should be in accordance with Council's requirements and standards.
3. Development applications shall facilitate any road upgrade on Largs Avenue or Dunmore Road and intersection upgrade at Dunmore Road and Paterson Road.
4. There will be no direct access to Paterson Road either via an intersection or driveway access from new residential allotments.
5. Road design shall take into account the stormwater management strategy and ensure that there will be satisfactory driveway access to new allotments, at a grade less than the maximum provided for in the Manual of Engineering Standards.
6. The transport movement hierarchy shall generally be in accordance with the major circulation route, cycleways and shared paths shown on the Precinct Plan.
7. Provision must be made for a continuous bus route through the area. The bus route shall have a minimum road reserve of 18 metres and carriageway of 9 metres.
8. Suitable transport access and connectivity within the site and to adjoining areas shall be maintained at all times for motor vehicles, pedestrians, cyclists and public transport providers.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. Detailed landscaping plans shall be submitted with all development applications for subdivision.
2. Plantings to achieve visual amenity and landscaping objectives are to be protected via mechanisms such as protective covenants, urban design (building setbacks, road reserves) or other options to the satisfaction of Council.
3. Landscaping and visual amenity provisions should complement acoustic and bushfire hazard treatments.
4. Lots fronting Paterson and Dunmore Roads immediately adjacent to, and up to 100 metres from, the Paterson and Dunmore Roads intersection should be of sufficient size to provide for substantial setbacks to improve visual quality.
5. Existing vegetation is to be maintained and enhanced where possible, particularly within riparian areas and public spaces.
6. Provide tree planting using locally occurring native trees to the upper part of the site to assist in providing a vegetated skyline in accordance with the Visual Amenity Plan (Figure 2).
7. Introduce tree planting within the subdivision, approximately mid slope, to improve amenity and to reduce the apparent size of the subdivision in accordance with the Visual Amenity Plan.
8. Provide landscaping at the intersection of Paterson Road and Dunmore Road taking into account the realignment of the intersection, to suitably minimise the visual effect of new development within the setting of Dunmore House.
9. Avoid the use of lightly-coloured and/or highly reflective roofing materials to assist in minimising the visual impact of new development from a distance.
10. Gateway signage or gateway elements should be understated and refer to “Largs” rather than “Maitland”, and be located at the intersection of Dunmore Road and Paterson Road.
11. Subdivision entry features should be separate from the Largs gateway element to avoid ambiguity.
12. Landscaping shall be provided to the boundaries of Paterson and Dunmore Roads using locally occurring native species.
13. The landscaping area to Paterson Road shall be 7.5 metres wide and maintained within allotments via a protective covenant. This landscaping area shall include native ground covers and shrubs to a maximum height of 1,500 mm so as to not

hide the development, but improve visual amenity. The Planting Cross-Section diagram (*Figure 3)* shows a typical cross section of vegetation plantings for the site.

14. The landscaping area to Dunmore Road shall include the retention of existing native trees as well as additional tree planting. Building setbacks must take into account tree plantings.
15. Fencing within the landscaping areas shall make a positive contribution to the visual appearance of development and not detract from the provision of landscaping. Fencing should also be sensitive to the adjoining rural lands.

## 1.4 Passive and Active Recreational Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.
4. Stormwater Management facilities are to be located in accordance with the details provided on the Precinct Plan, or an alternative co-ordinated stormwater strategy as approved by Council.

Development controls

1. Stormwater and water quality management measures shall be provided generally in accordance with Figure 24.
2. Rainwater tanks will not be considered in the calculations for stormwater detention purposes.
3. Adequate stormwater management shall be provided at all times during the sequenced release of land.
4. All development applications are required to demonstrate that there will be no detrimental impact on downstream waterways, wetland environments or agricultural productivity as a result of new development.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.

Development controls

1. Construct intersection of Dunmore Road within site to provide continuous flood free access.
2. Construct all subdivision roads to provide suitable flood free access to residential allotments.
3. An Asset Protection Zone (APZ) is to be provided between any development and the boundary of Lot 2 DP 32519 as identified on the Precinct Plan and in accordance with the NSW RFS Planning for Bushfire Protection (2006) guidelines.
4. Geotechnical investigations and appropriate amelioration responses must be submitted with development applications for subdivision to determine the following:
5. Suitability of footing design and road pavement design parameters with respect to rock outcrops, soft/saturated soils, erosion potential and salinity;
6. Slope stability assessment of on-site dam embankments;
7. Earthwork procedures and specifications.
8. All development applications shall demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.

## 1.7 Key Development Sites

*Former Largs Military Camp (Lot 80 DP 1112497)*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Details of site history and past analysis shall be submitted to Council with any development application for residential development on Lot 80 DP 1112497, to assess the potential for unexploded ordnance associated with the former Largs Military Camp.
2. Sub-surface investigations are to be undertaken for Lot 80 DP 1112497 for the presence of relics associated with the former Largs Military Camp, prior to commencing any development work.

*Extended curtilage of Dunmore House*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. No buildings are to be constructed within the extended curtilage of Dunmore House as identified on the Area Plan.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

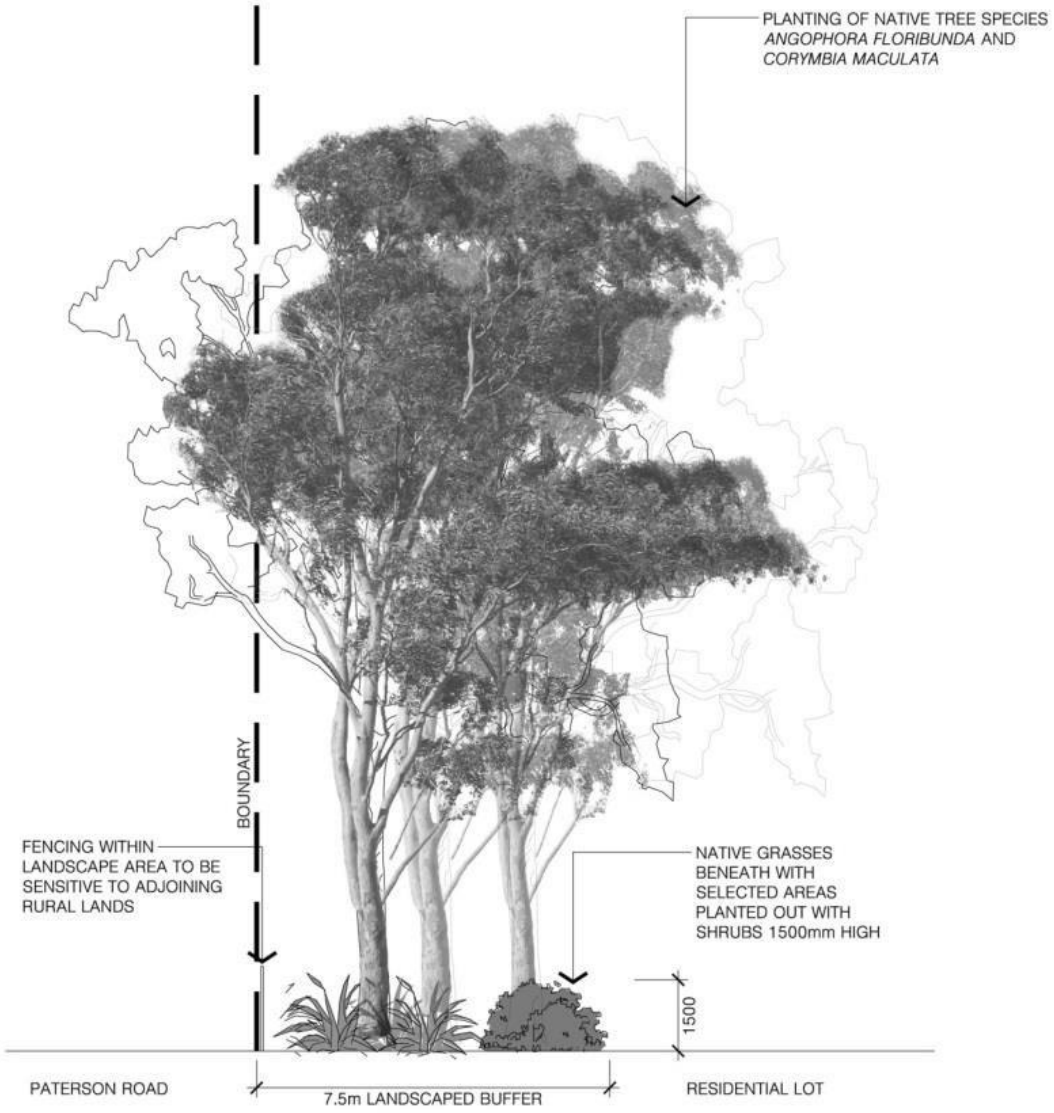



Figure 27: Largs - Planting cross-section.

# F.7 - Thornton North Urban Release Area


Figure 28: Thornton North - Locality Plan.

## DESCRIPTION

The Thornton North Urban Release Area comprises a total of 900 hectares of land, with an approximate residential yield of 5,000 lots. The Lower Hunter Regional Strategy (Dept of Planning, 2006) identifies Thornton URA as a regionally significant development area and is a key site to achieve the dwelling targets for population growth in the Lower Hunter.

The proximity of the Thornton URA to regional transport systems, including the rail corridor, the F3 Freeway and the New England Highway is fundamental to the identification of this area for urban development.

A Structure Plan and associated Infrastructure Plans (including a specific Section 94 Contributions Plan) have been prepared for this URA.

# THORNTON NORTH AREA PLAN

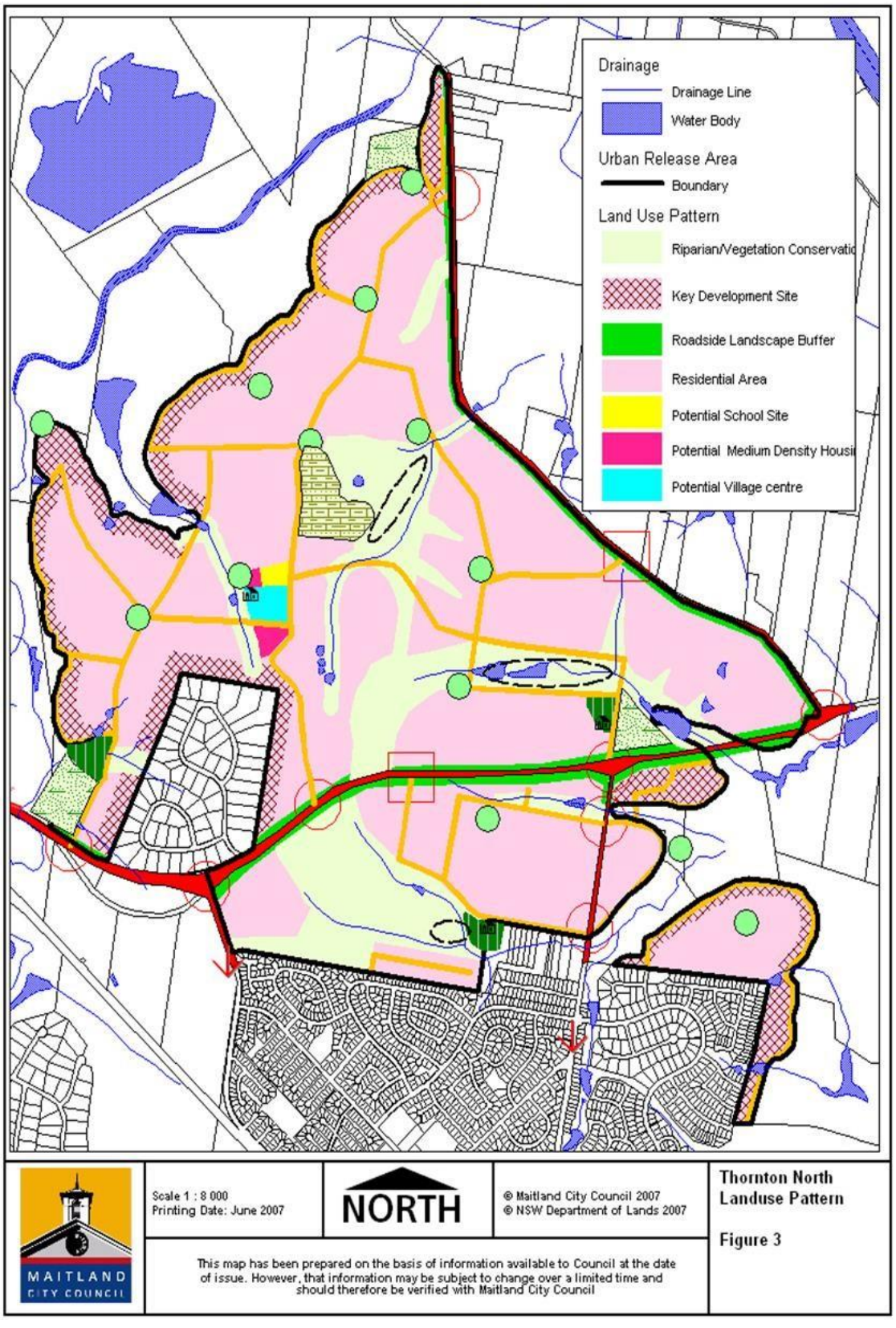



Figure 29: Thornton North Land use Pattern.

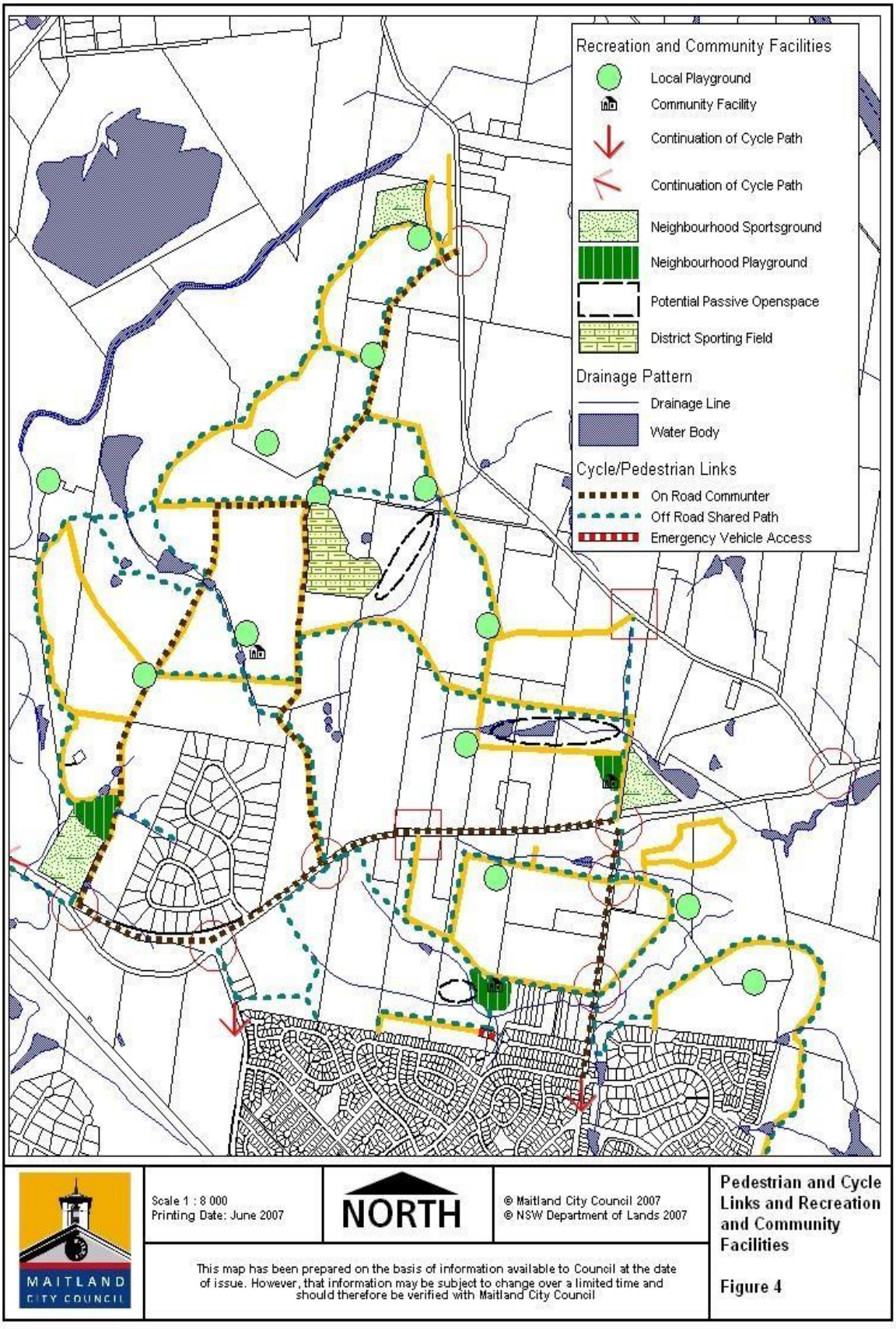



Figure 30: Thornton North - Pedestrian and cycle links and recreation and community facilities.

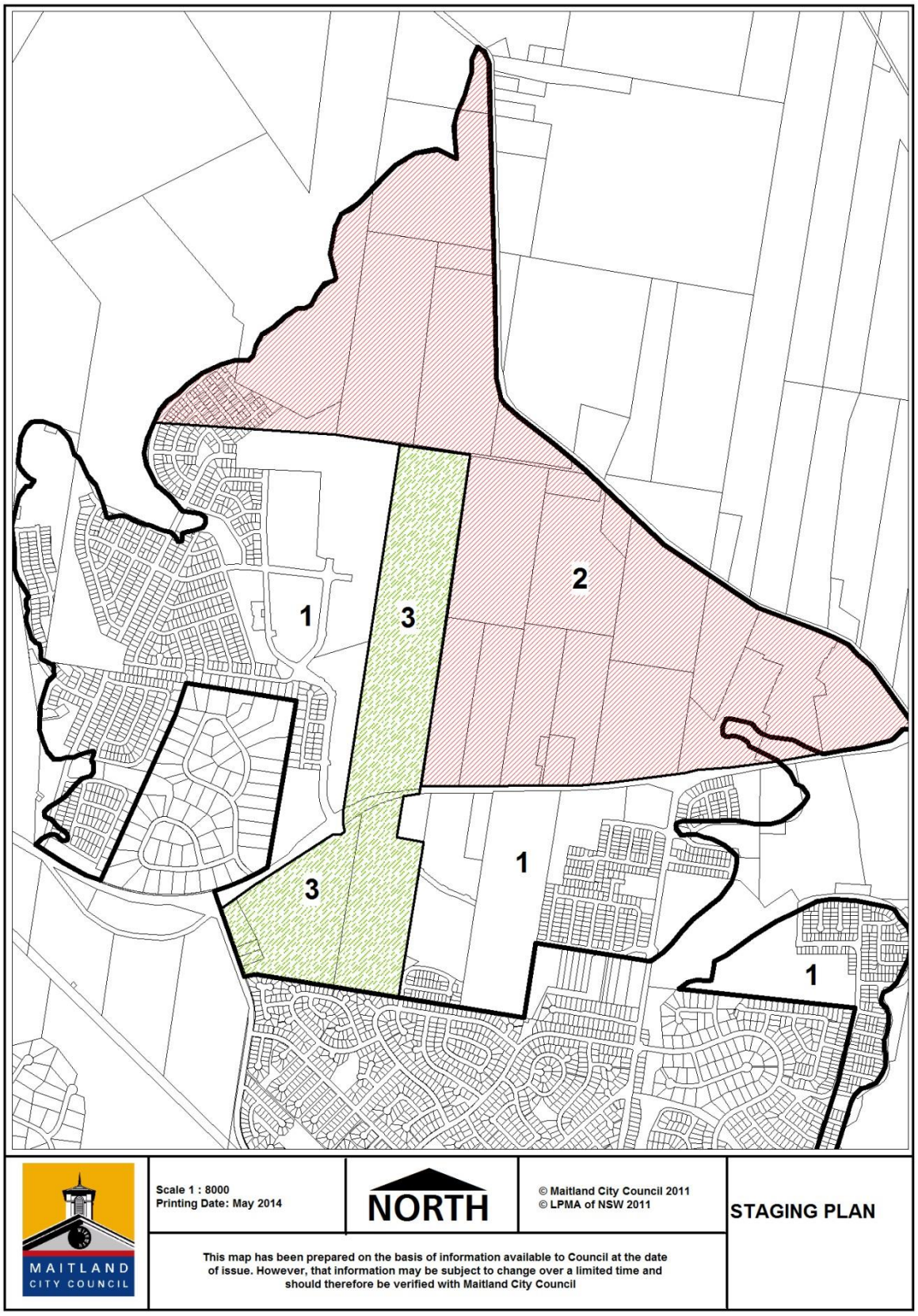



Figure 31: Thornton North - Staging Plan.

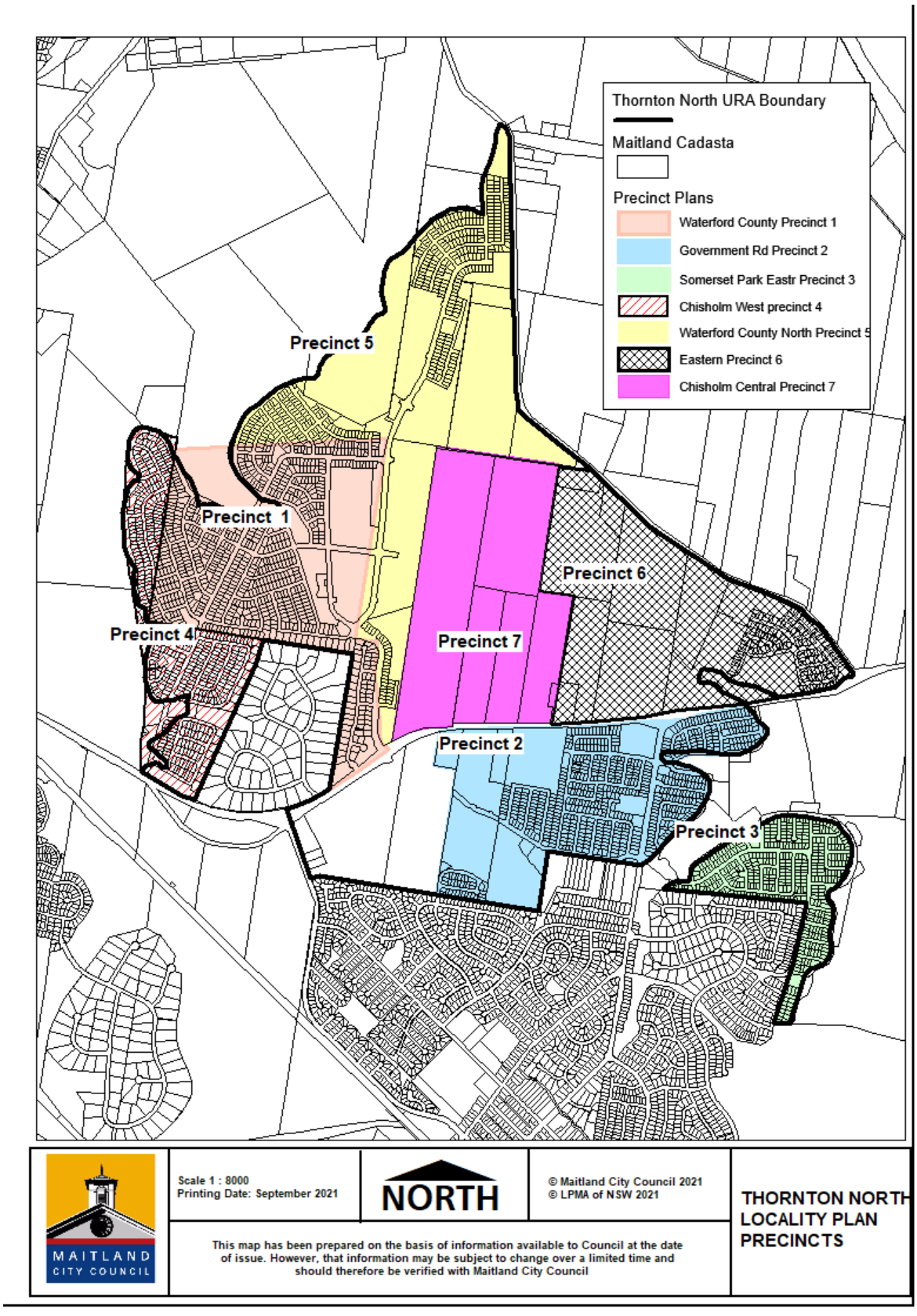



Figure 32: Thornton North - Precincts.

# 1. Development Requirements

The Thornton North Area Plan is comprised of precinct plans as shown in Figure 32.

## 1.1 Staging Plan

Staging of development should generally accord with the Staging Plan as shown in Figure 31. The Staging Plan provides for the timely and efficient release of urban land and aligns with the precinct plans as shown in Figure 32.

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. The Area Plan comprises of Precinct Plans. The Precinct Plans correspond with the sequencing of land identified in the Thornton North Area Staging Plan.
2. Precinct Plans are to be prepared for each development area. Development consent shall not be issued for any development on land within the Thornton North Urban Release Area until a Precinct Plan has been prepared for the land.
3. Each Precinct Plan must address the specific requirements outlined in Section A.2: Precinct Plan Requirements to the satisfaction of Council.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Each Precinct Plan is to include an overall transport movement hierarchy showing the major circulation routes and connections.
2. The overall movement hierarchy for each Precinct Plan should be generally consistent with the Figure 30.
3. The overall pedestrian and cycleway links should be generally consistent with the Figure 30.

4. The primary access for residential development in Stage 1 of the Thornton North Urban Release Area is to be provided off Raymond Terrace Road or Government Road.
5. A perimeter road (with development on one side only) shall be provided around the edge of the Thornton North Urban Release Area where it adjoins flood prone land.
6. Perimeter roads should also be used adjacent to open space, and areas of high bushfire risk and visual significance.
7. No new lot shall have direct vehicular access to Raymond Terrace Road, Government Road or McFarlanes Road.
8. Subdivisions adjacent to main roads such as Raymond Terrace Road should orientate allotments and dwellings to face the main road, with suitable internal roads providing access, and suitable landscaping separating the allotment boundaries and main road.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.
4. A series of residential neighbourhoods are to be designed throughout the Urban Release Area to create a sense of identity, through distinct landscape and built form elements.

Development controls

1. Landscaping will be required on land adjacent to major intersections, all collector roads, the main north/south Boulevard, Raymond Terrace Road and Government Road.
2. The overall landscaping strategy shall provide for a minimum of 10 metres of landscape buffering to Raymond Terrace Road, Government Road and McFarlanes Road (see Figure 1).
3. The overall landscaping strategy shall provide a minimum of 5 metres of landscaping adjoining Timberlane Estate, within the 15 metre 'no development' buffer.
4. The overall landscaping strategy shall provide extensive tree planting to the wetland edge, with visual breaks where streets terminate in views to the wetlands.
5. Subdivision and housing design is to take advantage of significant and attractive views overlooking the surrounding rural lands by orienting streets and locating public space to capture views.

## 1.4 Passive and Active Recreational Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. The network of passive and active recreational areas should be provided generally in accordance with Figure 30 and the associated Section 94 Contributions Plan.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. The stormwater and water quality management controls shall be consistent with the Thornton North Structure Plan in the use of Water Sensitive Urban Design (WSUD).
2. The number and location of WSUD elements should be determined by modeling to develop the WSUD strategy for the site, and be integrated with the overall design.
3. Parking areas can be located adjacent to WSUD elements where they are designed to prevent damage by vehicles.
4. Bollards or castellated kerbs are required to allow distributed flow to WSUD elements.
5. Parking areas may be interspersed between WSUD elements.
6. Long-term maintenance costs are to be identified in the design of the WSUD elements and are to be submitted to Council for consideration prior to acceptance of the WSUD strategy.
7. Swales may be acceptable where it can be demonstrated that they will meet Council's performance and maintenance objectives and facilitate safe and effective movement of pedestrians and vehicles.
8. No change to the minimum width of roads on account of WSUD is permissible.
9. Flow control measures shall be used where grades in swales exceed 4%.
10. Where practical, WSUD elements may be incorporated in a centre depressed median of dual carriage roads.

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

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from incompatible land uses, including road and rail corridors and extractive industries.

Development controls

1. Subdivision design and lot layout must ensure that any future residential housing will not be adversely affected by noise or vibrations, particularly from quarry operations, the railway line and traffic along Raymond Terrace Road and Government Road.
2. Independent acoustic and vibration reports shall be submitted with Precinct Plans and Development Applications for subdivision identifying potential impacts and mitigating measures.

## 1.7 Key Development Sites

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Each Precinct Plan is to include detailed urban design controls for the following significant development sites:
   - Precinct Plans are to include detailed urban design controls (including traffic management requirements and car parking designs) for the following Key Development Sites identified in the Thornton North Area Plan:
   - Schools, libraries and community facilities
   - Gateway sites
   - Exhibition villages
   - Residential areas adjoining the flood fringe
   - Interface area surrounding Timberlane Estate
   - Clay conservation areas, existing quarry sites and buffers.
2. Development or works within, or adjacent to the land zoned E2 Environmental Protection are to ensure clearing of vegetation is minimised to the satisfaction of Council.
3. Mechanisms are to be put in place with development to ensure the integrity and protection of established vegetation and riparian areas zoned E2 Environmental Protection. Details are to be included in all Development Applications affecting the E2 zone.
4. Development within residential zones must be designed and planned to ensure any Asset Protection Zones and the like are not required or needed in the E2 Environmental Protection zone.
5. Precinct Plans are to identify and suitably accommodate large rural allotments to enable the sustainable management of the rural flood fringe areas.
6. A limited number of rural dwellings will be considered on flood free areas, with dwelling sites to be located at least 0.5 metres above the 1% AEP flood level, and access to such dwellings to be flood free with minimal fill or earthworks.
7. Fencing of allotments shall be of post and wire style (or similar) so as to minimise any visual impacts of development.
8. Development adjacent to the rural zones and flood prone lands are to be suitably designed so as to be compatible with the existing rural landscape and setting.
9. Development adjacent to Raymond Terrace Road and Government Road must be orientated and dimensioned so as to make provision for housing of a high quality architectural appearance.
10. Housing adjacent to Raymond Terrace Road and Government Road should be appropriately designed so as to provide a high quality architectural appearance with visual interest, particularly by discouraging bulky buildings and blank walls.
11. Development on land adjoining the existing Timberlane Estate must be suitably located and designed so as to maintain view corridors and minimise any impacts on the existing neighbourhood amenity

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

Objectives

1. To accommodate and control appropriate neighbourhood commercial and retail uses.
2. To foster a sense of community and strong local identity and sense of place in neighbourhoods.

Development controls

1. A separate Precinct Plan is required for the proposed Chisholm Local Activity Centre.
2. The Precinct Plan is to include detailed urban design controls (including traffic management requirements and car parking designs).

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

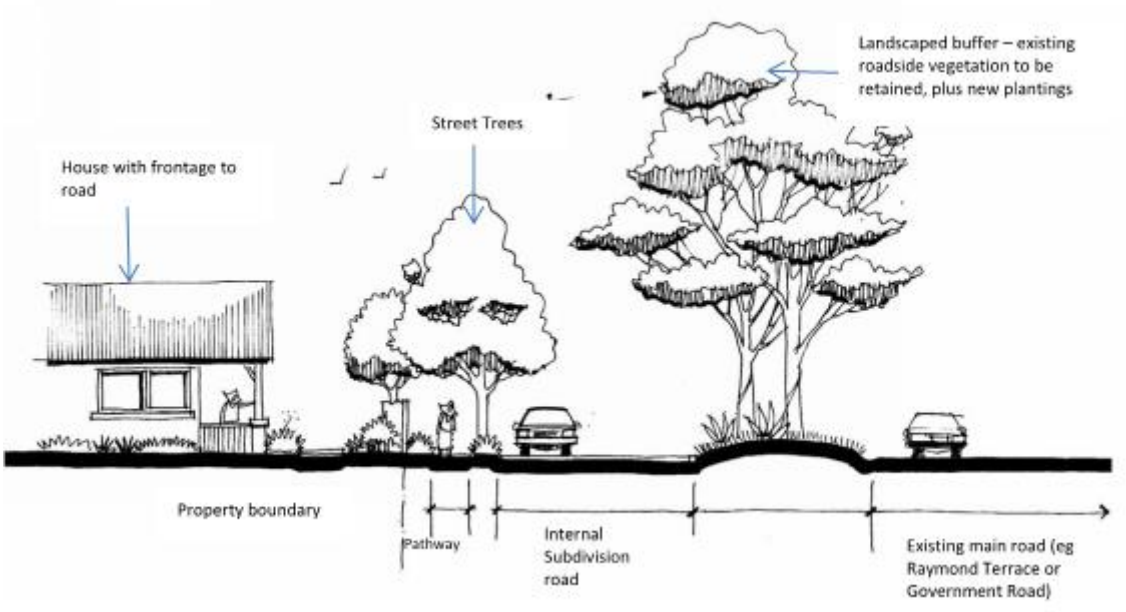



Figure 33: Internal subdivision design adjacent to Raymond Terrace Road and Government Roads.

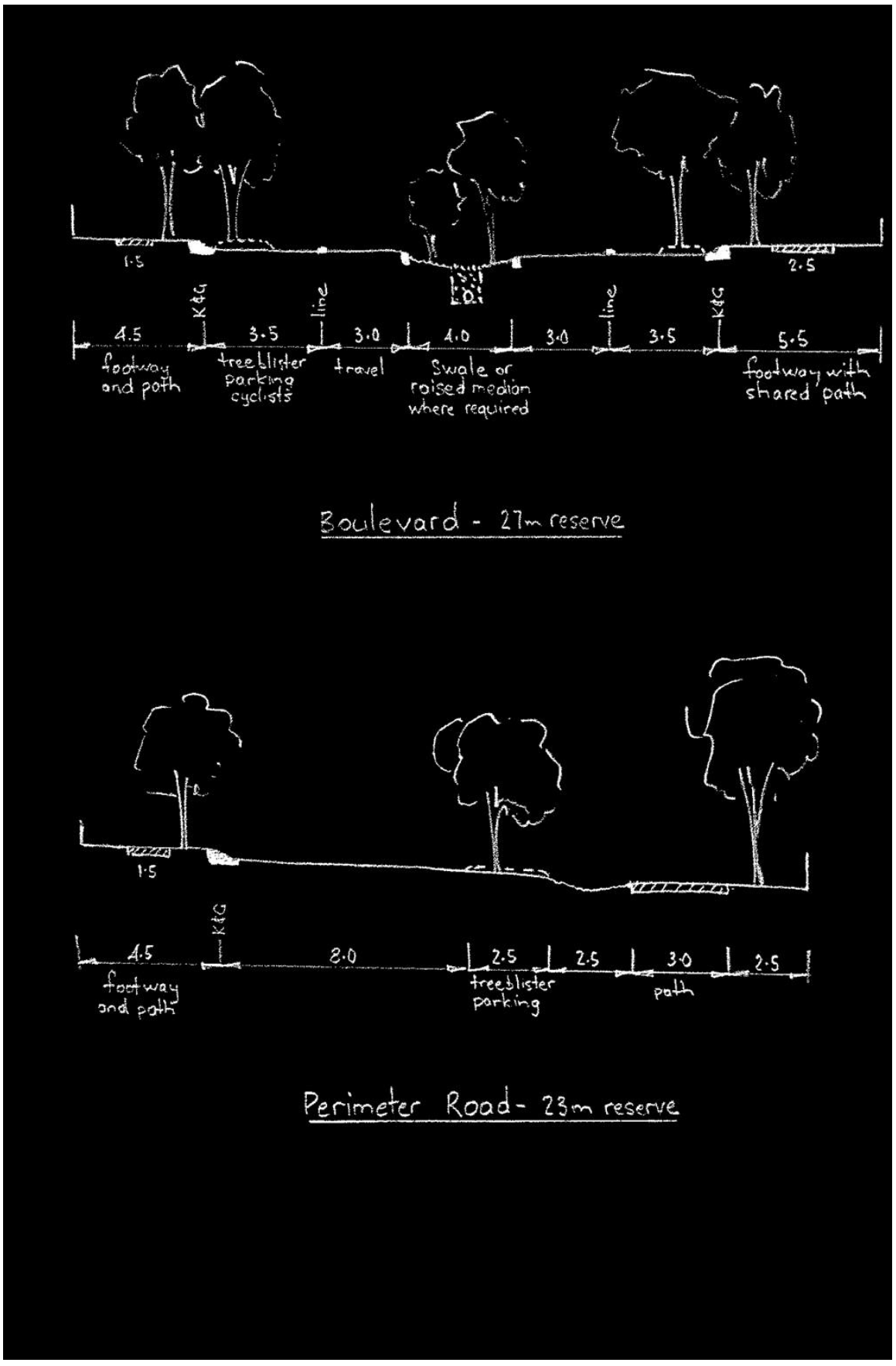



Figure 34. Thornton North - Typical cross-sections for WSUD drainage swales.

# THORNTON NORTH – WATERFORD COUNTY PRECINCT

Adopted by Council on 26/02/2008.

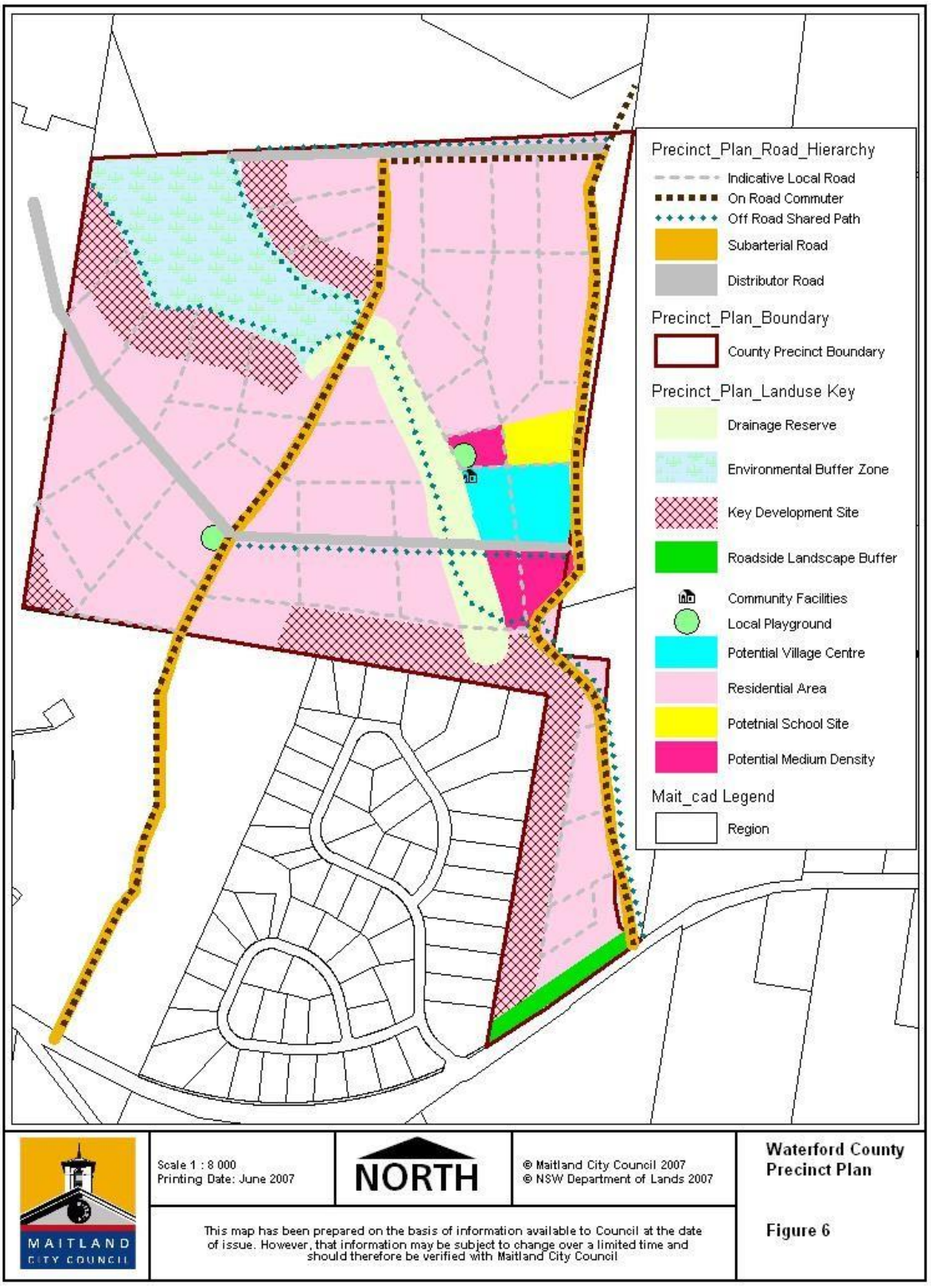



Figure 35: Waterford County Precinct Plan.

# 1. Development Requirements

All development applications shall demonstrate overall consistency with the Precinct Plan and the following specific requirements.

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The layout, hierarchy and design of major streets within the Precinct should be generally consistent with Figure 35.
2. Pedestrian paths, cycleways and off-road shared pathways are to be provided within the Precinct to link the Chisholm Local Activity Centre, open space and community facilities and to link to adjoining precincts generally as shown in Figure 35.
3. No direct vehicular access is to be provided onto Raymond Terrace Road from lots adjoining these roads.
4. Medium density and small lot housing should only be provided in locations with high amenity, including land within 400 metres of the Chisholm Local Activity Centre, land adjoining or adjacent open space and land adjoining or adjacent to a bus route.
5. Subdivision design is to provide for lot frontages addressing streets, reserves, open space and drainage areas.

6. Allotments backing onto reserves, open space and drainage areas are not encouraged. Where this is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour. Fencing shall not form a prominent element in the landscape of this area.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. The overall landscaping strategy within the Precinct should be generally consistent with Figure 35.
2. A 10-metre wide landscaped buffer is required along Raymond Terrace Road.
3. Development applications for subdivision shall include detailed landscaping plans identifying appropriate street tree species, fencing treatments to Raymond Terrace Road and adjoining rural properties, and landscape/threshold treatment of key intersections.
4. Landscaping plans shall also show how open space areas and trunk drainage are to be located and landscaped.
5. A Visual and Scenic Impact Assessment is to accompany development applications for subdivisions and development that are likely to have a visual impact on the area, and may include proposed ameliorative measures to be incorporated within the development.

## 1.4 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. Passive and active recreational space is provided generally in accordance with Figure 35.
2. Development applications for subdivision that include areas of passive and active recreational space are to include detailed designs in the overall landscaping strategy.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Stormwater Management facilities are to be generally provided in accordance with Figure 35.
2. Development applications for subdivision will be accompanied by a Stormwater Management Plan identifying both quantity and quality controls.

## 1.6 Amelioration of Natural and Environmental Hazards

There are no specific requirements as amelioration of natural and environmental hazards are already controlled by provisions in the Maitland Development Control Plan 2011.

## 1.7 Key Development Sites

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Key Development Sites are to be located generally in accordance with Figure 35.
2. Development of, and adjoining Timberlane Estate shall be designed and located so as to minimise bulk and scale, thereby maintaining view corridors and minimising any impacts to the existing rural residential amenity.
3. Allotments immediately adjoining the western and northern boundaries of Timberlane Estate must have a minimum lot size of 1500$m^2$ and average minmum of 1800$m^2$, with building restrictions placed on the land titles so as not to allow any

dwellings and/ or structures within 15m of boundaries adjoining Timberlane Estate and 5m side boundary setbacks, in order to maintain view corridors and minimise and adverse impacts on the rural/residential amenity.

4. Detailed landscaping strategies are to be submitted with all development applications for land adjoining Timberlane Estate, including plantings and fencing. A 5m landscape buffer is to be established and maintained along the adjoining boundary to Timberlane Estate.
5. Only single story dwellings will be permitted on lots adjoining Timberlane Estate. Appropriate building restrictions are to be placed on the title of each lot.
6. Building envelopes, detailing the required setbacks, are to be specified in any application to subdivide land adjoining Timberlane Estate.
7. A perimeter road (with development on one side only) shall be provided around the edge of the Precinct where it adjoins flood prone land or rural land.
8. An off-road shared pedestrian/cycle path shall be provided on the lower side of the perimeter road to create a continuous pathway.
9. Fencing of allotments shall be of post and wire style (or similar) so as to minimise any visual impacts of development.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# THORNTON NORTH – GOVERNMENT ROAD PRECINCT

Adopted by Council on 30/10/2008

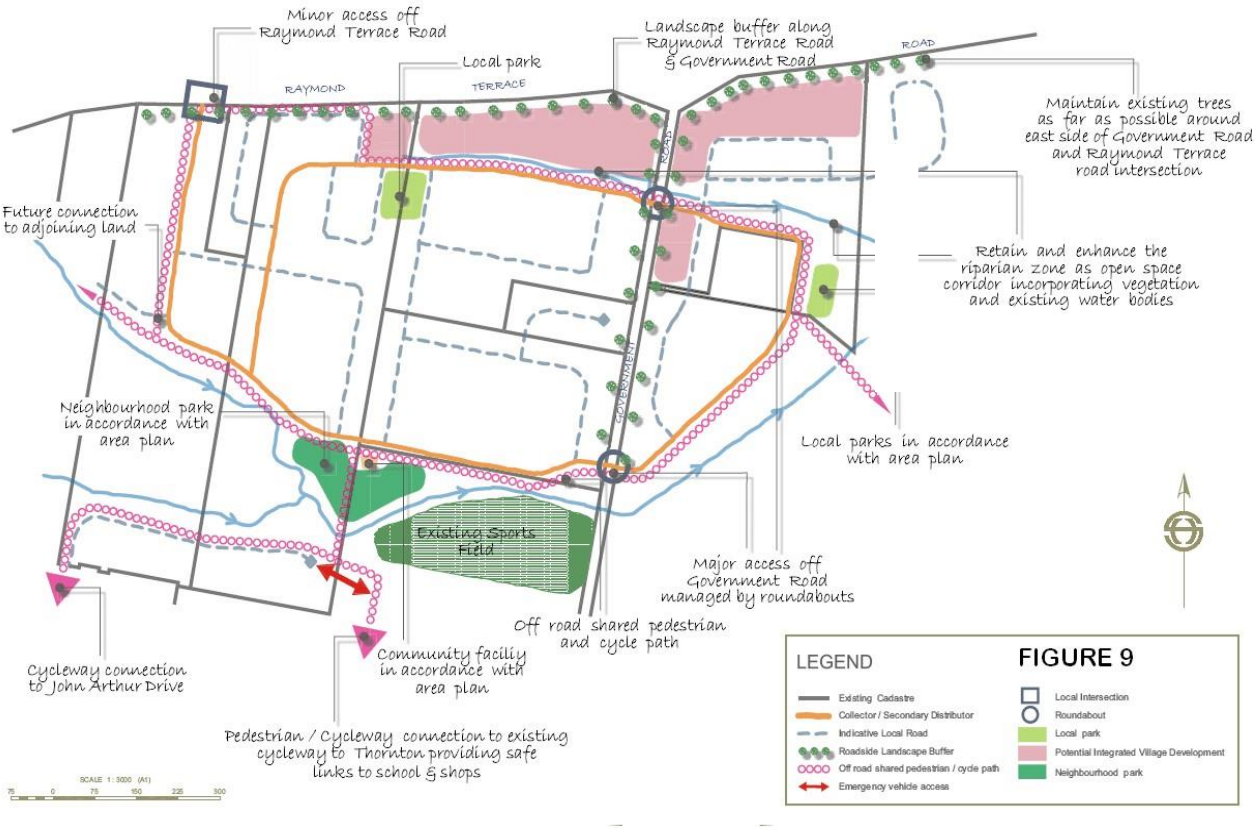



Figure 36: Thornton North - Government Road Precinct Plan.

## 1. Development Requirements

All development applications shall demonstrate consistency with the following requirements.

### 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The layout, hierarchy and design of major streets within the Precinct should be generally consistent with Figure 36.
2. Pedestrian paths, cycleways and off-road shared pathways are to be provided within the Precinct to link open space and community facilities and to link to adjoining precincts generally as shown on Figure 36.
3. Perimeter roads incorporating landscape buffers shall be provided to Raymond Terrace Road and Government Road as shown on Figure 36.
4. No direct vehicular access is to be provided onto Government Road or Raymond Terrace Road from lots adjoining these roads.
5. Subdivision design is to provide for lot frontages addressing streets, reserves, open space and drainage areas. Allotments backing onto reserves, open space and drainage areas are not encouraged. Where this is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour. Fencing shall not form a prominent element in the landscape of this area.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. The overall landscaping strategy within the Precinct should be generally consistent with the Figure 36 and Landscaping Plans.

2. A 10-metre wide landscaped buffer is required along Raymond Terrace Road and Government Road.
3. Development Applications for subdivision will include detailed landscaping plans identifying appropriate street tree species, fencing treatments to Raymond Terrace Road, Government Road and adjoining rural properties, and landscape/threshold treatment of key intersections.
4. Landscaping plans shall also show how open space areas and trunk drainage are to be located and landscaped.
5. A Visual and Scenic Impact Assessment is to accompany Development Applications for subdivisions and development that are likely to have a visual impact on the area, and may include proposed ameliorative measures to be incorporated within the development.

## 1.4 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. Passive and active recreation space shall be provided generally in accordance with Figure 36.
2. Development applications for subdivision that include areas of passive and active recreational space (as identified in the Precinct and Landscaping Plans) are to include detailed designs in the overall landscaping strategy.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Stormwater Management facilities are to be generally provided in accordance with the Landscaping Plan.

2. Development applications will be accompanied by a Stormwater Management Plan which is generally consistent with the report by *Peter Sullivan and Associates* (May, 2008) establishing the stormwater management strategy for the Precinct.

## 1.6 Amelioration of Natural and Environmental Hazards

There are no specific requirements as amelioration of natural and environmental hazards are already controlled by provisions in the Maitland Development Control Plan 2011.

## 1.7 Key Development Sites

*Cnr Raymond Terrace Road and Government Road*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Any development proposed on land at the intersection of Raymond Terrace Road and Government Road shall be integrated with the existing vegetation community and provide for the retention of the majority of trees. A site specific landscape plan shall accompany any development application for this area addressing retention, integration and enhancement of the vegetation community.
2. The 10-metre wide landscape buffer required for lots adjoining Government Road and Raymond Terrace Road shall be contained wholly within the affected lots and details shall be provided in a landscape plan with any development application. Where a supporting acoustic report for the development of the land identifies a requirement for noise attenuation, it should generally include a combination of earth mounding and fencing and details are also to be provided in the landscape plan.
3. Fencing of allotments along the boundary of Raymond Terrace Road or Government Road, where applicable, shall be of consistent materials and colour and shall form an integral part of the landscape plan provided with any development application. Fencing should not be a prominent element in the landscape along either road corridor.

*Rural Land Flood Fringe Interface*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A perimeter road (with development on one side only) shall be provided around the edge of the Precinct where it adjoins flood prone land or rural land.

2. An off-road shared pedestrian/cycle path shall be provided on the lower side of the perimeter road to create a continuous pathway.
3. Any fencing of allotments forward of the building line shall be of an open style of consistent design, material and colour so as to not dominate the landscape and minimise visual impact.
4. Additional landscaping to the perimeter of development fronting the floodplain/rural land east of Government Road shall be provided to filter views of the new development across the floodplain. Details shall be provided in a landscape plan with any development application.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

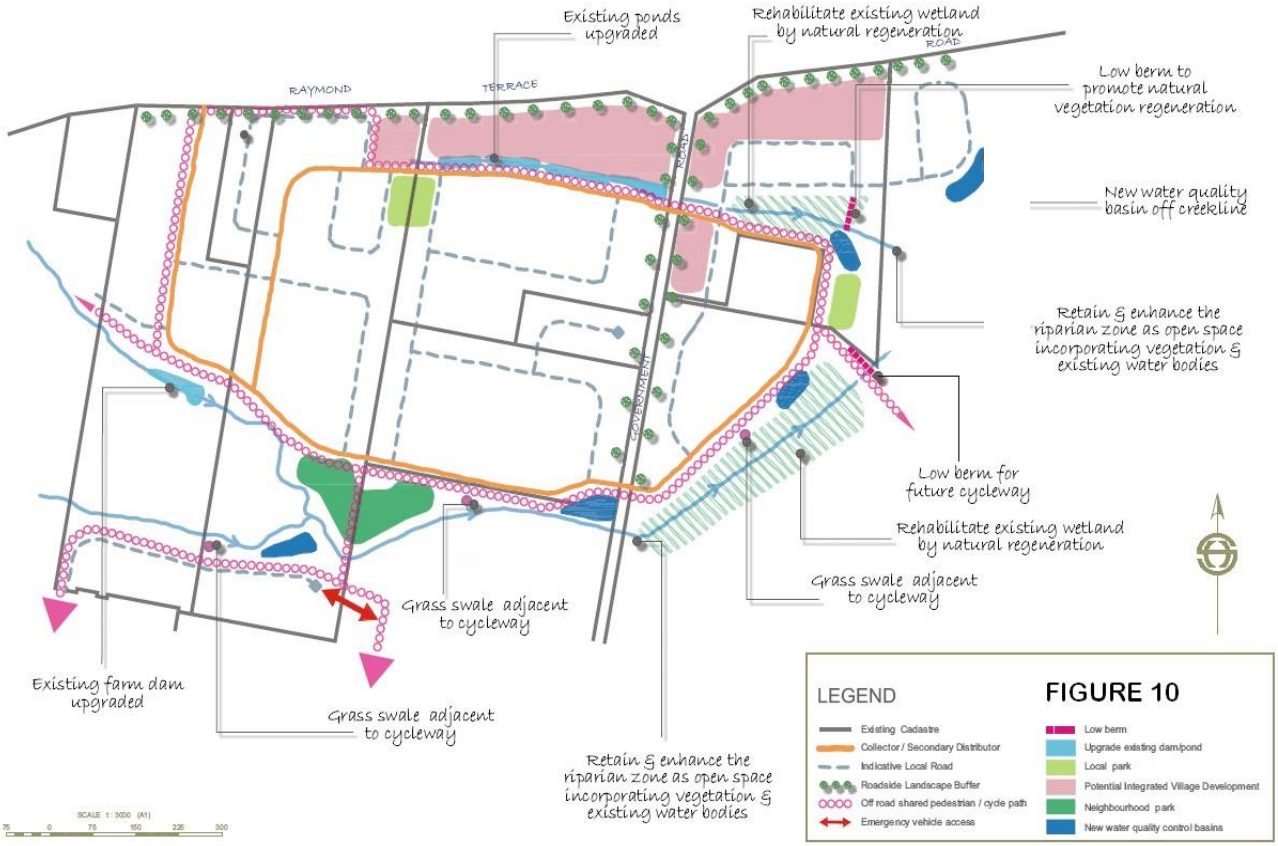



Figure 37: Thornton North - Government Road Precinct - Landscaping Plan.

# THORNTON NORTH – SOMERSET PARK EAST PRECINCT

Adopted by Council on 05/03/2009

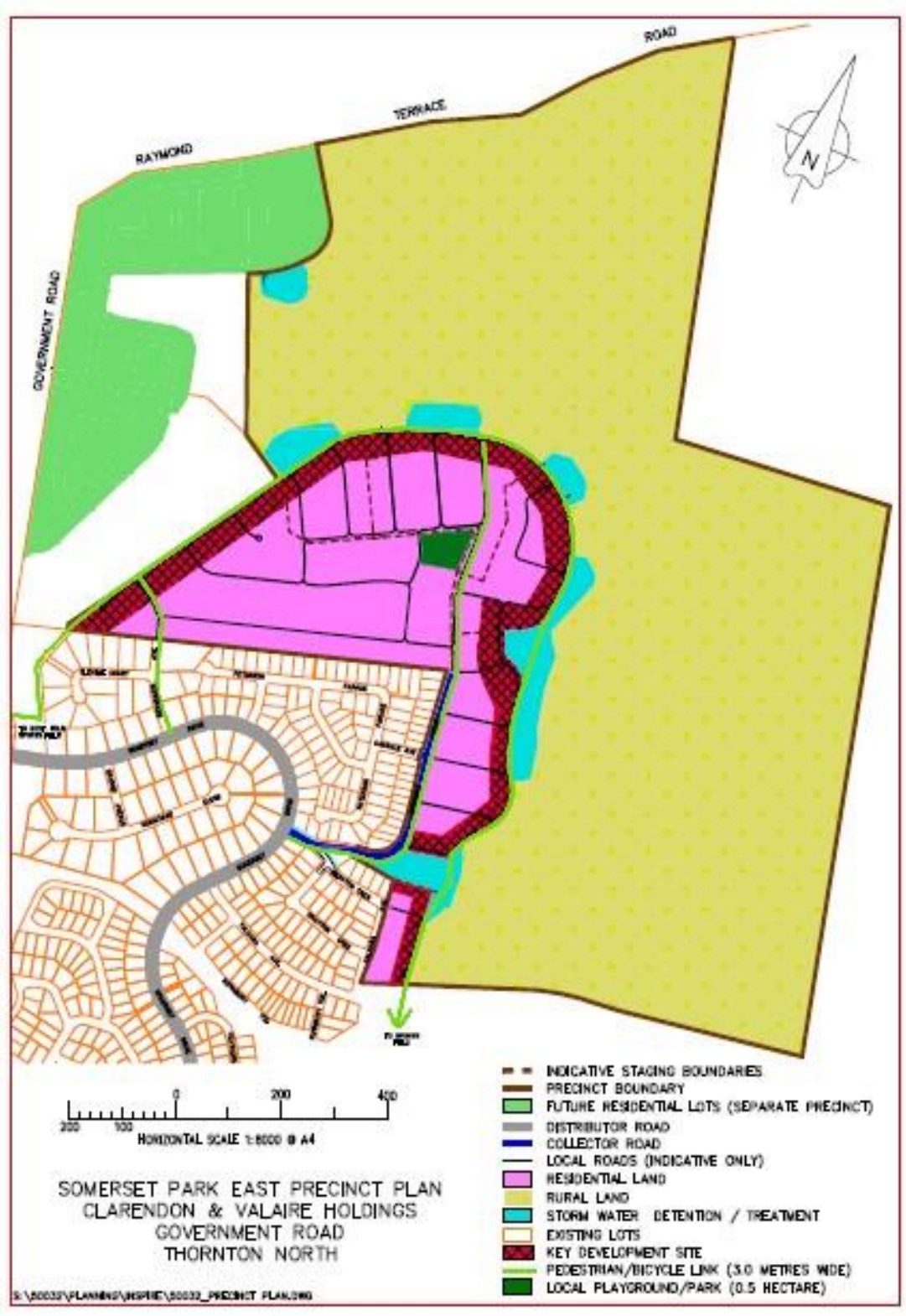



Figure 38: Somerset Park East Precinct Plan.

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The layout, hierarchy and design of major streets within the Precinct should be generally consistent with the Figure 38.
2. Pedestrian paths, cycleways and off-road shared pathways are to be provided within the Precinct to link open space and community facilities and to link to adjoining precincts generally as shown on Figure 38.
3. Medium density and small lot housing should only be provided in locations with high amenity, including land adjoining or adjacent open space and land adjoining or adjacent to a bus route.
4. Subdivision design is to provide for lot frontages addressing streets, reserves, open space and drainage areas. Allotments backing onto reserves, open space and drainage areas are not encouraged. Where this is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour. Fencing shall not form a prominent element in the landscape of this area.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. Development Applications for subdivision will include detailed landscaping plans identifying appropriate street tree species, fencing treatments to adjoining rural properties, and landscape/threshold treatment of key intersections.
2. Landscaping plans shall also show how open space areas and trunk drainage are to be located and landscaped.
3. A Visual and Scenic Impact Assessment is to accompany Development Applications for subdivisions and development that are likely to have a visual impact on the area, and may include proposed ameliorative measures to be incorporated within the development.

## 1.4 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. The network of passive and active recreational areas should be provided generally in accordance with Figure 38.
2. Development applications for subdivision that include areas of passive and active recreational space are to include detailed designs in the overall landscaping strategy.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Development applications for subdivisions are to be accompanied by a Stormwater Management Strategy identifying both quality and quantity controls.
2. Stormwater management facilities such as swales, bio-retention (dry) basins and constructed wetlands are to be positioned and maintained "off-line".

## 1.6 Amelioration of Natural and Environmental Hazards

There are no specific requirements as amelioration of natural and environmental hazards are already controlled by provisions in the Maitland Development Control Plan 2011.

## 1.7 Key Development Sites

*Rural Land Flood Fringe Interface*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A perimeter road (with development on one side only) shall be provided around the edge of the Precinct where it adjoins flood prone land or rural land.
2. A 3.0m wide off-road shared pedestrian/cycle path shall be provided on the lower side of the perimeter road (except in Stage 1 off Yaldara Avenue where it shall be provided on the upper side) to create a continuous pathway linking with existing and proposed pedestrian networks and public open space.
3. Additional landscaping to the perimeter of development fronting the floodplain/rural land and to the proposed water management basins shall be provided to filter views of the new development across the floodplain. Details shall be provided in a landscape plan with any relevant development application.
4. Any fencing of allotments forward of the front building line shall be of an open style of consistent design, material and colour so as to not dominate the landscape and minimise visual impact.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# THORNTON NORTH – CHISHOLM WEST PRECINCT

Adopted by Council on 12/04/2011

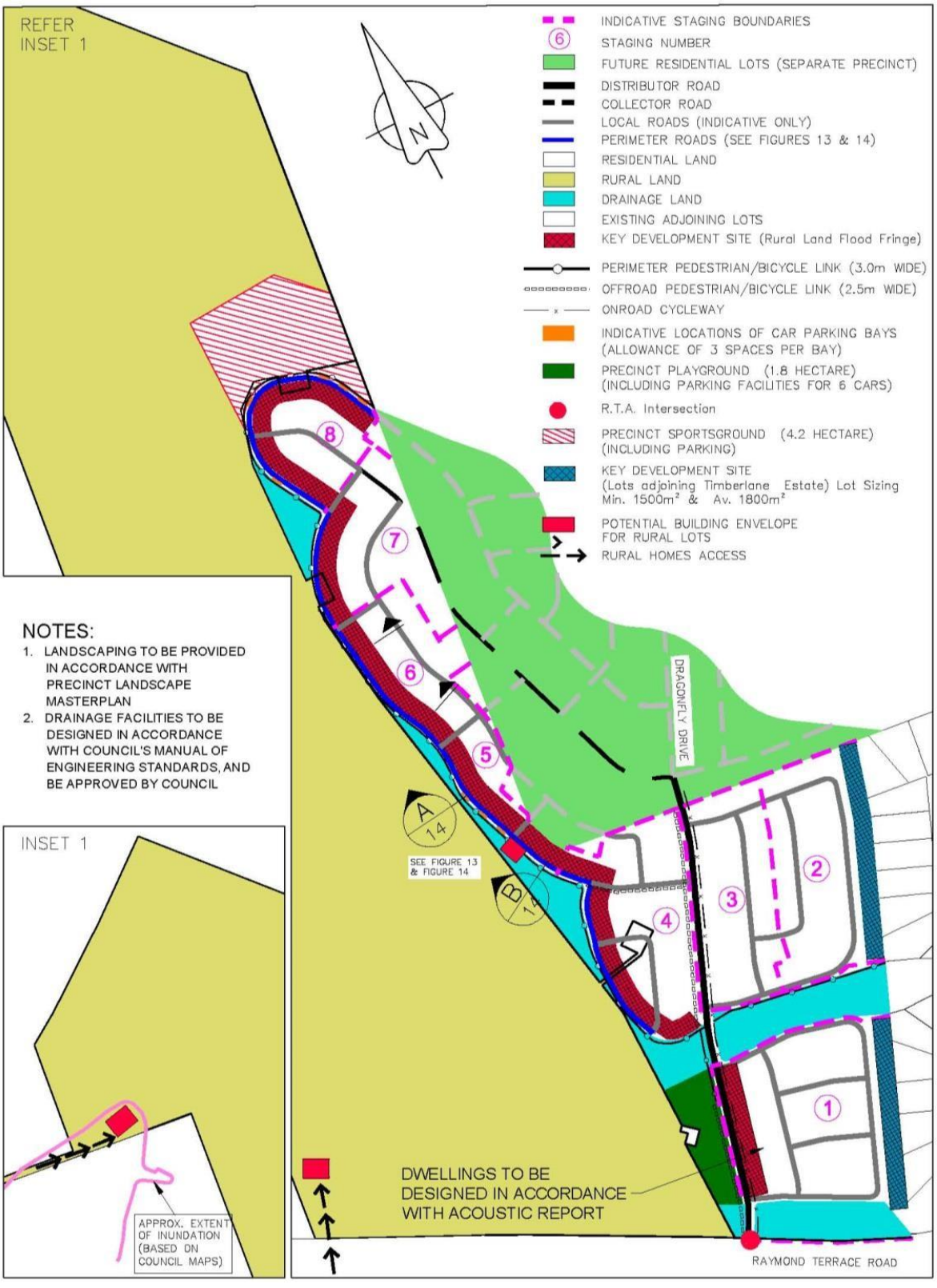



Figure 39: Chisholm West Precinct Plan.

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The layout, hierarchy and design of major streets within the Precinct is to be generally consistent with Figure 39.
2. Adjustments to the location of local roads will be considered as part of the relevant development application where it can be demonstrated they result in improved lot layout and orientation, better integration with adjoining subdivisions and greater regard to the topography.
3. A distributor road shall be provided through the site in the location identified in Figure 39. The road is to have a total minimum width of 23m (4.5m/13m/5.5m) and is to make provision for services, recycled water (within a suitable footway allocation), a 2.5m off-road cycleway on the western side, a 1.5m footpath on the eastern side and an on-road commuter cycleway.
4. A signalised intersection is to be provided at the intersection of Raymond Terrace and the distributor road in accordance with the Thornton North Section 94 Contributions Plan and the requirements of the NSW Roads and Traffic Authority, generally in the location shown on Figure 39.
5. Pedestrian paths, cycleways and off-road shared pathways are to be provided within the Precinct to link the residential areas to the proposed playground and sports field and to link to adjoining precincts generally as shown on Figure 39.

6. Subdivision design is to provide for lot frontages addressing streets, reserves, open space and drainage areas. Allotments backing onto reserves, open space and drainage areas are not encouraged. Where this is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour. Fencing shall not form a prominent element in the visual landscape of this area.
7. Subdivision layout and lot orientation should maximise privacy, private open space areas, solar access and energy efficiency. In this regard, minor streets should generally be aligned east/west, subject to site constraints such as topography.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. Development Applications for subdivision will include a general design of how the open space areas are to be incorporated into the subdivision of the precinct.
2. Landscaping of the drainage land adjacent to Raymond Terrace Road is be undertaken in accordance with the landscape plan for the Chisholm West Precinct.

## 1.4 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. A precinct sportsground at 4.2ha, a precinct playground at 1.8ha and a local playground at 0.5ha are to be provided within this Precinct in accordance with the Thornton North Section 94 Contributions Plan and the general locations identified in the Precinct Plan.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Stormwater Management facilities such as swales, detention basins and constructed wetlands are to be generally provided within the areas identified on Figure 38.
2. Development applications for subdivision are to be accompanied by a Stormwater Management Plan identifying both quantity and quality controls in accordance with Council's Manual of Engineering Standards (MOES).
3. All stormwater facilities are to be dedicated to Council as part of the relevant development application.

## 1.6 Amelioration of Natural and Environmental Hazards

There are no specific requirements as amelioration of natural and environmental hazards are already controlled by provisions in the Maitland Development Control Plan 2011.

## 1.7 Key Development Sites

*Land adjoining Timberlane Estate*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Development of land adjoining Timberlane Estate should be designed and located so as to minimise bulk and scale, thereby maintaining view corridors and minimising any impacts to the existing rural residential amenity.
2. Allotments immediately adjoining the western and northern boundaries of Timberlane Estate must have a minimum lot size of 1500m$^2$ and average minmum of 1800m$^2$. Building restrictions are to be placed on the land titles of the affected properties prohibiting the erection of any dwellings within 15m of boundaries adjoining Timberlane Estate and 5m side boundary setbacks, in order to maintain view corridors and minimise any adverse impacts on the rural/residential amenity.

3. Building envelopes, detailing the required setbacks, are to be specified in any application to subdivide land adjoining Timberlane Estate.
4. Detailed landscaping strategies are to be submitted with all development applications for land adjoining Timberlane Estate, including plantings and fencing. A 5m landscape buffer is to be established and maintained along the adjoining boundary to Timberlane Estate. A restriction is to be placed on the title of affected properties indicating no structures are to be located within this area.
5. Only single story dwellings will be permitted on lots adjoining Timberlane Estate, to maintain view lines and amenity. Appropriate building restrictions are to be placed on the title of each lot.

*Rural Land Flood Fringe Interface*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A perimeter road (with development on one side only) shall be provided around the edge of the Precinct where it adjoins flood prone land, rural or drainage land in accordance with Figure 38 and Figure 40 and Figure 41.
2. A 3.0m wide shared pathway shall be provided on the lower (non-development) side of the perimeter road in accordance with Figures 1 and 2. This pathway is to extend through to the boundary of the Timberlane Estate as shown on Figure 40 and Figure 41.
3. Any fencing of allotments forward of the front building line shall be an open style of consistent design, material and colour so as not to dominate the landscape and minimise visual impact.
4. Landscaping shall be provided along the perimeter road and to development fronting the floodplain/rural land and the proposed water management basins to filter views of the new development across the floodplain.
5. Details shall be provided in the landscape plan submitted with the applicable development application.

*Flood Fringe Rural Allotments*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. The Precinct Plan identifies suitable sites (building envelopes) for future dwellings on large rural allotments, which have been located to maximise views, amenity and effective management of the floodplain.

*Land adjoining Raymond Terrace Road and Main Northern Railway*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A 10m wide landscape buffer is to be provided within the drainage reserve adjoining Raymond Terrace Road and shall include a combination of earth mounding, acoustic fencing and vegetation. Plans showing details of this treatment are to be submitted with any development application to subdivide Stage 1 of this Precinct.
2. Residential subdivision and associated development is to be designed so as to comply with the relevant standards and criteria for noise and vibration.
3. An acoustic report is to be submitted with any development application for the subdivision of land adjacent to Raymond Terrace Road detailing the necessary measures to mitigate the impact of noise from Raymond Terrace Road and the Main Northern Railway line.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

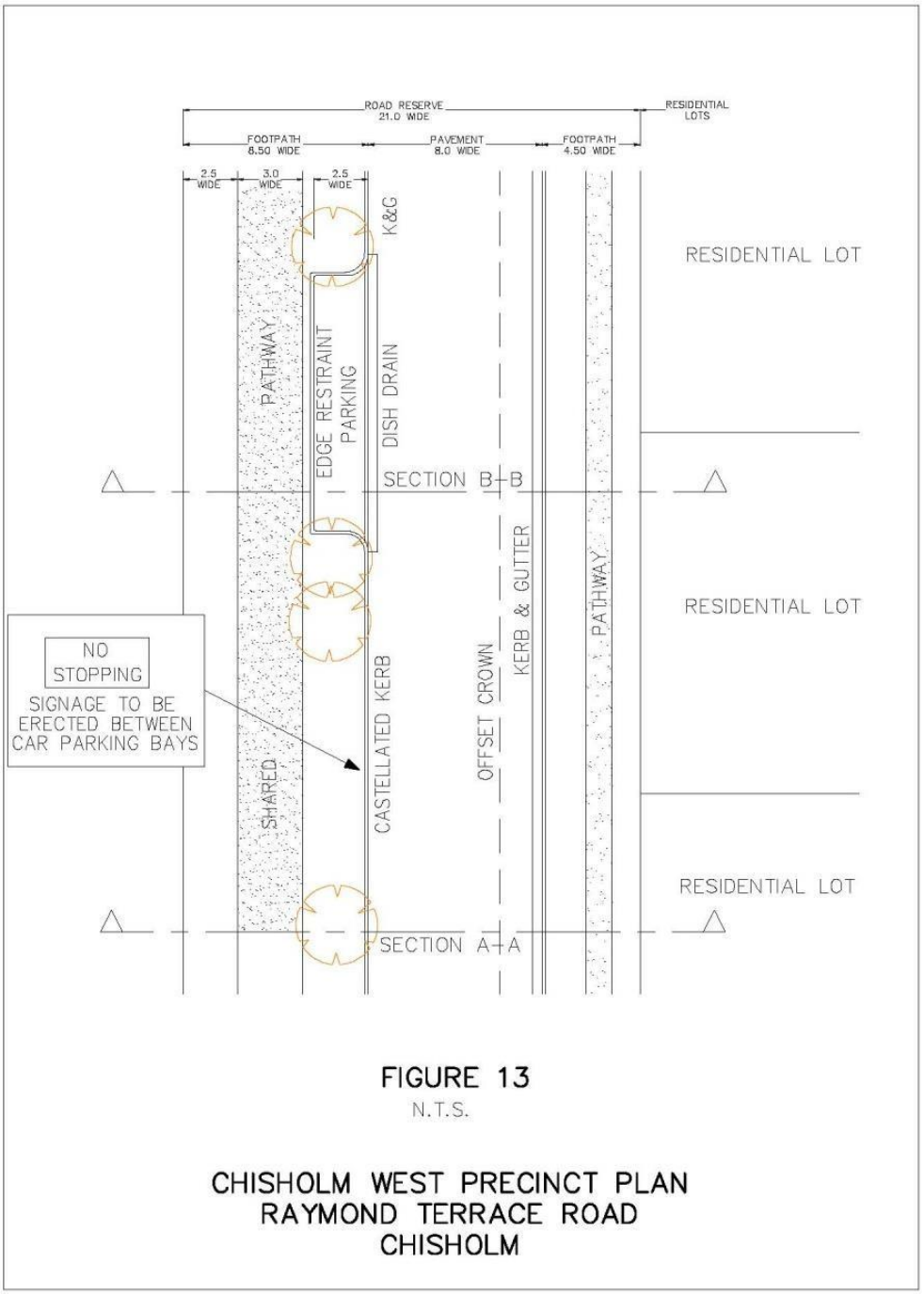
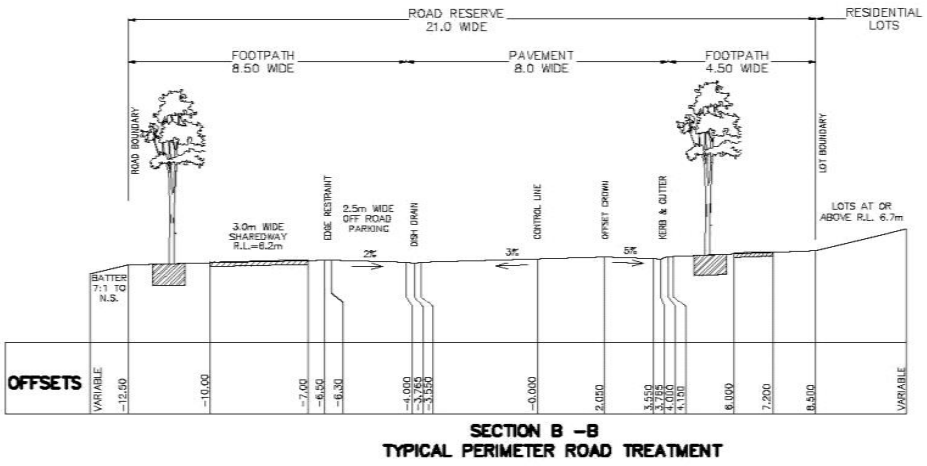
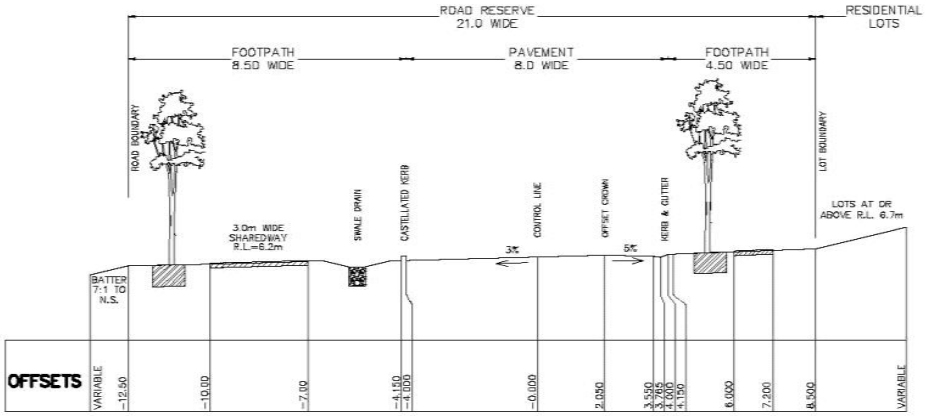



Figure 40: Chisholm West Precinct Plan - Raymond Terrace Road.




**SECTION B –B**
**TYPICAL PERIMETER ROAD TREATMENT**




**SECTION A –A**
**TYPICAL PERIMETER ROAD TREATMENT**

FIGURE 14
N.T.S.

CHISHOLM WEST PRECINCT PLAN
RAYMOND TERRACE ROAD
CHISHOLM

Figu

Figure 41: Chisholm West Precinct Plan - Raymond Terrace Road.

# WATERFORD COUNTY NORTH PRECINCT

Adopted by Council on 11/09/2018

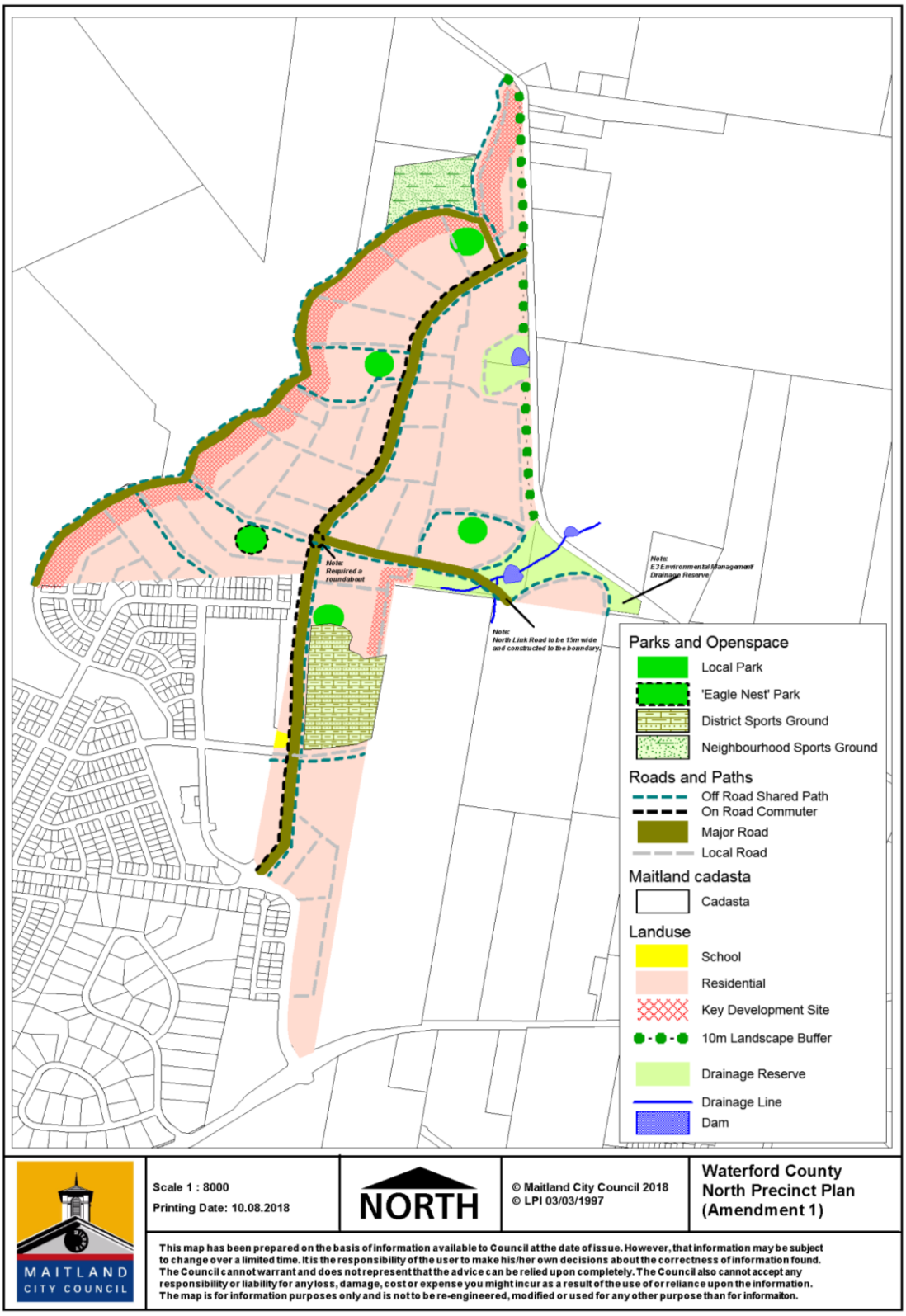



Figure 42: Waterford County North Precinct Plan.

# 1. Development Requirements

All development applications shall demonstrate overall consistency with the precinct plan and the following specific requirements.

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staging plan, where the development is intended to be released sequentially.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The layout, hierarchy and design of major streets within the precinct should be generally consistent with the precinct plan and Figure 43.
2. Pedestrian paths, cycle ways and off-road shared pathways are to be provided within the precinct generally as shown on the precinct plan. The pedestrian and cycle network should link the Chisholm local activity centre with open space and community facilities and link to adjoining precincts.
3. Subdivision design is to provide for lot frontages addressing streets, reserves, open space and drainage areas. Allotments backing onto reserves, open space, environmental land and drainage areas are discouraged. Where this is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour. Fencing shall not form a prominent element in the landscape of this area.

4. Suitable transport access and connectivity within the site and to adjoining areas shall be maintained at all times for motor vehicles, pedestrians, cyclists and public transport providers.
5. The transport movement hierarchy shall identify bus transport routes within the precinct.
6. North Link Road to be 15m wide and constructed to the boundary.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. The overall landscaping strategy within the precinct should be generally consistent with the precinct plan.
2. A 10m wide landscaped buffer is to be provided within the rear of properties adjoining McFarlanes Road (refer to Figure 44). Existing mature trees within the buffer to be retained, where possible.
3. The respective landscaped buffer adjoining the McFarlane Road is to wholly within the affected allotments, with the maintenance of the landscape buffer being the responsibility of the individual owners of the respective allotments. Covenants are to be placed on affected land ensuring ongoing preservation and maintenance of the approved landscaping and fencing treatments on all lots that adjoin McFarlanes Road.
4. Fencing of allotments along the boundary of McFarlanes Road shall use consistent materials and colour and be landscaped both forward and behind the fence (refer to Figure 45). Fencing not required where the boundary coincides with a proposed drainage reserve.
5. Side boundary fencing located within the landscaped buffer is to be similar to McFarlanes Road's boundary fencing treatment.
6. Private maintenance gates are to be provided in the boundary fence within each of the proposed lots that adjoin McFarlanes Road.
7. Development applications for subdivision will include detailed landscaping plans that:
    - identify appropriate street tree species;
    - illustrate fencing treatments to adjoining rural properties;

- illustrate landscape/threshold treatment of key intersections;
- demonstrate how open space areas and trunk drainage are to be located and landscaped; and
- demonstrate how existing mature trees are retained and protected in the landscape.

8. Existing significant mature trees should be retained, where possible.

## 1.4 Passive & Active Recreational Areas

Objectives

1. Neighbourhoods have conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. Development applications for subdivision that include areas of passive and active recreational space as identified in the precinct plan are to include detailed designs in the overall landscaping strategy.
2. The “Eagle Nest” local park is to be developed for passive open space recreational purposes. A landscape plan is to be developed showing enhancement of the area with local tree species.

## 1.5 Stormwater & Water Quality Management Controls

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Development applications for subdivision will be accompanied by a stormwater management plan identifying both quantity and quality controls.

## 1.6 Amelioration of Natural & Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from incompatible land uses, including road and rail corridors and extractive industries.

Development controls

1. Subdivision design and lot layout must ensure that any future dwelling will not be adversely affected by noise, dust or vibration from activities generated by the adjoining quarry operations. Development applications for dwellings are to address mitigating measures where appropriate.
2. Development Applications shall include subdivision designs that consider the bushfire risk in the locality, in accordance with the NSW Rural Fire Service guidelines current at that time. Submission of a bushfire risk assessment will be a minimum requirement for any development application involving bushfire prone land within the plan.
3. Subdivision design shall ensure that Asset Protection Zones (APZs) are contained wholly within the boundaries of residential allotments (and perimeter roads where considered safe and practical), and do not extent into environmentally zoned where clearing would be required.
4. Development adjoining the E3 Environmental Management zone must be designed and planned to ensure any Asset Protection Zones and the like are not required or needed in the E3 zone.
5. Development Applications will need to investigate soil salinity levels, soil structure/ stability and Acid Sulphate Soils as part of geotechnical investigations associated with the site.

## 1.7 Key Development Sites

Key development sites are to be located generally in accordance with the precinct plan.

*Flood Fringe/Rural and Environmental Zoned Land Interface*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A perimeter road (with development on one side only) shall be provided around the edge of the precinct where it adjoins flood prone land or rural land.
2. A 3.0m wide off-road shared pedestrian/cycle path shall be provided on the lower side of the perimeter road to create a continuous pathway linking with existing and proposed networks and public open space.
3. Additional landscaping to the perimeter of development fronting the floodplain/rural land and to the proposed water management basins shall be provided to filter views of the new development across the floodplain. Details shall be provided in a landscape plan with any relevant development applications.
4. Any fencing of allotments forward of the front building line shall be of an open style of consistent design, material and colour so as to not dominate the landscape and minimise visual impact.

*Clay Quarry Site Interface*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. An impact assessment shall be undertaken by a suitably qualified consultant to assess the impact of the quarry and associated activities on the precinct. Any mitigation measures necessary to address noise, vibration and dust impacts on the precinct must be incorporated in any development application and apply to affected development.

## 1.8 Residential Densities

Objectives

1. To encourage higher density living around transport, open space and service nodes.

Development controls

1. Any dual occupancy, medium density or integrated housing developments within the precinct are encouraged to be located and designed around areas of high amenity, being sites adjacent to open space, water bodies and bus routes.

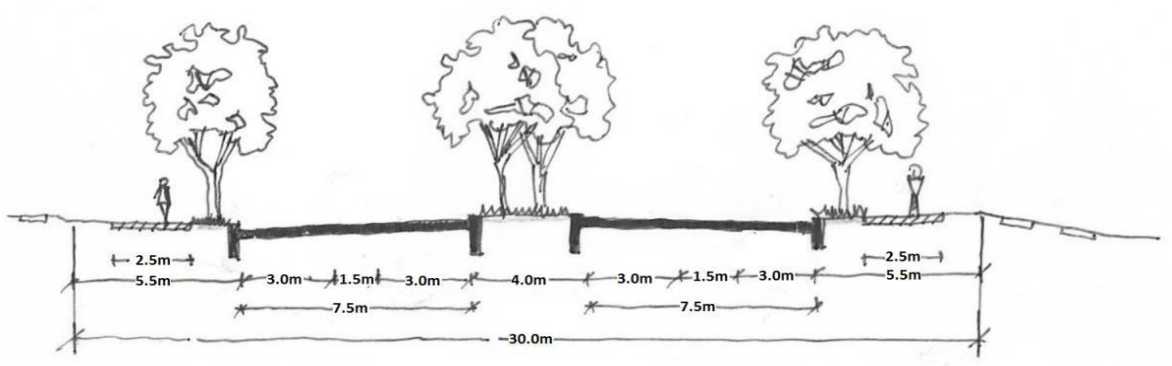
## 1.9 Flora and Fauna

Objectives

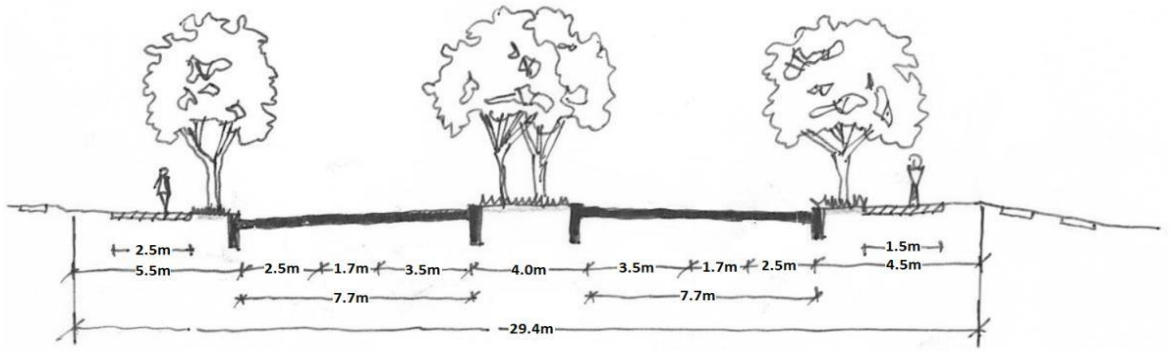
1. To provide for the management and enhancement of vegetation, habitat and associated fauna.

Development controls

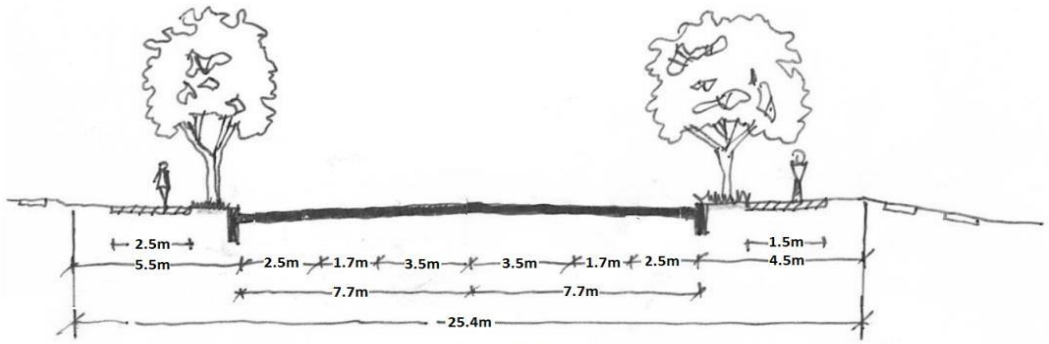
1. Development Applications are to include a detailed assessment of the flora and fauna characteristics of the site prepared by a suitably qualified ecologist. Such an assessment shall consider retention of hollow bearing trees, where practicable.
2. Riparian buffers shall be maintained around identified watercourses, in accordance with relevant NSW Office of Water guidelines pertaining to minimum buffer widths.



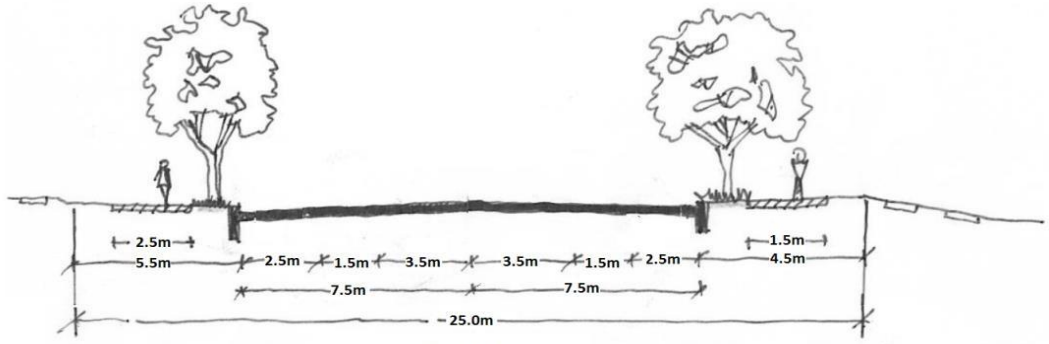

SETTLER BOULEVARD
(RAYMOND TERRACE RD TO ROUNDABOUT)
SUB-ARTERIAL WITH MEDIAN




SETTLER BOULEVARD
(ROUNDABOUT TO DRAGON FLY DRIVE)
SUB-ARTERIAL WITH MEDIAN




SETTLER BOULEVARD
(DRAGONFLY DRIVE TO NORTH LINK ROAD)
SUB-ARTERIAL




SETTLER BOULEVARD
(NORTH LINK ROAD TO McFARLANES ROAD)
DISTRIBUTER - PRIMARY

Figure 43: Settlers Boulevard Cross sections.

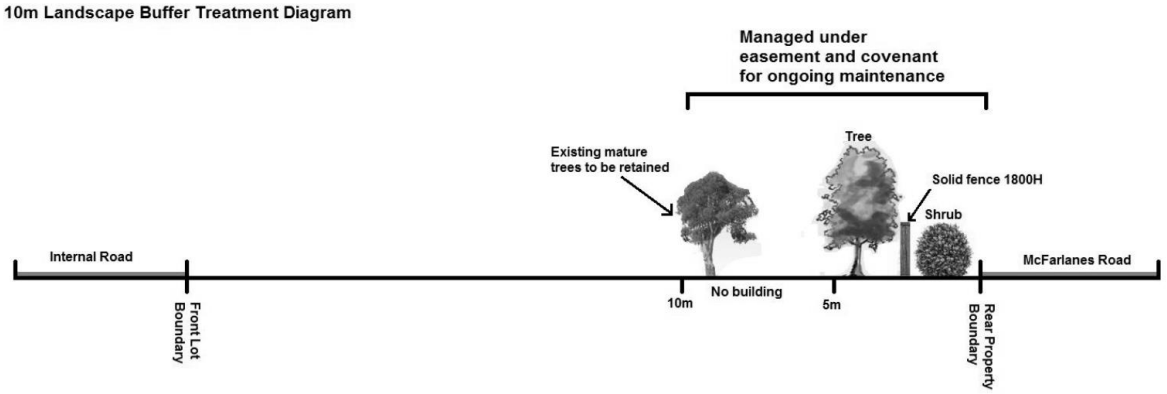



Figure 44: 10m Landscape Buffer Treatment (McFarlanes Road)

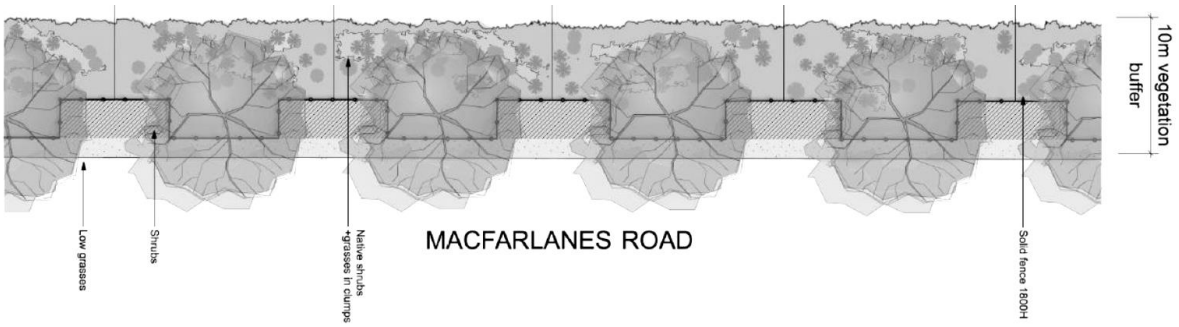



Figure 45: Boundary Fencing Treatment (McFarlanes Road)

# RAYMOND TERRACE ROAD - EASTERN PRECINCT PLAN

Adopted by Council 26 May 2015

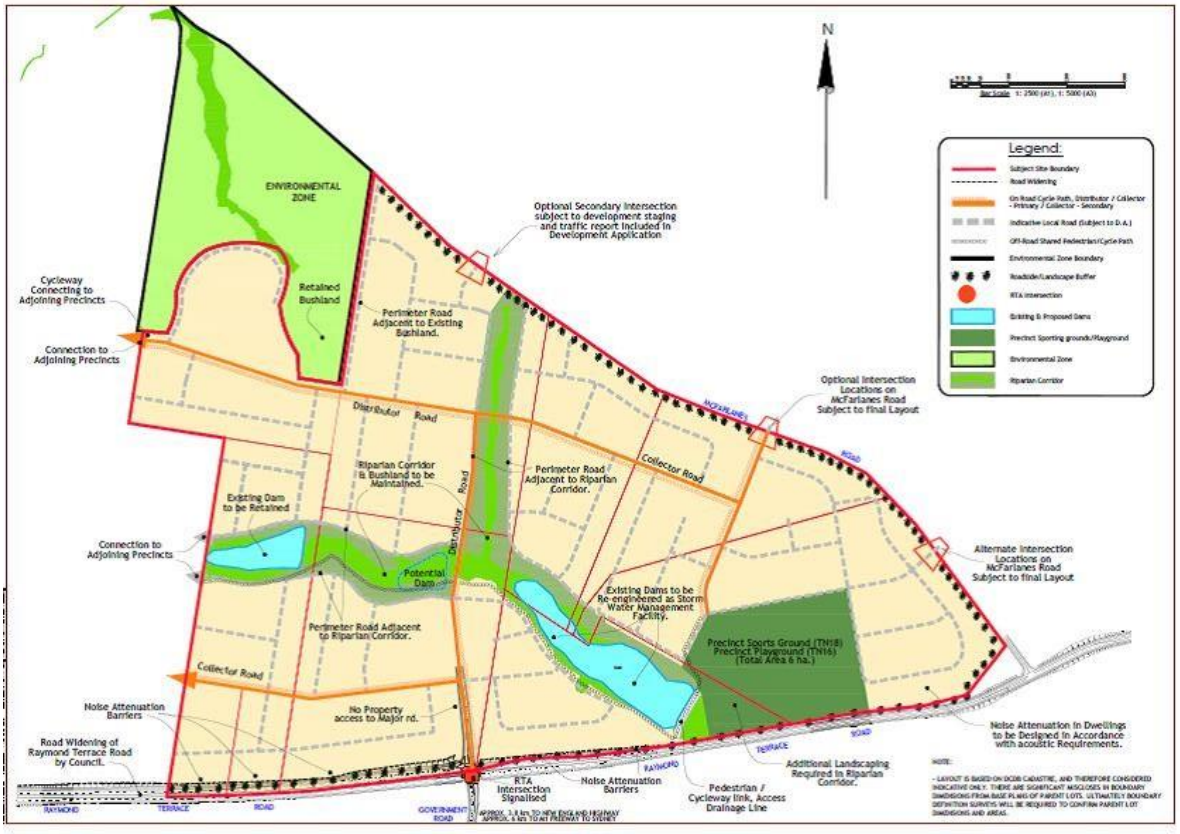



Figure 46: Raymond Terrace Road - Eastern Precinct Plan.

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.

2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The layout, hierarchy and design of major streets within the precinct should be generally consistent with Figure 46.
2. Adjustments to the location of local roads will be considered as part of the relevant development application where it can be demonstrated they result in improved lot layout and orientation, better integration with adjoining subdivisions and greater regard for the natural environment.
3. Pedestrian paths, cycleways and off-road shared pathways are to be provided within the Precinct to link the residential areas to proposed playground and sports field and to link to adjoining precincts generally as shown on Figure 46.
4. A distributor road shall be provided through the site in the location identified on Figure 46.
5. A perimeter road incorporating pedestrian and cycle facilities provided adjacent to the edge of the riparian corridors, E3 Environmental Management zone and open space in accordance with Figure 46.
6. A signalised intersection is to be provided at the intersection of Raymond Terrace Road, Government Road and the distributor road in accordance with the Thornton North S.94 Plan.
7. Subdivision design is to provide for lot frontages addressing streets, reserves, open space and drainage land. Allotments backing onto reserves, open space and drainage land are not encouraged

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To establish an attractive visual appearance to the development by street tree planting and providing additional landscaping in public areas.
3. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
4. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.
5. To provide landscaped buffers around the site perimeter adjoining major roads.
6. To provide a quality landscaped gateway to this part of the Thornton North Release Area.

7. To retain appropriate riparian corridors and integrate them with open space.

Development controls

1. Landscaping shall be provided generally in accordance with Figure 46.
2. A detailed landscape strategy is to be provided to address key entry points to the development, buffer areas, drainage and open space areas.
3. A vegetation management plan is to be developed for the riparian corridors detailing management and enhancement of vegetation communities and habitat.
4. The vegetation management plan is to specifically address feed tree species associated with the squirrel glider habitat and include a "nest box" program.

## 1.4 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. The network of passive and active recreational areas should be provided generally in accordance with Figure 46.
2. A neighbourhood sportsground, a neighbourhood playground, and community facilities building are to be provided within the East Precinct in accordance with the Thornton North S.94 Plan and general locations identified in Figure 46.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.
4. To provide a coordinated stormwater management system for the whole of the precinct.

Development controls

1. Development applications for subdivisions are to be accompanied by a stormwater management strategy identifying both quality and quantity controls in accordance with Council's MOES and to address timing of construction.
2. Stormwater management facilities such as swales, detention basins and constructed wetlands are to be provided as necessary within areas designated as drainage land on Figure 46.
3. All stormwater facilities are to be dedicated to Council as part of the subdivision process.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from road traffic associated with Raymond Terrace Road.

Development controls

1. Residential subdivision and associated development is to be designed so as to comply with the relevant standards and criteria for noise and vibration.
2. A 10m wide landscape buffer is to be provided within the rear of properties adjoining Raymond Terrace Road and shall include a combination of earth mounding, acoustic fencing and vegetation. Details are to be submitted with any DA for subdivision of the land. Covenants are to be placed on affected land ensuring ongoing maintenance of the required landscaping and associated structures.
3. Individual developments adjacent to Raymond Terrace Road will require an acoustic report for the development of the land that identifies detailed requirements for noise attenuation, including earth mounding, fencing and building controls.
4. Development on bushfire prone land shall be assessed and designed in accordance with the NSW RFS Planning for Bushfire Protection (2006) guidelines.
5. Land within the flood planning area shall address clause 7.3 of the Maitland Local Environmental Plan 2011.
6. All development applications shall demonstrate compliance with the requirements of SEPP 55 - Remediation of Land.

## 1.7 Key Development Sites

*Raymond Terrace Road/Government Road Intersection Entry*

Objectives

1. Detailed urban design controls are provided for significant development sites.
2. To ensure that development does not result in significant detrimental visual impact at a key gateway to the Thornton North release area.

Development controls

1. The 10-metre wide landscape buffer required for lots adjoining Raymond Terrace Road shall be contained wholly within the affected lots and details shall be provided in a landscape plan with any development application. Where a supporting acoustic report for the development of the land identifies a requirement for noise attenuation, this is generally to include a combination of earth mounding and fencing with details to be provided in landscape plan.
2. Fencing of allotments along the boundary of Raymond Terrace Road, shall be of consistent materials and colour and shall form an integral part of the landscape plan provided with any development application. Fencing should not be a prominent element in the landscape along the road corridor.
3. Landscaping is to integrate with proposed open space and community facilities to be provided on both sides of the entry road.

*E3 Environmental Management Zone Land*

Objectives

1. Detailed urban design controls are provided for significant development sites.
2. To provide for the management and enhancement of vegetation, habitat and associated fauna.

Development controls

1. A vegetation management plan is to be development and approved for the E3 zone detailing maintenance and enhancement of the existing vegetation community on site.
2. Such a plan shall incorporate mechanisms to support and improve the squirrel glider population of the area in association with any use of the land.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# CHISHOLM NEIGHBOURHOOD CENTRE

Adopted by Council 28 February 2017

Located within one of Maitland's newest residential neighbourhoods, the Chisholm Neighbourhood Centre is important to contribute to the development of a sustainable community. The Chisholm Neighbourhood Centre will provide for the convenience needs of the Thornton North Urban Release Area.

The centre is located on the street block bound by the following existing and proposed roads:

- Settlers Boulevard Extension.
- Proposed Driveway (unnamed).
- Tigerhawk Drive.
- Heritage Drive.

The centre's central location will enhance accessibility supported by public transport, an adequate road network and safe, pleasant pedestrian and cycleway links. The centre will provide a central place where residents can meet and connect will foster a strong sense of place. The centre will help defined the character and identify of the suburb and urban release area.

***Guiding design principles***

The following guiding principles will inform the future design of the neighbourhood centre:

- Spaciousness, reflective of local/regional character.
- Accessibility and convenience.
- Innovative architecture and an urban design which integrates with the master planned nature of the Precinct.
- Creation of a distinctive sense of place reflective of its topography, outlook and enhances the Centre's relationship to neighbouring land uses.

## 1. Development Requirements

### 1.1 Staging

Objectives

1. A new planned neighbourhood centre is created to support the growing residential population of the Thornton Urban Release Area by providing a range of convenience based retail facilities and other complementary land uses.
2. The development staging is to be responsive to market demands and reflective of the growing population and needs of the Chisholm Release Area.

Development controls

1. The precinct should be staged generally in accordance with Figure 48: Chisholm Neighbourhood Centre Stage 1 Plan.
2. A full line supermarket and other core retail uses are to be provided in Stage 1 of the neighbourhood centre.
3. The proposed town square is to be developed within the stage 1 of the neighbourhood centre.
4. The surrounding street network and centre interface is to facilitate bus access with the proposed bus set down area on Tigerhawk Drive to be provided as part of Stage 1.

## 1.2 Economic Impact Assessment

Objectives

1. The centre will grow and evolve in a sustainable manner that reflects the needs and demands of the population, whilst respecting the Centre's role in Council's adopted centres hierarchy.
2. Thornton and Chisholm centres remain viable.

Development Controls

1. An Economic Impact Assessment (EIA) shall be submitted with the development application for each stage of the Chisholm Neighbourhood Centre.
2. The EIA shall consider the potential mix of retail and commercial offerings and the scale of any to ensure the continued viability of both the Thornton and Chisholm centres.

## 1.3 Transport and Movement

Objectives

1. A simple and safe movement system for private vehicles, public transport, pedestrians and cyclists is achieved.
2. Centres are conveniently located and easily accessible by private vehicles, public transport, pedestrians and cyclists.
3. The release of urban land and necessary infrastructure is logically sequenced.
4. Excellent connectivity and integration between the neighbourhood centre and the Thornton North Urban Release Area is achieved.
5. Pedestrian and cycle routes connect the neighbourhood centre to the surrounding residential neighbourhood and local features such as the primary school; open spaces and community uses.
6. Good connectivity with public transport is provided.
7. Connections are logical and well defined.

Development controls

1. The link between the Investa and Waterford estates via Harvest Boulevard and Dragonfly Drive shall be completed prior to the issue of an occupation certificate for development in the neighbourhood centre.
2. The development application for stage 1 shall include a Traffic Impact Assessment and Access Strategy prepared by a suitably qualified consultant.
3. The Traffic Impact Assessment and Access Strategy shall consider the full development scenario of the centre.
4. This assessment is to include details relating to the overall traffic and pedestrian management, access to parking areas, pedestrian access provisions, assessment of the proposed car parking designs and traffic generation including an assessment on the surrounding road network and key intersections.
5. The intersection of Tigerhawk and Heritage Drives shall be upgraded to cater for pedestrian safety, bus and heavy vehicles and traffic movements. Traffic lights are envisaged for this intersection.
6. Pedestrian linkages shall be provided in every direction.
7. The assessment shall consider the safety and functionality of the pedestrian focal point and the public and school bus services that will congregate on Tigerhawk Drive.
8. Development applications are to include a shared path connectivity plan linking all external paths to the entry point of the development.
9. Regrade of the kerb return and verge on the Heritage Tigerhawk Drives intersection to provide adequate longitudinal and transverse cross falls.
10. Development applications are to include details of recommended regulatory signage for existing and proposed roads. i.e. parking controls, loading zones, bus and taxi zones, etc
11. Street lighting shall be planned (lighting categories), designed and implemented to relevant Australian standards for vehicle and pedestrian networks (including pedestrian crossings).
12. Driveway entry points on Settlers Boulevarde and Tigerhawk Drive shall be left-in/left-out with concrete median separation on the centreline.
13. A pedestrian/Access assessment shall be submitted with development applications for connectivity into the site.
14. Pedestrian/cycle refuges, or greater, shall be provided on public roads including a central connection across Heritage Drive to the Riparian Corridor.
15. Internal taxi and mini bus pickup at front of shop entry.
16. Internal pedestrian network and bicycle racks /facilities shall be provided.

## 1.4 Overall Landscaping Strategy

There are no specific requirements as landscaping is already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Passive and Active Recreation Areas

Objectives

1. The neighbourhood centre is the focal point for community.

Development Controls

1. An urban design masterplan shall be submitted with the development at Stage 1 of centre.
2. The masterplan shall provide opportunities for;
    - An informal meeting place that can be used by local residents and parents of children attending nearby local schools and child care centres.
    - Formal and informal outdoor seating areas.
    - Outdoor dining.
    - A space for activities which support the local community such as charity fundraising stalls, donation tables etc.
    - Landscaping and design features which encourages use and activity throughout the day and in to the evening, including safe areas for children to play whilst being supervised from adjacent outdoor seating areas.

## 1.6 Stormwater and Water Quality Management

There are no specific requirements as provision of stormwater and water quality is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.7 Amelioration of Natural and Environmental Hazards

There are no specific requirements as amelioration of natural and environmental hazards is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.8 Key Development Sites

There are no specific requirements as key development sites is already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.9 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.10 Neighbourhood Commercial and Retail Uses

*Building design*

Objectives

1. The design of the centre (including the height of buildings) should respond to the existing topography and capture important local views including views to adjacent open space.

2. The centre should be scaled to positively contribute to the surrounding neighbourhood and open space areas.
3. Buildings are sited and designed in a manner that present a unified, coherent appearance that integrates with its context and takes advantage of its physical attributes.
4. Visually interesting, harmonious roof scapes and skylines are provided.
5. Roofs are used for recreation where practical and desirable.
6. A positive sense of space, safety and openness is created in the public domain.
7. Building security is achieved without compromising the streetscape.

Development controls

1. Where more than 2-storeys are proposed, the third and higher storeys are setback further by a minimum of 3.0m.
2. Variations in roof form including the use of skillions, gables and hips are to be provided in the development or between developments.
3. Flat roofs shall be avoided unless they are behind a parapet.
4. Lift over-runs and service plant shall be concealed within roof structures.
5. All roof plant is to be represented on plans and elevations.
6. Outdoor recreation areas on flat roofs shall be landscaped and incorporate shade structures and wind screens to encourage use.
7. Security grills (for e.g. roll-up doors) shall be avoided.
8. If installed, security grilles shall be provided within the building, behind the glazing and be constructed of material that allows the interior to be visible.

*Setbacks*

Objectives

1. The established character of the street is reinforced.
2. The existing rhythm of the street and its built form is maintained.
3. The development provides adequate pedestrian areas and integrates into the adjoining sites.
4. A consistent streetscape is achieved.
5. Structures and queues do not impede pedestrian movement.
6. Any ramps are to be integrated into the overall building and landscape design.

Development controls

1. Development along identified active streets must be built-to-boundary.
2. In all other cases, building shall be setback within 20% of the average of the adjoining buildings.
3. All pedestrian paved areas along an active street are to have a minimum paved width of 3.5m.
4. The 3.5m paved setback:
   - is clear and accessible for pedestrians for its entire length and width;
   - is clear of columns (other than awning posts where provided) and other obstructions;

- may include outdoor dining where a minimum footway clearance width of:
- 1.8m for high volume pedestrian areas; or
- 1.5m in all other circumstances; is maintained.
- has a pavement matching the gradient of the adjoining footpath and connects to pedestrian areas on neighbouring sites; and
- connects without any lip or step to adjoining footpaths or abutting pedestrian areas on neighbouring sites.

5. Pavements, furniture and landscaping are to be designed in accordance the Council's requirements or in consultation with Council's Executive Manager Appearance and Infrastructure.
6. Steps, escalators, ramps or lifts are not located within the 3.5m paved, pedestrian area.
7. Any automatic teller machine:
   - is inset 1.5m into the building line;
   - is well illuminated at all times.
8. Ramps are constructed and finished with materials that are similar or complementary to those used on the building or in the street.

*Active Frontages*

Objectives

1. Active uses are provided along identified frontages.
2. Uses that attract pedestrian traffic along certain ground floor street frontages are promoted.
3. A vibrant and safe public domain is provided.
4. Direct contact (visual and physical) between the street and the interior of a building is achieved.

Development controls

1. Active frontages shall consist of one or more of the following:
   - A shop front.
   - Commercial and residential lobbies.
   - Café or restaurant.
   - Public building if accompanied by an entry from the street.
2. A minimum of 80% of the ground floor level front facade shall be clear glazed.
3. The reflexivity index for glass shall not exceed 20%.
4. Restaurants and cafés shall provide openable shop fronts (for e.g. bi-fold doors) where practical to the public domain.
5. Colonnade structures (refer Figure 3) shall not be used unless it is demonstrated that the design:
   - would not restrict visibility into the shop or commercial premises; and
   - not limit natural daylight along footpaths; and
   - does not create opportunities for concealment.

*Arcades*

Objectives

1. Connections to enhance the pedestrian network and to link between shopping areas, public spaces and car parking are provided.
2. Parking at the rear of the development is encouraged by providing good permeability to the front of the site.
3. Activity within arcades is encouraged.

Development controls

1. Arcades are to:
   - Be obvious and direct through-ways for pedestrians.
   - Have a minimum width of 3m clear of all obstructions unless it includes arcade dining where a minimum footway clearance width of 1.8m for high volume pedestrian areas or 1.5m in all other circumstances; is maintained.
   - Be accessible to the public for the duration of activity in the centre.
   - Where practical, have access to natural light for part of their length and at openings at each end.
   - Have clear glazed entry doors at least 50% of the entrance, where the arcade is air- conditioned.
   - Have signage at the entry indicating public accessibility and to where the arcade leads.
   - Have clear sight lines and no opportunities for concealment.
   - Where arcades or internalised shopping malls are proposed, those shops at the entrance shall have direct pedestrian access to the street.

*Awnings*

Objectives

1. Weather protection is provided along key streets.
2. A consistent and complementary streetscape is maintained.
3. Active streets are well lit at all times.
4. Awnings are structurally sound.

Development controls

1. Continuous shelter from the weather is to be provided for the full extent of the active street frontage.
2. Awnings shall be horizontal or near horizontal (maximum pitch of 10%).
3. Awnings heights shall be no less than 2.7m high at any point measured above the existing ground level.
4. A minimum awning width of 2.5m-3.0m is required unless this cannot be achieved because of narrow pavements and street tree planting, traffic signals, traffic signage or utility poles.
5. New awnings shall be set back a minimum of 450mm from the kerb line.

6. Awnings along sloping streets shall step down in horizontal steps (a maximum of 700mm per step) to follow the slope of the street.
7. All contiguous awnings shall be of consistent height and depth and of complementary design and materials.
8. Awnings and/or canopies shall be provided elsewhere to define public entrances to buildings, including residential flat buildings.
9. Awnings shall wrap around street corners and contribute to the articulation and focal design of corner buildings.
10. New awning fascias have a vertical depth not greater than the average of the vertical depths of the immediately adjoining awning fascias or, if there are no adjoining awning fascias, 350mm.
11. Under awning lighting shall comply with AS/NZS1158 - Lighting for roads and public spaces.
12. Awnings are to be designed and certified by a professional engineer.

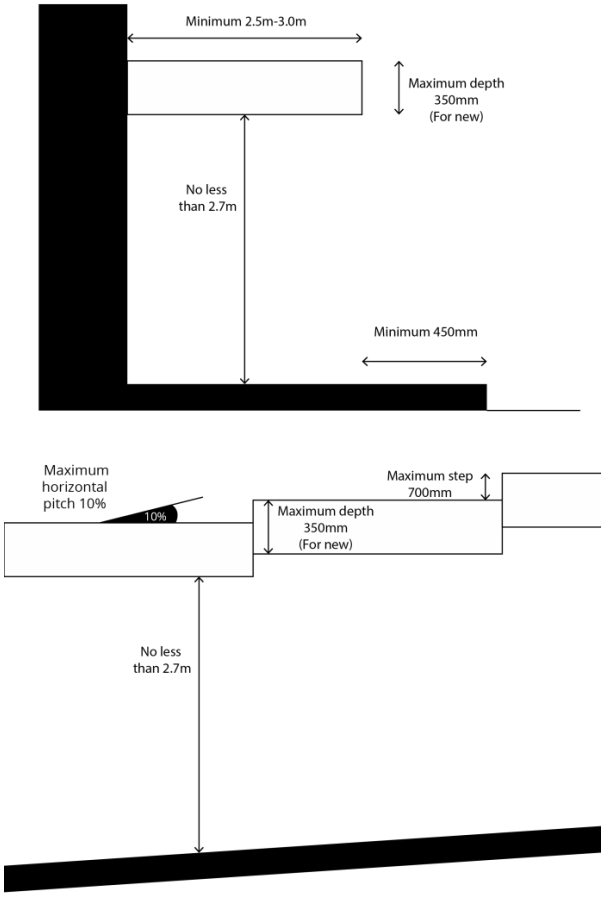



Figure 47: Awning details.

*Gateway, corner and landmark sites*

Objectives

1. An innovative architectural style is achieved with building heights that emphasise prominent corners of the development to promote a unique sense of identity for the centre.

Development controls

1. The design of buildings on corner sites or at the ends of business or commercial zones shall emphasise the importance of the corner as a focal point.
2. Corner sites or at the ends of business or commercial zones shall be constructed to boundary with no car parking or servicing between the street boundary and the building.
3. Corner buildings shall include design devices such as:
   - Increased wall heights;
   - Splayed corner details;
   - Expression of junction of building planes;
   - contrasting building materials; and
   - other architectural features;
   - to reinforce the prominence and distinctiveness of the building.
4. Shopfronts shall wrap around corners and entrances located centrally to the corner.
5. The tallest portion of the building shall be on the corner.

*Pedestrian Entries and Access*

Objectives

1. Equity for all street users is provided.
2. Pedestrian and vehicle access ways are separated where possible and visually distinguishable.
3. Conflict between pedestrians and vehicles is minimised during the day and at night.
4. The design of buildings and spaces shall promote legibility to help users find their way.
5. Walking and cycling is encouraged.
6. Secure and convenient parking is provided for bicycles.

Development controls

1. The development complies with AS1428 - Design for Access and Mobility.
2. Pedestrian and vehicle movement areas are separated and defined by changes in pavement material, levels, lining or tactile treatments.
3. Parking areas are illuminated (naturally and/or artificially) during the time period the centre is open.
4. Signage is provided at the entries to the development detailing the services available within the centre and where they are located.
5. Signage to key public spaces accessible from the centre such as car parks, food courts shall be provided within the centre.
6. Signage to key facilities such as rest rooms, centre management, baby change rooms shall be provided within the centre.
7. Secure and convenient parking/storing for bicycles is provided close to the entrance of the development and with good surveillance.

*Parking, loading and servicing*

Objectives

1. Parking, loading and servicing areas are provided that are functional, safe and do not dominate the site or streetscape.
2. Vehicular conflicts are minimised through the separation of delivery vehicle access from the main public spaces and car park areas.
3. Servicing areas are appropriately screened to minimise amenity impacts on nearby sensitive land uses.
4. The established structure of town centre streetscapes is maintained.
5. Car parking provision does not undermine an existing streetscape.

Development controls

1. Car parking provision shall be in accordance with the provisions of C.11 of this development control plan.
2. Garage doors and loading docks shall be located at the rear of development, so that they are not a dominant element in the overall presentation of the development to key streets.
3. Signage shall be provided to direct visitors to the centre and to car parking areas.
4. Rear or internalised car parks shall be designed and constructed in a manner which enables future expansion and connection with potential future car parks in neighbouring sites. This includes consideration of levels, drainage and location of existing and future driveways and crossovers.
5. All vehicles must be able to enter and leave any development in a forward direction.
6. Loading and manoeuvring areas for service vehicles shall be separated from car parks and pedestrian paths. Where shared access is provided, no loading or unloading shall be carried out over car parking spaces and access aisles.
7. Where natural or mechanical ventilation of a car park is achieved through the use of metal grills or large openings they shall contribute to the overall design or be screened by landscaping or other design elements.
8. External service areas (for e.g. areas for rubbish storage, cardboard compacting etc) shall not be visible from roadways or public open space areas.
9. External storage and service areas shall be suitably screened from view from both roads and parking areas and pedestrian areas.
10. Deep soil planted landscaped setback areas are provided.
11. Basement car parks shall be setback a minimum of 3.0 metres from the street boundary.

*Vehicular access*

Objectives

1. In centres, pedestrians are prioritised over vehicles.
2. Conflict points between pedestrians and vehicles are minimised.
3. Car parking does not deactivate public space, including streets, laneways and share ways.

4. Underground car parking is integrated into the building design and streetscape.

Development controls

1. The number of vehicular crossovers shall be kept to a minimum.
2. Access and egress points are designed so that exiting vehicles have clear sight of pedestrians and cyclists.
3. Any car park ramps are located within the building footprint.
4. Access and egress to car parks is achieved in a forward direction.
5. Vehicular entrances to underground car parks are:
   - located on minor streets;
   - have a maximum crossover width of 6.0m;
   - signed and lit appropriately;
   - designed so that exiting vehicles have clear sight of pedestrians and cyclists.
6. All stairs and elevators in the parking structure are clearly visible.
7. The street level frontage of car parking structures (including multi-level car parks) where adjoining public places, including active streets, share ways and laneways, shall present an active frontage along the entire frontage less any car park entry.
8. Internal finishes of underground car parks shall be consistent with the external materials where they are visible from the public realm.
9. Underground car parks shall be designed for natural ventilation.
10. Ventilation ducts/grilles shall integrate with the streetscape and be unobtrusive and/or appropriately screened.
11. Garage doors to underground parking shall be designed to complement the materials used elsewhere on the development.

*Public art, landscaping and public domain works*

Objectives

1. Planting shall be provided to shade, soften the built form and enhance its appearance from public viewpoints.
2. Planting is used to soften hardstand and reduce heat retention and reflection.
3. Medium and large trees are retained or planted to improve the amenity of the site.
4. Undeveloped areas of the site do not cause nuisance in terms of dust or erosion.
5. Undeveloped areas of the site positively contribute to the quality of the development.
6. Plant species that minimises Council's maintenance and liability responsibility are used in landscaping.
7. Water sensitive urban design is used where appropriate to assist with stormwater management and water quality.
8. Fencing does not detract from the streetscape.
9. The privatisation of public places is avoided.
10. Rear and side fencing does not detract from the streetscape or from internal areas.
11. Street furniture is coordinated with existing street furniture.
12. Street furniture does not create clutter and obstacles in the public realm.
13. Public art is consistent with Council's Public Art Strategy.

Development controls

1. A landscape plan shall be submitted with the development application that shows:
   - Existing vegetation;
   - Vegetation proposed to be removed;
   - Proposed general planting landscape treatment;
   - Design details of hard landscaping elements;
   - Major earth cuts, fills and any mounding;
   - Street trees; and
   - Existing and proposed street furniture including proposed signage.
2. The landscape plan for the site achieves the following minimum standards:
   - Large trees and spreading ground covers are provided in all landscape areas within the site.
   - Where screening is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building are provided.
   - At grade car parking areas shall be provided with one tall, branching, mature shade tree for every 4 linear car spaces.
   - All areas less than 1.0 metre in width shall be paved.
   - Where car parking cannot be provided under or behind the building and Council has agreed to permit some or all of the parking in the front setback, a landscaped strip with a minimum width of 3.0m is provided along the entire frontage/s of the site.
   - Any area of the site that remains undeveloped shall be landscaped with turf and scattered planting at a minimum.
   - All street plantings are to be selected from Council's landscaping policy or with the agreement of Council's Coordinator Recreation and Tree Services.
   - Water sensitive urban design facilities (such as swales, bio-detention ponds and rain gardens) are used to treat stormwater for at-grade car parking areas.
   - Water sensitive urban design facilities are designed in accordance with Council's Manual of Engineering Standards.
   - Fencing for security or privacy shall not be erected between the building line and the front boundary of a site.
   - Where fences are erected, landscaping of an appropriate height and scale shall be provided to screen the fence and achieve an attractive appearance to the development when viewed from the street or other public place.
   - Street furniture (including seats, bollards, signage, grates, grills, screens and fences, bicycle racks, flag poles, banners, litter bins, telephone booths and drinking fountains) and streetscape treatments are provided in accordance with Council's Public Domain Design Manual or with agreement of the Executive Manager Appearance and Infrastructure.
   - Any public art is provided in accordance with Council's Public Art Strategy.

*Waste Management*

Objectives

1. Waste generation is minimised through design, material selection and building practices.
2. Waste management minimisation is encouraged by including source separation, reuse and recycling facilities.
3. Efficient storage and collection of waste and quality design of facilities.

Development controls

1. A waste management plan for the construction and/or occupation of the development is provided that:
   - Recycles and reuses demolished materials where possible;
   - Integrates waste management processes into all stages of the project;
   - Specifies building materials that can be reused and recycled at the end of their life; and
   - Uses standard components and sizes to reduce waste and facilitate update in the future.
2. Separate storage bins for collection of organic waste and recyclable waste are provided within the development.
3. Bulk waste facilities shall be stored in a designated area that is physically and visually integrated into the development at ground or sub-basement level that:
   - is not visible from the street or public domain;
   - is easily accessible to businesses;
   - may be serviced by collection vehicles;
   - has water and drainage facilities for cleaning and maintenance;
   - does not immediately adjoin onsite employee recreation area; and
   - be maintained to be free of pests.
4. Cardboard compactors shall be provided for large retail and commercial developments.
5. Where waste facilities cannot be collected at the street, evidence that the site can be serviced by a waste collection service shall be provided.

*Development adjoining sensitive[1] land uses*

Objectives

1. Commercial and retail development does not unreasonably affect the amenity of adjoining sensitive uses.
2. The interface between business and commercial development and adjoining residential areas is of a high quality and achieves adequate visual and acoustic privacy.

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[1] Sensitive land uses include residential areas, schools, childcare facilities, hospitals etc.

Development controls

1. The development is designed so that all vehicle movement areas and servicing areas are located away from adjoining residential areas.
2. Where this cannot be achieved, visual and acoustic treatment of the interface is required.
3. The building elevation adjoining the residential area shall be:
    - Articulated, with changes in setback at intervals no greater than 10m;
    - Use a variety of materials and treatments;
    - Be setback a minimum of half the height of the wall or a minimum of 3.0 metres whichever is greater.

*Mixed use development*

Objectives

1. Residential development is integrated with compatible retail and commercial uses.
2. To ensure that the design of mixed use developments maintains a reasonable level of residential amenity and preserves compatibility between uses.
3. Flexible building design to accommodate a range of uses and to allow for changes to uses over time is encouraged.

Development controls

1. Mixed use developments are located in areas close to key business, commercial and employment centres with good public transport accessibility.
2. The development shall be designed so that loading bays, garbage collection areas and noise and odour generating aspects of buildings are located away from residential areas.
3. Vehicular circulation systems are legible and differentiate between commercial service requirements, such as loading docks, and residential access.
4. All mixed use buildings shall be provided with a separate entry to the residential component of the development. The entry must be directly visible from a trafficable street and clearly demarcated from entries to commercial premises.
5. Security entries are to be provided to all entrances into private areas, including car parks and internal courtyards.
6. Where possible acoustic separation between loud commercial uses (such as cafés and restaurants) and residential uses is achieved by utilising an intermediate quiet-use barrier, such as offices.
7. Plant is located on the roof or visually and acoustically isolated from the residential uses.
8. Buildings are to have a simple and efficient structural grid.
9. The number of internal, apartment structural walls is minimised.
10. Ceiling heights for the ground and first floors shall be 3.3m.

## 1.11 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

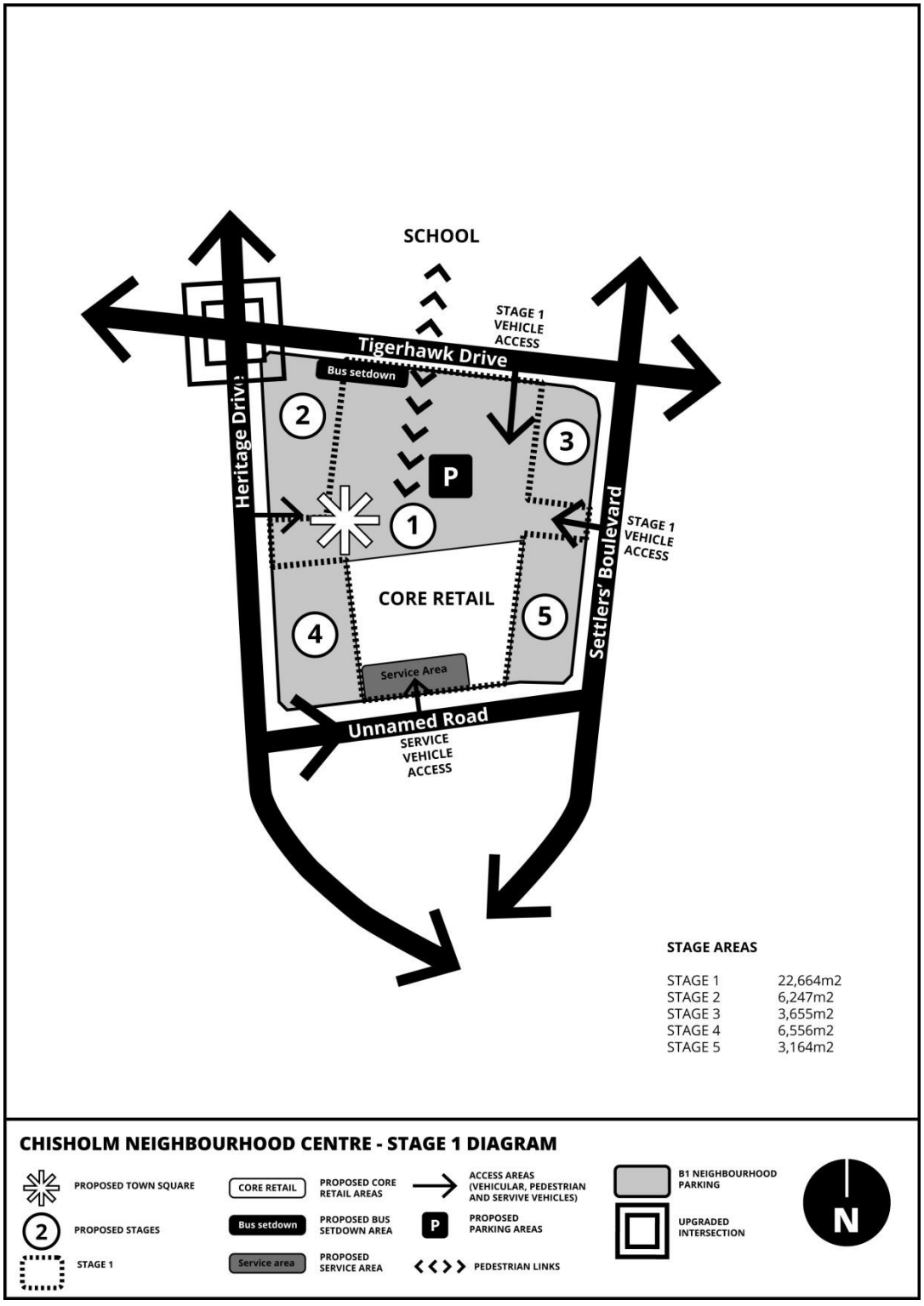



Figure 48: Chisholm Neighbourhood Centre Stage 1 Plan.

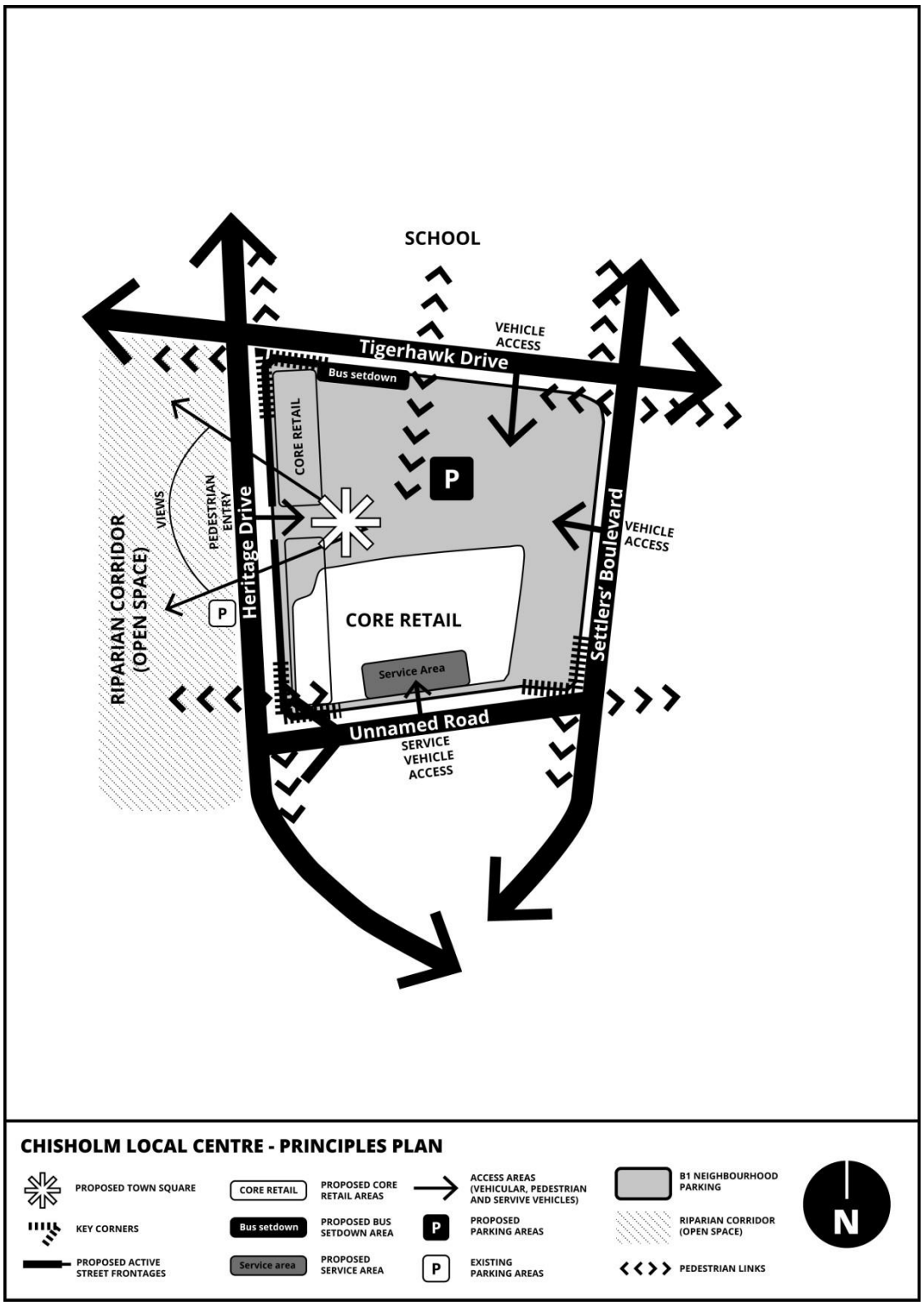



Figure 49: Chisholm Neighbourhood Centre Principles Plan.

# CHISHOLM CENTRAL PRECINCT PLAN

Adopted by Council 22 March 2022

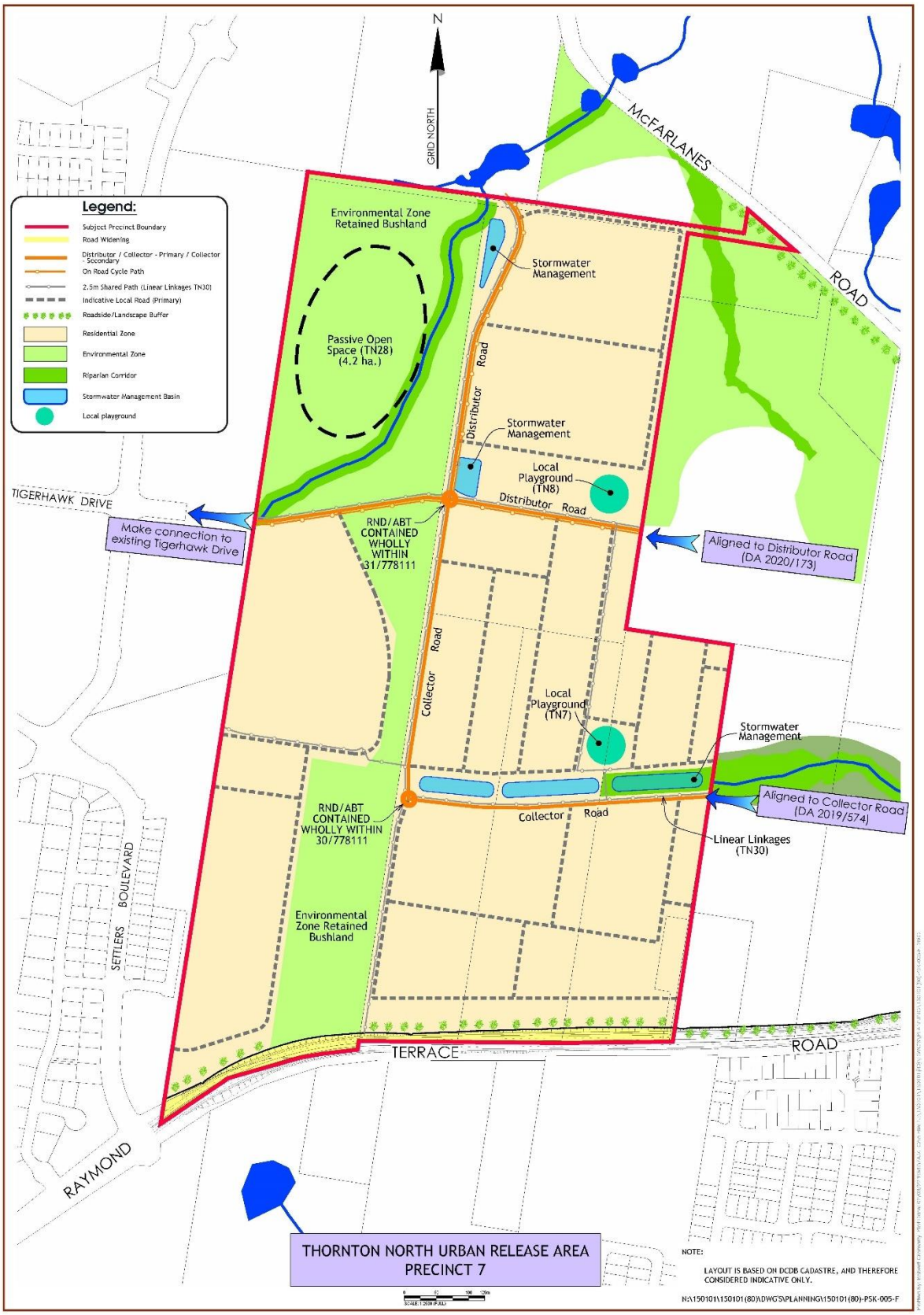



**Figure 1: Central Precinct Plan**

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel.
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.
5. To facilitate an efficient, interconnected road network to enable orderly development, consistent with the staging of the precinct.

Development controls

1. The layout, hierarchy and design of major streets within the precinct should be generally consistent with **Figure 1**.
2. Adjustments to the location of local roads will be considered as part of the relevant development application where it can be demonstrated they result in improved lot layout and orientation, better integration with adjoining subdivisions, improved pedestrian movements and greater regard for the natural environment.
3. Pedestrian paths, cycleways and off-road shared pathways are to be provided within the Precinct to link the residential areas to proposed playground and passive open space and to link to adjoining precincts generally as shown on **Figure 1**.
4. A distributor road including on road cycleway and off-road shared pathway shall be provided through the site from Tigerhawk Drive through to the approved developments to the east within the Thornton North – Raymond Terrace Road – Eastern Precinct generally in the location identified on **Figure 1** ("East/West Distributor Road").
5. A distributor road including on road cycleway and off-road shared pathway, but excluding a dedicated on-road parking lane opposite E3 zoned land, shall be provided from the East/West Distributor Road through to the approved development to the

north within the Waterford County North Precinct in the location identified on **Figure 1** ("North/South Distributor Road").

6. A collector road shall be provided through the site from the approved developments to the east within the Thornton North–Raymond Terrace Road– Eastern Precinct through to the distributor road in the location identified on **Figure 1**.
7. Roundabouts, including concrete islands, are to be provided at the intersections of distributor and/or collector roads as shown on **Figure 1**. These shall be contained wholly within one development site.
8. Subdivision design is to provide for lot frontages addressing streets, reserves, open space and drainage areas. Allotments backing onto reserves, open space, environmental land and drainage areas are discouraged. Where this is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour. Fencing shall not form a prominent element in the landscape of this area.
9. The Distributor and Collector Roads represent the proposed bus route. Bus stops are to be provided to ensure that each allotment is generally within a 400m walking radius.
10. Local streets shall be orientated towards trunk/bus routes to assist walking distances to bus stops and assist wayfinding.

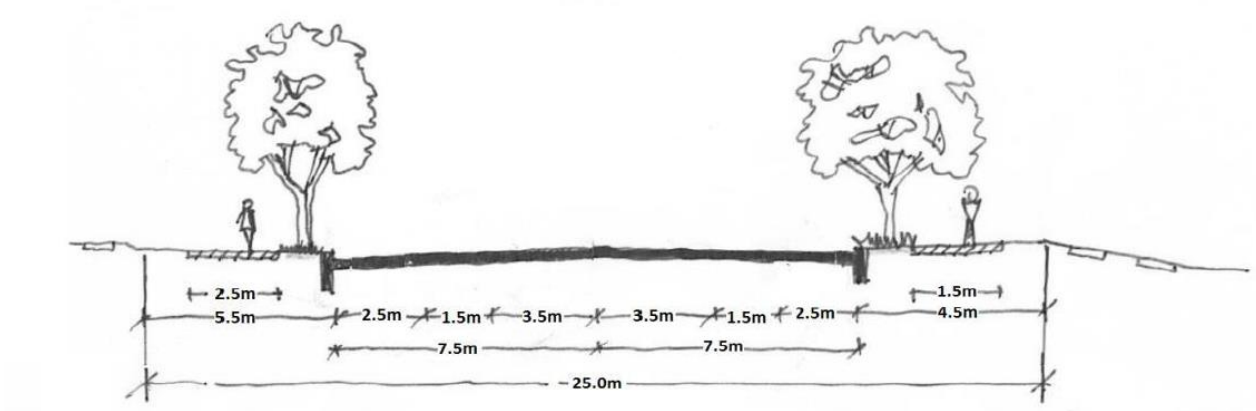



**Figure 2: Distributor Road Section**

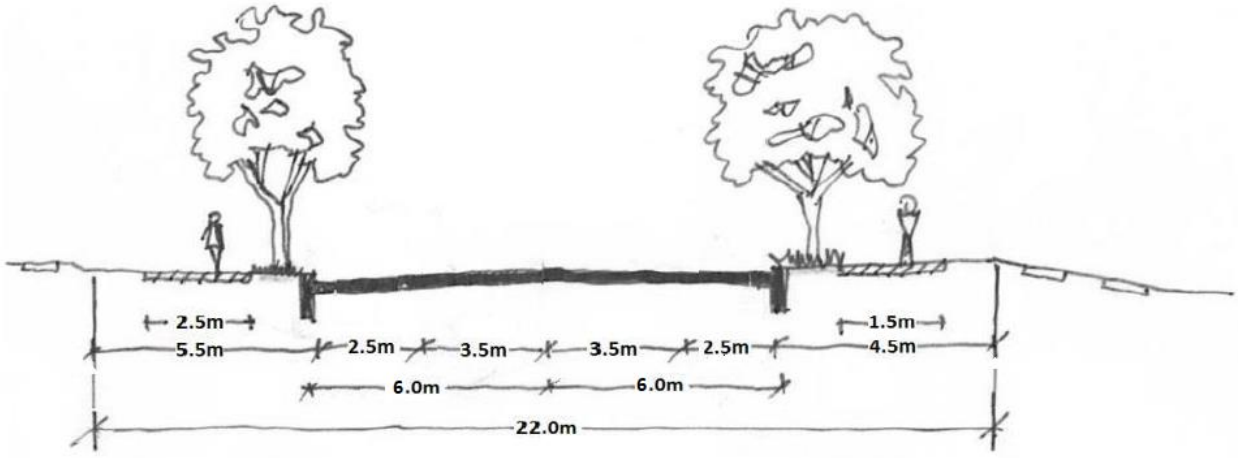



**Figure 3: Collector Road Section**

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To establish an attractive visual appearance to the development by street tree planting and providing additional landscaping in public areas.
3. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
4. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.
5. To provide landscaped buffers around the site perimeter adjoining major roads.
6. To provide a quality landscaped gateway to this part of the Thornton North Release Area.
7. To retain appropriate riparian corridors and integrate them with open space.

Development controls

1. Landscaping shall be provided in locations generally in accordance with **Figure 1**.
2. A detailed landscape strategy is to be provided to address acoustic buffer areas; riparian/drainage corridors; and open space areas generally in accordance with **Figure 1**.
3. A vegetation management plan is to be developed prior to the issue of a Subdivision Works Certificate for the riparian/drainage corridors detailing management and enhancement of vegetation communities and habitat.
4. The vegetation management plan is to specifically address feed tree species associated with the squirrel glider habitat and include a “nest box” program.

### 1.4 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods must be conveniently located near open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.
3. To formalise connections and passive open space as provided for under the Thornton North Contributions Plan.

Development controls

1. The network of passive and active recreational areas should be provided.
2. 4.2 hectares of passive open space shall be provided in accordance with the Thornton North Contributions Plan item TN28 within the E3 Management zoned area. Any development application lodged over this land shall be accompanied by information detailing proposed management/improvement measures for this land including (but not limited to); weeding; re-vegetation, treatment of the first order watercourse, walking tracks and passive recreation nodes (i.e. viewing platform/signage).
3. A passive open space linkage in accordance with the Thornton North Contributions Plan item TN30 shall be provided in the form of a 2.5 metre wide off-road shared pathway meandering along the riparian drainage corridor adjacent to the East/West Collector Road as shown on **Figure 1.**
4. A 2.5m wide off-road shared pathway shall be provided adjacent to the E3 Zone connecting the Distributor Road to Raymond Terrace Road.
5. Additional linkages, including crossing of the drainage/riparian corridor may also be provided in consultation with Council.
6. A 2.5m wide off-road shared pathway shall be provided along the Distributor Road.
7. Neighbourhood playgrounds are to be provided in accordance with the Thornton North Contributions Plan items TN7 & TN8, generally in the locations identified within **Figure 1.**

### 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.
4. To provide a coordinated stormwater management system for the whole of the precinct.

Development controls

1. Development applications for subdivisions are to be accompanied by a stormwater management strategy identifying both quality and quantity controls in accordance with Council's MOES and to address timing of construction.
2. Stormwater management facilities are to be provided as necessary within areas designated as drainage land on **Figure 1.**
3. All stormwater facilities are to be dedicated to Council as part of the subdivision process.
4. Stormwater treatment for Lot 4 DP1145348 shall be provided within this land unless it can be accommodate by other approved/proposed basins in accordance with Council's MOES.

5. The three detention basins are to be designed together to demonstrate the solution achieves discharge requirements for the stormwater catchment at the precinct discharge point on the eastern edge of Lot 100 DP847510.
6. A coordinated approach to sequencing, design and construction of those basins that relocate the natural watercourse will be required to demonstrate practical and legal implementation of the stormwater management strategies.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from road traffic associated with Raymond Terrace Road.

Development controls

1. Development Applications are to include a detailed assessment of the flora and fauna characteristics of the site prepared by a suitably qualified ecologist.
2. Riparian buffers shall be maintained around identified watercourses, in accordance with relevant NSW Natural Resources Access Regulator guidelines pertaining to minimum vegetated riparian zone widths.
3. Residential subdivision and associated development is to be designed so as to comply with the relevant standards and criteria for noise and vibration.
4. Development on bushfire prone land shall be assessed and designed in accordance with the NSW RFS Planning for Bushfire Protection guidelines.
5. To minimise clearing within the E3 Environmental Management Zone, the Distributor Road may be reduced in width to remove on-street parking within the E3 zone portion of the site.
6. Land within the flood planning area shall address clause 7.3 of the Maitland Local Environmental Plan 2011.
7. All development applications shall demonstrate compliance with the requirements of SEPP 55 - Remediation of Land.

## 1.7 Key Development Sites

*Raymond Terrace Road*

Objectives

1. Detailed urban design controls are provided for significant development sites.
2. To ensure that development does not result in significant detrimental visual impact at a key gateway to the Thornton North release area.

Development controls

1. A 10m wide landscape buffer is to be provided within the rear of properties adjoining Raymond Terrace Road and can include a combination of earth mounding, acoustic fencing and vegetation in accordance with Figure 5 & 6. Details are to be submitted with any DA for subdivision of the land. Covenants are to be placed on affected land ensuring ongoing maintenance of the required landscaping and associated structures.
2. Individual developments adjacent to Raymond Terrace Road will require an acoustic report for the development of the land that identifies detailed requirements for noise attenuation.

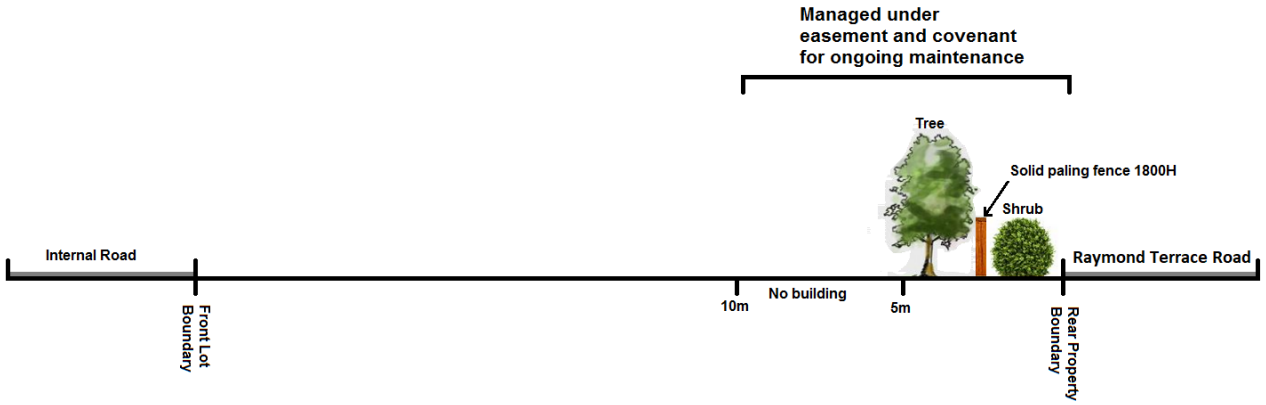



**Figure 5: Raymond Terrace Landscape Treatment Section**

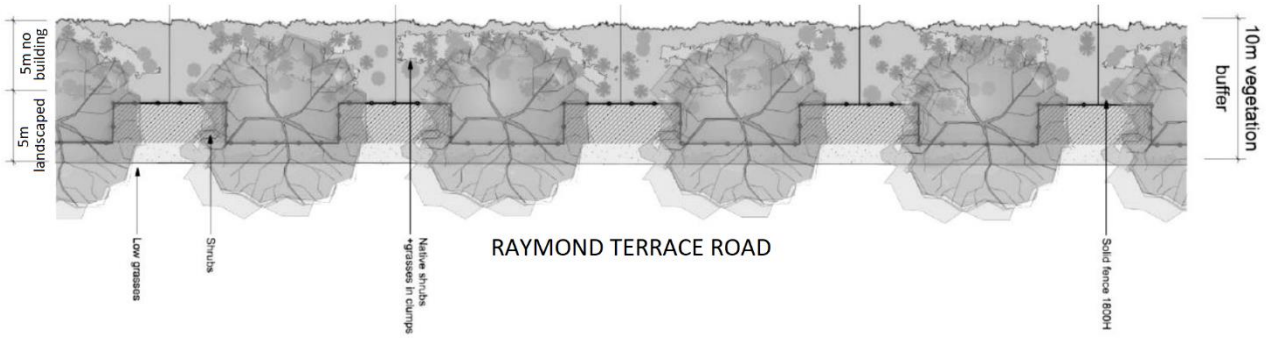



**Figure 6: Raymond Terrace Landscape Treatment Plan**

*E3 Environmental Management and Rural Landscape Zone Land*

Objectives

1. Detailed urban design controls are provided for significant development sites.
2. To provide for the management and enhancement of vegetation, habitat and associated fauna.

Development controls

1. A perimeter road (with development on one side only) shall be provided around the edge of the precinct where it adjoins E3 or RU2 zoned land.
2. Batters for perimeter roads adjoining the E3 zoned land will be contained entirely within the residential zoned portion of the land. Additional verge width may be required to accommodate grades in such circumstances.
3. Retaining walls are not permitted within road reserve.
4. A vegetation management plan is to be developed and approved for the E3 zone detailing maintenance and enhancement of the existing vegetation community on site prior to Subdivision Works Certificate.
5. Such a plan shall incorporate mechanisms to support and improve the squirrel glider population of the area in association with any use of the land.
6. Subdivision design shall ensure that Asset Protection Zones (APZs) are contained wholly within the boundaries of residential allotments (and perimeter roads), and do not extent the E3 zone where clearing would be required.

## 1.8 Residential Densities

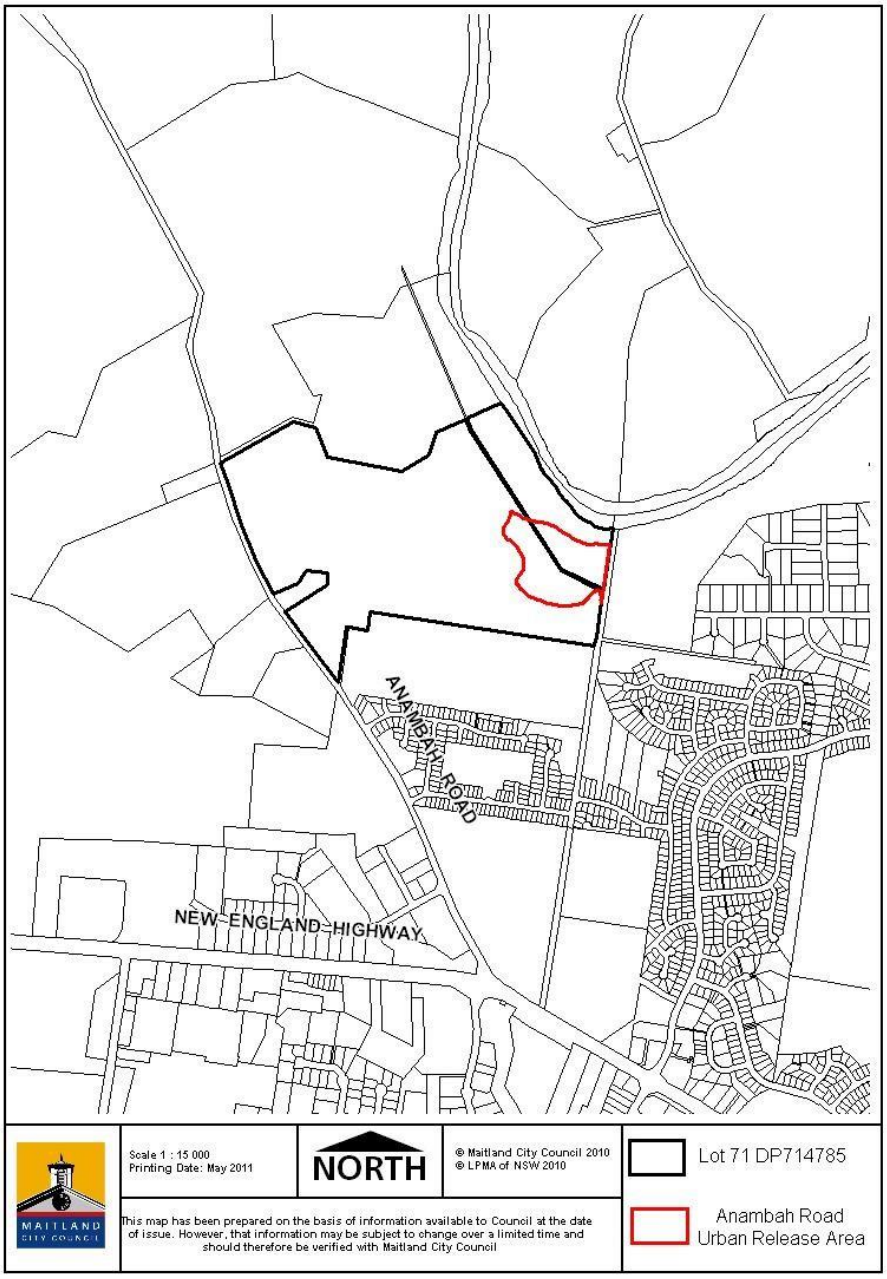
Objectives

1. To encourage higher density living around transport, open space and service nodes.

Development controls

1. Any dual occupancy, medium density or integrated housing developments within the precinct are strongly encouraged to be located and designed around areas of high amenity, being sites adjacent to open space, water bodies and bus routes.

# F.8 - Anambah Road Urban Release Area




## DESCRIPTION

The Anambah Road Urban Release Area will be developed as a low density residential area with a range of lot sizes that reflect the constraints and opportunities of the site. Multi-dwelling or dual occupancy housing is to ensure that potential impacts to privacy, solar access, visual amenity, and its relationship to the form and type of adjoining development have been taken into account.

As there is a scarcity of native vegetation on site, the establishment of additional landscaping will enhance the visual appearance of the area from surrounding urban and rural vantage points.

# PRECINCT PLAN

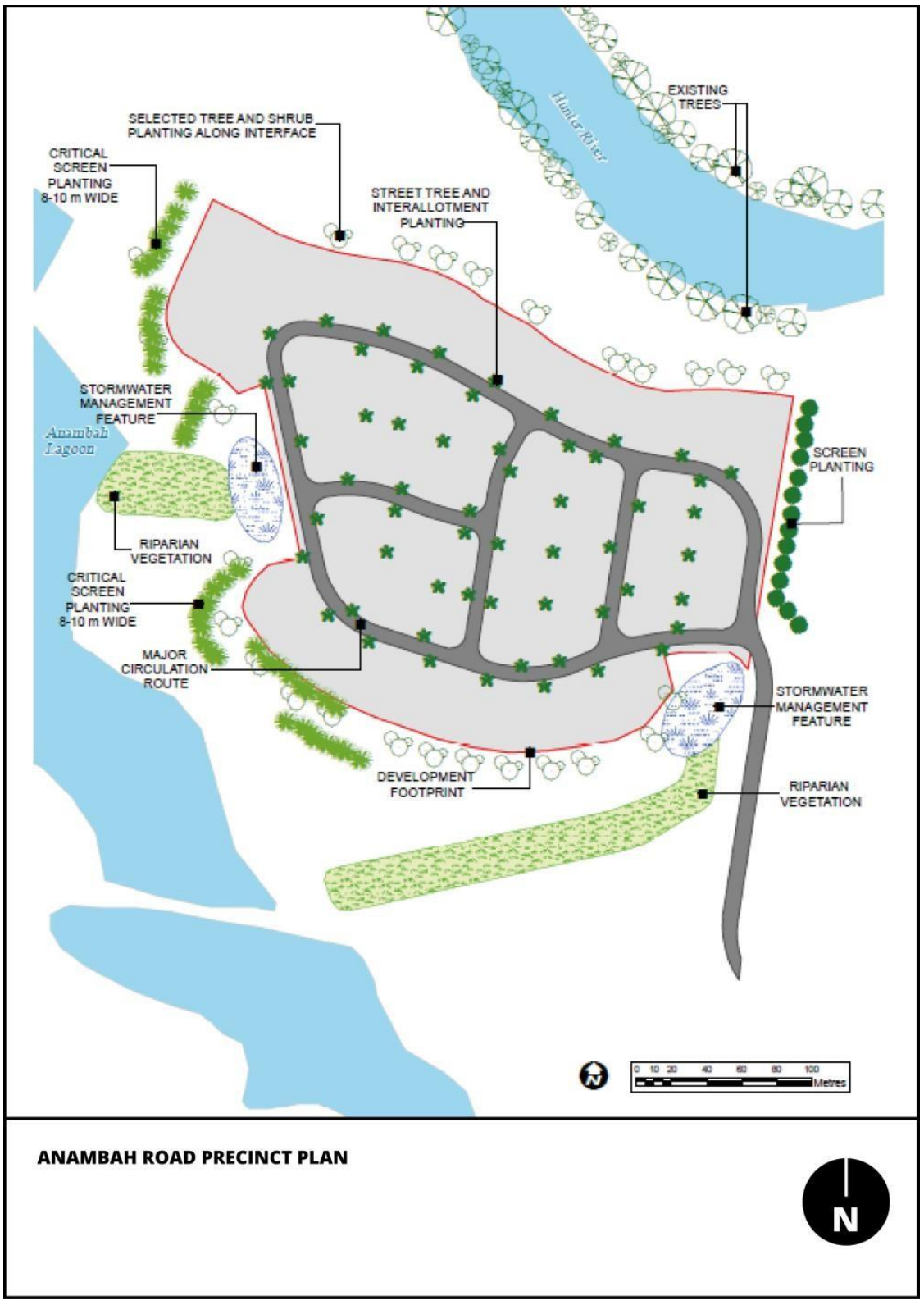



Figure 50: Anambah Road Area Plan

# STAGING PLAN

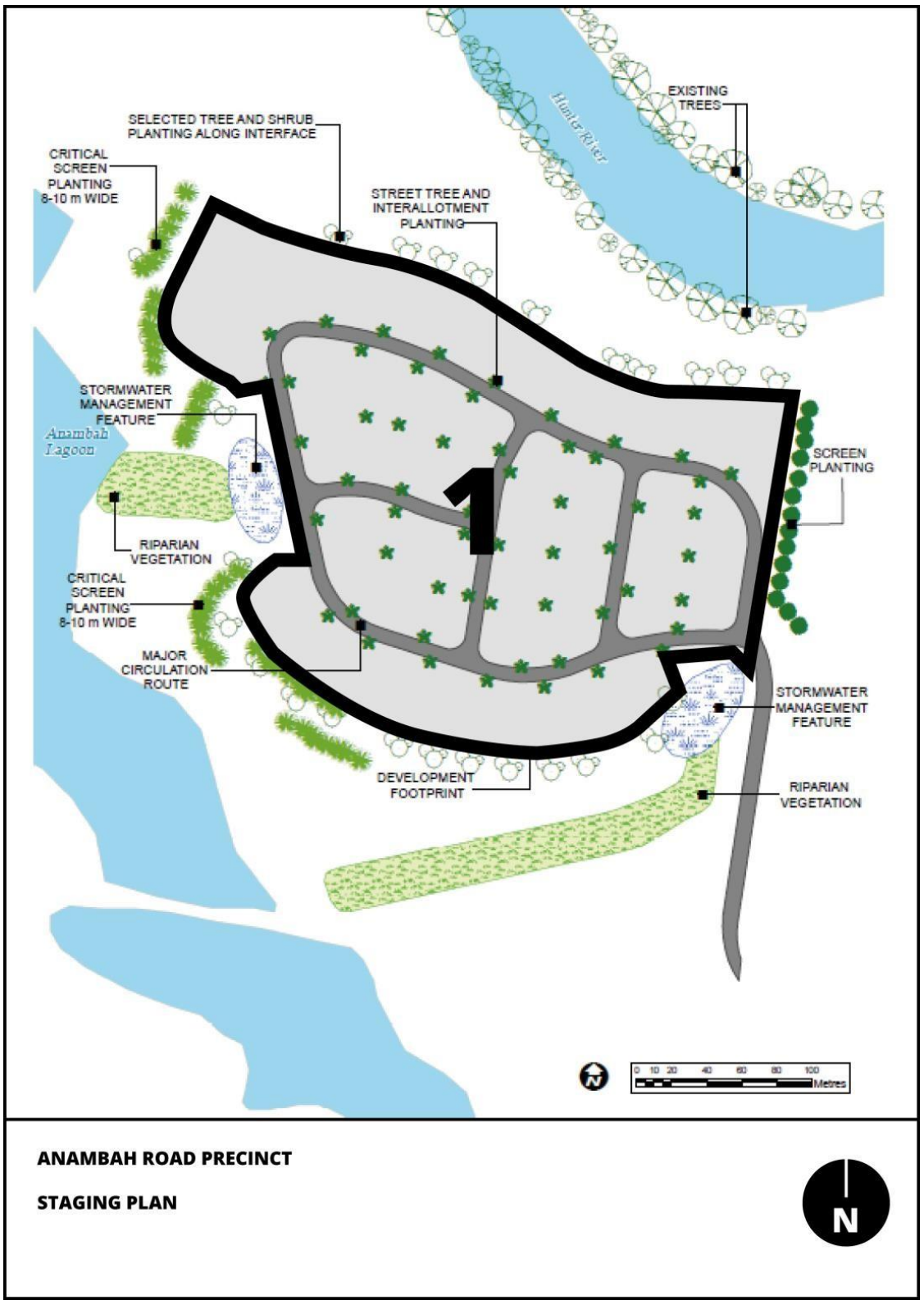



Figure 51: Anambah Road Precinct Staging Plan

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 51.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Road layout and intersection design will be consistent with Council's adopted standards, as contained in the Manual of Engineering Standards, following detailed survey and subdivision planning.
2. The alignment of the extension to Brittany Avenue through the Urban Release Area is to be in accordance with Council's standards.
3. Road design shall take into account the stormwater management strategy and ensure that there will be satisfactory driveway access to new allotments, at a grade less than the maximum provided for in the Manual of Engineering Standards.
4. The transport movement hierarchy shall generally be in accordance with the circulation route shown in Figure 50.
5. Suitable transport access and connectivity within the site and to adjoining areas shall be maintained at all times for motor vehicles, pedestrians, cyclists and public transport providers.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. A landscape concept plan shall be submitted with all development applications for subdivision.
2. Plantings to achieve visual amenity provisions and objectives are to be protected via mechanisms such as protective covenants, use of road or drainage reserves or other options to the satisfaction of the Council.
3. Landscaping and visual amenity provisions should be consistent with drainage designs and archaeological constraints.
4. Tree and shrub planting, utilising locally occurring native species, shall be in accordance with Figure 50 and the Landscaping Cross Sections in Figure 52 and Figure 53.
5. Avoid the use of lightly coloured and/or highly reflective roofing and fencing materials to assist in minimising the visual impacts of new development. Consideration is to be given to the use of timber fencing or fencing materials with the following colours preferred: browns; greens; muted yellow; reds and terracotta. Whites and creams should be avoided.
6. Boundary planting to be in accordance with the Precinct Plan and the Landscaping Cross Sections in Figures 52 and 53, with particular reference to the provisions of screen planting between new development and the existing urban development to the east and Anambah House to the west of the Urban Release Area.
7. Re-establishment of native vegetation in drainage lines is to be undertaken in accordance with detailed drainage design and in keeping with archaeological finds and requirements.
8. Fencing within the landscaping areas shall make a positive contribution to the visual appearance of development and not detract from the provision of landscaping. Fencing should also be sensitive to the adjoining rural lands.

## 1.4 Passive and Active Recreation Areas

There are no specific requirements as passive and active recreation areas are already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Stormwater management facilities are to be located in accordance with a stormwater strategy to be submitted with any development application and approved by Council.
2. All development applications are to demonstrate that there will no detrimental impacts on receiving waters, namely Anambah Lagoon and Hunter River, as a result of new development.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.

Development controls

1. Construct subdivision roads to provide suitable flood free access to residential allotments.
2. Each lot is to provide development envelopes that enable all habitable floor levels to be constructed to the minimum flood planning level.
3. There are no requirements for bushfire.
4. A bulk earthworks plan is to be submitted with any development application where bulk earthworks are proposed showing the location, extent and tonnage of proposed fill in accordance with Figure 52 and Figure 53.
5. Only 'virgin excavated natural material' (VENM), 'excavated natural material' (ENM) or waste derived material the subject of a resource recovery exemption (includes ENM) within the meaning of the Protection of the Environment Operations Act or Regulations should be used for the purposes of filling of the land.
6. Adequate provision should be made for implementation of measures during subdivision construction to ensure that the landform is stabilised and erosion controlled to prevent sedimentation runoff and protect the Anambah Lagoon.
7. All development applications shall demonstrate compliance with the requirements of SEPP 55 - Remediation of Land.

## 1.7 Key Development Sites

There are no specific requirements as key development sites are already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

Objectives

1. Suitably located public facilities and services are provided, including provision for appropriate traffic management facilities and parking.

Development controls

1. Roads are to be dedicated to Council. Stormwater management facilities such as detention basins are to be dedicated to Council as Drainage Reserve.

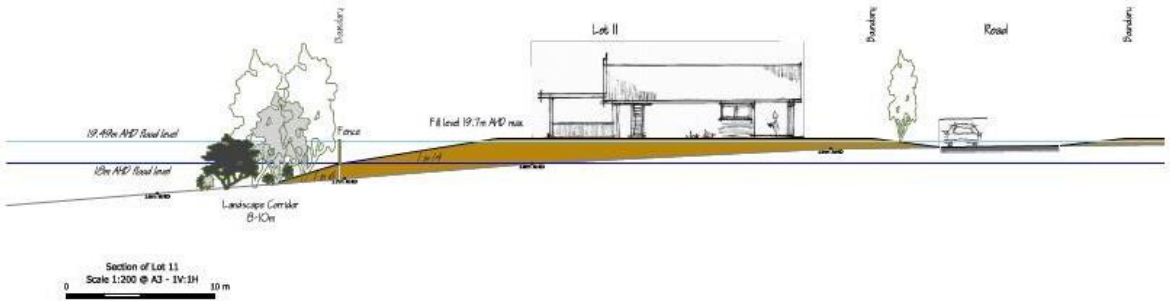



Figure 52: Landscape Cross Section (Section 1).

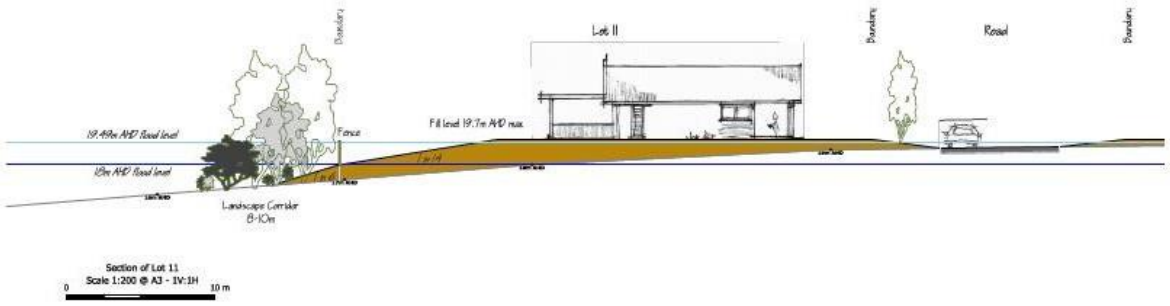



Figure 53: Landscape Cross Section (Section 2).

# F.9 - Lochinvar Urban Release Area

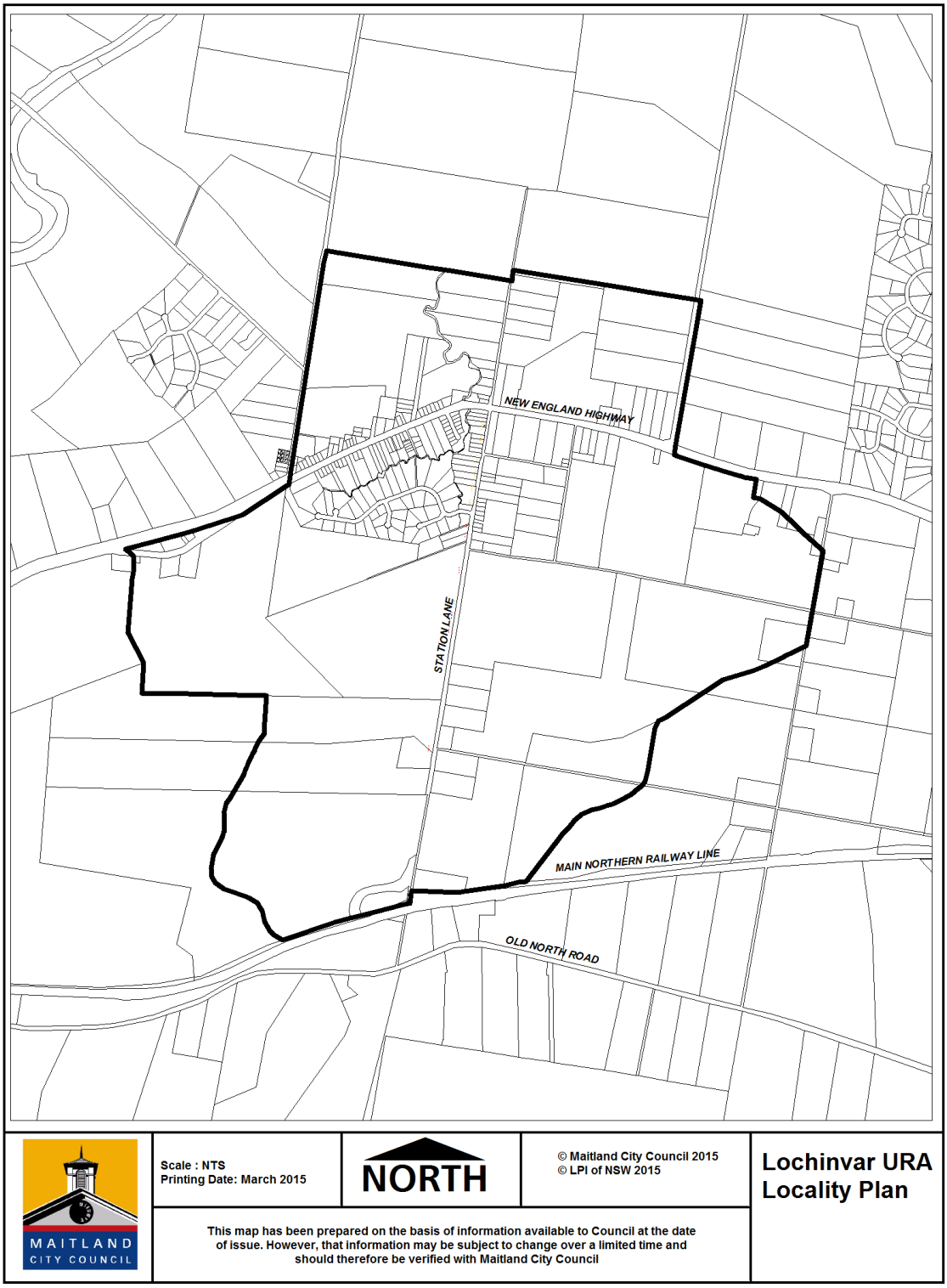



Figure 54: Lochinvar URA Locality Plan.

## DESCRIPTION

The Lochinvar Urban Release Area (URA) comprises a total of 650 hectares of land, with an approximate residential yield of 5,000 lots. The Lower Hunter Regional Strategy (Dept of Planning, 2006) identifies the Lochinvar URA as a regionally significant development area andas a key site to achieve the dwelling targets for population growth in the Lower Hunter.

The proximity of the Lochinvar URA to regional transport systems, including the Main Northern Railway Line, the New England Highway and the Hunter Expressway, are key elements to the identification of this area for urban development.

A Structure Plan was adopted by Council in 2007 for the Lochinvar URA, while a specific Section 94 Contributions Plan has also been prepared for this URA.

# LOCHINVAR AREA PLAN

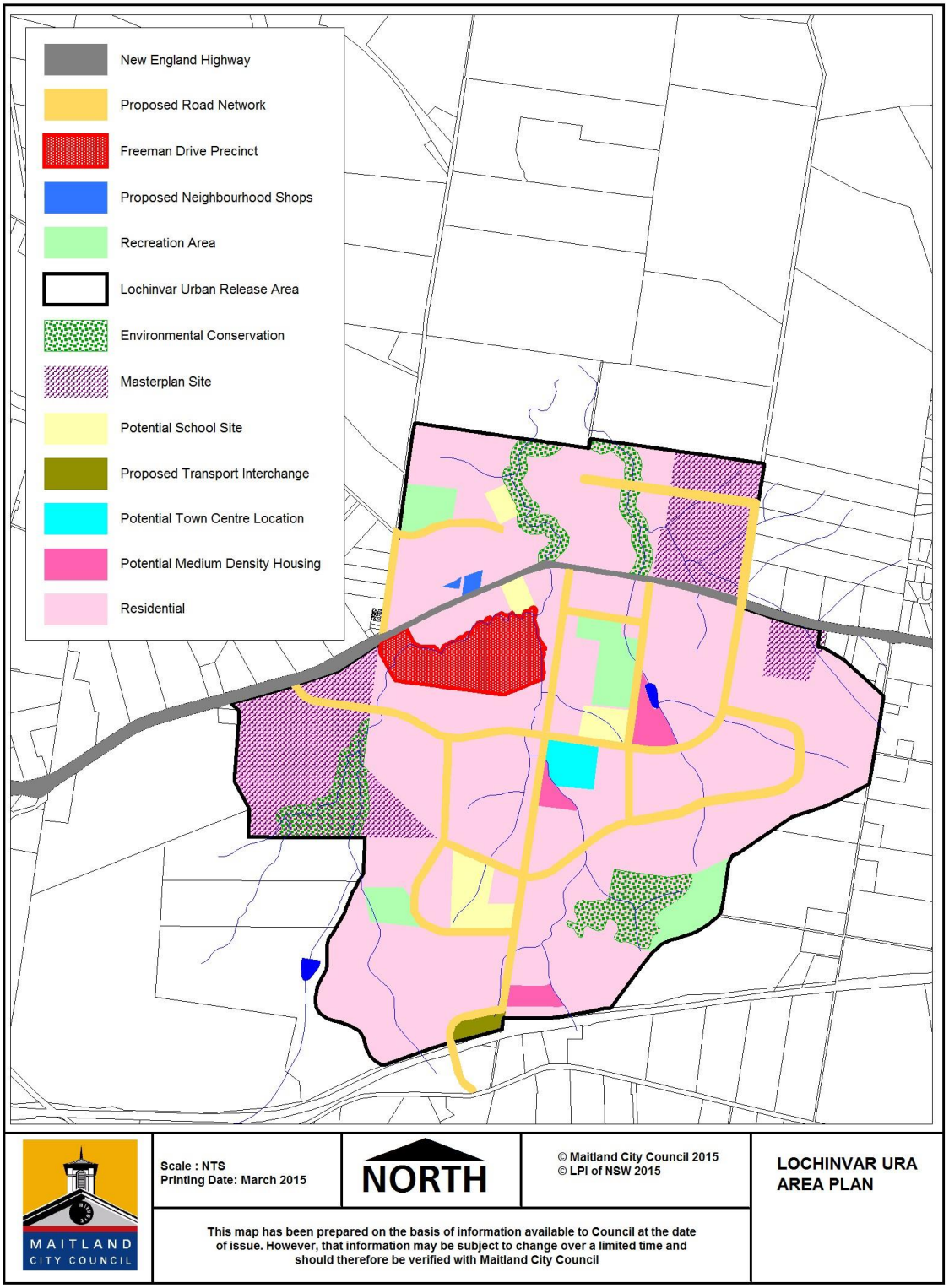



Figure 55: Lochinvar URA Area Plan

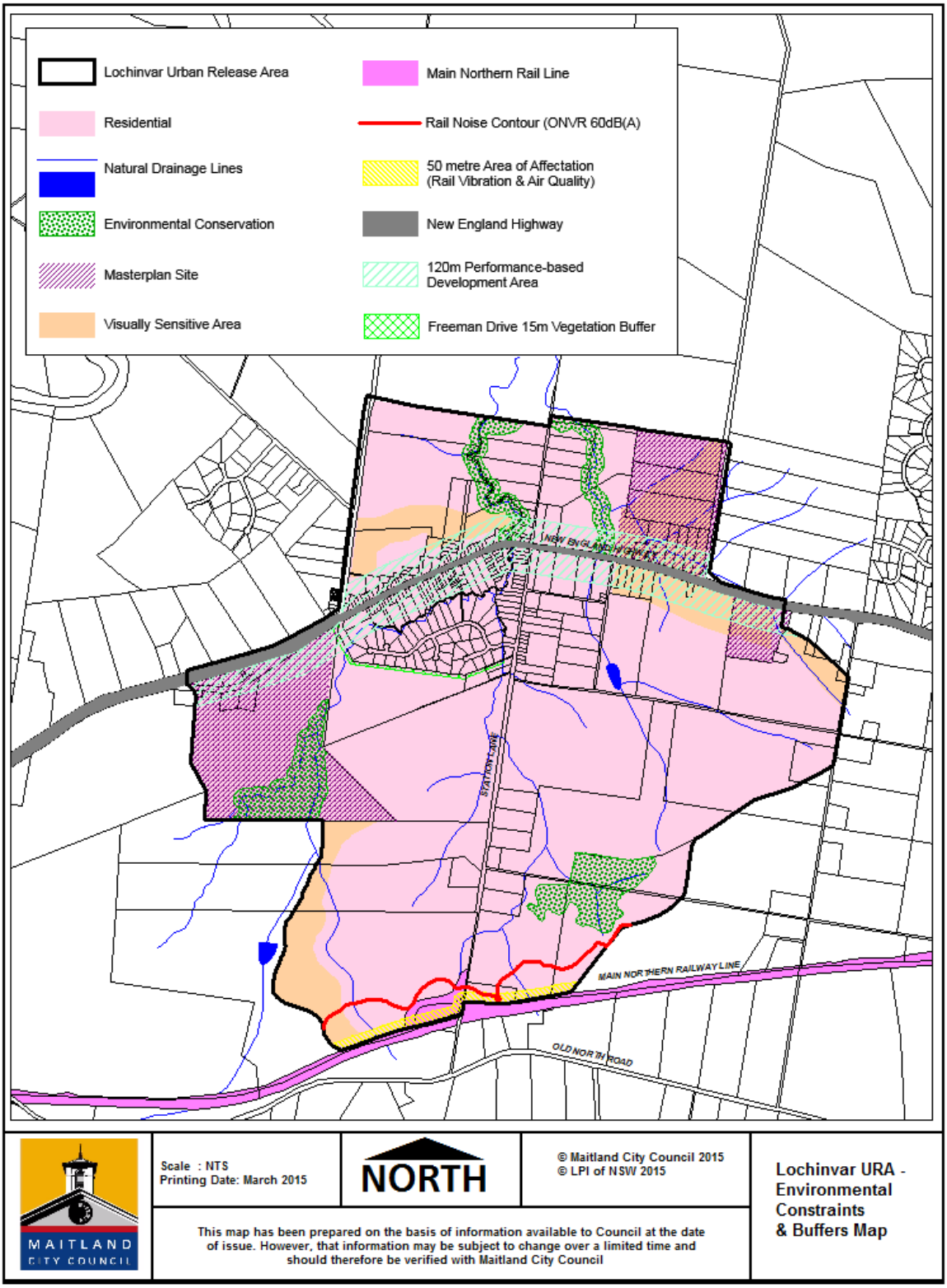



Figure 56: Lochinvar URA Constraints and Buffers

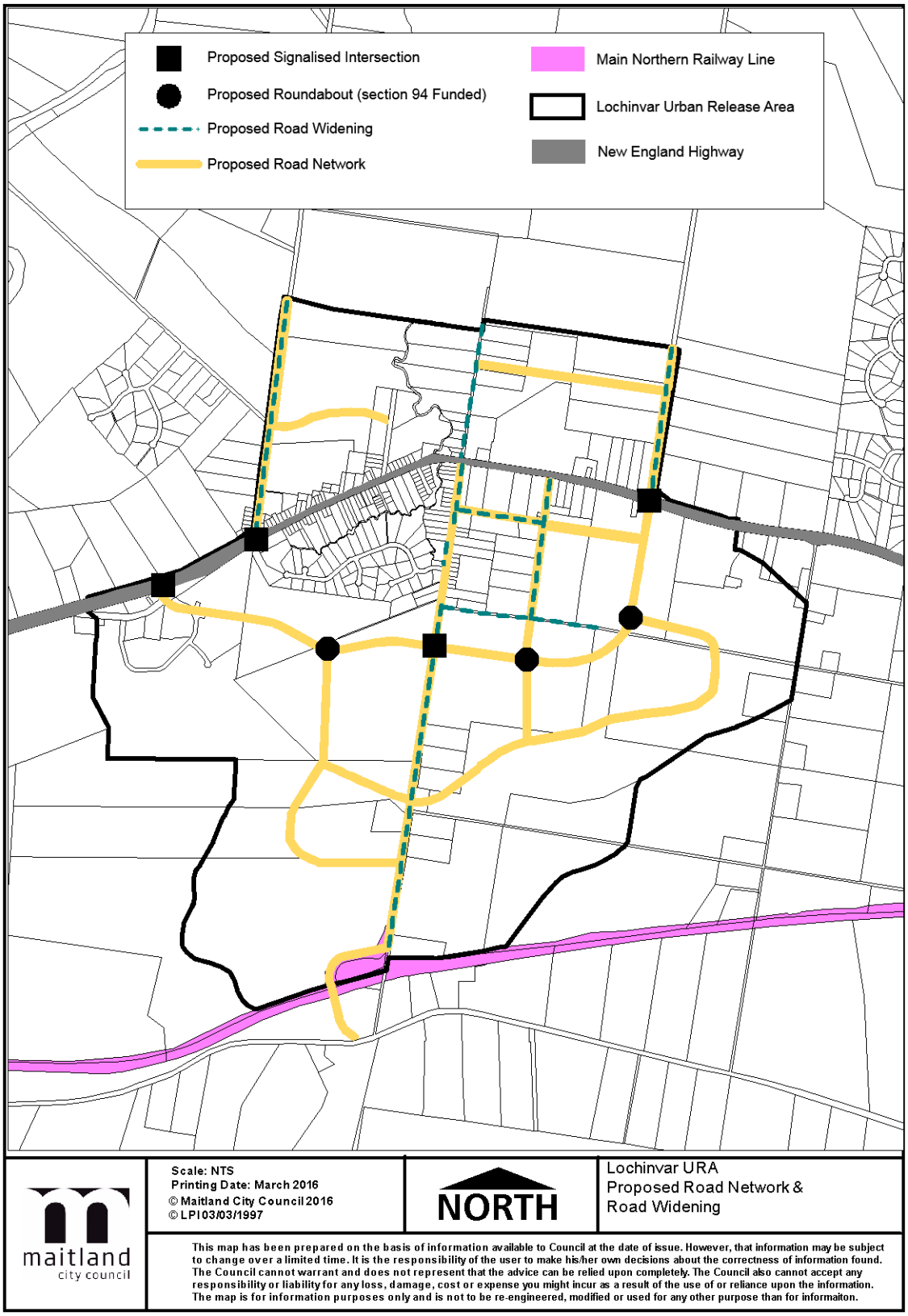



Figure 57: Lochinvar URA Proposed Road Network and Road Widening

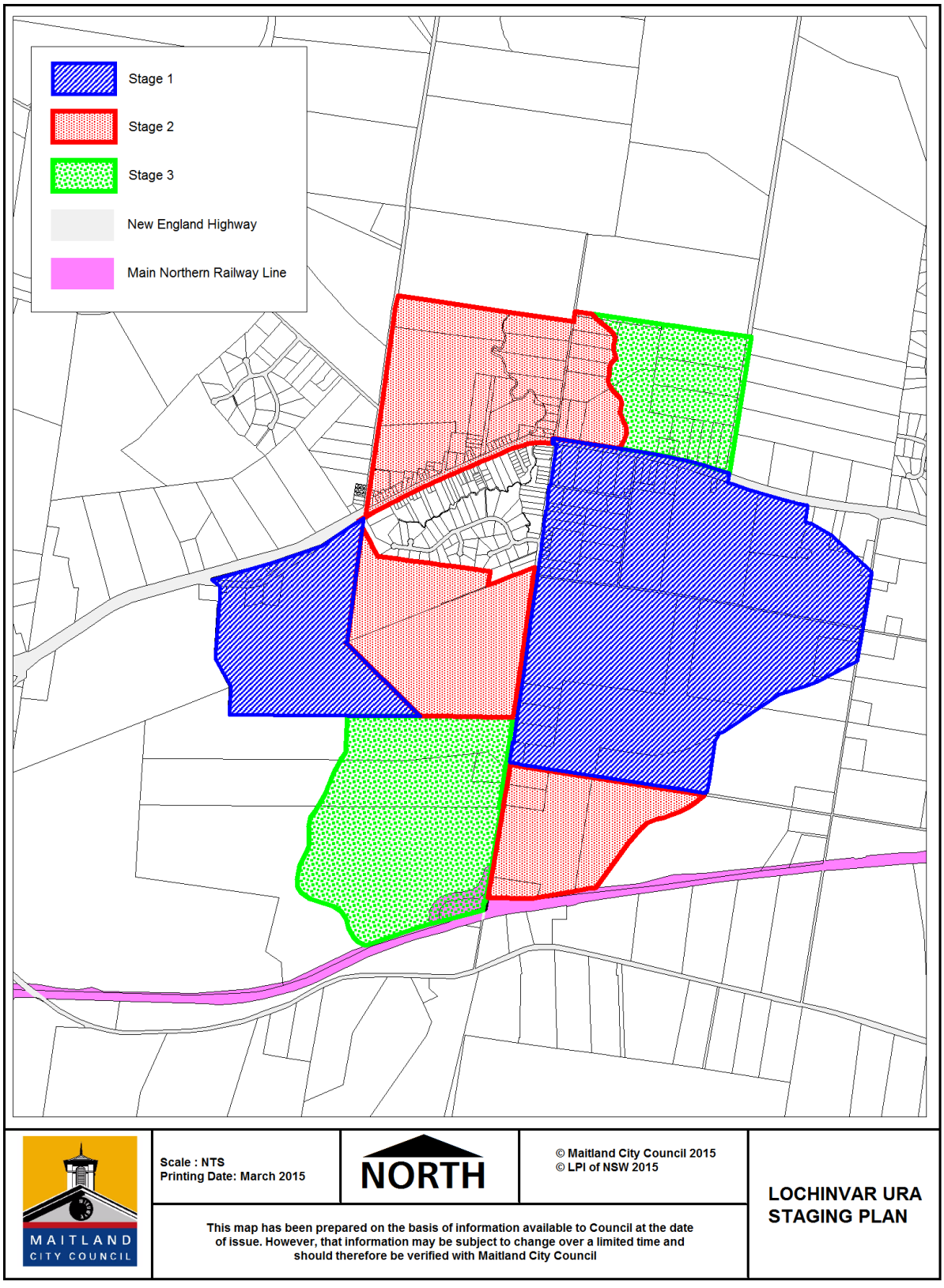



Figure 58: Lochinvar URA Staging Plan

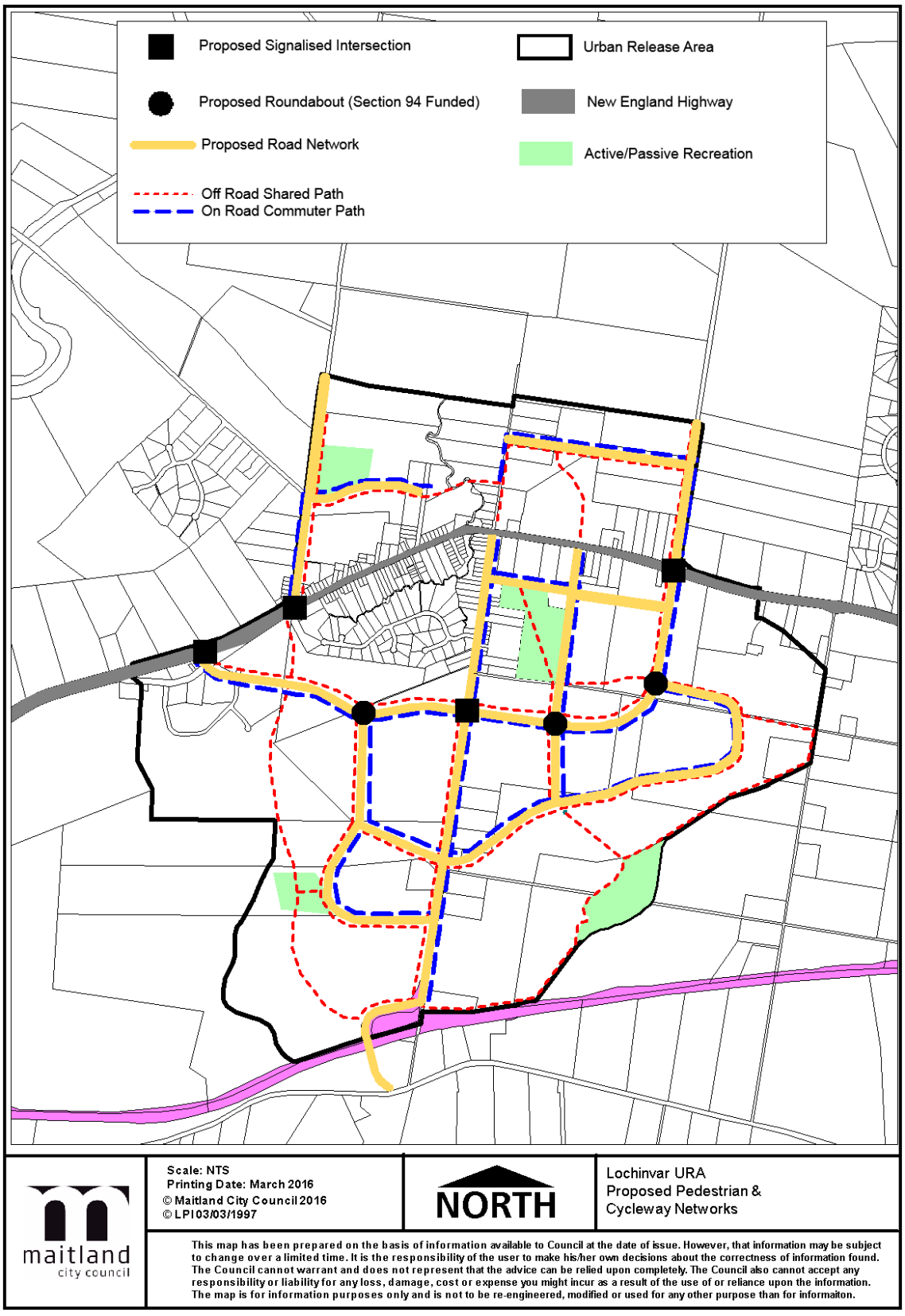



Figure 59: Lochinvar URA Pedestrian and Cycleway Networks

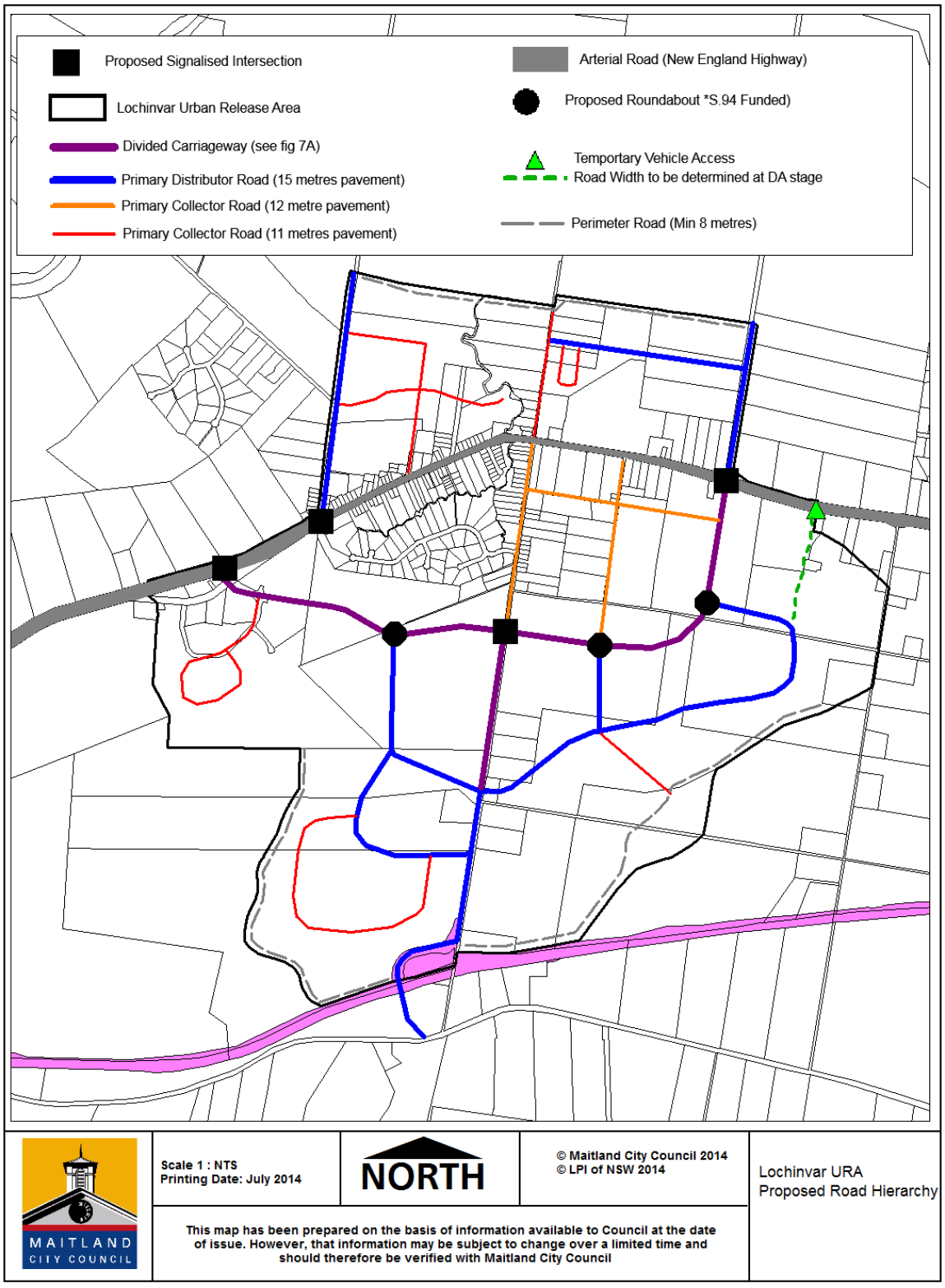



Figure 60: Lochinvar URA Proposed Road Hierarchy and Bus Routes.

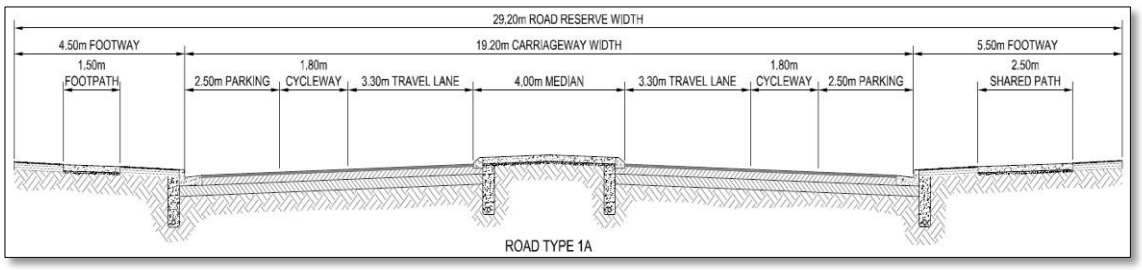



Figure 61: Cross-Section Divided Carriageway.

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.
2. To provide for the logical development of the URA based on the cost effective provision and availability of infrastructure and servicing arrangements.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 58.
2. The Lochinvar URA Staging Plan is to be read in conjunction with the Lochinvar Structure Plan, the Lochinvar Section 94 Contributions Plan and the Maitland Section 94 Contributions Plan (Citywide).
3. Development Applications will need to consider road and drainage infrastructure connection and sequencing in accordance with threshold limitations.
4. Development Applications will require evidence of satisfactory arrangements for essential services, including water and wastewater servicing. The release of allotments will be dependent on the satisfactory provision of reticulated water and wastewater services.
5. Development Applications shall incorporate road networks, stormwater detention areas, active and passive recreation areas, consistent with the overall staging and intended development outcomes for the Lochinvar URA.
6. Where it can be demonstrated that only a minor upgrade is required to existing water and wastewater infrastructure in order to enable any proposed urban development within the Lochinvar URA to be serviced (irrespective of Figure 58), Council shall require evidence of satisfactory arrangements from Hunter Water Corporation to support any Development Application for that land. In such circumstances, adherence to the Lochinvar URA Staging Plan (Figure 58) will be unnecessary.

7. Where any proposal is made to amend the proposed Lochinvar URA Staging Plan (Figure 58) for reasons relating to infrastructure upgrades that may increase capacities within each stage of the Lochinvar URA, any such proposal would need to be informed by variations to the water and wastewater servicing strategies prepared by Parsons Brinckerhoff in August 2011, and would need to be endorsed by Hunter Water Corporation, as occurred with those previous strategies.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel.
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Development Applications are to include an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. The overall movement hierarchy for each Development Application for urban development should be consistent with Figure 57 and Figure 59.
3. The overall pedestrian and cycleway links should be consistent with Figure 59, and the Recreation and Community Facilities Plan, which is identified in the associated Lochinvar Section 94 Contributions Plan.
4. The primary access for residential development in Stage 1 of the Lochinvar Urban Release Area is to be provided off the New England Highway, in accordance with Figure 57.
5. Perimeter roads as per Figure 60 shall be a minimum pavement of 8 metres wide. Pavement widening may need to be increased subject to lot catchment yield. Additional parking in between the road pavement and off road shared path shall be provided at points of interest, e.g. parks, open space.
6. No new lot shall have direct vehicular access to the New England Highway or Winders Lane.
7. Subdivisions adjacent to the New England Highway should orientate allotments and dwellings to face the main road, with suitable internal roads providing access, and suitable landscaping separating the allotment boundaries and main road.

8. Development Applications shall consider the proximity of the nominated community facilities and recreation areas identified in the subject DCP chapter and the relevant Section 94 Contributions Plan applying to the Lochinvar URA when designing subdivision layouts and movement linkages between adjoining sites.
9. Land is to be developed in walkable distances of up to 400m to a bus route, pedestrian network and local park, to promote sustainable communities.
10. Development Applications shall incorporate road networks that support the overarching traffic study for the Lochinvar URA in accordance with Figure 57, Figure 59 and Figure 60 of this DCP.
11. Traffic management facilities for the Lochinvar URA are to be provided in accordance with Figure 57 and the relevant provisions of the Lochinvar Section 94 Contributions Plan.
12. Development Applications are to be supported by appropriate Traffic Impact Assessments (as required by the NSW Roads and Maritime Services), in order to ensure that capacity exists in the local road network to accommodate the anticipated overall development yield for the Lochinvar URA.
13. The subdivision layout shall provide well connected and multiple route options for all modes of transport (pedestrian, cycle, bus and vehicle). The design of pedestrian, cycle and bus routes shall take precedence over vehicle routes. The provision of roads suitable for bus services shall provide for an adaptable growing network.
14. Bus routes shall be provided to facilitate 400 metres maximum walking distance for primary routes with bus stop location generally around 300m spacing.
15. Subdivision shall provide transport infrastructure such as pedestrian facilities (i.e. refuges/crossing points, footpath and cycle routes) and bus facilities (i.e. laybys, stops, shelters) for future and current school and public bus services.
16. Public infrastructure shall to be upgraded on public land as deemed necessary as a result of; the increased demand, to connect to nearby, or as listed in council documents. i.e. footpaths, road and drainage infrastructure, pedestrian and bus facilities.
17. Some existing roads are subject to road widening as shown in Figure 57. Consultation with Council is required to determine relevant widths and if the subject road is identified in the Lochinvar Section 94 Contributions Plan.
18. The following roads have pavement and verge widths that are substandard to MOES as they are retrofitting existing laneways to residential streets:
    - Station Lane to Robert Road from New England Highway to Christopher Road;
    - Christopher Road to Gregory Street from Station Lane to Robert Road.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.

3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.
4. A series of residential neighbourhoods are to be designed throughout the Urban Release Area to create a sense of identity, through distinct landscape and built form elements.

Development controls

1. Each Development Application is to include a landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, visually prominent locations, noise sensitive areas, and detailed landscaping requirements for the public and private realm.
2. Landscaping will be required on land adjacent to major intersections, all collector roads, Station Lane, Northern access roads and Southern Ring Road so as to soften the visual impact of all built elements, creating attractive streetscapes when viewed by passing traffic and pedestrians.
3. From the Western approach into Lochinvar, avenue type plantings are to be provided on the approach to the St Helena intersection and continue on towards the Windermere Road intersection. On the Eastern approach, it is recommended that avenue type plantings be provided from the Wyndella Road intersection, representing the gateway into Lochinvar from Rutherford, through to the civic precinct, taking care not to screen the buildings or their visual catchment not to screen the buildings or their not to screen the buildings or their visual catchment.
4. The landscaping strategy shall provide a 15-metre landscaping buffer adjoining the Southern extent of the Freeman Drive large lot residential subdivision, within the nominated 'Freeman Drive 15m vegetation buffer' shown in Figure 56.
5. The landscaping strategy shall provide extensive tree planting to the edge of existing riparian areas, with visual breaks where streets terminate in views to the riparian areas.
6. Subdivision design shall have regard to the integration of existing residences within the Lochinvar URA with any new development, including, where deemed necessary, the provision of suitable landscape treatments to provide visual relief and minor separation distance between existing and future residential developments.
7. Subdivision and housing design is to take advantage of significant and attractive views overlooking the surrounding rural lands by orienting streets and locating public space to capture views.
8. Future subdivision design is to incorporate the areas of native vegetation into the character and design of the development, and provide for links between areas of remnant vegetation creating improved habitat value and filter strips along watercourses.
9. Identification and retention of hollow bearing trees and mature trees is necessary when preparing Development Applications and considering future subdivision design.

10. Riparian buffers shall be maintained around identified watercourses, in accordance with relevant State Government guidelines pertaining to minimum buffer widths.
11. Future development and landscaping is to recognise the cultural plantings located at St Helena (along the New England Highway) and Clifton, and where necessary, shall be designed to complement rather than compete with established features.

## 1.4 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. The network of passive and active recreational areas should be provided generally in accordance with Figure 59.
2. Subdivision of land and the network of passive and active recreational areas should be consistent with that identified in Figure 59 and Community Facilities Plan, which is identified in the associated Lochinvar Section 94 Contributions Plan.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. The stormwater and water quality management controls shall be consistent with the principles of Water Sensitive Urban Design (WSUD) Targets.
2. The number and location of WSUD elements should be determined by modeling to develop the WSUD strategy for the site, and be integrated with the overall design and wider catchment.
3. Long-term maintenance costs are to be identified in the design of the WSUD elements and are to be submitted to Council for consideration prior to acceptance of the WSUD strategy.
4. Development Applications need to ensure that post-development stormwater flows do not exceed pre-development stormwater flows.
5. Development applications are to identify stormwater detention areas in accordance with the nominated locations identified in Figure 64, and supported by the flood Study prepared by ADW Johnson dated September 2015. It should be noted that the locations of the stormwater detention basins form part of the wider trunk drainage network, to which developers will be required to make contributions under the Lochinvar Section 94 Contributions Plan.
6. Stormwater calculations shall be based upon the ultimate development state of the catchment. The time of concentration is the time from the most remote part of the catchment to the catchment outlet. (ie from the top of Greedy Creek and Lochinvar Creek to the New England Highway).
7. No development can occur in the Greedy Creek or Lochinvar Creek catchments unless sufficient regional basin(s) are constructed to mitigate any impacts on Hunter Close catchment.
8. Minimum road widths may need to be increased on account of WSUD features such as swales.
9. Swales may be accepted where it can be demonstrated that they will meet Council's performance and maintenance objectives and facilitate safe and effective movement of pedestrians and vehicles.
10. Swales may be considered on the outside of perimeter roads where no residential access is provided. Swales shall not exceed 4% gradient.
11. Flow control measures shall be used where grades in swales exceed 4%.
12. Where practical, WSUD elements may be incorporated in a centre depressed median of dual carriage roads.
13. Wherever possible, existing natural drainage gullies should form part of a stormwater and runoff drainage management system. Detention basins and / or wetlands to alleviate stormwater peaks and retain pollutants can be considered on-line only for 1st and 2nd order streams.
14. Wetlands should be well-designed creating an attractive and safe amenity, and be highly visible for both the adjoining residents and passers-by.
15. Walking paths should have frequent contact adjacent to the wetland edge.
16. Vegetation should be designed such that generous unobstructed view of the wetland is available.
17. Emergent macrophytes should be minimal and manageable.
18. Slopes surrounding wetlands should be gentle and offer convenient tractor-mowing access.
19. Flat grassed areas that potentially may be water-logged should be avoided.

20. Gullies intended to be left in their natural state should be assessed, and if necessary enhanced to offset the need for maintenance.
21. In general, grassed areas must be kept to a minimum for maintenance purposes, and wetland and gullies should offer a sense of ownership to the public.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from incompatible land uses, including road and rail corridors.

Development controls

1. Development Applications are to provide for the amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected.
2. Submission of a bushfire threat assessment is a requirement for any Development Application involving bushfire prone land within the Lochinvar URA.
3. Development Applications will need to investigate soil salinity levels, soil structure/stability and Acid Sulfate Soils as part of geotechnical investigations associated with the site.
4. Phase 1 site contamination studies are required for each Development Application, with Phase 2 site contamination studies likely to be required in some areas of the site. The areas required for Phase 2 site contamination assessment shall be determined by the outcomes and recommendations of Phase 1 site contamination studies prepared for each Development Application. Any Phase 1 or Phase 2 site contamination studies should have regard to the site contamination assessment completed by Barker Harle Pty Ltd submitted with the rezoning proposal for the Lochinvar URA.
5. The affected areas of those sites in the Northern extent of the Lochinvar URA that are prone to inundation as a result of either (i) the 1:100 ARI plus 0.5m flood event; or (ii) localised storm event flooding from Lochinvar Creek, are not to be further developed for residential purposes.
6. Impacts from localised storm event flooding generated from Lochinvar Creek are to be considered as part of relevant Development Applications within the site, with reference to the overarching stormwater and flood study prepared by ADW Johnson as a basis for determining impacts from future developments in the URA.
7. Rail noise is expected to impact the Southern extent of the Lochinvar URA, predominantly to the South of Cow Hill Road.

8. Future residential buildings will be required to achieve the following mandatory internal noise goals (measured in LAeq) contained within Clause 87 of State Environmental Planning Policy (Infrastructure) 2007:
   - In any bedroom in the building – 35dB(A) at any time between 10pm and 7am;
   - Anywhere else in the building (other than a garage, kitchen, bathroom or hallway) – 40dB(A) at any time.
9. ARTC also recommend that external amenity be considered when larger scale new residential release areas are proposed near a rail corridor and suggest that an appropriate noise goal in this regard should be 80LAmax.
10. Figure 56 shows the extent of the 60dB(A) Leq 9hr (night-time 2022) noise contour as extracted from the Australian Rail and Track Corporation "*Maitland to Minimbah Third Track Operational Noise and Vibration Review (Public)*" dated June 2013. The purpose of including this noise contour in the DCP is to give a potential developer a spatial appreciation of where specialised acoustic controls are likely to be required in the development of the URA. For land to the North of the 60dB(A) contour, conventional residential construction will most likely enable the internal noise goals of the SEPP to be achieved. For land within, or in close proximity to, the 60dB(A) contour (closer to the rail corridor), specialised acoustic treatments are likely to be needed in the form of improved noise attenuation treatments to individual residences or mitigation in the form of noise barriers adjacent to the rail corridor – or perhaps a combination of these.[2]
11. Independent acoustic and vibration reports prepared in accordance with the NSW EPA "Rail Infrastructure Noise Guideline 2013" shall be submitted with Development Applications for all land to the South of Cowhill Road, which includes land South of the 60dB(A) indicative rail noise contour, to identify potential impacts and mitigating measures associated with development located in proximity to the Main Northern Railway Line.
12. While rail vibration must be properly assessed as part of the development application process, the "*Maitland to Minimbah Third Track Operational Noise and Vibration Review (Public)*" suggests that vibration impacts are not likely to be significant outside the range of 40-50m from the nearest rail line.
13. Appropriate subdivision design and lot layout together with mitigation works (where necessary) can help reduce the impacts of rail noise and vibration on residential buildings and outdoor private spaces.

[2] The Eastern end of the 60dB(A) contour is shown as an indicative contour only given the termination point of the survey and modelling undertaken under the "*Maitland to Minimbah Third Track Operational Noise and Vibration Review* (Public)".

14. Given the potential impacts from coal dust and pollution/emissions from rail movements development applications proposing residential lots and/or buildings within 50m[3] of the Main Northern Railway Line shall include a detailed

air quality assessment carried out by a suitably qualified consultant. The air quality assessment zone is shown in Figure 56.

15. Subdivision design and lot layout must ensure that any future residential housing will not be adversely affected by noise or vibrations from rail movements along the Main Northern Railway Line or from vehicle movements along the New England Highway.
16. Development Applications that include development on land within 120m of the New England Highway will require preparation of an acoustic assessment to determine individual construction standards for residential buildings within the performance- based area shown in Figure 56.
17. Future residential buildings within 120m of the NEH will be required to achieve the following mandatory internal noise goals (measured in LAeq) contained within Clause 102 of State Environmental Planning Policy (Infrastructure) 2007:
    - In any bedroom in the building – 35dB(A) at any time between 10pm and 7am;
    - Anywhere else in the building (other than a garage, kitchen, bathroom or hallway) – 40dB(A) at any time.
18. Reference should be made to Figure 56 of this chapter, and the adopted Lochinvar Structure Plan 2007, in identifying key sites and visually sensitive areas within the Lochinvar URA that are of particular importance and should be considered when preparing visual impact assessments to support Development Applications.
19. Consideration should also be given to masterplan sites (see Figure 55) and visually prominent features from the New England Highway, including:
    - Airds of Lochinvar
    - St Helena Homestead and cultural tree plantings
    - All Saints College St Joseph's Campus
    - St Patrick's Church
    - Holy Trinity Church
    - Davron Hill/Jacobs Hill/Winders Hill/Summer Hill
    - Greta Reserve
20. Land to the East of Windermere Road extending to Lochinvar Creek has been identified as a visually sensitive area (see Figure 56) and Development Applications for this land should address and respond to this visual sensitivity.

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[3] The ARTC's "Maitland to Minimbah Third Track Environmental Assessment" dated May 2010 identifies the residential areas of Telarah, Rutherford, Farley, Greta and Branxton as sensitive receptors in relation to air quality. Given the location of the Lochinvar URA adjacent to the rail corridor, the locality is also considered a sensitive receptor and should be treated the same way as the abovementioned localities in determining air quality impacts. While air quality modelling results indicate that predicted operational air quality impacts (diesel and coal dust emissions) should be within relevant EPA air quality goals, a reasonable and conservative planning approach is to require site specific modelling of 'actual' emission levels close to the rail corridor over time as the development of the URA progresses.

21. Development Applications that include land adjoining the New England Highway shall employ appropriate mechanisms for managing the interface between residential development and the New England Highway, informed by either a

visual impact study or statement (determined by the scale of the proposed development), in order to preserve the rural amenity and entrance into Lochinvar.

22. Development shall incorporate appropriate measures to prevent and control the impacts of erosion and sedimentation that may occur as a result of earthworks, localised development, subdivision works or the like within the Lochinvar URA. The relevant chapters of the Maitland Citywide DCP shall be considered in adhering to this requirement.

## 1.7 Aboriginal and European Heritage

Objectives

1. Heritage items, buildings with heritage significance and conservation areas are protected.

Development controls

1. Development Applications shall be supported by appropriate Aboriginal Heritage Impact Studies to determine the presence and locations of any Aboriginal artefacts or sites of significance, including methods for providing any necessary buffers within the site. When preparing an AHIS, reference shall be made to the recommendations of the Aboriginal Heritage Assessment and Management Plan completed by Mary Dallas Consulting Archaeologist Pty Ltd (dated August 2010), with specific attention paid to any Potential Archaeological Deposits identified in that assessment.
2. Development Applications shall include documented evidence of consultation with Local Aboriginal Land Councils and relevant government agencies.
3. Development Applications shall be prepared having consideration for items of European heritage identified in the Lochinvar Structure Plan, given the presence of heritage items throughout (and within close proximity to) the Lochinvar URA, and the visual significance of these items. Identified items include:
    1. Victoria House, Cantwell Road
    2. St Helena Cottage
    3. Holy Trinity Church
    4. Catholic Cemetery
    5. Police Station
    6. Clifton, Station Lane
    7. Government railway
4. Where required, any European heritage study shall incorporate an assessment of curtilage (including a map showing curtilage) for identified items, and shall include recommendations for the recognition and protection of any other items, should any be exposed as a result of further planning or construction processes.

## 1.9 Key Development Sites

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Development Applications are to include detailed urban design controls (including traffic management requirements and car parking designs where appropriate) for the following Key Development Sites:
   - Schools, libraries and community facilities
   - Gateway sites
   - St Helena Village
   - Airds of Lochinvar
   - Sisters of St Joseph Convent and surrounds
   - Lochinvar Police Station
   - Interface area adjoining Freeman Drive
   - Development adjoining the New England Highway and Main Northern Railway Line
   - Transport interchange
   - Civic precinct
   - Medium/High density residential areas
   - Lochinvar Town Centre.

*Adjoining land zoned for environmental protection*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Any development or works within, or adjacent to the land zoned E3 Environmental Management are to ensure clearing of vegetation is minimised to the satisfaction of Council.
2. Mechanisms are to be put in place with development to ensure the integrity and protection of established vegetation and riparian areas zoned E3 Environmental Management. Details of how vegetation and riparian areas are proposed to be managed are to be included in all Development Applications affecting the E3 Environmental Management zone.
3. Development within residential zones must be designed and planned to ensure any Asset Protection Zones (APZs) and the like are not required or needed in the E3 Environmental Management zone.
4. Any APZs must be accommodated wholly within residential zones and shall not extend into the E3 Environmental Management zone.

*Interface area South of Freeman Drive*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Development on land adjoining the existing Freeman Drive subdivision to the South must be suitably located and designed so as to maintain view corridors and minimise any impacts on the existing neighbourhood amenity.
2. A vegetation buffer for the purposes of screening and visual amenity must be provided and maintained for a depth of 15m (within the 'no development' buffer) from the rear of existing allotments currently serviced by Freeman Drive. Figure 56 identifies this proposed buffer area.

*Land adjoining the New England Highway and Winders Lane*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. No direct access shall be permitted to the New England Highway or Winders Lane for new residential allotments. Access to new residential allotments adjoining the New England Highway or Winders Lane shall only be via internal local roads.
2. A landscape buffer wholly contained within the allotments to be developed adjoining the New England Highway and Winders Lane shall be implemented for (i) all allotments adjoining the New England Highway between Robert Road and the Eastern extent of the Lochinvar Urban Release Area that adjoins the New England Highway, and (ii) all allotments adjoining Winders Lane.
3. The landscape buffer adjoining the New England Highway shall include design elements and construction materials that assist with reducing traffic noise generated from vehicles along the New England Highway. These design elements and construction materials shall be identified in a landscape plan supporting any Development Application upon land so affected.
4. The respective landscape buffers adjoining the New England Highway and Winders Lane are to be wholly contained within the affected allotments, with maintenance of the landscape buffer being the responsibility of the individual owners of the respective allotments. Figure 62 and Figure 63 illustrate the typical cross-section and possible fencing arrangements for the affected land.
5. The dimensioning of the New England Highway landscape buffer will be dependent on the results of acoustic modelling undertaken for land within the "120 metre performance-based area" illustrated in Figure 56 of this DCP chapter, and, where applicable, the results of any visual impact study relating to the land. Dwellings are to be set back from the New England Highway a

minimum distance of 30 metres. Residential allotments in this locality are to be designed to be of sufficient depth to accommodate this set back and dwelling footprint.

*Airds of Lochinvar*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Any Development Application involving the "Airds of Lochinvar" site shall incorporate appropriate mechanisms to enable the continued functioning of the iconic building as a locally significant, commercial premises, given that the "Airds of Lochinvar" building and its surrounds are identified as a masterplan site (Figure 55). Only limited commercial activities at the site are supported (as permitted in the R1 General Residential zone), given the proposed neighbourhood shops to the North of the New England Highway and the future Town Centre will service the local community of Lochinvar. Expansion of the Airds site for additional/supplementary commercial activities would be inconsistent with the Maitland Activity Centres and Employment Clusters Strategy 2010.

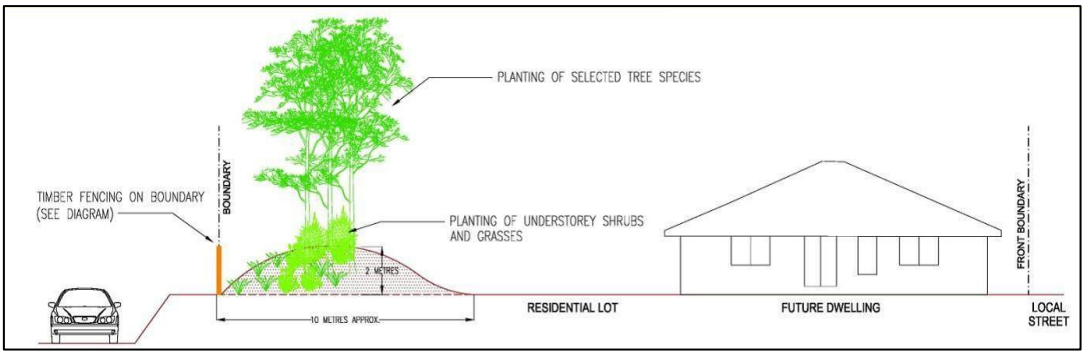


Figure 62: Landscape Buffer Typical Cross Section for Allotments Adjoining the New England Highway and Winders Lane.

Figure 63: Typical Timber Boundary Fencing for Allotments Adjoining the New England Highway and Winders Lane.

## 1.10 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.11 Neighbourhood Commercial and Retail Uses

Objectives

1. To accommodate and control appropriate neighbourhood commercial and retail uses.
2. To foster a sense of community and strong local identity and sense of place in neighbourhoods.

Development controls

1. Development Applications, where appropriate, are to include measures to accommodate and control appropriate neighbourhood commercial and retail uses.
2. Any Development Application that includes the land nominated for neighbourhood shops north of the New England Highway will need to address issues such as traffic and access, potential intersection locations, carparking, signage and other pertinent elements associated with commercial development in the locality.
3. Future detailed planning is required for the future Lochinvar Town Centre, following any future LEP amendment for a Town Centre in the Lochinvar URA. The Development Application for the Town Centre is to include detailed urban design controls (including traffic management requirements and carparking designs).

## 1.12 Provision of Public Facilities and Services

Objectives

1. Suitably located public facilities and services are provided, including provision for appropriate traffic management facilities and parking.

Development controls

1. Each Development Application is to include suitably located public facilities and services, including provision for appropriate traffic management facilities and parking (see Key Development Sites above).
2. Public transport should be addressed in Development Applications, with consideration made for overall network connectivity and access to bus stops and the Lochinvar Railway Station.
3. Development Applications that include land in the Southern extent of the site shall account for future expansion of the Lochinvar Railway Station and the potential for a transport interchange in this part of the site.
4. The release of allotments will be dependent on the satisfactory provision of reticulated water and wastewater services. Development Applications will therefore require evidence of satisfactory arrangements for water and wastewater servicing.
5. Development Applications shall incorporate indicative road networks (based on Figure 55 and the overarching traffic study prepared by URaP), stormwater detention areas, active and passive recreation areas and evidence of satisfactory arrangements for essential services.
6. Provision of community facilities and open space areas will be in accordance with the associated Lochinvar Section 94 Contributions Plan.
7. The location of a future secondary school within the site shall be located within an 800m walking distance of the transport interchange identified adjoining the Main Northern Railway Line.

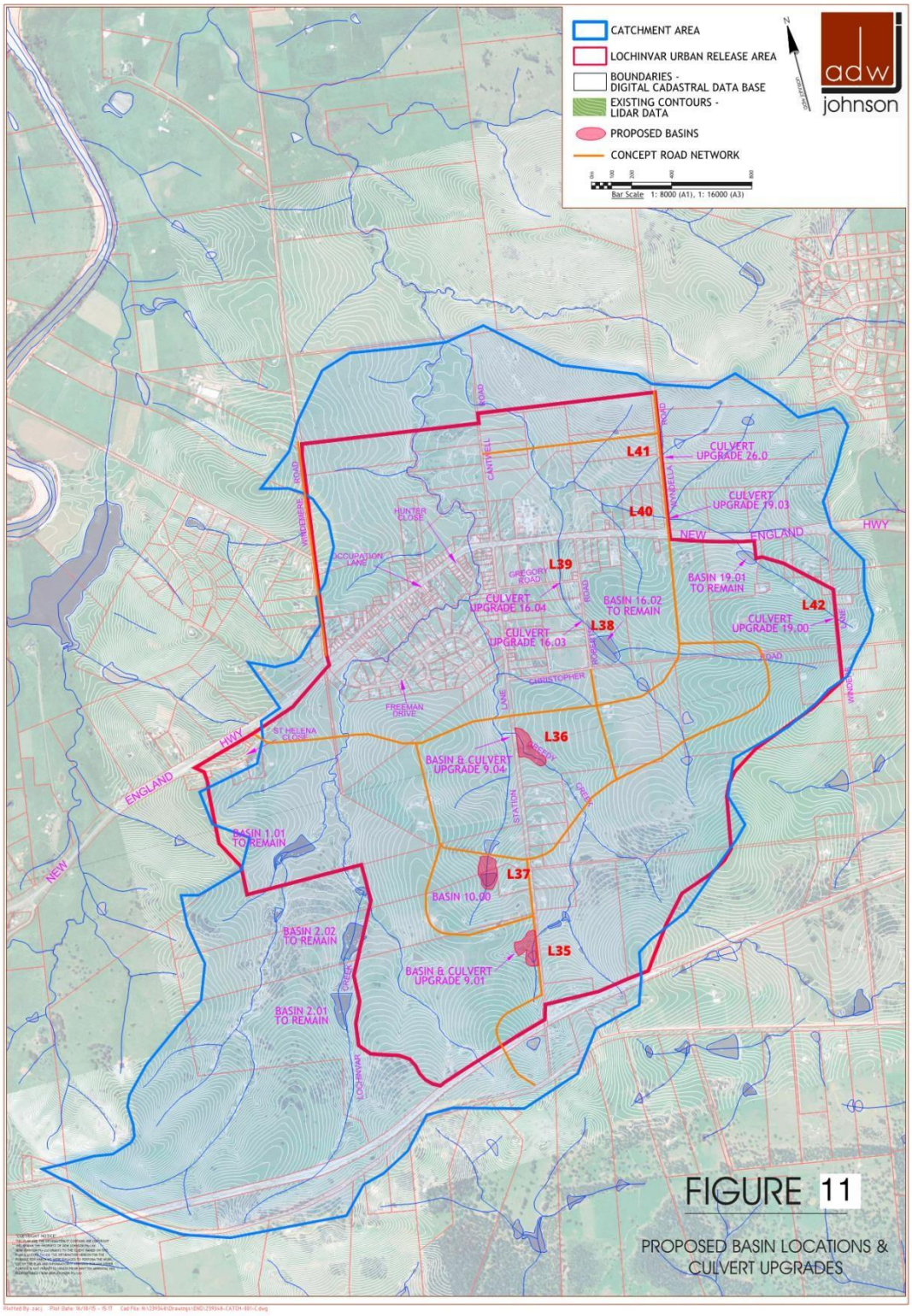


Figure 64: Proposed basin locations and culvert upgrades.

# F.10 - Louth Park Area Plan

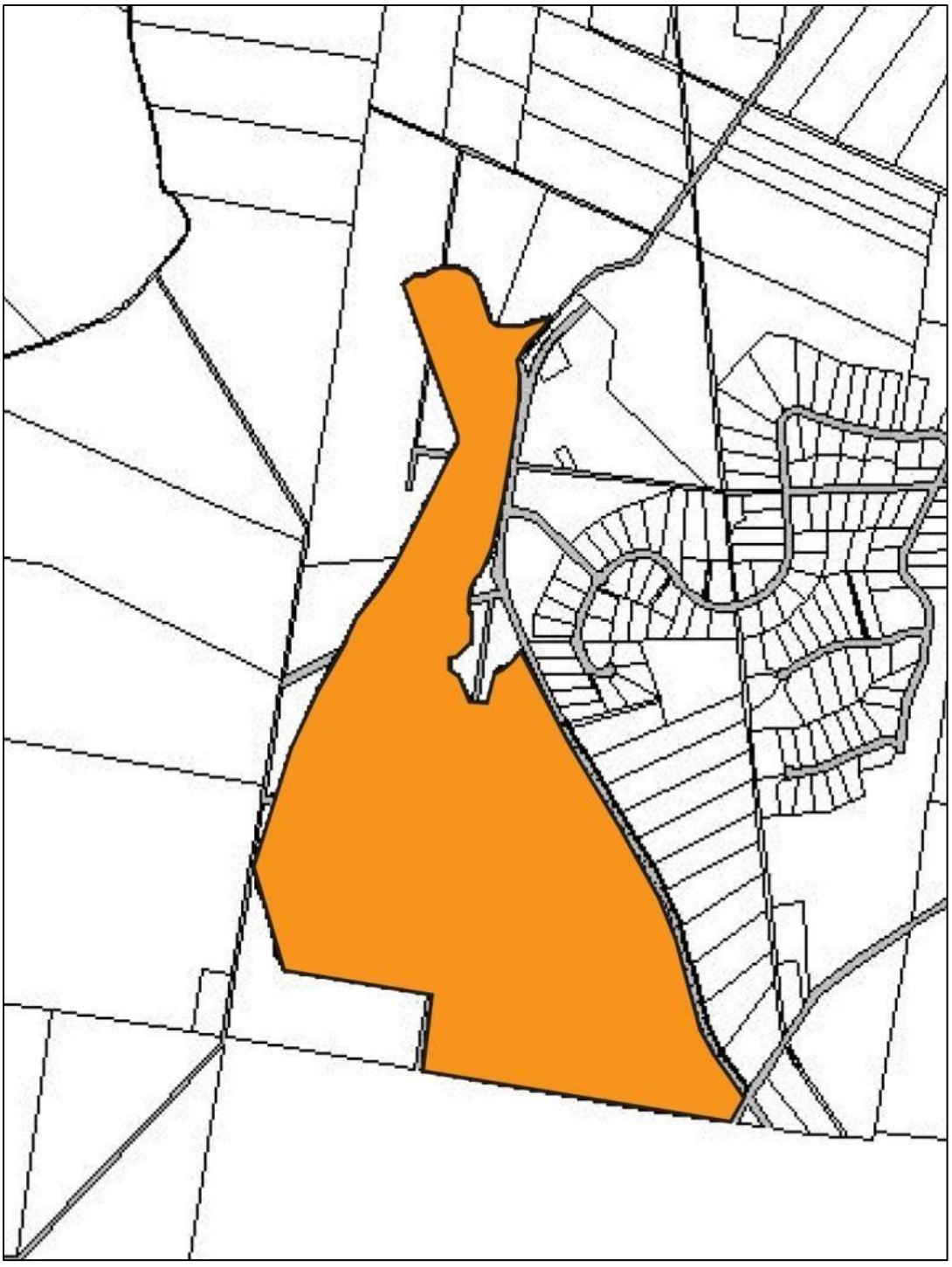

Figure 65: Louth Park Urban Release Area Plan.

# DESCRIPTION

The Louth Park Urban Release Area (URA) is located off Louth Park Road and Dagworth Road, adjoining the existing R5 Large Lot Residential subdivision known as Waterforde Estate and other rural allotments (See Figure 65).

The subject area is a natural extension to the adjacent large lot residential environment and is contained within the same visual catchment with a surrounding rural character. The URA has traditionally been used for grazing and is within the visual catchment of the Waterforde Estate, and is also visible from the north, south and west.

The area has several important characteristics and constraints that must be considered with any new development, including visual amenity, mines subsidence, road infrastructure standards, flooding, water quality, established vegetation, ecology and bushfire.

The area is capable of being serviced with reticulated water and sewer, electricity and telecommunications, subject to typical upgrades and augmentation.

# PRECINCT PLAN

The Louth Park Area Plan is comprised of precinct plans as shown in Figure 66.

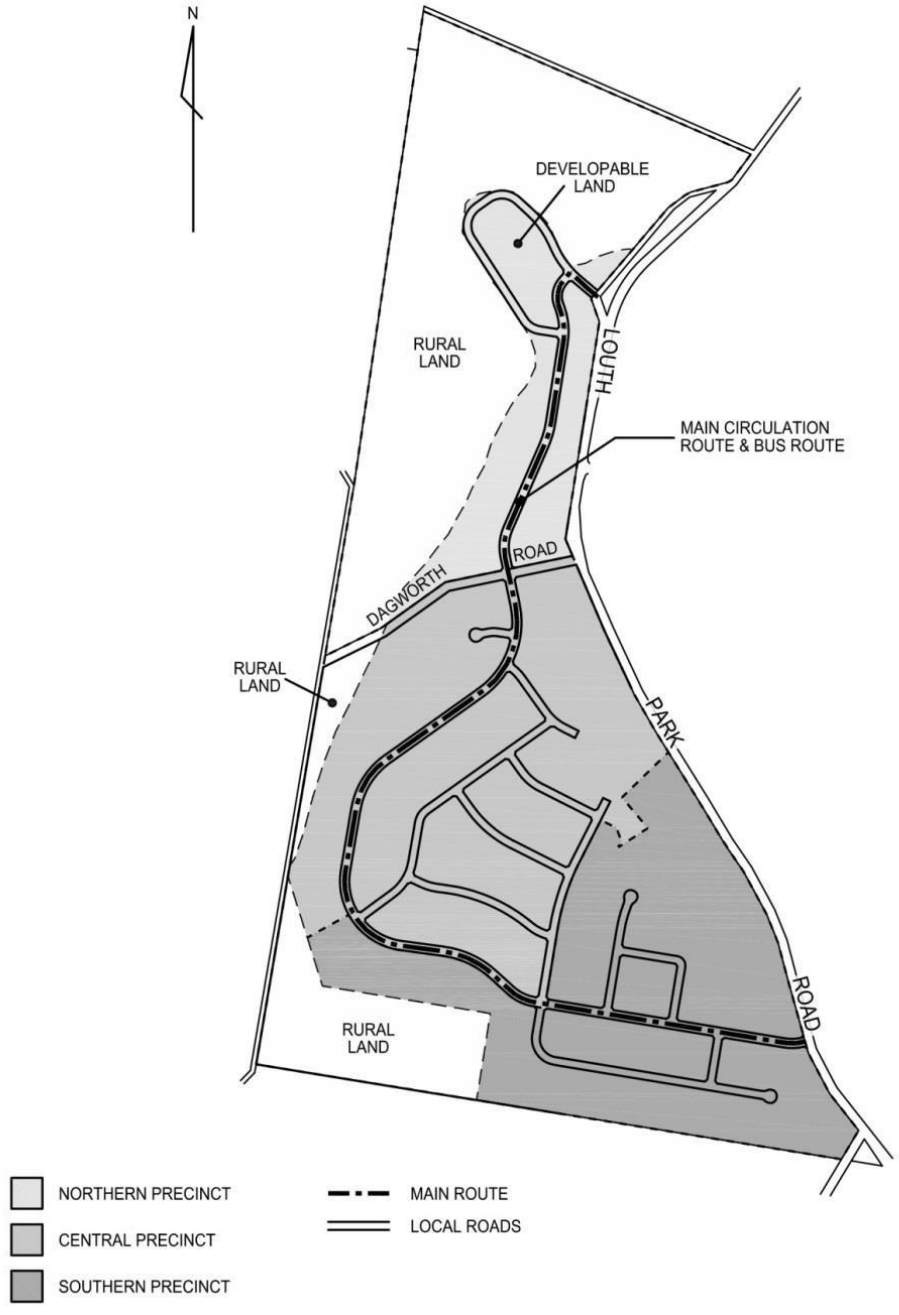


Figure 66: Louth Park Precincts and Road Hierarchy.

# STAGING PLAN

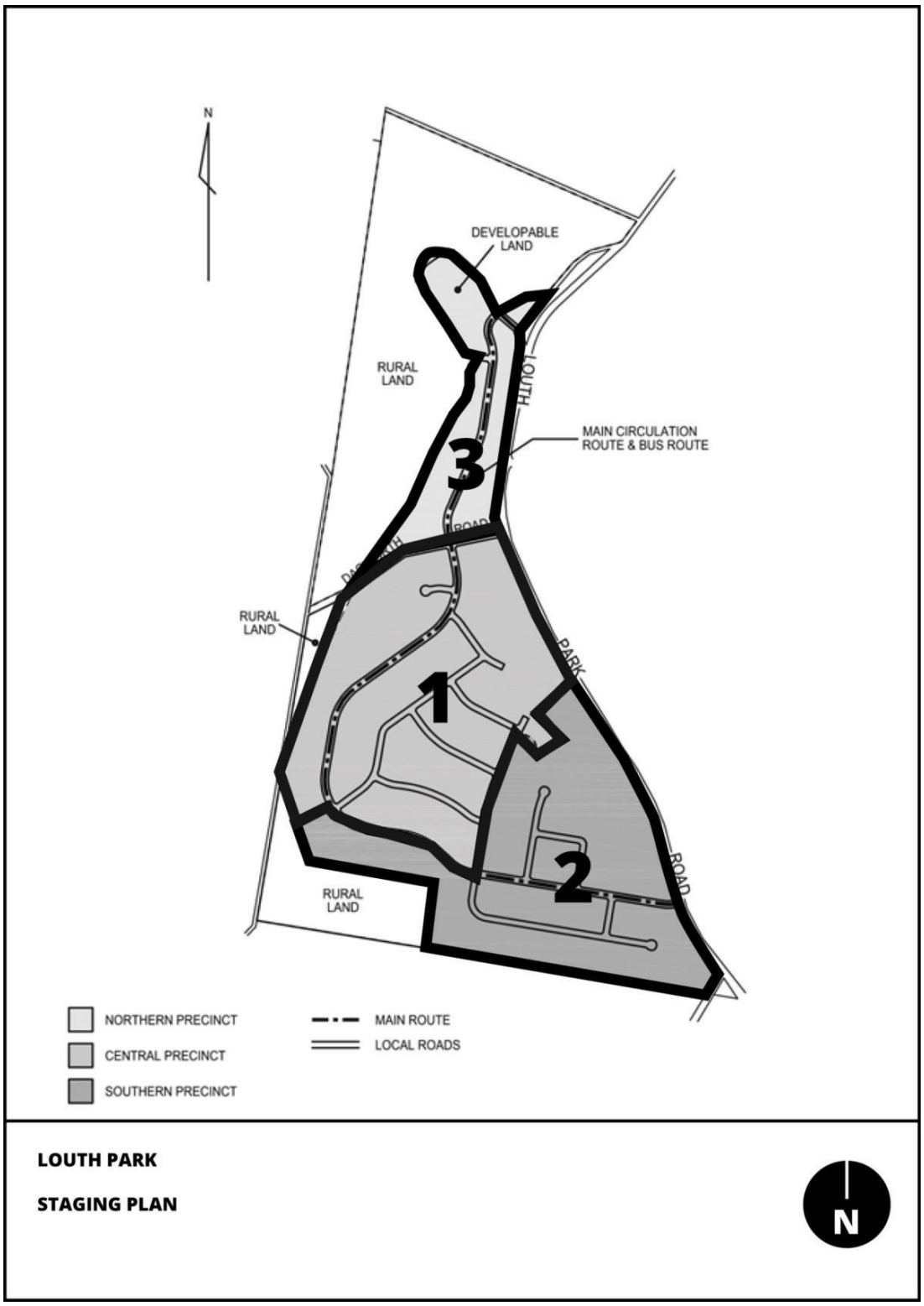


Figure 67: Louth Park Staging Plan.

# 1. Development Requirements – General Provisions

## 1.1 Staging Plan

Staging of development should generally accord with the Staging Plan as shown in Figure 67. The Staging Plan provides for the timely and efficient release of urban land and aligns with the precinct plans as shown in Figure 66.

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the Urban Release Area and sequencing of urban development should be generally in accordance with Figure 67.

## 1.2 Precinct Plans – General Provisions

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Precinct Plans have been prepared for each precinct identified in Figure 66.

## 1.3 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Each Precinct Plan includes an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.

2. The overall movement hierarchy for each Precinct Plan is shown in the Road Hierarchy and pathway identified in Figure 66.
3. The transport movement hierarchy includes provision for pedestrians and cyclists connecting the northern, central and southern precincts and Louth Park Road.
4. The transport movement hierarchy identifies a bus transport route.

## 1.4 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. Each Precinct Plan includes an overall landscaping strategy for the protection and enhancement of any significant riparian area, hollow bearing trees and remnant vegetation, including visually prominent locations.
2. The overall landscaping strategy includes provisions to protect scenic values and existing significant vegetation within the site, particularly within, and adjacent to, the western ridgeline of the central precinct, and the northern ridgeline of the northern precinct.

## 1.5 Passive and Active Recreation Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.6 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.
4. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment, including Wallis Creek and the Hunter River.

Development controls

1. Each Precinct Plan includes stormwater and water quality management controls.
2. Stormwater and water quality management controls includes the general location of any trunk drainage, including any potential stormwater and water quality and quantity management controls and devices.

## 1.7 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from incompatible land uses.

Development controls

1. Precinct Plans provide for the amelioration of any significant natural and environmental hazards, including mines subsidence, geotechnical, bushfire, flooding and site contamination, along with the safe occupation of, and the evacuation from, any land so affected.

## 1.8 Key Development Sites

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. There are parts of the Louth Park Urban Release Area that require specific design consideration to address site specific constraints. These are addressed in the Area Plan as Key Development Sites and include:
   - ridgelines and prominent rural skyline
   - Riparian areas
   - Shallow mine workings
   - Bushfire prone areas.

## 1.9 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.10 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.11 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# PRECINCT PLAN - NORTHERN PRECINCT

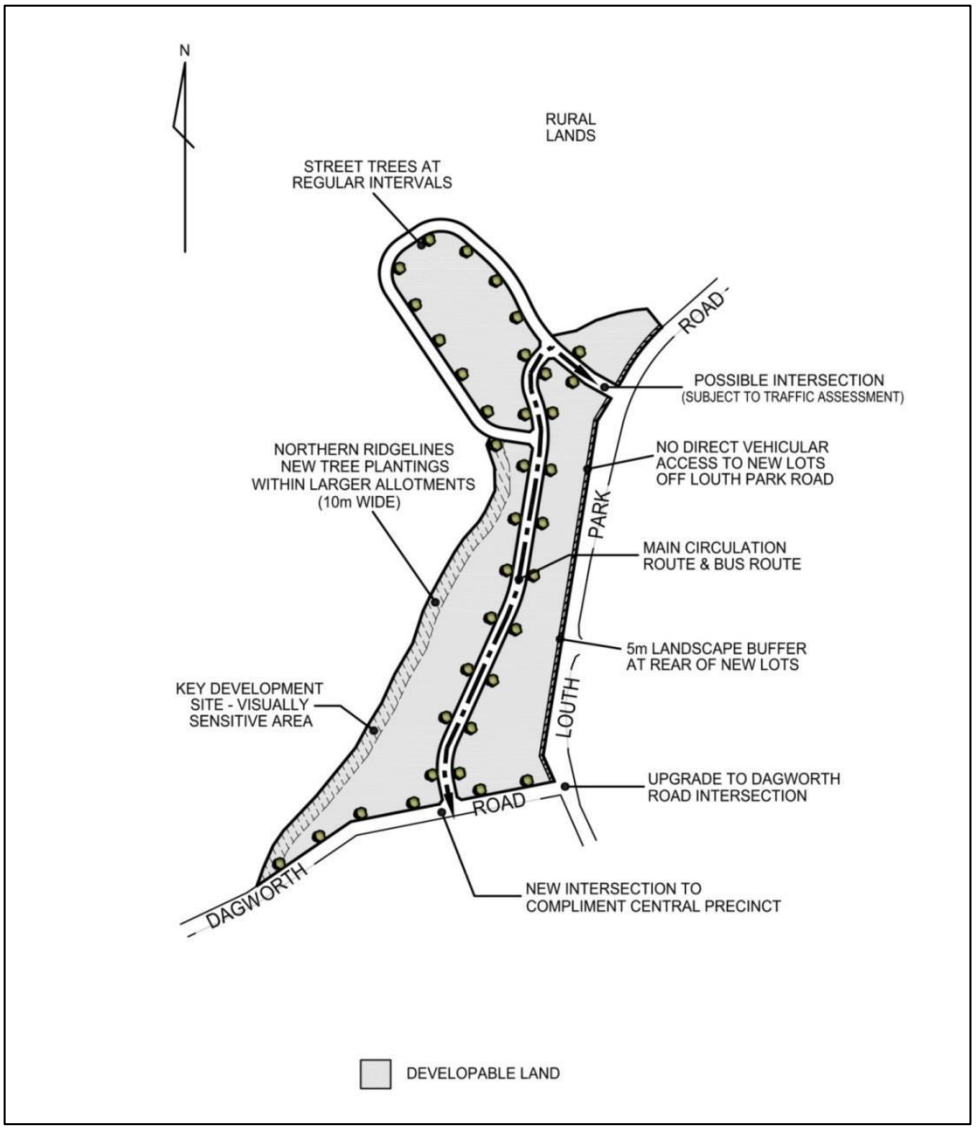


Figure 68: Northern Precinct and Road Hierarchy.

# 1. Development Requirements

The following provisions comprise the Precinct Plan provisions referred to in the general provisions above applying to the Northern Precinct.

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The principal access to the North Precinct will be via a controlled intersection on Dagworth Road to coincide with, or compliment the access to the Central Precinct. This main circulation route may possibly connect with Louth Park Road in the northern extent of the precinct, dependent upon detailed traffic assessment reports, particularly safety at any new intersection.
2. Where practicable this main circulation route should accommodate a bus route. The main circulation route shall include a landscaped entry and planted median adjacent to the Dagworth Road intersection. The main circulation road shall have street tree plantings at regular intervals along its full length.(See Figure 69)
3. Road layout and street design will be consistent with the adopted Northern Precinct and Road Hierarchy Plan (Figure 68), and take into account detailed survey and subdivision planning. Road design and widths in this precinct are to satisfy the aims and objectives of Council's engineering standards, but importantly provide for attractive streets.

4. No new lot shall have direct vehicular access to Louth Park Road, except where existing dwelling houses are to be redeveloped in a coordinated and orderly manner.

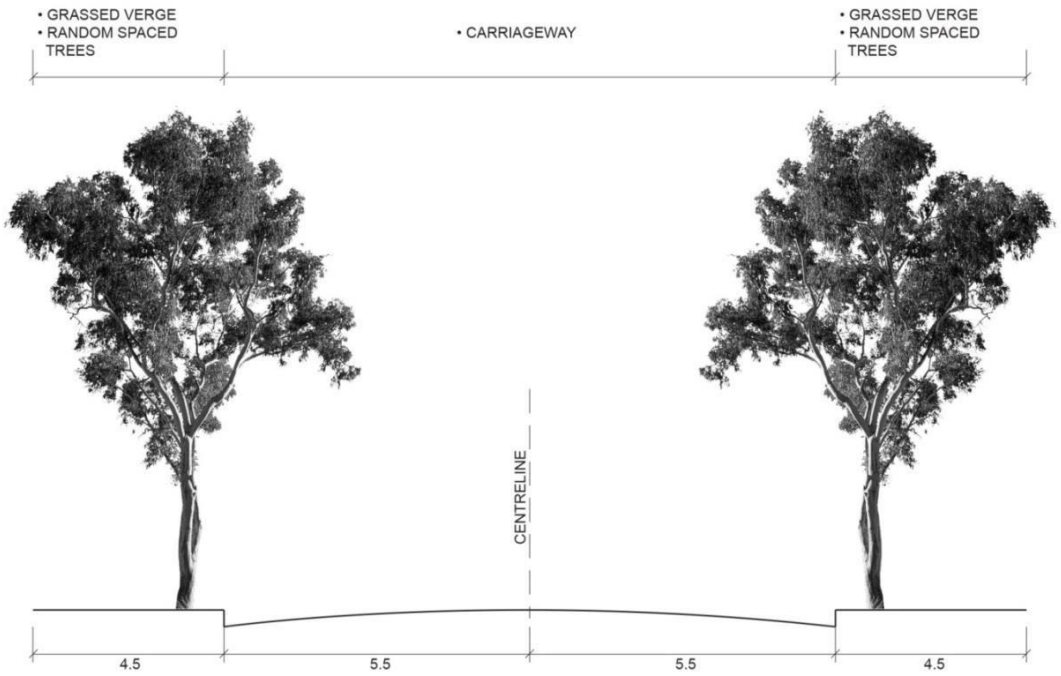


Figure 69: Main Circulation Route.

## 1.3 Overall landscaping strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.
4. To enhance the natural landscape character of the area.
5. To ensure the landscaping and visual qualities of the area are maintained.

Development controls

1. Detailed landscaping plans will be submitted with all development applications for subdivision.
2. New landscaping will be required on residential allotments immediately adjacent to Louth Park Road, being a 5 metre wide buffer.

3. This landscaping buffer will be within allotments and maintained in perpetuity by way of a protective restriction as to user on title or covenant. This landscaping shall include native ground covers and shrubs to a maximum height of 1500mm so as to not hide the development, but improve visual amenity. The diagram (Figure 70) shows a typical cross section of the buffer.
4. Existing trees that are not affected by proposed new roads, infrastructure or buildings are to be retained where possible within riparian corridors, flood liable lands, road reserves and open space.
5. Existing mature trees within and adjacent to the Louth Park and Dagworth Road reserves should also be retained
6. Any re-vegetation proposals should be integrated with landscape plans and include, where possible, those areas supporting Endangered Ecological Communities (EEC).
7. Landscaping plans will include appropriate street tree plantings at regular intervals within the precinct, particularly along the main circulation road.
8. The precinct shall also have consistent post and rail timber fencing treatments to Louth Park Road and Dagworth Road frontages where fencing is needed for safety, security or visual enhancement.
9. Suitable landscaping is to be provided at key intersections on Louth Park Road and Dagworth Road providing attractive entrance statements.
10. Any individual allotment boundary fencing within the precinct be timber post and rail style, or similar open style rural fencing, and such requirements shall be reinforced and protected via mechanisms such as restrictions as to user on titles and covenants. Please refer to Figure 71 of typical fencing detail. If necessary for pets, safety or security, fencing may be modified to include the installation of wire or galvanized mesh.
11. A Visual and Scenic Impact Assessment is to accompany Development Applications for subdivision development within the precinct, and shall include proposed ameliorative measures such as new tree plantings and retention of existing mature trees within and adjacent to ridgeline areas and mid slopes to provide a vegetated skyline.
12. No new dwellings, garages or outbuildings shall be located within 15 metres of Louth Park Road. A 5m landscape buffer is to be provided along the boundary between the property and Louth Park Rd.
13. Building envelopes are to be positioned to retain existing vegetation and hollow bearing trees where practicable.
14. Where impacts are proposed on areas of biodiversity value, demonstration on how the proposal will meet the “improve or maintain” threshold will be required with the development application.

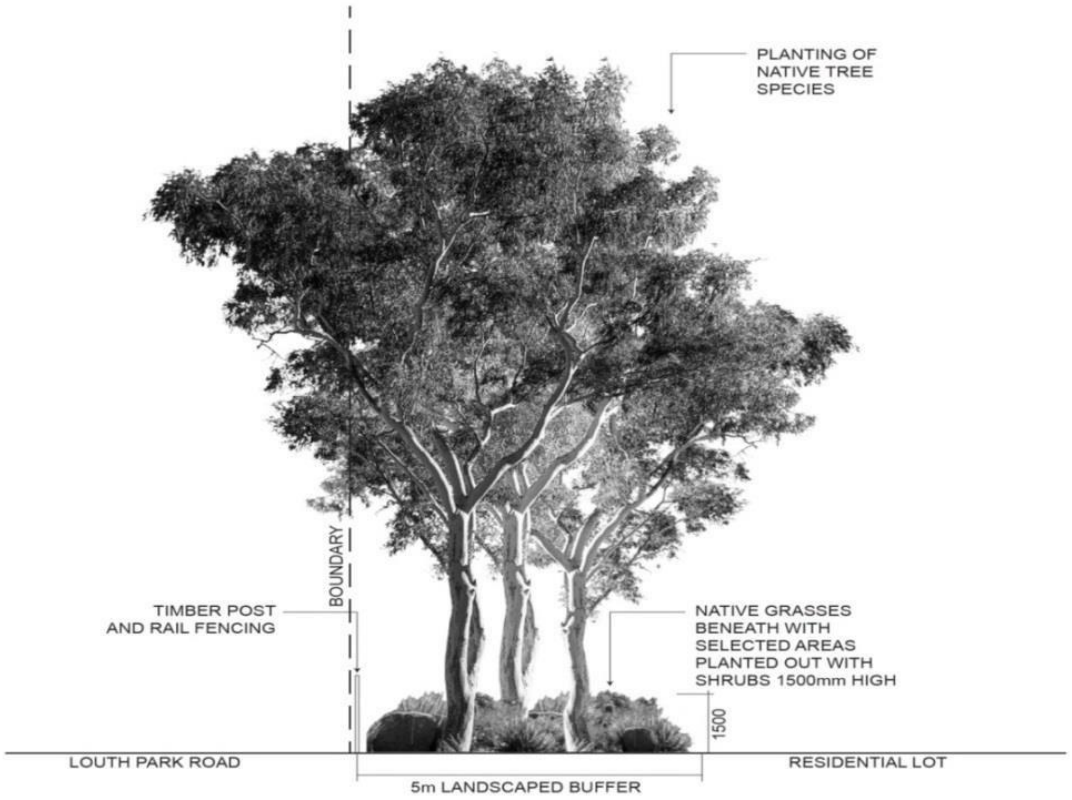


Figure 70: Landscape Buffer to Louth Park Road.

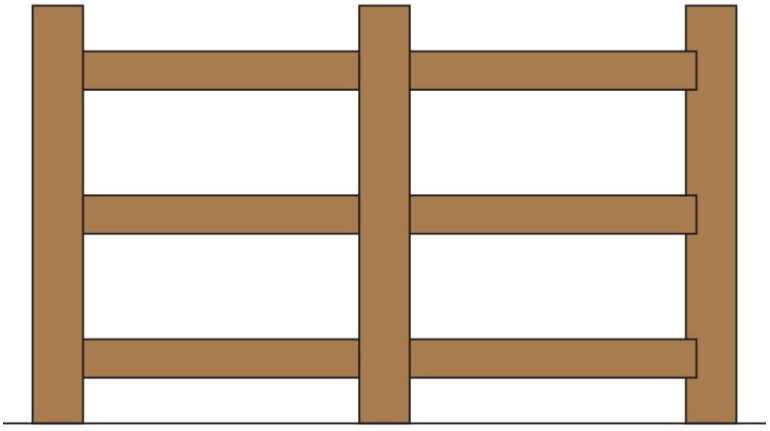

Figure 71: Typical Timber Boundary Fencing or Similar.

## 1.4 Passive and active recreation areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and water quality management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Applications for subdivision shall include a stormwater management strategy for the precinct consistent with the principles for Water Sensitive Urban Design (WSUD).
2. The number and location of WSUD elements shall be determined by modeling to develop the WSUD strategy for the site and be integrated with the overall design.
3. Long term maintenance costs are to be identified in the design of the WSUD elements and are to be submitted to Council for consideration prior to acceptance of the WSUD strategy.
4. Swales maybe acceptable where it can be demonstrated that they will meet Council's performance and maintenance objectives and facilitate safe and effective movement of pedestrians and vehicles.
5. Flow control measures shall be used where grades in swales exceed 4%.
6. Wherever possible, existing natural drainage gullies should form part of a stormwater and runoff drainage system incorporating detention basins and/ or wetlands to alleviate stormwater peak and retain pollutants.
7. Wetlands should be well designed creating an attractive and safe amenity.
8. Slopes surrounding wetlands should be gentle and offer convenient tractor-mowingaccess.
9. Gullies intended to be left in their natural state should if necessary be enhanced to offset the need for maintenance.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from Louth Park Road.

Development controls

1. Development applications for subdivision are to provide suitable flooding assessment reports to determine the impacts of development.
2. Any flood liable lands are to form part of overall stormwater management, and should not be filled to provide for new allotments and future dwelling sites. Any filling of drainage lines for subdivisions and roads is to be limited to that necessary to provide a practical and desirable urban design outcome which also satisfies Council's water quality and quantity standards. Written approval from the Office of Water is required for the filling of any gullies and drainage lines.
3. Any future dwelling sites must be located at least 0.5m above the 1% AEP flood level, and access to such dwellings shall be adequate and safe at appropriate gradients.
4. Any subdivision applications may require approval from the NSW Rural Fire Service and appropriate measures addressed such as Asset Protection Zone (APZ) if necessary in accordance with the NSW RFS Planning for Bushfire Protection (2006) guidelines.
5. Subdivision design and lot layout must identify and ensure that any future residential housing will not be adversely affected by noise or vibration from traffic along Louth Park Road. In this regard, new dwellings should be setback a minimum of 15 metres from Louth Park Road, and a landscaping buffer 5 metres wide provided adjacent to Louth Park Road to physically separate passing traffic.
6. The northern precinct is not affected by any known mines subsidence issues.
7. The lands have been identified as predominantly Class 5 acid sulfate soils. Class 5 are the lowest risk soils, and as such no further additional studies or reporting is considered necessary for development in the Large Lot Residential zone.
8. All development applications shall demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.

## 1.7 Key Development Sites

*Ridgelines and slopes*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A Visual and Scenic Impact Assessment is to help inform the subdivision design and layout, and include landscaping measures to protect the prominent skyline. The development shall retain existing vegetation to screen and break up visual impacts. Areas along the ridgelines shall include larger allotments of a minimum 3000m², so as to provide adequate land area to include new buildings, generous setbacks and appropriate landscaping. Subdivision design plans are to include cross-section plans for lots adjoining the ridgeline detailing building envelopes and buildings below the ridgeline.

*Residual Rural Lands*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A limited number of large allotments will be considered so as to sustainably maintain and manage the residue rural lands in accordance with the current Maitland LEP zoning.
2. Fencing of such allotments shall be of timber post and rail style (or similar) so as to minimise any visual impacts of development.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Archaeological Heritage

Objectives

1. Heritage items, buildings with heritage significance and conservation areas are protected.

Development controls

1. Staff, contractors and construction and maintenance people involved in the development of the site are to be made aware of statutory requirements pertaining to archaeological sites and artefacts.
2. If site LP1 will be impacted by construction works a S.90 CTD (salvage) is required prior to any works.
3. If site LP2 will be impacted by construction works a S.90 (collect) is required prior to any works.
4. If PAD's 1, 2 or 3 will be impacted by any construction works a S.87 (test excavation) is required prior to any works.

## 1.10 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.11 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# PRECINCT PLAN - CENTRAL PRECINCT

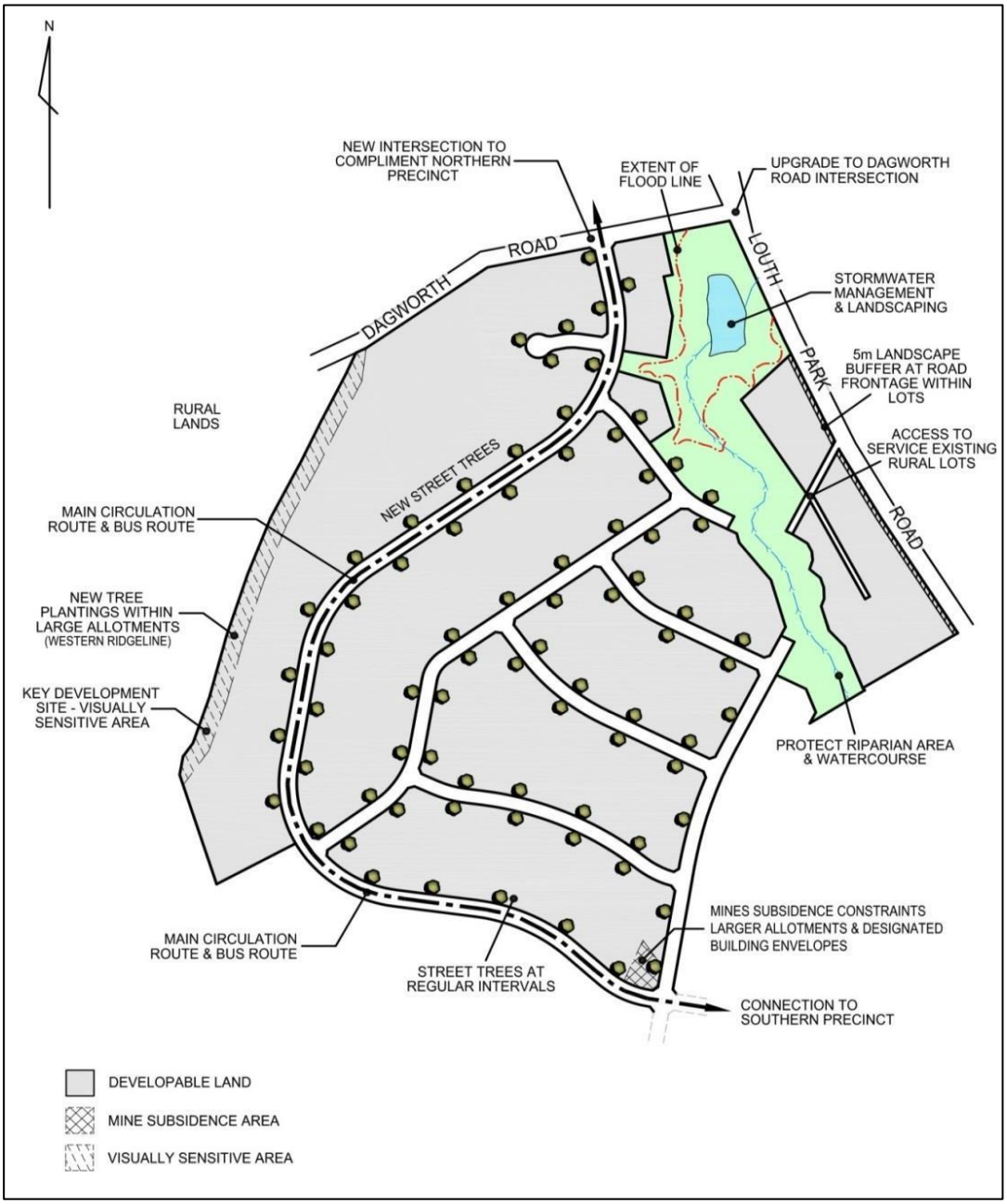


Figure 72: Central Precinct and Road Hierarchy.

## 1. Development Requirements

The following provisions comprise the Precinct Plan provisions referred to in the general provisions above applying to the Northern Precinct.

### 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The principal access to the Central Precinct will be via a controlled intersection on Dagworth Road, adjacent to and coinciding with the Northern Precinct. A main circulation route will link to the Southern Precinct before intersecting with Louth Park Road.
2. The main circulation route shall include a landscaped entry and planted median adjacent to the Dagworth Road intersection. The main circulation road shall have street tree plantings at regular intervals along its full length. See Figure 73 for typical road.
3. The specific details of the transport movement and road designs will be subject to a detailed traffic assessment with development applications for subdivision. The main circulation route should accommodate a future bus route.
4. Road layout and street design will be consistent with the adopted Central Precinct and Road Hierarchy Plan (Figure 72) and following detailed survey and subdivision planning. Road design and widths in this precinct are to satisfy the aims and objectives of Council's engineering standards, but importantly provide for attractive streets.
5. No new lots shall have direct vehicular access to Louth Park Road, except where traffic safety can be demonstrated and existing dwelling houses are to be redeveloped in a coordinated and orderly manner.

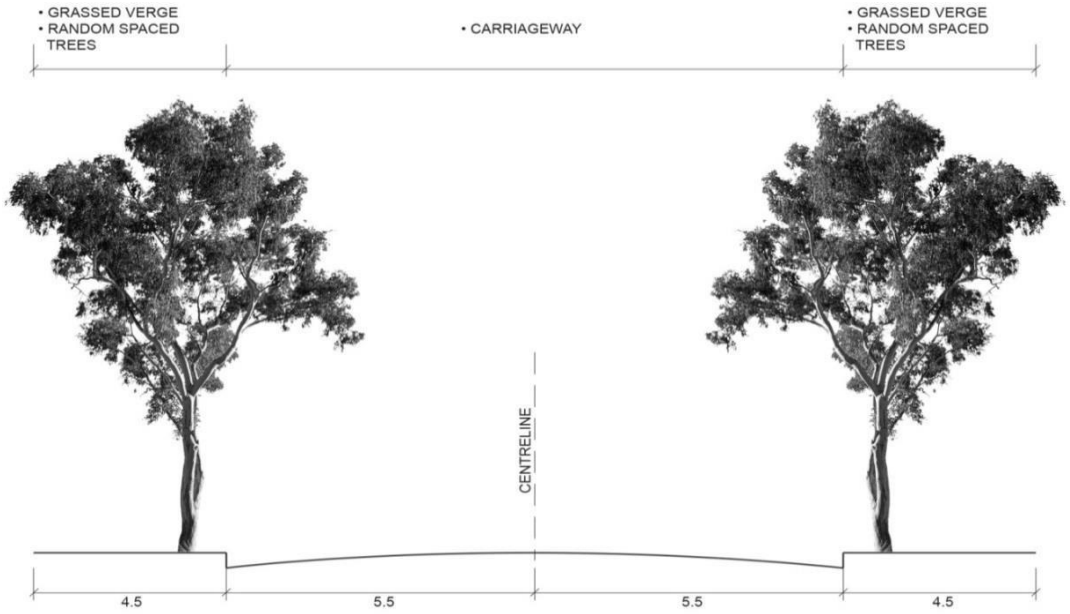


Figure 73: Main Circulation Route.

## 1.3 Overall landscaping strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.
4. To ensure the landscaping and visual qualities of the area are maintained.

Development controls

1. Detailed landscaping plans will be submitted with all development applications for subdivision.
2. Landscaping will be required on any new allotment immediately adjacent to Louth Park Road, being a 5-metre wide buffer.
3. This landscaping buffer is to be practical, integrated with any vehicular access, safe sight distances and traffic safety in general.
4. Such buffer landscaping will be within allotments and maintained in perpetuity by way of a protective restriction as to user on title or covenant. The diagram (Figure 74) shows a typical cross-section of the buffer.

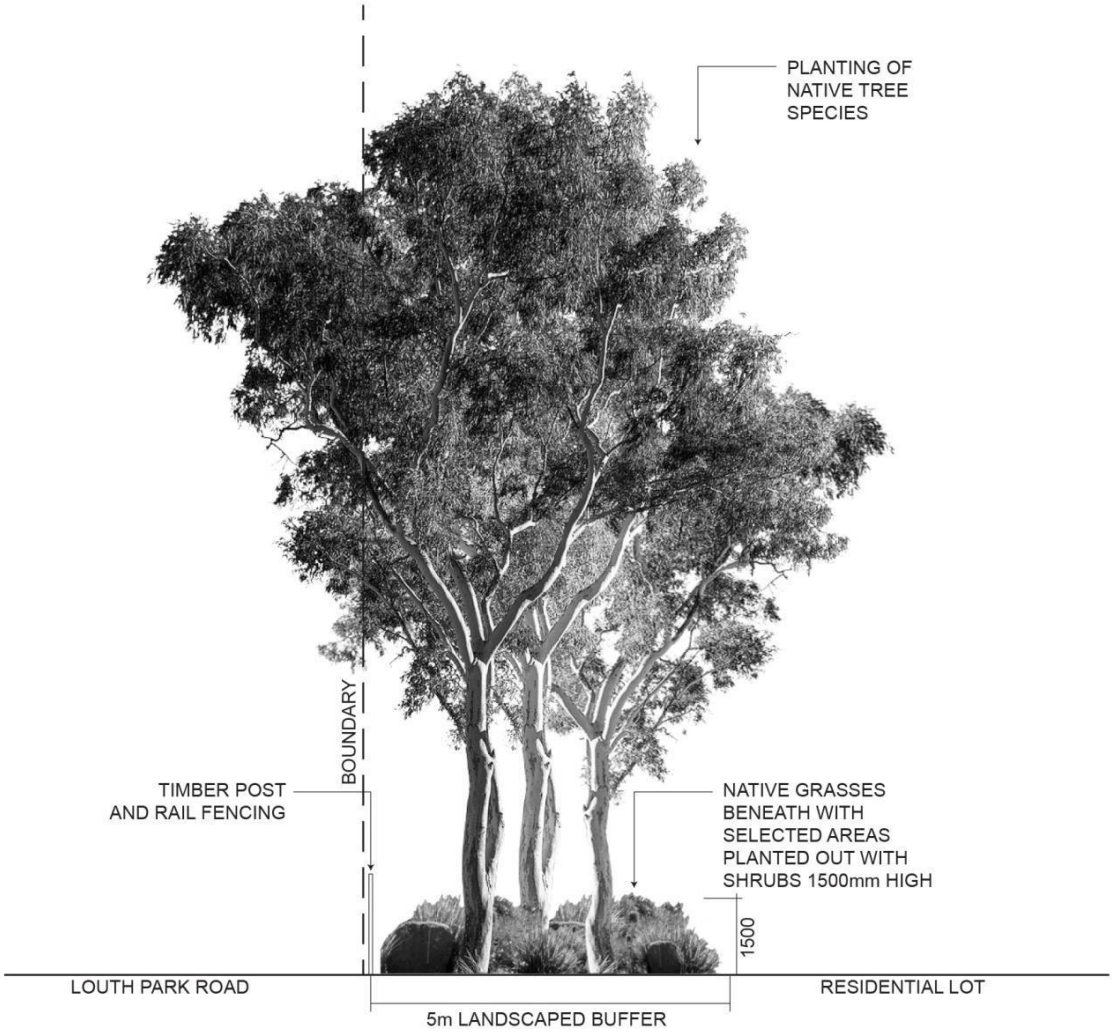


Figure 74: Landscape Buffer to Louth Park Road.

5. Existing trees that are not affected by proposed new roads, infrastructure or buildings are to be retained where possible within riparian corridors, flood liable lands, road reserves and open space. Existing mature trees within and adjacent to the Louth Park Road and Dagworth Road reserves should also be retained to enhance the natural landscape character of the area.
6. Any re-vegetation proposals should be integrated with landscape plans and include, where possible, those areas supporting Endangered Ecological Communities (EEC).
7. Landscaping plans will include appropriate street tree plantings at regular intervals within the precinct, particularly along the main circulation road. The precinct shall also have consistent post and rail timber fencing treatments to Louth Park Road and Dagworth Road frontages where fencing is needed for safety, security or visual enhancement. Similarly landscaping is to be provided at key intersections on Louth Park Road and Dagworth Road.
8. Any individual allotment boundary fencing within the precinct shall be timber post and rail style, or similar open style rural fence and such requirements shall be reinforced and protected via mechanisms such as restrictions as to user on

titles and covenants. Refer to Figure 75, a typical fencing detail for the Louth Park Area Plan. If necessary for pets, safety or security, fencing may be modified to include the installation of wire or galvanised mesh.

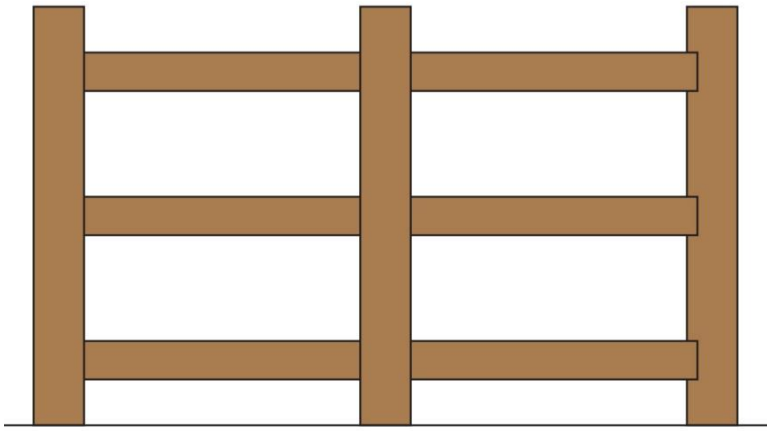

Figure 75: Typical Timber Boundary Fencing or Similar.

9. A Visual and Scenic Impact Assessment is to accompany Development Applications for subdivision development within the precinct, and shall include proposed ameliorative measures such as new tree plantings and retention of existing mature trees within and adjacent to ridgeline areas and mid slopes to provide a vegetated skyline in accordance with the Precinct Plan.
10. No new dwellings, garages or outbuildings shall be located within 15 metres of Louth Park Road. A 5m landscape buffer is to be provided along the boundary adjoining Louth Park Road.
11. Building envelopes are to be positioned to retain existing vegetation and hollow bearing trees where practicable.
12. Where impacts are proposed on areas of biodiversity value, demonstration on how the proposal will meet the "improve or maintain" threshold will be required with the development application.

## 1.4 Passive and Active Recreation Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Applications for subdivision shall include a stormwater management strategy for the precinct consistent with the principles for Water Sensitive Urban Design (WSUD).
2. The number and location of WSUD elements shall be determined by modeling to develop the WSUD strategy for the site and be integrated with the overall design.
3. Long term maintenance costs are to be identified in the design of the WSUD elements and are to be submitted to Council for consideration prior to acceptance of the WSUD strategy.
4. Swales maybe acceptable where it can be demonstrated that they will meet Council's performance and maintenance objectives and facilitate safe and effective movement of pedestrians and vehicles.
5. Flow control measures shall be used where grades in swales exceed 4%.
6. Wherever possible, existing natural drainage gullies should form part of a stormwater and runoff drainage system incorporating detention basins and/ or wetlands to alleviate stormwater peak and retain pollutants.
7. Wetlands should be well designed creating an attractive and safe amenity.
8. Slopes surrounding wetlands should be gentle and offer convenient tractor-mowing access.
9. Gullies intended to be left in their natural state should be assessed, and if necessary enhanced to offset the need for maintenance.
10. Any proposed alteration/modification to existing dams shall be supported by a report by a suitably qualified consultant targeting the Green and Golden Bell Frog. The target search is to be conducted during the appropriate months for this species.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from Louth Park Road.

Development controls

1. Development applications for subdivision are to provide suitable flooding assessment reports to determine the impacts of development.
2. Any flood liable lands are to form part of overall stormwater management, and should not be filled to provide for new allotments and future dwelling sites. Any filling of drainage lines for subdivisions and roads is to be limited to that necessary to provide a practical and desirable urban design outcome which also satisfies Council's water quality and quantity standards. Written approval from the Office of Water is required for the filling of any gullies or designated drainage lines.

3. Any future dwelling sites must be located at least 0.5m above the 1% AEP flood level, and access to such dwellings shall be adequate and safe at appropriate gradients.
4. Subdivision applications require approval from the NSW Rural Fire Service and appropriate measures addressed such as Asset Protection Zone (APZ) if necessary in accordance with the NSW RFS Planning for Bushfire Protection (2006) guidelines.
5. Subdivision design and lot layout must identify and ensure that any future residential housing will not be adversely affected by noise or vibration from traffic along Louth Park Road. In this regard, new dwellings should be setback a minimum of 15 metres from Louth Park Road, and a 5-metre landscaping buffer provided adjacent to Louth Park Road to physically separate passing traffic and provide a visual screen.
6. The Central Precinct is partly affected by mines subsidence issues, and accordingly detailed geotechnical investigations will be required to inform the future subdivision layout, allotment sizes, building design controls and any designated building envelopes. Any development application in the affected areas will require the approval of the Mines Subsidence Board and be supported by a Geotechnical report.
7. All development applications shall demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.

## 1.7 Key Development Sites

*Ridgelines and slopes*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A Visual and Scenic Impact Assessment is required to help inform the subdivision design and layout, and include landscaping measures to protect the prominent skyline. The development shall retain existing vegetation to screen and break up visual impacts. The area along the western ridgeline shall include larger allotments of a minimum 4000m², so as to provide adequate land area to include new buildings, generous setbacks and appropriate new tree plantings. Roof lines of dwellings are not to protrude above the ridgeline. Dwellings associated with lots adjoining the ridgeline are to be single story design.

*Residue Rural Lands*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A limited number of large rural allotments will be considered so as to sustainably maintain and manage the residue rural lands and wetlands.
2. Fencing of such allotments shall be of timber post and rail style or similar open style rural fence so as to minimise any visual impacts of development.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Archaeological Heritage

Objectives

1. Heritage items, buildings with heritage significance and conservation Areas are protected.

Development controls

1. Staff, contractors and construction and maintenance people involved in the development of the site are to be made aware of statutory requirements pertaining to archaeological sites and artefacts.
2. If site LP1 will be impacted by construction works a S.90 CTD (salvage) is required prior to any works.
3. If site LP2 will be impacted by construction works a S.90 (collect) is required prior to any works.
4. If PAD's 1, 2 or 3 will be impacted by any construction works a S.87 (test excavation) is required prior to any works.

## 1.10 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.11 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# PRECINCT PLAN - SOUTHERN PRECINCT

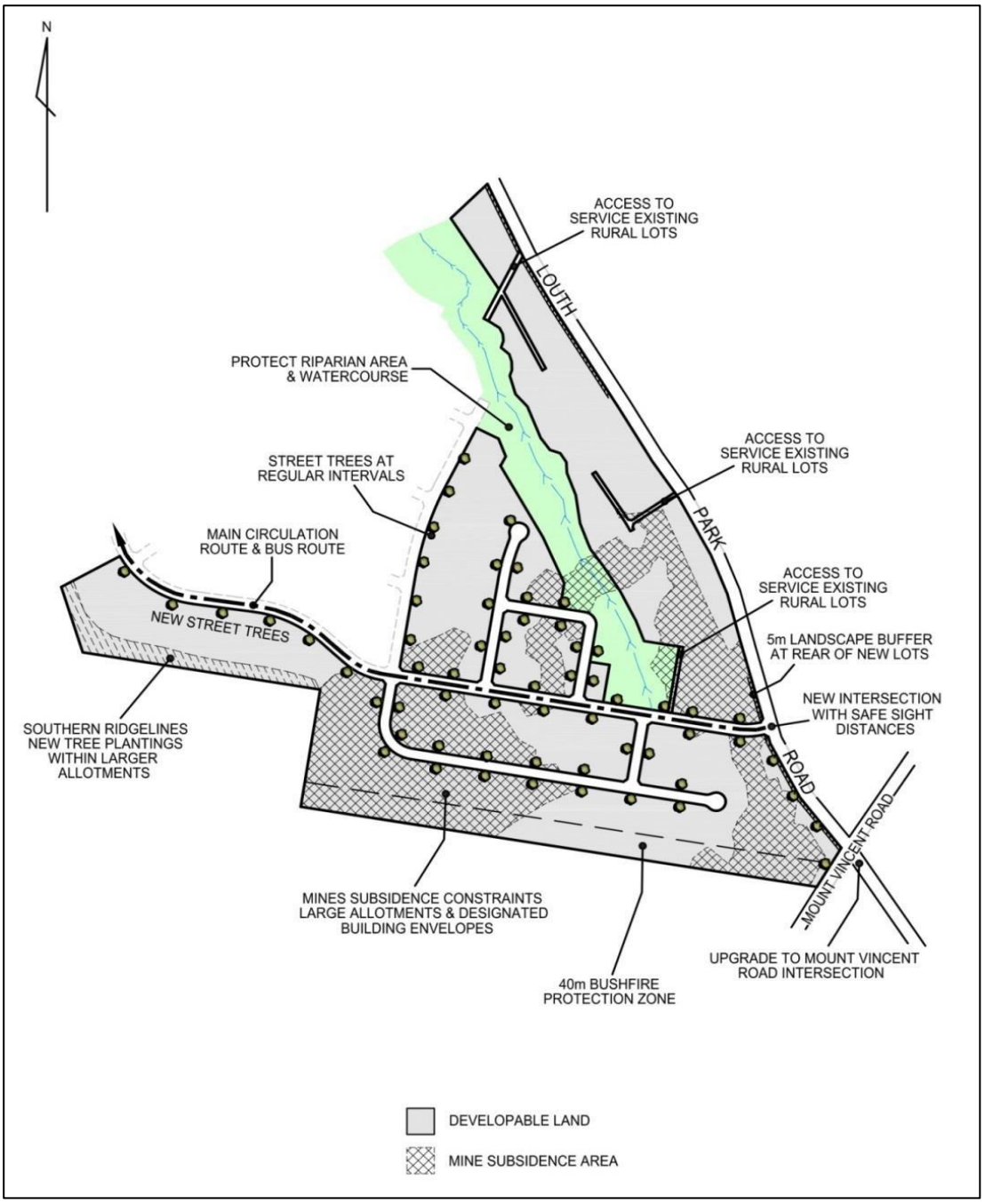


Figure 76: Southern Precinct and Road Hierarchy.

## 1. Development Requirements

The following provisions comprise the Precinct Plan provisions referred to in the general provisions above applying to the Southern Precinct.

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. The main access to the Southern Precinct will be via a new intersection at a suitable location with adequate sight distance on Louth Park Road. That access road shall connect with the main circulation route in the Central Precinct. See Figure 77 for typical road.
2. Road layout and street design will be consistent with the adopted Southern Precinct and Road Hierarchy Plan (Figure 76) and following detailed survey and subdivision planning.
3. No new future lot shall have direct vehicular access to Louth Park Road, except where existing dwelling houses are to be redeveloped in a coordinated and orderly manner.

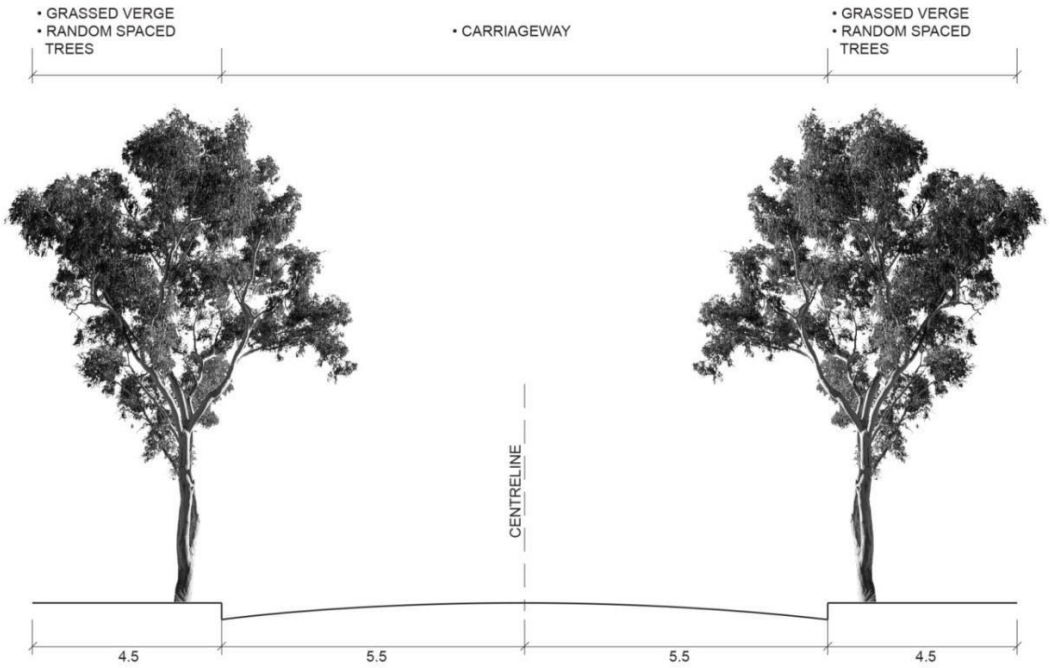


Figure 77: Main Circulation Route Cross-Section.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.
4. To ensure the landscaping and visual qualities of the area are maintained.

Development controls

1. Detailed landscaping plans will be submitted with all development applications for subdivision.
2. New landscaping will be required on residential allotments immediately adjacent to Louth Park Road, being a 5-metre wide buffer to soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic, pedestrians and properties to the north east. This landscaping buffer will be within allotments and maintained in perpetuity by way of a protective restriction as to user on title or covenant. This landscaping shall include native ground covers and shrubs to a maximum height of 1500mm so as to not

hide the development, but improve visual amenity. The diagram (Figure 78) shows a typical cross section of the buffer.

3. Existing trees that are not affected by proposed new roads, infrastructure or buildings are to be retained where possible within riparian corridors, flood liable lands, road reserves and open space.
4. Existing mature trees within and adjacent to the Louth Park Road and Mount Vincent Road reserves should also be retained to enhance the natural landscape character of the area.
5. Any re-vegetation proposals should be integrated with landscape plans and include, where possible, those areas supporting Endangered Ecological Communities (EEC).
6. Landscaping plans will include appropriate street tree plantings at regular intervals within the precinct, particularly along the main circulation road. The precinct shall also have consistent post and rail timber fencing treatments to Louth Park Road and any Mount Vincent Road frontages where fencing is needed for safety, security or visual enhancement.
7. Any individual allotment boundary fencing within the precinct shall be timber post and rail style or similar open style rural fence and such requirements shall be reinforced and protected via mechanisms such as restrictions as to user on titles and covenants. Please refer to Figure 79 of typical fencing detail. If necessary for pets, safety or security, fencing may be modified to include the installation of wire or galvanised mesh.
8. Given the surrounding rural landscape and the adjoining rural allotments a Visual and Scenic Impact Assessment is to accompany development applications for subdivision development within the precinct, and shall include proposed ameliorative measures such as new tree plantings and retention of existing mature trees within and adjacent to ridgeline areas and mid slopes to provide a vegetated skyline in accordance with the Precinct Plan. Design plans for proposed allotments adjoining the ridgeline are to include the location of building envelopes and cross-sections showing finished rooflines in regard to the ridgeline and appropriate treatment where necessary.
9. No new dwellings, garages or outbuildings shall be located within 15 metres of Louth Park Road or 50 metres of Mount Vincent Road.
10. Building envelopes are to be positioned to retain existing vegetation and hollow bearing trees where practicable.
11. Where impacts are proposed on areas of biodiversity value, demonstration on how the proposal will meet the “improve or maintain” threshold will be required with the development application.

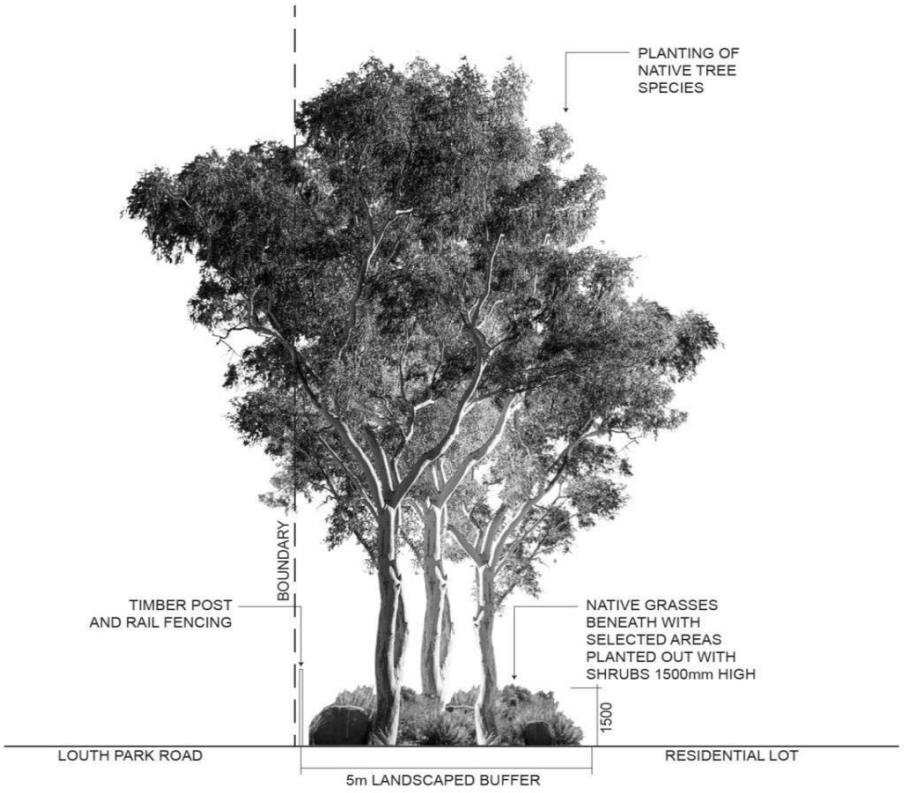


Figure 78: Landscape Buffer to Louth Park Road.

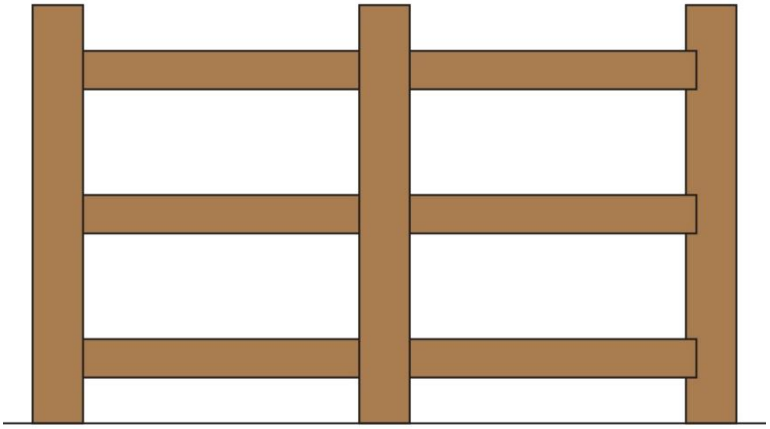

Figure 79: Typical Timber Boundary Fencing or Similar.

## 1.4 Passive and Active Recreational Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.
4. Applications for subdivision shall include a stormwater management strategy for the precinct consistent with the principles for Water Sensitive Urban Design (WSUD).
5. The number and location of WSUD elements shall be determined by modeling to develop the WSUD strategy for the site and be integrated with the overall design.
6. Long term maintenance costs are to be identified in the design of the WSUD elements and are to be submitted to Council for consideration prior to acceptance of the WSUD strategy.
7. Swales maybe acceptable where it can be demonstrated that they will meet Council's performance and maintenance objectives and facilitate safe and effective movement of pedestrians and vehicles.
8. Flow control measures shall be used where grades in swales exceed 4%.
9. Wherever possible, existing natural drainage gullies should form part of a stormwater and runoff drainage system incorporating detention basins and/ or wetlands to alleviate stormwater peak and retain pollutants.
10. Wetlands should be well designed creating an attractive and safe amenity.
11. Slopes surrounding wetlands should be gentle and offer convenient tractor-mowing access.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from Louth Park and Mount Vincent Road.

Development controls

1. Subdivision applications require approval from the NSW Rural Fire Service and appropriate measures addressed such as Asset Protection Zone (APZ) where necessary in accordance with the NSW RFS Planning for Bushfire Protection (2006) guidelines.
2. All development applications in bushfire prone areas shall submit a bushfire assessment report.

3. Building envelopes are not to encroach upon the identified 40m Bushfire Protection Area as detailed in the southern precinct plan.
4. Subdivision design and lot layout must identify and ensure that any future residential lots and housing will not be adversely affected by noise or vibration from traffic along Louth Park Road or Mount Vincent Road. Also, a noise and vibration assessment report will be required to determine any impacts due to the nearby mining activities at Bloomfield Colliery.
5. New dwellings should be setback a minimum of 15 metres from Louth Park Road and 50m from Mount Vincent Road, and a landscaping buffer 5 metres wide (which may include existing vegetation) shall be provided adjacent to both roads to physically separate passing traffic.
6. The Southern Precinct is partly affected by shallow mine workings, and accordingly detailed geotechnical investigations will be required to inform the future subdivision layout, allotment sizes, building design controls and any designated building envelopes. Any development application in the affected areas will require the approval of the Mines Subsidence Board.
7. The geotechnical investigations are to include details of the depth of coal seam, height of workings, floor conditions and thickness of competent rock over mine workings to the satisfaction of the MSB.
8. No development over mine shafts or entry tunnels will be permitted. Shafts and tunnels are to be filled and capped to comply with guidelines provided by NSW Trade and Investment – Division of Resources and Energy.
9. At the completion of any geotechnical remediation works a qualified geotechnical engineer is to certify that the remediation of the mine workings has been achieved.
10. All development applications shall demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.
11. There are no specific requirements for flooding.

## 1.7 Key Development Sites

*Ridgelines and slopes*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A Visual and Scenic Impact Assessment is required to help inform the subdivision design and layout, and include landscaping measures to protect the views from the south along the southern ridgeline.
2. The development shall retain existing vegetation to screen and break up visual impacts.
3. The area along the southern ridgeline shall include larger allotments, so as to provide adequate land area to include new buildings, generous setbacks and appropriate landscaping, notwithstanding any mines subsidence constraints and requirements.

4. Design plans for proposed allotments adjoining the ridgeline are to include the location of building envelopes and cross-sections showing finished rooflines in regard to the ridgeline and appropriate treatment where necessary.

*Residue Rural Lands*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. A limited number of large allotments will be considered so as to sustainably maintain and manage the residue rural lands.
2. Fencing of such allotments shall be of timber post and rail style (or similar), so as to minimise any visual impacts of development.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Archaeological Heritage

Objectives

Heritage items, buildings with heritage significance and Conservation Areas are protected.

Development controls

1. Staff, contractors and construction and maintenance people involved in the development of the site are to be made aware of statutory requirements pertaining to archaeological sites and artefacts.
2. If site LP1 will be impacted by construction works a S.90 CTD (salvage) is required prior to any works.
3. If site LP2 will be impacted by construction works a S.90 (collect) is required prior to any works.
4. If PAD's 1, 2 or 3 will be impacted by any construction works a S.87 (test excavation) is required prior to any works.

## 1.10 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.11 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# F.11 - Farley Urban Release Area

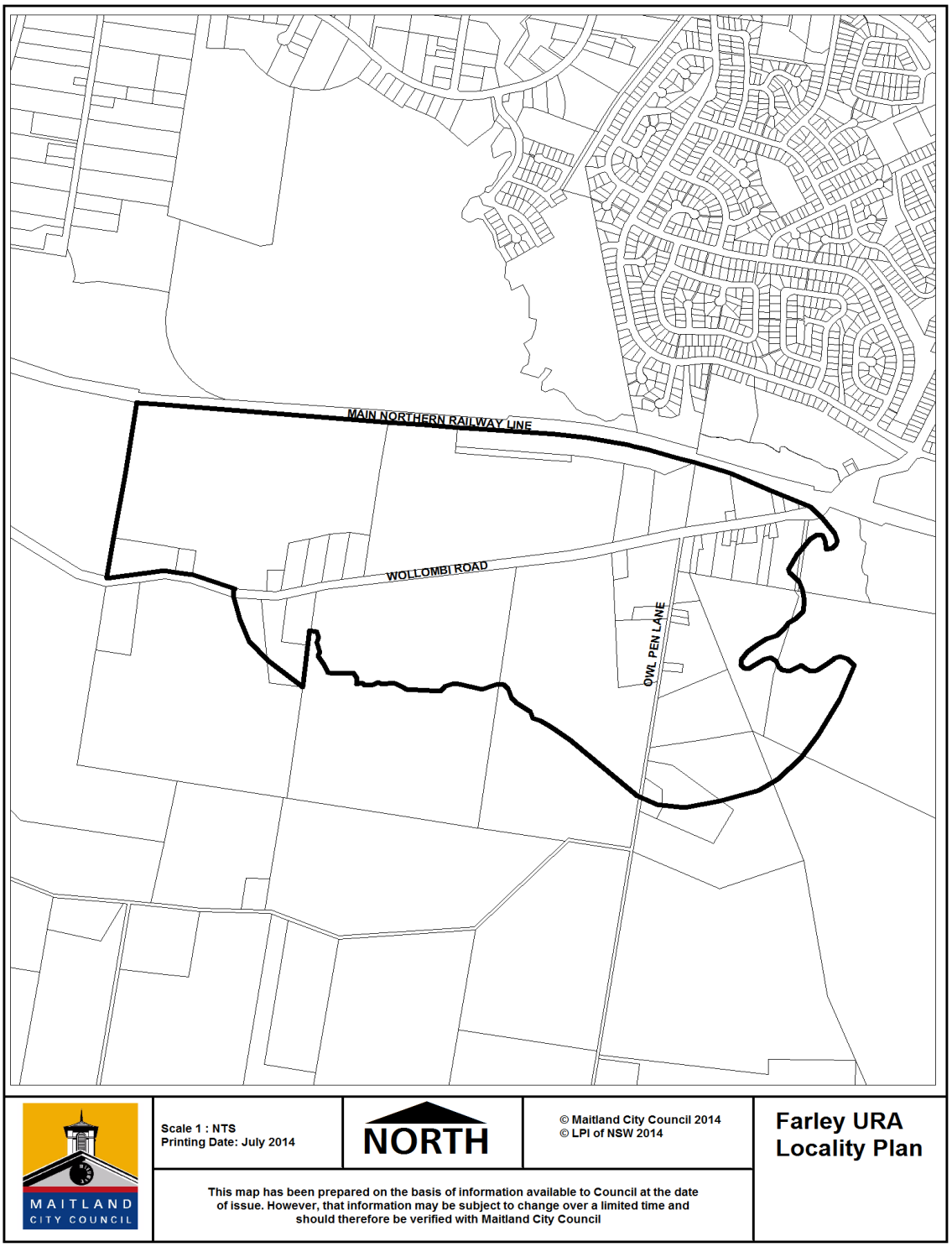


Figure 80: Farley URA Locality Plan.

## DESCRIPTION

The Farley Urban Release Area (URA) comprises a total of 160 hectares of land, with an approximate residential yield of 1,500 lots. The Lower Hunter Regional Strategy (Department of Planning, 2006) identifies the Farley URA as a regionally significant development area and is a key site to achieve the dwelling targets for population growth in the Lower Hunter.

The Farley URA is located immediately South of the Main Northern Railway Line. While no railway station currently exists at Farley, the proximity of the Farley URA to regional transport systems including the New England Highway and the Hunter Expressway are key elements to the identification of this area for urban development.

# FARLEY AREA PLAN

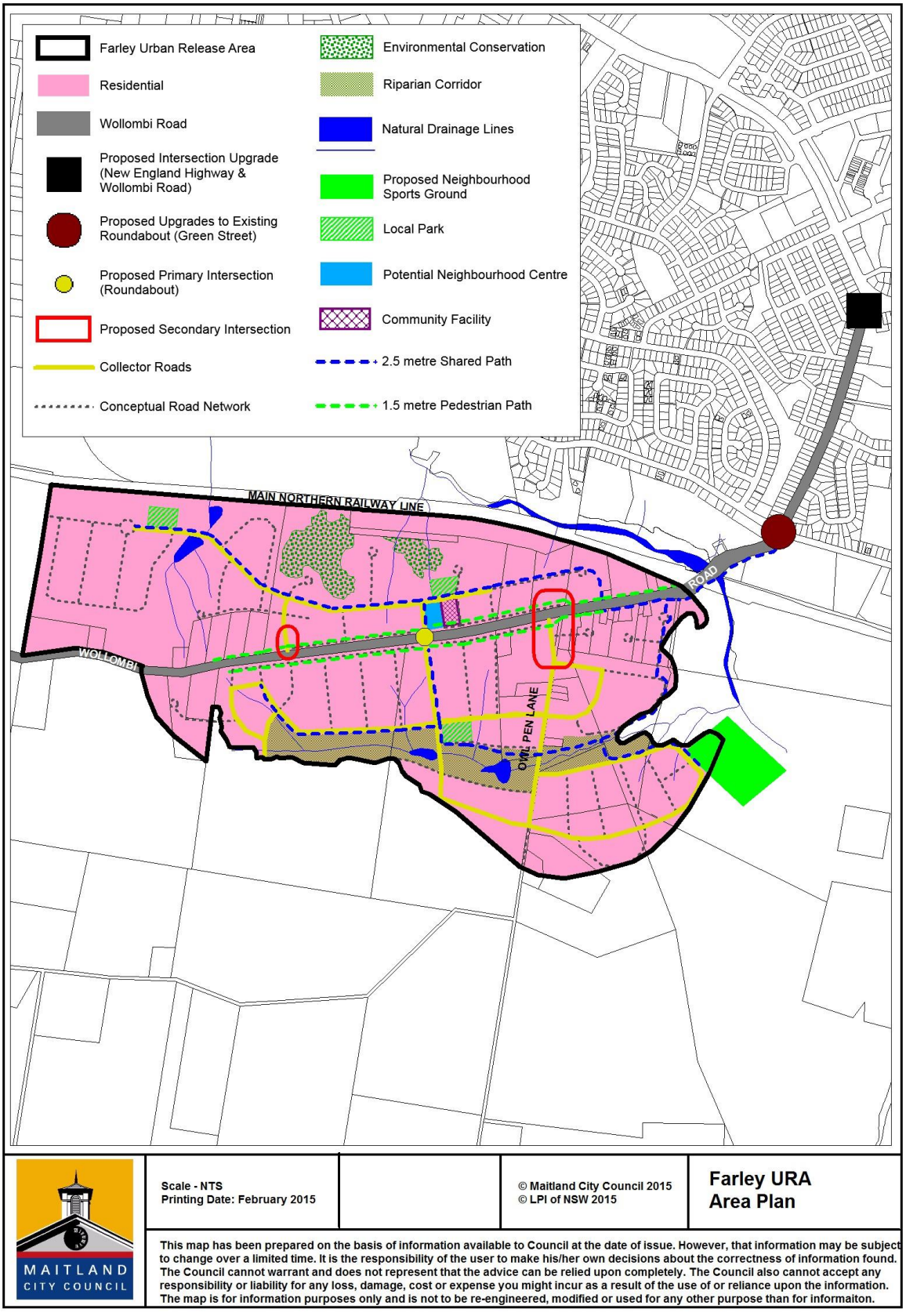


Figure 81: Farley URA Area Plan

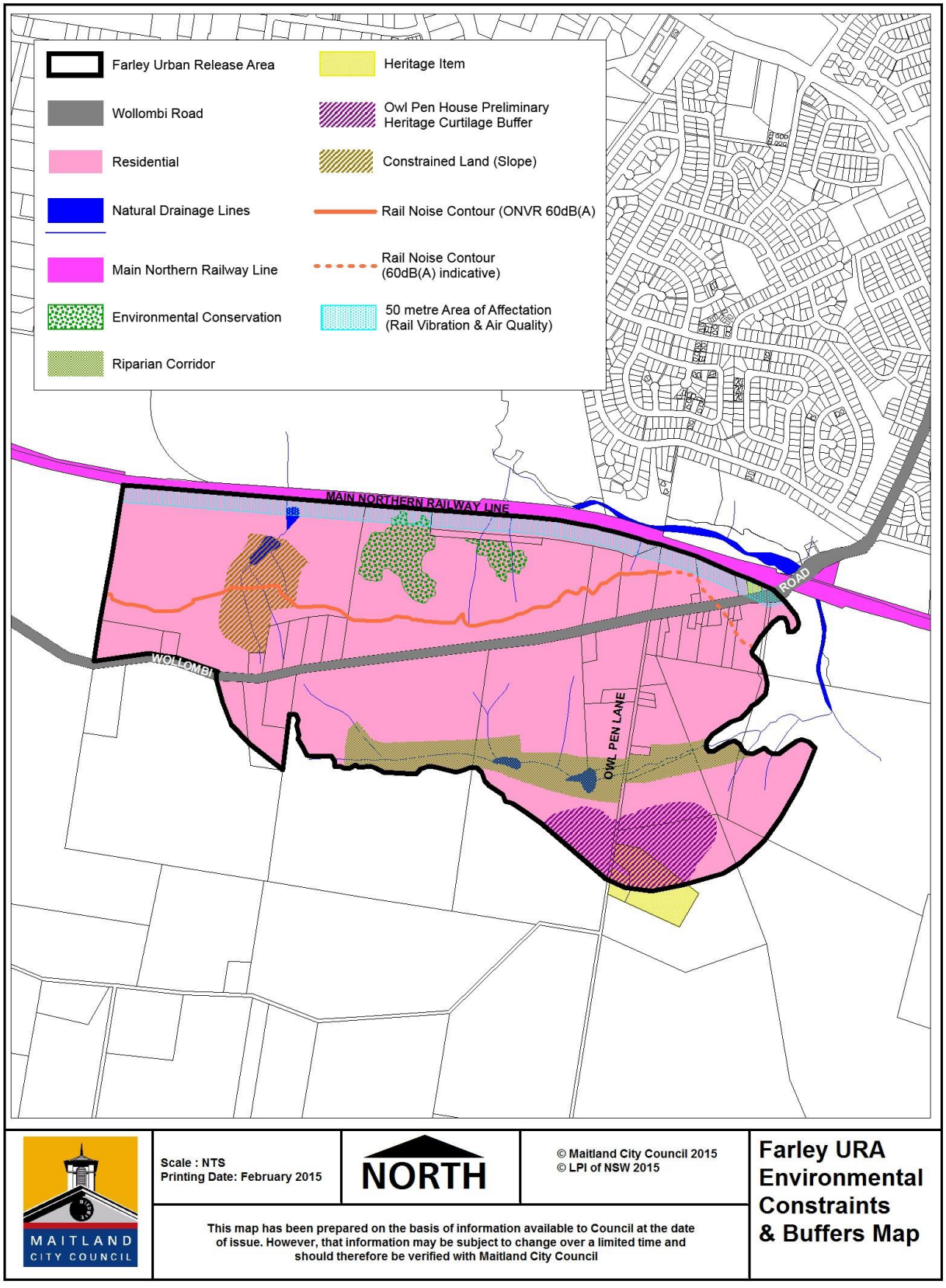


Figure 82: Farley URA Environmental Constraints and Buffers.

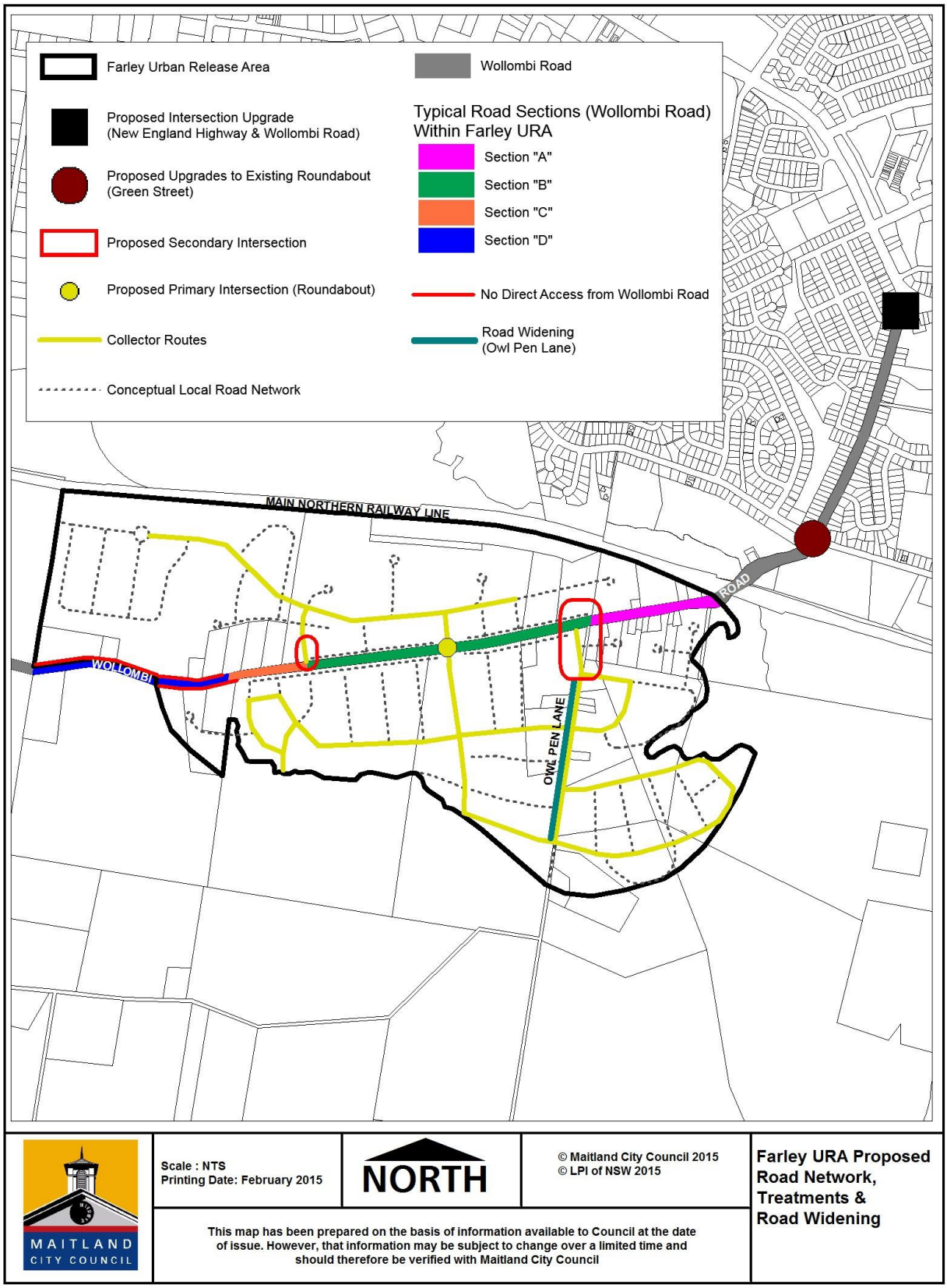


Figure 83: Farley URA Proposed Road Network, Treatments and Road Widening.

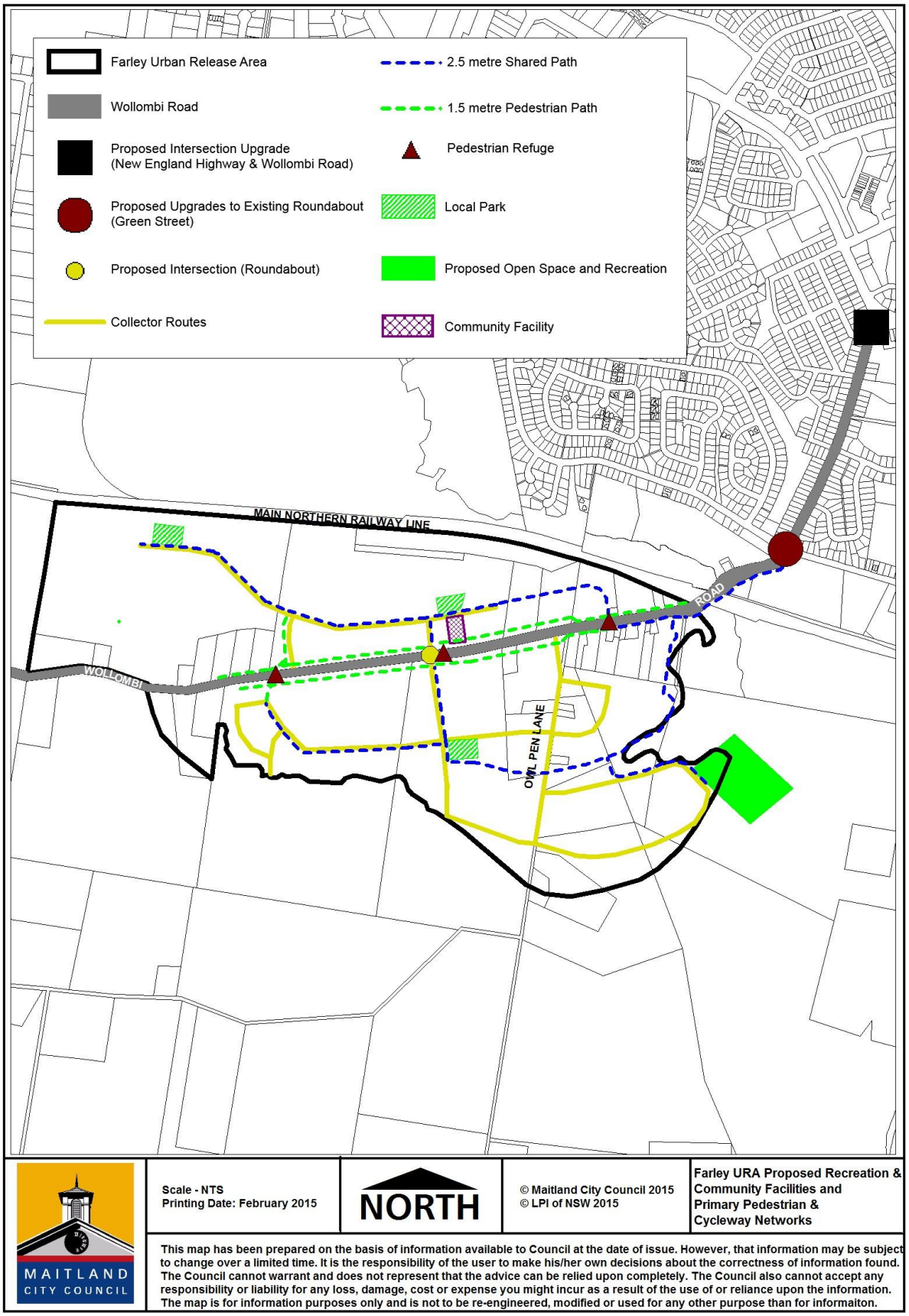


Figure 84: Farley URA Proposed Recreation and Community Facilities and Primary Pedestrian and Cycleway Networks.

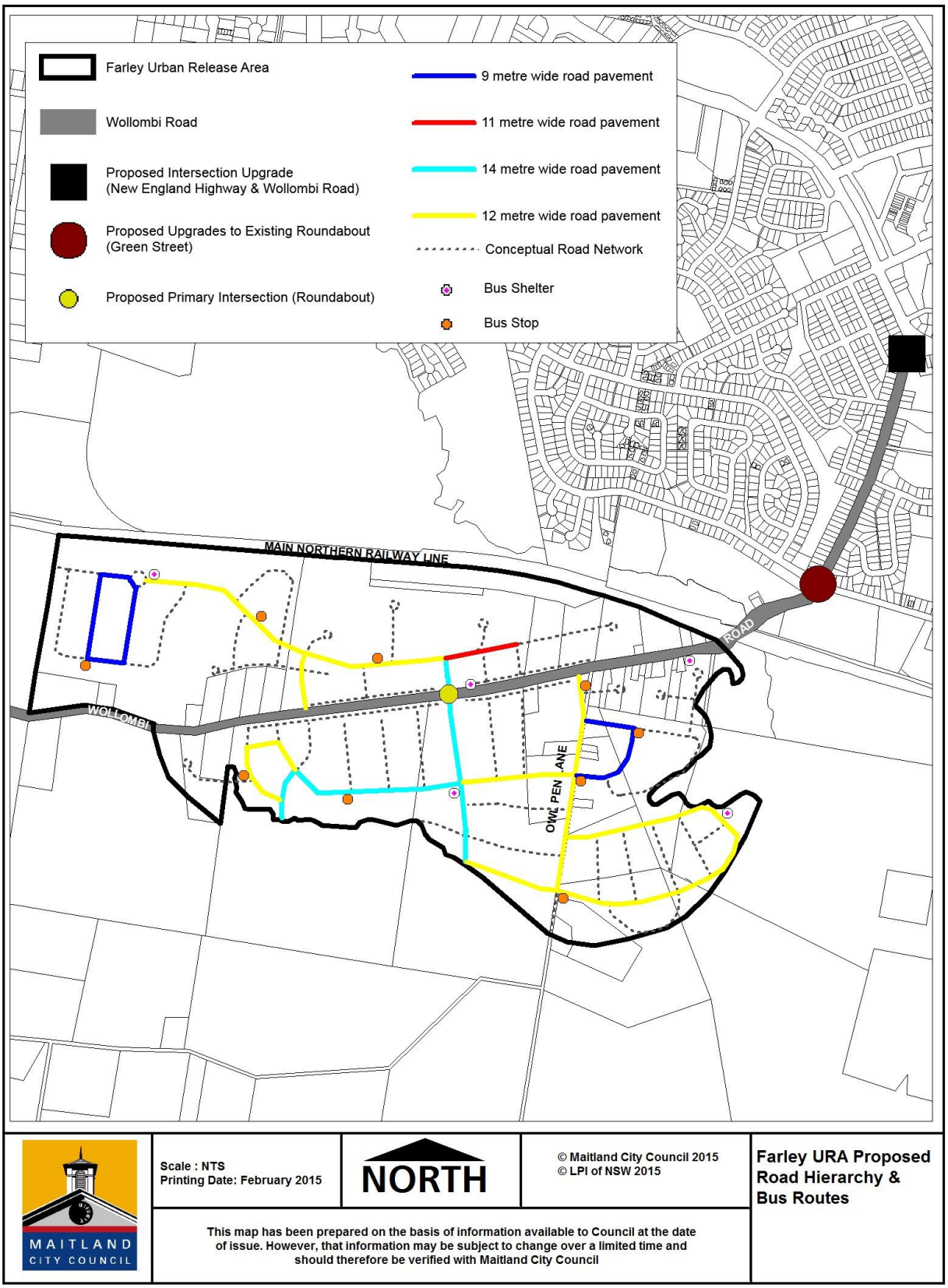


Figure 85: Farley URA Road Hierarchy and Bus Routes.

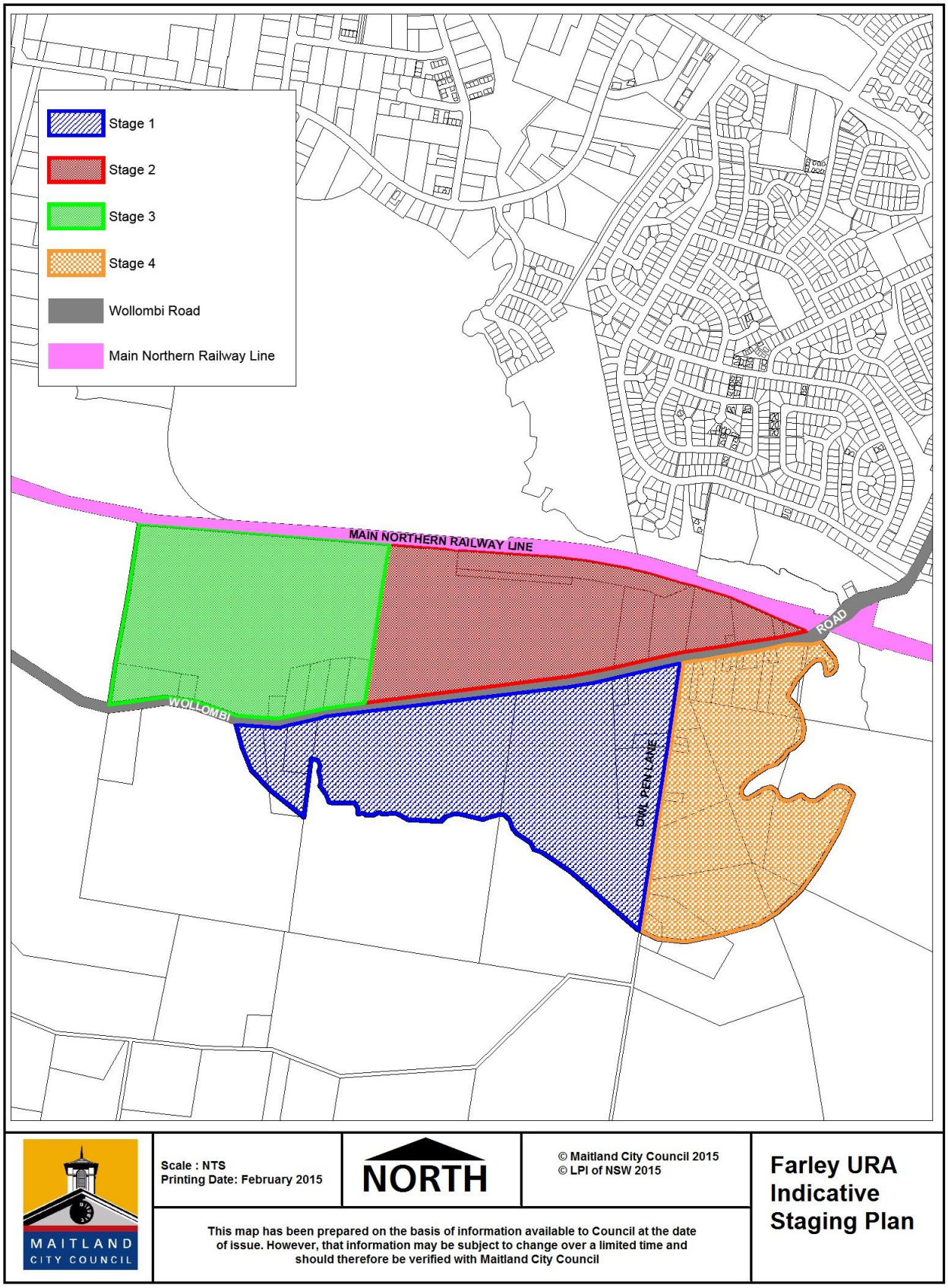


Figure 86: Farley URA Indicative Staging Plan.

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.
2. To provide for the logical development of the URA based on the cost effective provision and availability of infrastructure and servicing arrangements.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 86.
2. The Farley URA Staging Plan is to be read in conjunction with the relevant Section 94 Contributions Plan applying to land within the Farley URA.
3. Development Applications will require evidence of satisfactory arrangements for essential services, including water and wastewater servicing. The release of allotments will be dependent on the satisfactory provision of reticulated water and wastewater services.
4. Development Applications shall incorporate road networks, stormwater detention areas, active and passive recreation areas, consistent with the overall staging and intended development outcomes for the Farley URA.
5. The subdivision staging shall consider the timely connection of the road network to adjoining properties and/or stages generally before completion of 75% of the developable lot area.
6. Where it can be demonstrated that only a minor upgrade is required to existing water and wastewater infrastructure in order to enable any proposed urban development within the Farley URA to be serviced, Council shall require evidence of satisfactory arrangements from Hunter Water Corporation to support any Development Application for that land. In such circumstances, adherence to the Farley URA Staging Plan will be unnecessary.
7. Where any proposal is made to amend the proposed Farley URA Staging Plan for reasons relating to infrastructure upgrades that may increase capacities within each stage of the Farley URA, any such proposal would need to be informed by variations to the water and wastewater servicing strategies prepared by GCA Pty Ltd in May 2014, and shall be endorsed by Hunter Water Corporation.
8. Development Applications shall incorporate road networks (based on Figure 4), stormwater detention areas, active and passive recreation areas and evidence of satisfactory arrangements for essential services.
9. Provision of community facilities and open space areas will be in accordance with the relevant Section 94 Contributions Plan applying to the Farley URA.
10. Development Applications shall consider the proximity of the nominated community facilities and recreation areas identified in this subject DCP chapter and the relevant Section 94 Contributions Plan applying to the site when designing subdivision layouts and movement linkages to adjoining sites.

11. Land is to be developed in walkable distances of up to 400m to a bus route, pedestrian network and local park, to promote sustainable communities.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. Development applications shall incorporate a transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. The transport movement hierarchy shall be generally in accordance with Figure 85.
3. The intersection of the New England Highway and Wollombi Road, in its current configuration, does not have adequate capacity to accommodate traffic movements associated with the full development of the Farley URA. The Council shall not grant development consent to a development application for urban residential subdivision within the URA until such time as NSW Roads and Maritime Services (RMS) has provided its comments/requirements concerning development thresholds and necessary intersection upgrading works at the New England Highway and Council is satisfied with the effect of the proposed traffic management on its existing local road network and existing adjoining developments.
4. The overall pedestrian and cycleway links including pedestrian refuges on Wollombi Road should be consistent with Figure 84.
5. On-road cycleways addressing finer grain network design shall be provided generally in accordance with the Council's Manual of Engineering Standards.
6. Staging of intersection construction may be considered by the Council having regard to the number of allotments being serviced, the location of the intersection, practicality of staging construction, the provisions of any applicable Section 94 Plan, and any requirements of the RMS where relevant.
7. Roads having frontage to and servicing the proposed neighbourhood centre, community facility and local park on the northern side of Wollombi Road shall comprise a pavement width capable of accommodating turning movements (dedicated right-in and left-in turning lanes) at the required access locations.

8. Perimeter roads should be incorporated, as far as is practicable, adjacent to open space and recreation areas, flood prone areas, and areas of bushfire risk and visual significance.
9. A key road network design principle for the URA is the control of access to Wollombi Road. Parallel subdivision service roads will ensure that direct access from individual lots to a significant section of Wollombi Road does not occur. Figure 83 details the required treatments for the nominated sections of Wollombi Road as follows:

    - **Section A (railway underpass to Owl Pen Lane)**
      Existing road width and pavement is generally satisfactory with some minor shoulder widening/improvements required on the northern side along with kerb and guttering. Direct access to Wollombi Road permitted from fronting lots.

    - **Section B (Owl Pen Lane to proposed western intersection)**
      Service roads running adjacent and parallel to Wollombi Road will provide access to individual allotments. Direct access from lots to Wollombi Road will not be permitted. The centerline of the existing road pavement may be adopted as the centerline for new works subject to the landowners being aware of and accepting the road widening and potential service relocation implications for the northern side of the road. The ultimate pavement alignment for Wollombi Road will be detailed within the relevant Section 94 Plan applying to the URA.

    - **Section C (proposed western intersection to 'the bends')**
      Parallel service road treatment will be required on the southern side of Wollombi Road only as for Section B.

    - **Section D ('The Bends')**
      Maintain consistent road pavement configuration (excluding service roads) as for Sections B and C along with table drain treatment. No new subdivision access permitted.

10. Three intersections are to be provided on Wollombi Road generally in the locations shown on Figure 83.

    - **Wollombi Road / Owl Pen Lane (secondary intersection – southern catchment)**
      Realignment of Owl Pen Lane will be required to accommodate this intersection. The intersection will likely be in a 'T' configuration and initially be required to accommodate all movements. Council may however choose to restrict certain movements in the future depending on traffic volumes and intersection performance.

    - **Primary Intersection on Wollombi Road servicing both northern and southern catchments**

This intersection will be in the form of a single lane circulating roundabout.

- **Wollombi Road / proposed western intersection (secondary intersection – northern catchment)**
  This intersection will likely be in a 'T' configuration and initially be required to accommodate all movements. Council may however choose to restrict certain movements in the future depending on traffic volumes and intersection performance.

11. Road widening will be required on Owl Pen Lane - this widening will occur predominantly on the western side of the road at the intersection to minimise impact on existing dwellings, then generally equally along the rest of the road. While the road will generally need to be upgraded to meet Council's Manual of Engineering Standards for a 12-metre pavement, some 'squeeze' points may necessitate a narrower footway and/or pavement. These squeeze points occur where existing dwellings are located close to the road and potentially where the road crosses the watercourse/gully. Subdivision design shall ensure that new allotments have direct frontage and access to Owl Pen Lane. Some localised widenings (beyond the widening necessary to achieve the various road sections illustrated in Figure 87, Figure 88, Figure 89 and Figure 90) may be required on Wollombi Road to accommodate intersections, pedestrian refuges and bus stops.
12. Development Applications shall consider the proximity of the nominated community facilities and recreation areas identified in the subject Area Plan and the relevant Section 94 Contributions Plan applying to the Farley URA when designing subdivision layouts and movement linkages between adjoining sites.
13. Bus routes for both local and school bus services are shown on Figure 85 along with locations for both bus stops and bus shelters. These bus stop/shelter locations have been based on achieving a walkable neighbourhood where walking distances to stops are in the order of 400 metres. Bus shelters are to be placed generally at the locations shown and hard stand pads are to be placed at other stops with seating as directed. Development applications shall ensure that subdivision design is general consistent with Figure 85.
14. Development Applications shall incorporate road networks that support the overarching requirements of Council as identified within this DCP as well as the Council's adopted Manual of Engineering Standards and the NSW Roads and Maritime Service (RMS).
15. Traffic management facilities for the Farley URA are to be provided in accordance with Figure 83 and any relevant Section 94 Contributions Plan that applies to the land.
16. Development Applications are to be supported by appropriate Traffic Impact Assessments (as required by the RMS), in order to ensure that capacity exists at the New England Highway intersection with Wollombi Road and on the local road network to accommodate the anticipated overall development yield for the land to which each Development Application applies.

## 1.3 Overall Landscaping Strategy

Objectives

1. To soften the visual impact of all built elements, creating attractive and consistent streetscapes when viewed by passing traffic and pedestrians.
2. To ensure key environmental areas such as waterways, vegetation, land resources, and areas of cultural significance and scenic value are protected.
3. To provide landscaping appropriate to the nature and scale of development that enhances the local character and streetscape, supports retention and regeneration of ecological corridors and provides visual interest and a suitable backdrop to the built form.

Development controls

1. Each Development Application is to include an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, visually prominent locations, noise sensitive areas, and detailed landscaping requirements for the public and private realm.
2. A series of residential neighbourhoods are to be designed throughout the Farley URA to create a sense of identity, through distinct landscape and built form elements.
3. The overall landscaping strategy shall be based on the visual management principles identified in the visual impact assessment prepared by ADW Johnson (which informed the rezoning of the Farley URA).
4. Landscaping will be required:
   - along Wollombi Road in accordance with Road Sections B and C at Appendix A;
   - on land adjacent to major intersections
   - on all collector roads to soften the visual impact of all built elements and create attractive streetscapes when viewed by passing traffic and pedestrians.
5. The overall landscaping strategy shall provide for revegetation opportunities within the existing riparian areas and the identification and reconnection of corridors identified in the Maitland Greening Plan 2002.
6. The overall landscaping strategy shall provide extensive tree planting to the edge of existing riparian areas, with visual breaks where streets terminate in views to the riparian areas.
7. The overall landscaping strategy shall include provisions to protect the scenic values and heritage significance of any listed heritage items, including Owl Pen House.
8. Subdivision and housing design is to take advantage of significant and attractive views overlooking the surrounding rural lands by orienting streets and locating public space to capture views.

## 1.4 Passive and Active Recreation Areas

Objectives

1. Neighbourhoods are conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
2. To provide a safe and appropriate level of pedestrian and cycleway access linking new development with established urban areas, parks and public transport, including a mix of on-road and off-road cycle routes.

Development controls

1. Subdivision of land and the network of passive and active recreational areas should be consistent with that identified in Figure 84.
2. Neighbourhoods must include conveniently located open space areas that offer a range of recreational opportunities for residents, accessible within walking distance from each residence.
3. The range of recreational and community facilities to be provided on land identified within the URA will be as determined through an adopted Section 94 Plan for the URA.
4. The amount of land to be provided for the neighbourhood sportsground shall be either:
   - 6ha to accommodate two playing fields with a monetary contribution for a third
   - field at Council's future Anambah Sportsground made under a Section 94 Plan, or
   - 8ha to accommodate three fields Stormwater and water quality management

## 1.5 Stormwater and Water Quality Management

Objectives

1. To provide for an integrated and sustainable approach to the design and provision of open space and urban water management.
2. To protect and enhance the water quality, water quantity and habitat value of downstream waterways and environment.
3. To prevent erosion and run-off during site preparation, construction and the ongoing use of the land to minimise cumulative impact on receiving waterways.

Development controls

1. Each Development Application is to include stormwater and water quality management controls, having particular regard to the proximity of the nearby regionally significant Wentworth Swamp to the South of the Farley URA.
2. The stormwater and water quality management controls shall be consistent with the principles of Water Sensitive Urban Design (WSUD).
3. The number and location of WSUD elements should be determined by modeling to develop the WSUD strategy for the site, and be integrated with the overall design.
4. Parking areas can be located adjacent to WSUD elements where they are designed to prevent damage by vehicles.

5. Water quality and detention facilities shall be located to ensure the operational function of the facilities are not impacted by environmental constraints.
6. Parking areas may be interspersed between WSUD elements.
7. Long-term maintenance costs are to be identified in the design of the WSUD elements and are to be submitted to Council for consideration prior to acceptance of the WSUD strategy.
8. Riparian corridors shall be maintained around identified watercourses, in accordance with Citywide DCP Chapter B7 - Riparian Land and Waterways, and relevant NSW Office of Water guidelines pertaining to minimum buffer widths.
9. Swales may be appropriate, however, any such stormwater design shall be considered in association with stormwater studies prepared for Development Applications.
10. Swales may be acceptable on grades under 4% where it can be demonstrated that they will meet Council's performance and maintenance objectives and facilitate safe and effective movement of pedestrians and vehicles.
11. No change to the minimum width of roads on account of WSUD is permissible.
12. Flow control measures shall be used where grades in swales exceed 4%.
13. Where practical, WSUD elements may be incorporated in a centre depressed median of dual carriage roads.
14. Wetlands should be well-designed creating an attractive and safe amenity, and be highly visible for both the adjoining residents and passers-by.
15. Walking paths should have frequent contact adjacent to the wetland edge.
16. Vegetation should be designed such that generous unobstructed view of the wetland is available.
17. Emergent macrophytes should be minimal and manageable.
18. Slopes surrounding wetlands should be gentle and offer convenient tractor-mowing access.
19. Flat grassed areas that potentially may be water-logged should be avoided.
20. Existing natural gullies should be retained where possible and if necessary enhanced to offset the need for maintenance.
21. In general, grassed areas must be kept to a minimum for maintenance purposes, and wetland and gullies should offer a sense of ownership to the public.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. To ensure that future residential development is not adversely affected by any noise and vibration from incompatible land uses, including road and rail corridors.

Development controls

1. Future subdivision design is to incorporate the areas of native vegetation into the character and design of the development, and provide for links between areas of remnant vegetation creating improved habitat value and filter strips along watercourses.
2. Development Applications are to include a detailed assessment of the flora and fauna characteristics of the site prepared by a suitably qualified ecologist. Such an assessment shall include identification and retention of hollow bearing trees and mature trees (as far as is practicable) and shall address appropriate mitigation strategies where impacts on flora and/or fauna communities are identified.
3. Riparian buffers shall be maintained around identified watercourses, in accordance with relevant NSW Office of Water guidelines pertaining to minimum buffer widths.
4. Future development and landscaping is to recognise the cultural plantings located at Owl Pen House and where necessary, shall be designed to complement rather than compete with established features.
5. Development Applications shall include subdivision designs that consider the bushfire risk in the locality, in accordance with the NSW Rural Fire Service guidelines current at that time. Submission of a bushfire risk assessment will be a minimum requirement for any Development Application involving bushfire prone land within the Farley URA.
6. Subdivision design shall ensure that Asset Protection Zones (APZs) are contained wholly within the boundaries of residential allotments (and perimeter roads where considered safe and practical), and do not extent into vegetated areas where clearing would be required.
7. Development Applications will need to investigate soil salinity levels, soil structure/stability and Acid Sulfate Soils as part of geotechnical investigations associated with the site.
8. Phase 1 site contamination studies are required for each Development Application, with Phase 2 site contamination studies required where deemed necessary through the Phase 1 process. Any Phase 1 or Phase 2 site contamination studies should have regard to the site contamination assessment completed by Douglas Partners Pty Ltd submitted with the rezoning proposal for the Farley URA.
9. Development Applications shall be supported by a stormwater study for the relevant land, which shall illustrate the connectivity to stormwater catchments within the wider Farley URA and locality. Stormwater detention areas shall be located in accordance with the stormwater study that supports each Development Application.
10. Particular consideration needs to be given, in the development of Stages 2 and 3, to the receiving catchment to the north of rail line given the broader catchment issues in this area.
11. The Eastern boundary of the Farley URA generally reflects the extent of land inundated during the 1:100 ARI flood event. Areas in the Eastern extent of the site that are inundated during the 1:100 ARI flood event are not to be further developed for residential purposes. Development within this locality shall consider the potential flood hazard and flood behavior adjoining this part of the Farley URA.

12. Impacts from localised flooding are to be considered as part of Development Applications for the Farley URA, including any alternative access arrangements to lower lying areas of the Farley URA during times of storm events and localised flooding.
13. Development Applications shall demonstrate that post-development stormwater flows do not exceed pre-development stormwater flows for events up to and including the 1 in 100 year flood.
14. Rail noise is expected to impact the URA and in particular that part of the release area to the north of Wollombi Road.
15. Future residential buildings will be required to achieve the following mandatory internal noise goals (measured in LAeq) contained within Clause 87 of State Environmental Planning Policy (Infrastructure) 2007:
    - in any bedroom in the building—35 dB(A) at any time between 10.00 pm and 7.00 am
    - anywhere else in the building (other than a garage, kitchen, bathroom or hallway)— 40 dB(A) at any time.
16. Council will require subdivision development on the northern side of Wollombi Road to achieve an external amenity goal of 80LAmax as recommended by ARTC when larger scale new residential release areas are proposed near a rail corridor.
17. The Farley URA Constraints and Buffers Map (Figure 82) shows the extent of the 60 dB(A) Leq 9hr (night-time 2022) noise contour as extracted from the Australian Rail and Track Corporation "*Maitland to Minimbah Third Track Operational Noise and Vibration Review (Public)*" dated June 2013. The purpose of including this noise contour in the DCP is to give a potential developer a spatial appreciation of where specialised acoustic controls are likely to be required in the development of the URA. For land to the south of the 60dB(A) contour (further away from the rail corridor) conventional residential construction will most likely enable the internal noise goals of the SEPP to be achieved. For land to the north of the 60dB(A) contour (closer to the rail corridor) specialised acoustic treatments are likely to be needed in the form of improved noise attenuation treatments to individual residences or mitigation in the form of noise barriers adjacent the rail corridor – or perhaps a combination of these.

    While rail vibration must be properly assessed as part of the development application process the "Maitland to Minimbah Third Track Operational Noise and Vibration Review (Public)" suggests that vibration impacts are not likely to be significant outside the range of 40-50m from the nearest rail line.

    The eastern end of the 60dB(A) contour is shown as an indicative contour only given the termination point of the survey and modelling undertaken under the "Maitland to Minimbah Third Track Operational Noise and Vibration Review (Public)".

    Appropriate subdivision design and lot layout together with mitigation works (where necessary) can help reduce the impacts of rail noise and vibration on residential buildings and outdoor private spaces.

Independent acoustic and vibration reports prepared in accordance with the NSW Department of Planning "Development Near Rail Corridors and Busy Roads – Interim Guideline (2008)" shall be submitted with Development Applications for all land to the north of Wollombi Road and to the north of the 60dB(A) indicative rail noise contour to identify potential impacts and mitigating measures associated with development located in proximity to the Main Northern Railway Line.

18. Given the potential impacts from coal dust and pollution/emissions from rail movements development applications proposing residential lots and/or buildings within 50m* [4] of the Main Northern Railway Line shall include a detailed air quality assessment carried out by a suitably qualified consultant. The air quality assessment zone is shown in Figure 82.
19. Visual impact mitigation measures identified in the Visual Impact Assessment prepared by ADW Johnson (which informed the rezoning of the Farley URA) shall be incorporated into subdivision layout and design. These measures include:
    - Consideration shall be given to Owl Pen House, the Government railway (Station Master's House), and the associated heritage curtilage required in these locations.
    - Vegetation in the elevated areas of the URA should be retained.
    - Native local species shall be used for landscaping.
    - Streetscape planting along Wollombi Road to mitigate visual impact and provide a vegetated skyline for views from below the Wollombi Road ridgeline.
    - Subdivision design should facilitate North and East outlooks.
20. Development shall incorporate appropriate measures to prevent and control the impacts of erosion and sedimentation that may occur as a result of earthworks, localised development, subdivision works or the like within the Farley URA. The relevant chapters of the Maitland Citywide DCP shall be considered in this regard.

[4] The ARTC's "Maitland to Minimbah Third Track Environmental Assessment" dated May 2010 identifies the residential areas of Telarah, Rutherford, Farley, Greta and Branxton as sensitive receptors in relation to air quality. While air quality modelling results indicate that predicted operational air quality impacts (diesel and coal dust emissions) should be within relevant EPA air quality goals, a reasonable and conservative planning approach is to require site specific modelling of 'actual' emission levels close to the rail corridor over time as the development of the URA progresses.

## 1.7 Aboriginal Heritage

Objectives

1. Heritage items, buildings with heritage significance and conservation areas are protected.

Development controls

1. Development Applications shall be supported by appropriate Aboriginal Heritage Impact Studies to determine the presence and locations of any Aboriginal artefacts or sites of significance, including methods for providing any necessary buffers within the site. Reference should also be made to the Indigenous Archaeological Due Diligence Assessment completed by McCardle Cultural Heritage Pty Ltd, which informed the rezoning of the Farley URA.
2. Development Applications shall be referred to NSW Office of Environment and Heritage, Mindaribba LALC and Lower Hunter Wonnarua LALC for comment as part of the public and government agency exhibition process for assessing Development Applications.

## 1.8 European Heritage

Objectives

1. Heritage items, buildings with heritage significance and conservation areas are protected.

Development controls

1. Development Applications shall be prepared having consideration for items identified in the European Heritage study prepared by Nexus Archaeology and Heritage for the rezoning of the Farley URA. Identified items include:
   - Owl Pen House; and
   - Government railway (Station Master's House)
2. A European Heritage study shall incorporate an assessment of the appropriate heritage curtilage for Owl Pen House where it is proposed to subdivide land within the Preliminary Heritage Curtilage Buffer shown on Figure 82. The study shall consider options for reducing the impact of new development within and/or adjacent to the identified curtilage.
3. European Heritage studies shall also include recommendations for the recognition and protection of any other significant items that might be exposed as a result of further investigating, planning or construction processes.

## 1.9 Key Development Sites

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Development Applications are to include detailed urban design controls for significant development sites.
2. Development Applications are to include detailed urban design controls (including traffic management requirements and carparking designs, where appropriate) for the following Key Development Sites:
   - Owl Pen House
   - Government Railway (Station Master's House)
   - Development adjoining the Main Northern Railway Line
   - Future neighbourhood centre

*Adjoining land zoned for environmental protection*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Land zoned E3 must be amalgamated with an adjoining area of at least 450m$^2$ of R1 Residential zoned land and contained in a single lot. *(The Maitland Local Environmental Plan 2011 requires a minimum lot size of 40 hectares for the E3 zone)*.
2. Any development or works within, or adjacent to the land zoned E3 Environmental Management are to ensure clearing of vegetation is minimised to the satisfaction of Council.
3. Mechanisms are to be put in place with development to ensure the integrity and protection of established vegetation and riparian areas zoned E3 Environmental Management. Details of how vegetation and riparian areas are proposed to be managed are to be included in all Development Applications affecting the E3 Environmental Management zone.
4. Development within the R1 General Residential zone must be designed and planned to ensure any Asset Protection Zones (APZs) or buffers are contained wholly within that zone, and do not extend into the E3 Environmental Management zone.

*Land fronting Wollombi Road*

Objectives

1. Detailed urban design controls are provided for significant development sites.

Development controls

1. Development adjacent to Wollombi Road should be appropriately designed so as to provide a high quality architectural appearance with visual interest, particularly by discouraging bulky buildings and blank walls.
2. Vehicular access to Wollombi Road will be controlled via the road design (Sections A to D) contained in Figures 87, 88, 89 and 90 and Appendix A.

## 1.10 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.11 Neighbourhood Commercial and Retail Uses

Objectives

1. To accommodate and control appropriate neighbourhood commercial and retail uses.
2. To foster a sense of community and strong local identity and sense of place in neighbourhoods.

Development controls

1. A separate future LEP amendment will be required for the future neighbourhood centre proposed for the Farley URA.
2. The subsequent Development Application(s) for that future neighbourhood centre will need to be undertaken in accordance with the Maitland Development Control Plan 2011: Centres development provisions.

## 1.12 Provision of Public Facilities and Services

Objectives

1. Suitably located public facilities and services are provided, including provision for appropriate traffic management facilities and parking.

Development controls

1. Each Development Application is to include suitably located public facilities and services, including provision for appropriate traffic management facilities and parking (see Key Development Sites above).
2. Public transport should be addressed in Development Applications, with consideration made for overall network connectivity and access to bus stops.

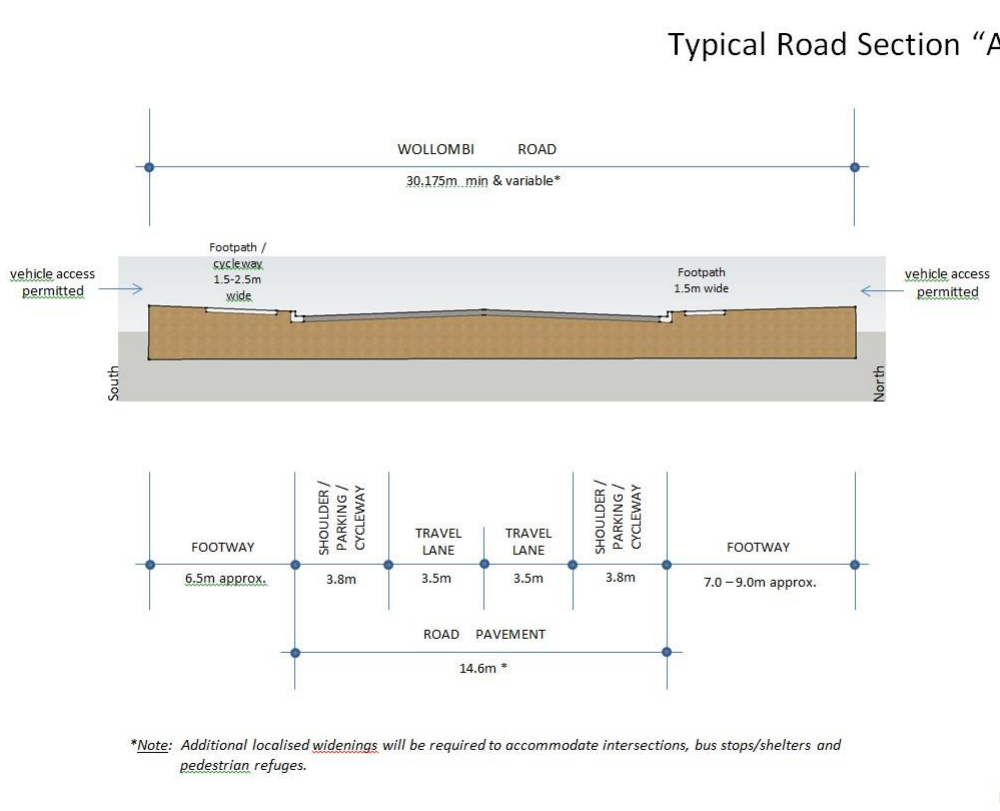


Figure 87: Typical cross sections "A" Wollombi Road, Farley.

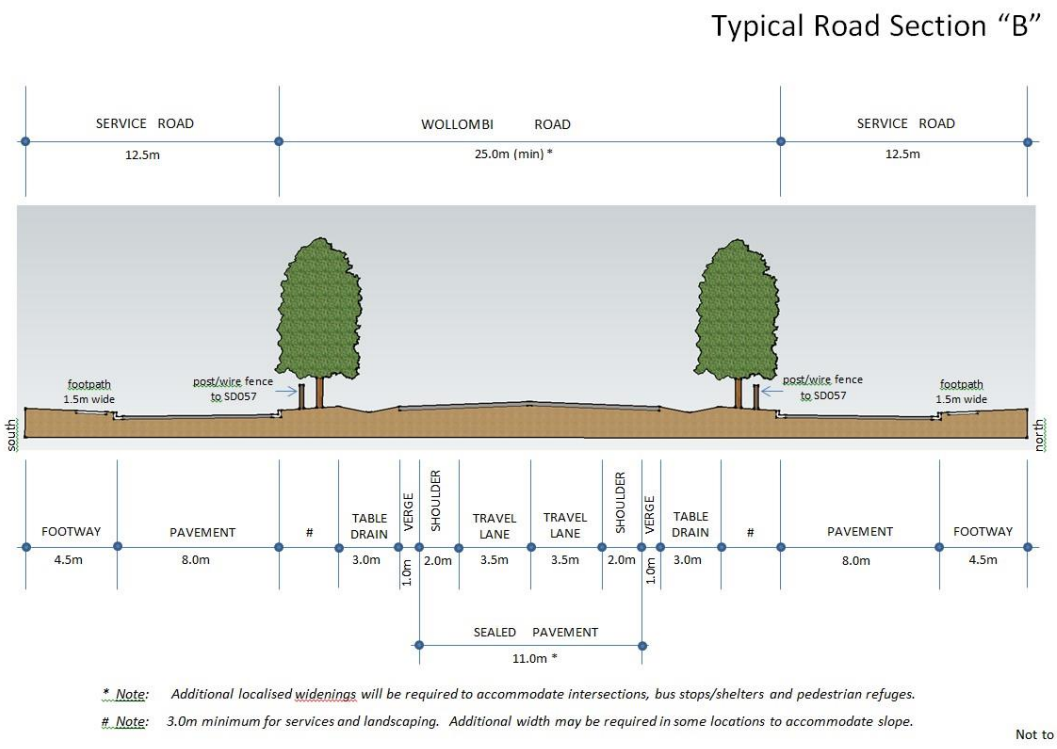


Figure 88: Typical cross sections "B" Wollombi Road, Farley.

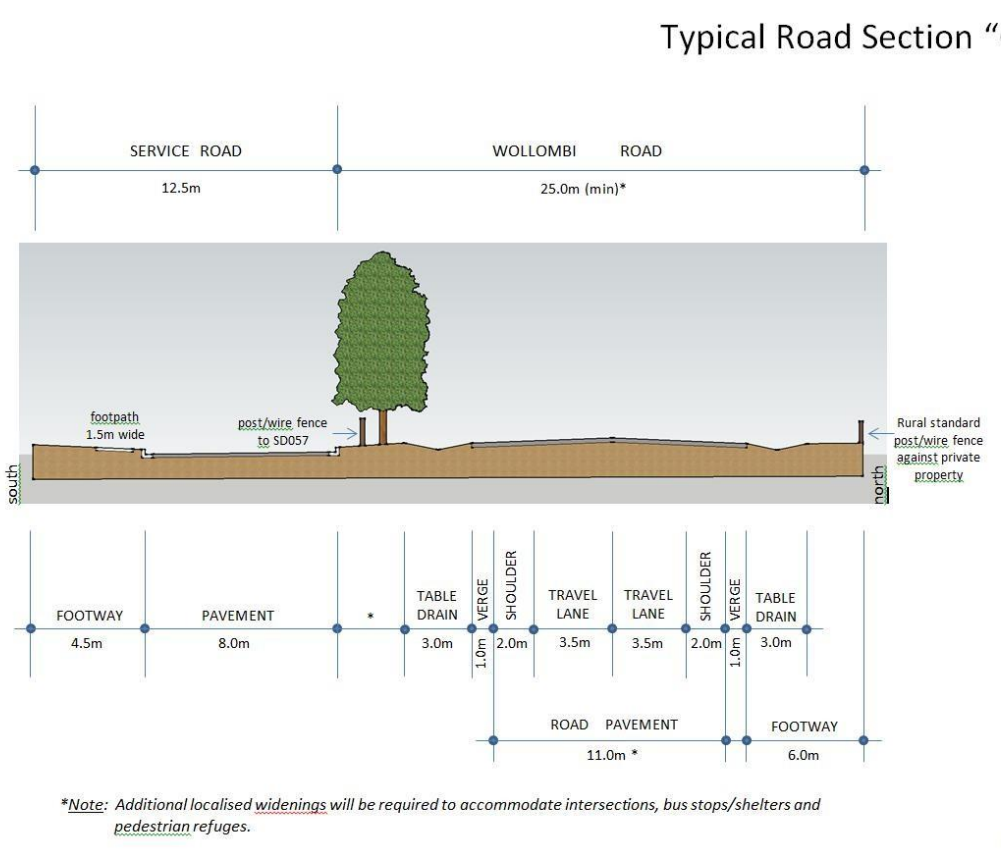


Figure 89: Typical cross sections "C" Wollombi Road, Farley.

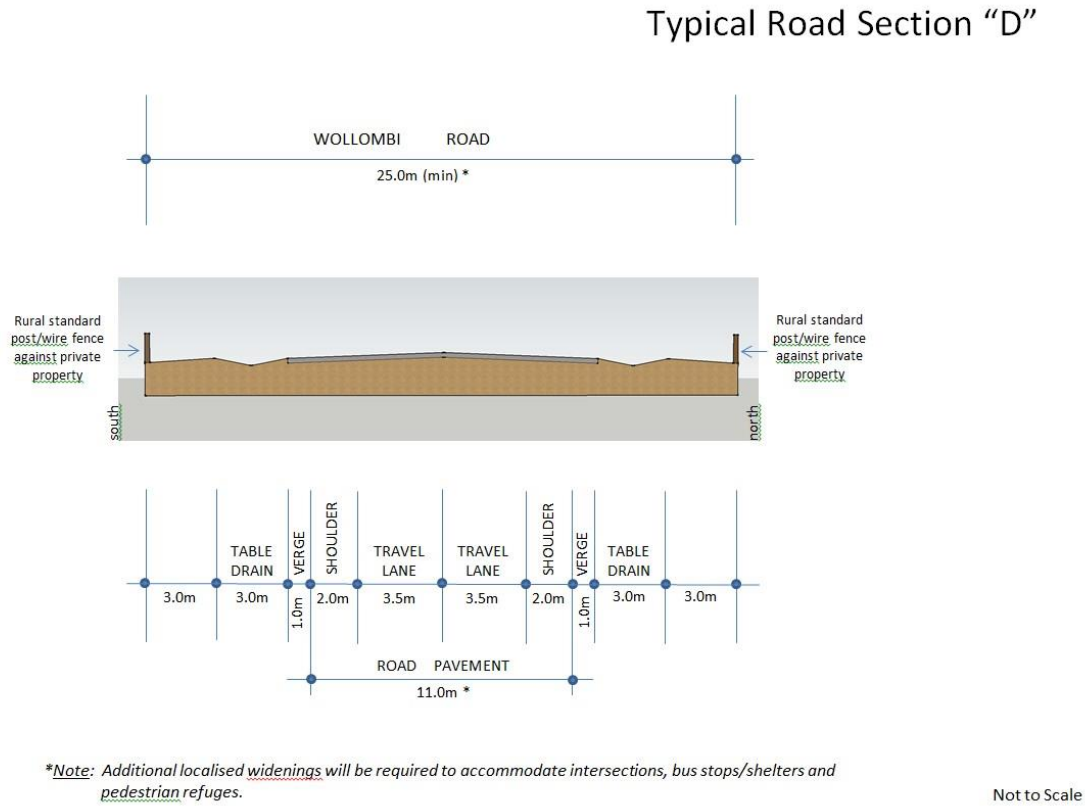


Figure 90: Typical cross sections "D" Wollombi Road, Farley.

# F.12 - Anambah Urban Extension Site (Windella)

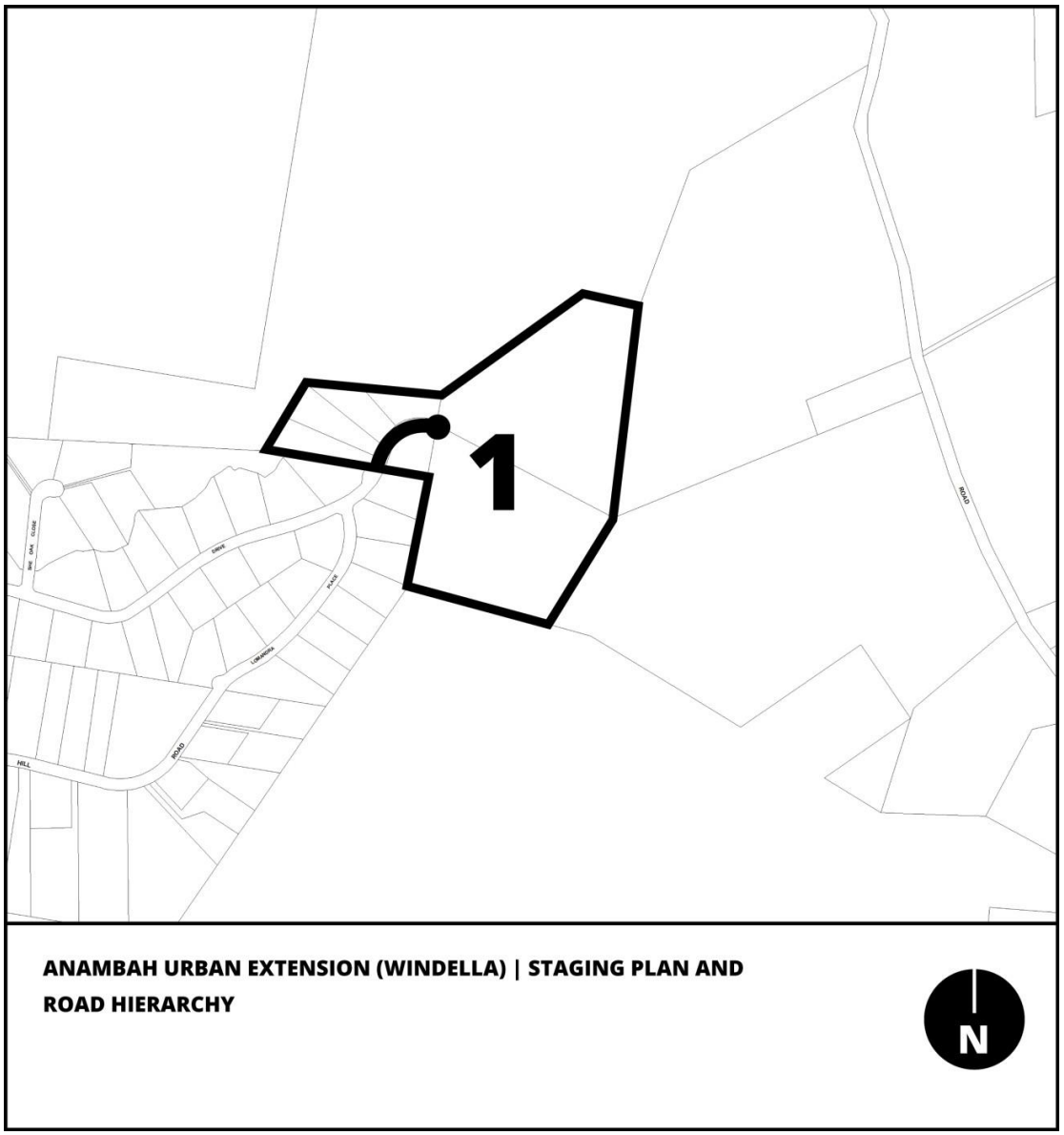


Figure 91: Anambah Urban Extension (Windella) Staging Plan and Road Hierarchy.

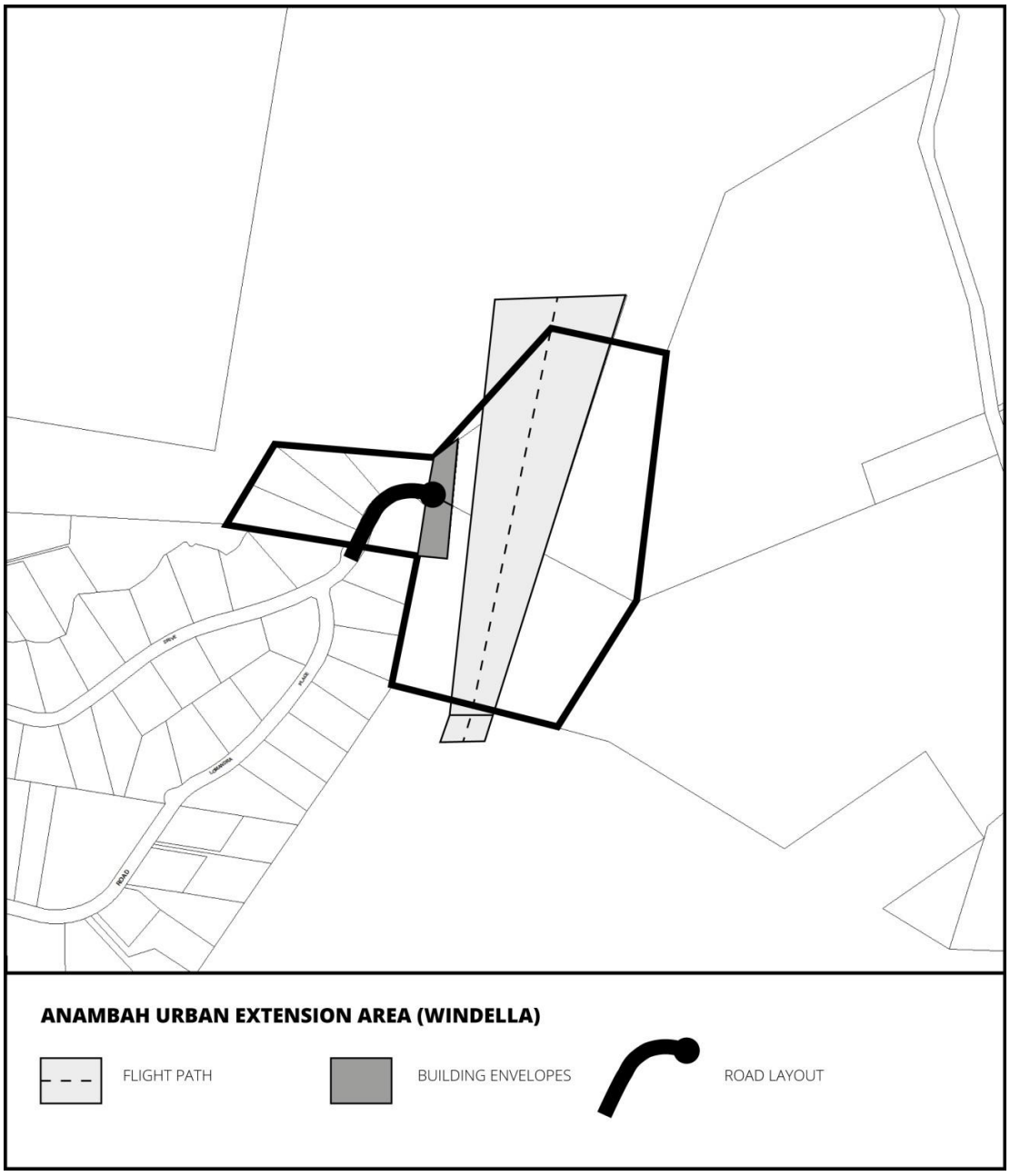


Figure 92: Building envelope restrictions for lots affected by aircraft noise.

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 91.

## 1.2 Transport and Movement

Objectives

1. To achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists.
2. To provide walkable neighbourhoods with convenient access to neighbourhood shops, community facilities and other services, with less dependence on cars for travel
3. To provide for access generally by way of an interconnected network of streets and paths which facilitate safe, efficient and pleasant walking, cycling and driving.
4. To facilitate new development which supports the efficiency of public transport systems, and provides safe, direct access to the system for residents.

Development controls

1. A road network is to be provided generally in accordance with Figure 91.

## 1.3 Overall Landscaping Strategy

There are no specific requirements as landscaping controls are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.4 Passive and Active Recreation Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

There are no specific requirements as stormwater and water quality management controls are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. To protect residential dwellings from aircraft noise associated with the Rutherford Aerodrome.
2. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.

Development Controls

1. Building envelopes shall be provided generally in accordance with Figure 92.
2. There are no requirements for bushfire.
3. Land within the flood planning area shall address clause 7.3 of the Maitland Local Environmental Plan 2011.
4. All development applications shall demonstrate compliance with the requirements of SEPP 55 – Remediation of Land.

## 1.7 Key Development Sites

There are no specific requirements as key development sites are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# F.13 - Glebe Paddock

## DESCRIPTION

The Glebe Paddock refers to the land at Wallis Street, East Maitland. It is bounded by Wallis Street to the north-east, the unformed extension of George Street to the south-east and Wallis Creek to the west.

The site is 16.76Ha in area. 4.35ha has been rezoned for general residential purposes. The residual area is zoned environmental conservation. It contains sites of Aboriginal cultural heritage, an endangered ecological community and hollow-bearing trees. The proposed curtilage to the State listed Glebe Cemetery is mostly contained within the environmental land. The area is also partially affected by flooding.

These following development controls were informed by several key investigations. These should be consulted when assessing a development application for the site.

1. "Glebe Gully Burial Ground, East Maitland" prepared by Richard Lamb and Associates dated November 2012.
2. "Aboriginal Cultural Heritage Assessment" prepared by Archaeological Risk Assessment Services dated December 2010.
3. "Flora, Fauna and Threatened Species Assessment" prepared by Ecobiological (undated).

## 1. Development Requirements

### 1.1 Staging

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of development shall generally occur in accordance with Figure 91.
2. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

### 1.2 Transport and movement

There are no specific requirements as transport and movement is already controlled by other provisions in the Maitland Development Control Plan 2011.

### 1.3 Overall landscaping strategy

Objectives

1. Impacts of any action affecting threatened species, populations and ecologically endangered communities (EEC) is properly assessed and compensated.
2. Any loss of endangered ecological community (EEC) must be offset in accordance with the Office of Environment and Heritage EEC offset requirements and provided within the environmental land.
3. The habitat of those threatened species and populations that are dependent on hollow-bearing trees for their lifecycle is protected.
4. The VMP retains the area of prominent vegetation.
5. The risk to people and property from hollow-bearing trees is minimised.

Development controls

1. A revised flora and fauna assessment and vegetation management plan (VMP) must be prepared with any application to subdivide the site.
2. The assessment and VMP is to be prepared by an appropriately qualified person.
3. A hollow bearing trees (HBT) protocol must accompany any application to subdivide the site. The protocol must be informed by a comprehensive assessment prepared by a qualified ecologist and include;
   - A survey of all HBTs on the site;
   - Retention of HBTs where possible;
   - An assessment of the value of any HBT proposed to be removed based on;
     a. Status of the tree (i.e. living or dead)
     b. Diameter Bole Height (living trees only)
     c. Number of visible hollows
     d. Location of HBT in the landscape
     e. Expected longevity of the hollow
   - A strategy for tree removal (timing and methodology) that minimises impacts on native wildlife.
   - A strategy to compensate for the loss of HBTs by;
     a. identifying compensatory recruitment trees within the site
     b. installing nesting boxes of similar number and size as those hollows to be removed
     c. replacing any trees lost on the site.
4. Nesting boxes are;
   - to be installed like for like (both type and number, and host tree to genus level) and must be located within the environmental lands
   - to be installed and maintained within environmental lands in accordance with the VMP for period until recruitment trees are established
   - to be inspected and maintained by a qualified ecologist
   - All felled trees must be relocated to the environmental land to supplement existing terrestrial fauna habitat.

## 1.4 Passive and active recreation areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and water quality management

There are no specific requirements as stormwater and water quality management controls are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. Amelioration of natural and environmental hazards, including bushfire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected is achieved.
2. The development responds to the geotechnical characteristics of the site.

Development controls

1. Any development application for subdivision must include a geotechnical assessment undertaken by a qualified geotechnical engineer that assesses the conditions of the site for building.
2. Where applicable, the geotechnical assessment must include building specifications to ensure residential development adequately responds to geotechnical conditions.

## 1.7 Key Development Sites

There are no specific requirements as key development sites are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.11 European heritage

Objectives

1. The interface between the residential area and the environmental area is sympathetic to the State heritage item.
2. Fencing is low-impact, rural-type fencing.
3. Unauthorised access to the environmental area is discouraged.
4. The subdivision design maintains the open nature of the curtilage of the Glebe Cemetery.

Development controls

1. For properties immediately adjoining the environmental zoned area, rear fences and side fences up to the rear building line of the main dwelling are to be constructed of post and wire or post and rail, transparent, "rural type" fencing.
2. Fencing must be provided along the interface between the environmental zoned area and the residential area.
3. Development must be in accordance with the Glebe Historic Cemetery Conservation Management Plan.
4. A 'restriction as to user' under Section 88B of the Conveyancing Act shall be created over lots within the curtilage of the Glebe Cemetery requiring that no dwelling be constructed within 15m of the rear boundary.

## 1.12 Aboriginal Heritage

Objectives

1. The Aboriginal cultural heritage of the site is protected and maintained.
2. The Local Aboriginal Land Council is involved the future management of the Aboriginal cultural heritage on the site.

Development controls

1. An updated Aboriginal cultural heritage impact assessment (ACHIA) must be undertaken before consent is given to the subdivision.
2. Subdivision design must respond to the outcomes of ACHIA.
3. An Aboriginal cultural heritage management plan must be prepared for the environmental area.
4. The Aboriginal cultural heritage impact assessment must be undertaken in consultation with the Mindaribba Local Aboriginal Land Council and Traditional Owners.
5. The Aboriginal cultural heritage management plan must be prepared in consultation with the Mindaribba Local Aboriginal Land Council and Traditional Owners.

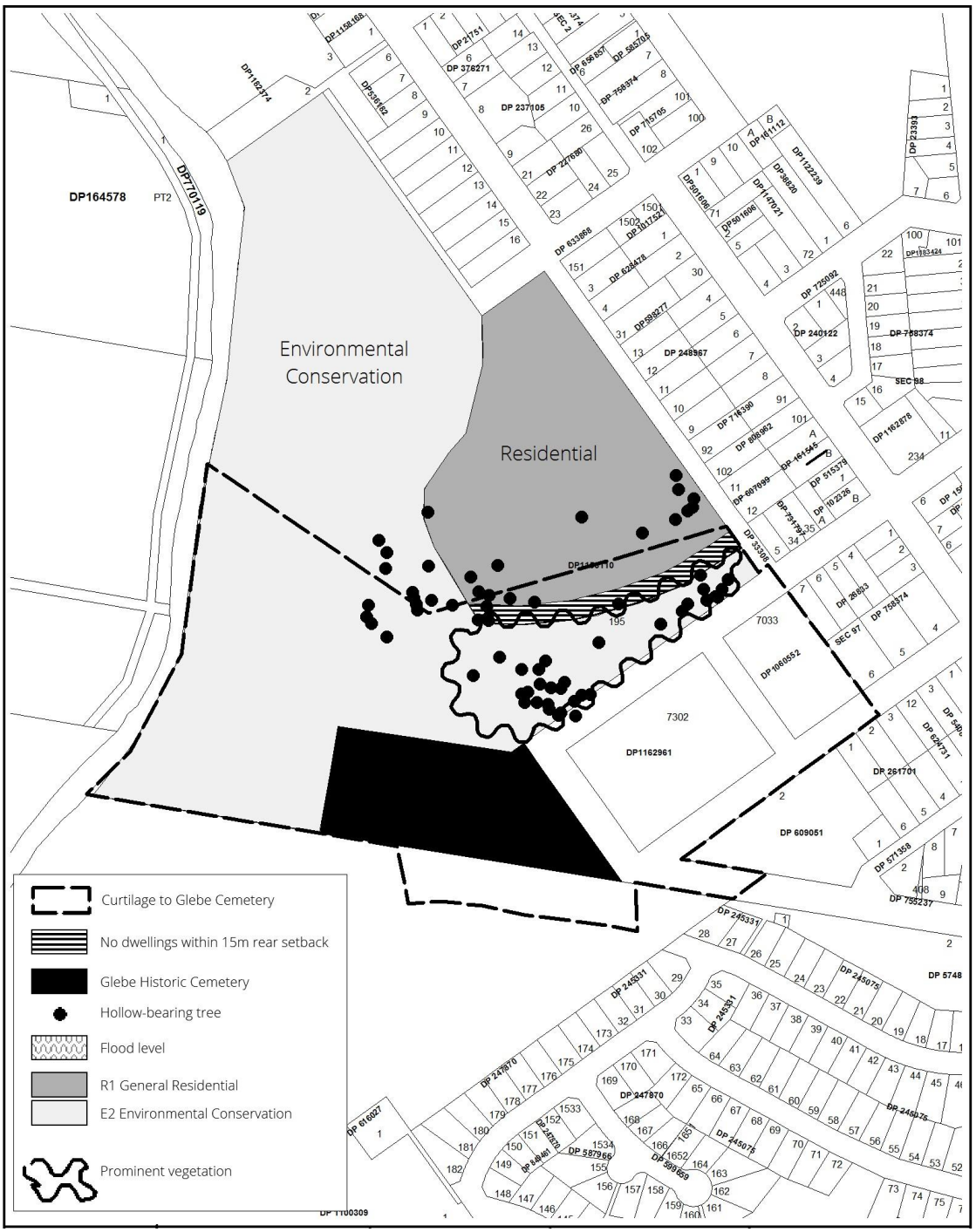


Figure 93: Glebe Paddock key constraints and development controls.

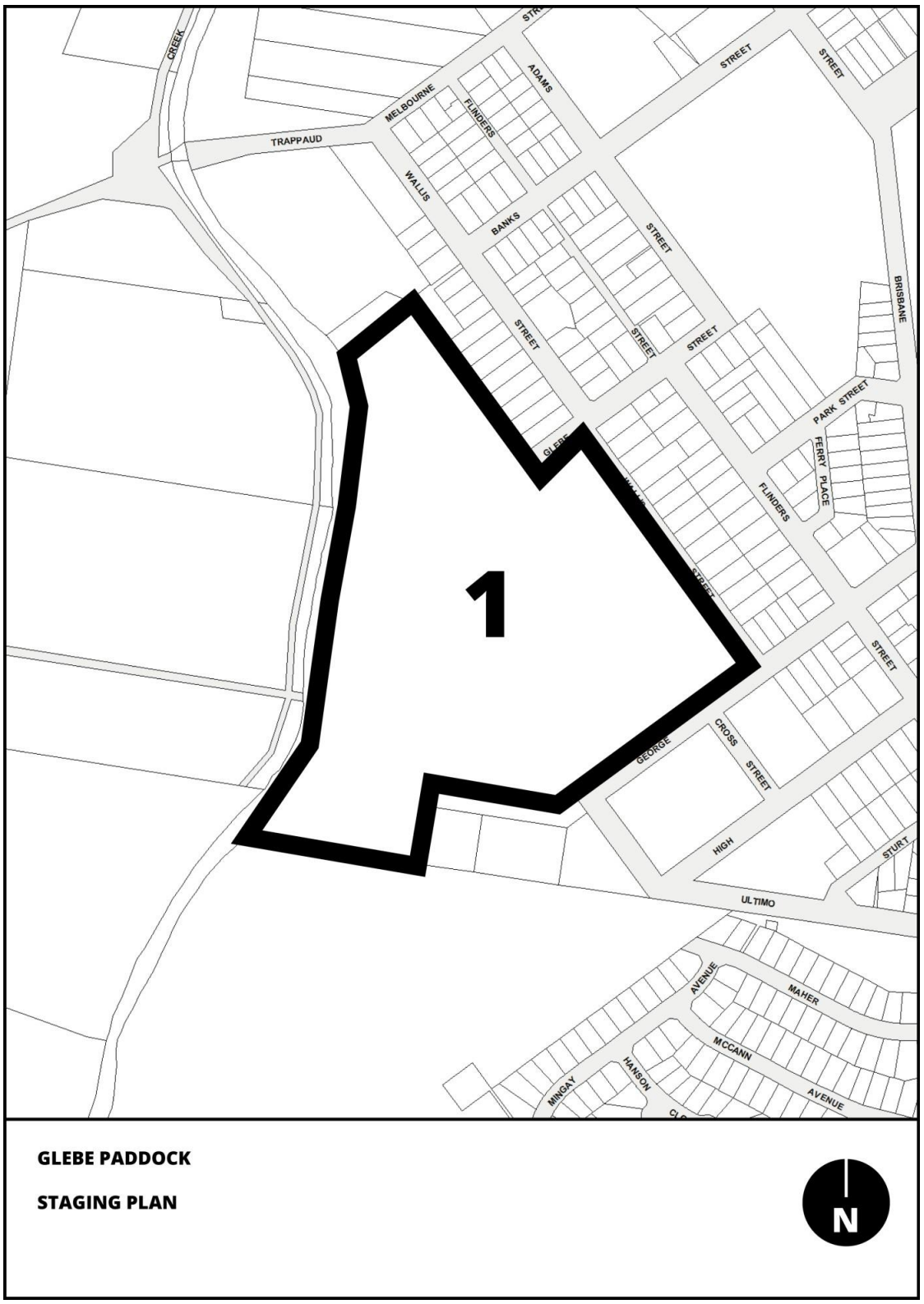


Figure 94: Glebe Paddock Staging Plan.

# F.14 - Mount Harris Urban Release Area

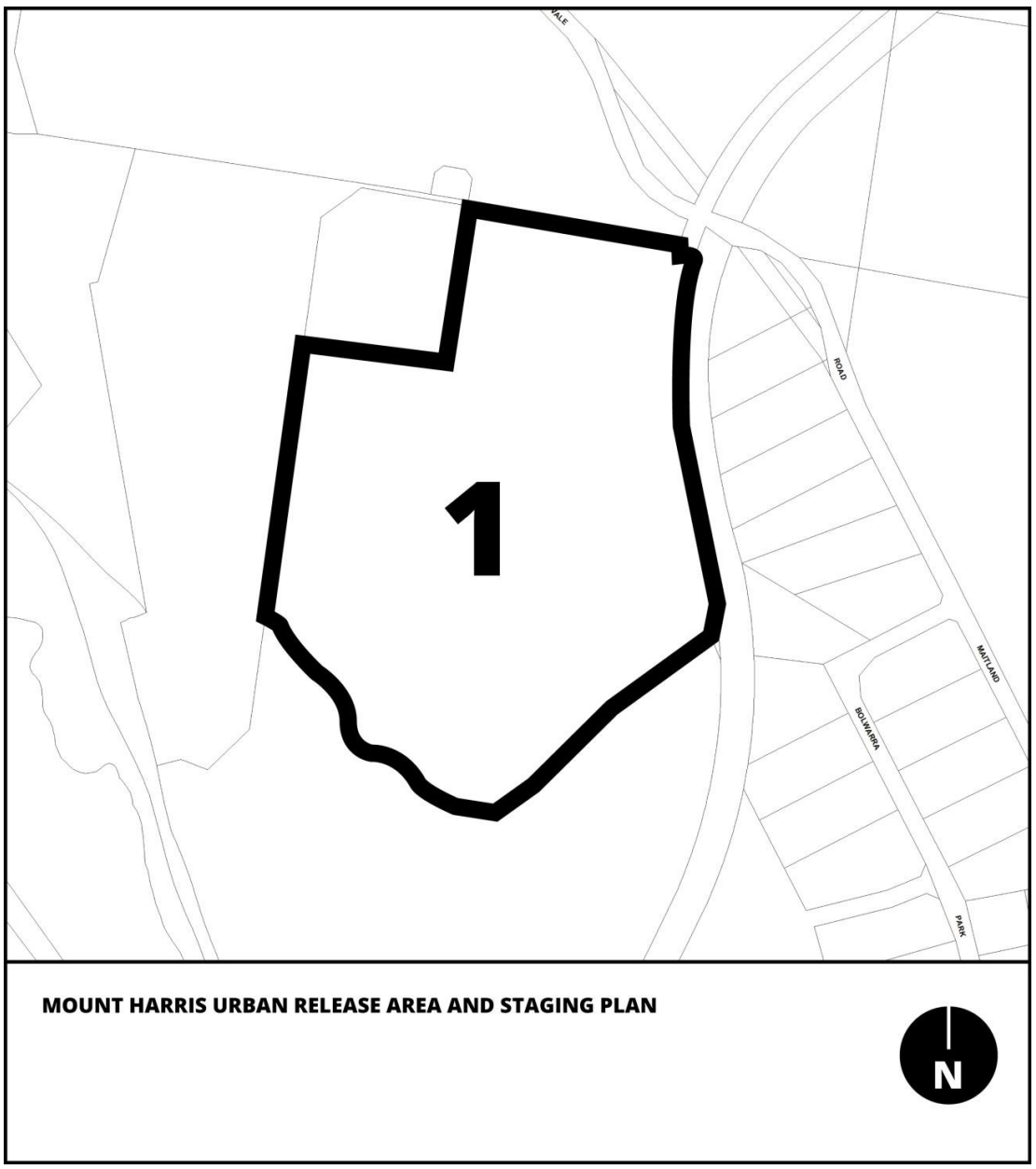


Figure 95: Mount Harris Urban Release Area and Staging Plan.

# 1. Development Requirements

## 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 95.
2. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

There are no specific requirements as transport and movement is already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.3 Overall Landscaping Strategy

There are no specific requirements as landscaping is already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.4 Passive and Active Recreation Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

There are no specific requirements as stormwater and water quality management controls are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.6 Amelioration of Natural and Environmental Hazards

There are no specific requirements as amelioration of natural and environmental hazards is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.7 Key Development Sites

There are no specific requirements as key development sites are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# F.15 - Mala Close Urban Release Area

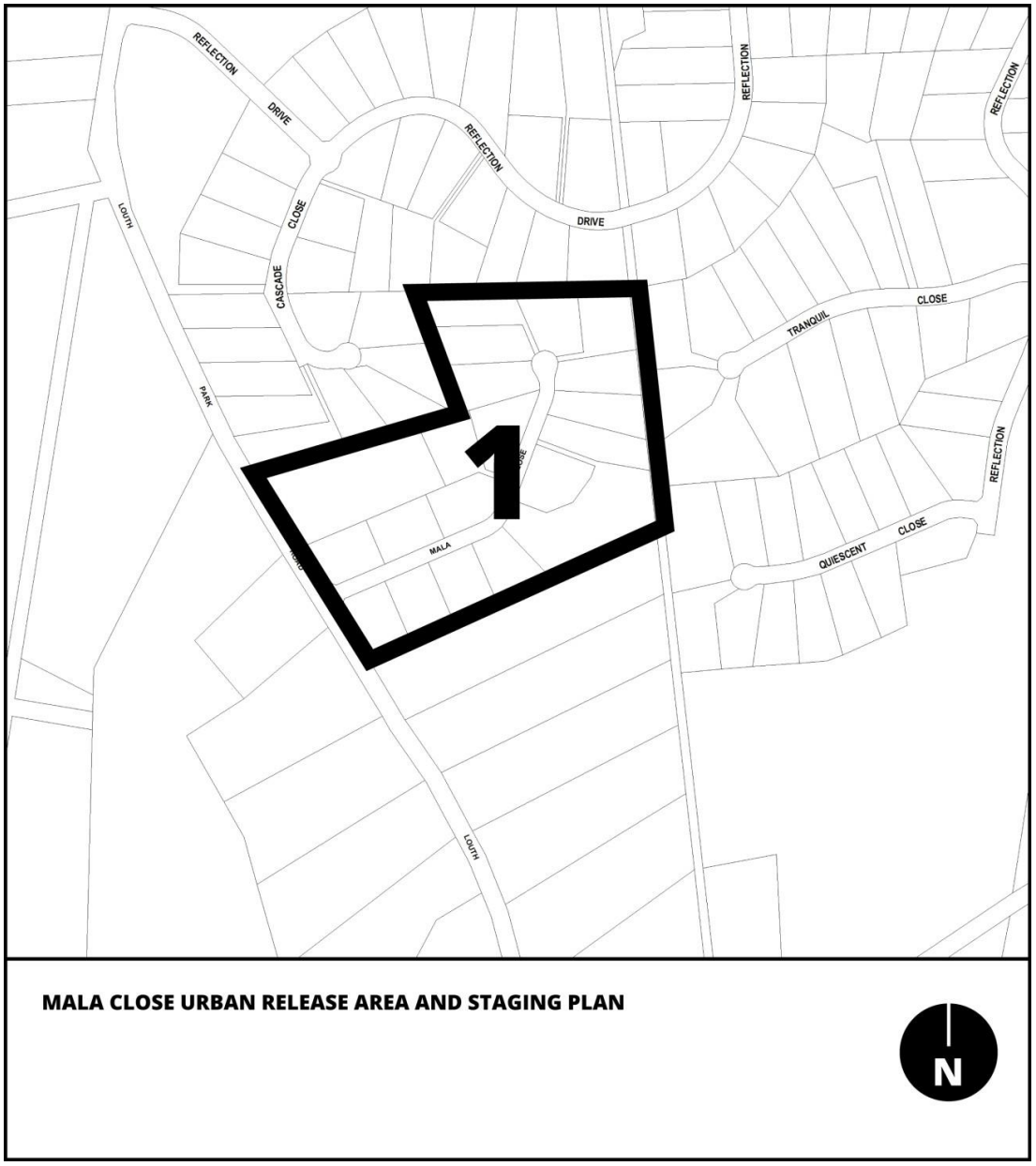


Figure 96: Mala Close Urban Release Area and staging plan.

## 1. Development Requirements

### 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 96.
2. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

There are no specific requirements as transport and movement is already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.3 Overall Landscaping Strategy

There are no specific requirements as landscaping is already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.4 Passive and Active Recreation Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

There are no specific requirements as stormwater and water quality management controls are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.6 Amelioration of Natural and Environmental Hazards

There are no specific requirements as amelioration of natural and environmental hazards is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.7 Key Development Sites

There are no specific requirements as key development sites are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

# F.16 - Anambah Road Urban Extension Site (106 Anambah Road, Anambah)

**DESCRIPTION**

The subject land is an urban extension site, located adjacent to an existing urban residential area. The desired future character of this site is for low-density residential development which responds to the topography and environmental constraints of the site. This development makes efficient use of existing infrastructure and services to provide housing that accommodates future population growth.

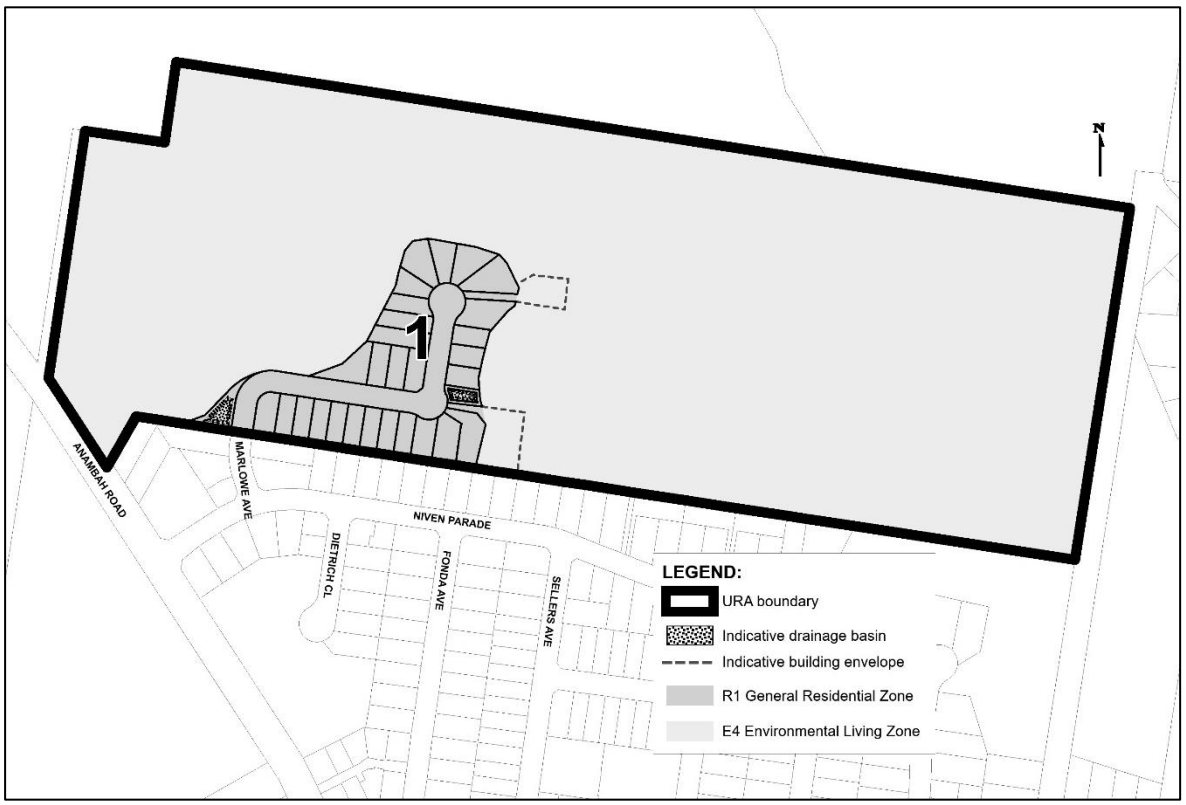


Figure 97: Anambah Road Urban Extension Site (106, Anambah Road, Anambah) and Staging Plan.

## 1. Development Requirements

### 1.1 Staging Plan

Objectives

1. To provide for the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

Development controls

1. Staging of the urban release area should be generally in accordance with Figure 97.
2. All development applications for subdivisions shall include a staged construction plan, where the development is intended to be constructed in stages.

## 1.2 Transport and Movement

There are no specific requirements as transport and movement is already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.3 Overall Landscaping Strategy

There are no specific requirements as landscaping is already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.4 Passive and Active Recreation Areas

There are no specific requirements as passive and active recreational areas are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.5 Stormwater and Water Quality Management

There are no specific requirements as stormwater and water quality management controls are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.6 Amelioration of Natural and Environmental Hazards

Objectives

1. To minimize the flood risk to life and property.

Development controls

1. Each allotment to be created by the subdivision shall include flood free access and flood free land for each building envelop.

## 1.7 Key Development Sites

There are no specific requirements as key development sites are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.8 Residential Densities

There are no specific requirements as residential densities are already controlled by lot size in the Maitland Local Environmental Plan 2011.

## 1.9 Neighbourhood Commercial and Retail Uses

There are no specific requirements as neighbourhood commercial and retail uses are already controlled by other provisions in the Maitland Development Control Plan 2011.

## 1.10 Provision of Public Facilities and Services

There are no specific requirements as provision of public facilities and services is already controlled by other provisions in the Maitland Local Environmental Plan 2011 and the Maitland Development Control Plan 2011.

## 1.11 Heritage

Objectives

1. To minimize the visual impacts on the State significance heritage item Anambah House and its rural landscape.

Development controls

1. For residential properties immediately adjoining the E4 Environmental Living zone, rear boundary fencing shall be of an open style, rural type fencing, constructed of post and wire or post and rail or similar.