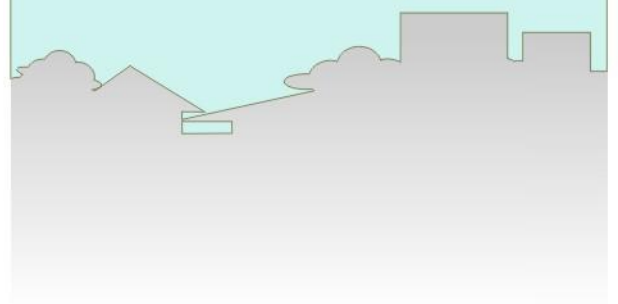


Part L

Local

Area

Plans



Greater Taree
CITY COUNCIL

PART L LOCAL AREA PLANS

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L1 Local area plans

Objectives

- Provided additional detailed guidelines to specific local areas;
- Ensure that future development within the specific local area is consistent with the broad site planning principles and any local environmental study findings and recommendations;
- Ensure that the unique features and planning for the site is considered in future development;
- Ensure a balance between reasonable development, standard provisions, protection of amenity of adjoining lands and unique site opportunities.

L2 Seascape, North Red Head

About this part:

This part provides the detailed guidelines for the Seascape, North Red Head precinct.

Applies to:

All land within the site known as Seascape, North Red Head and shown in Figure 1.

Date adopted by Council:

14 October 2009

Effective Date:

25 June 2010

Related Policy / Technical Manual:

Nil

L2.1 Introduction

L2.1.1 Boundaries of the site

All land within the site known as Seascape, North Red Head and shown in Figure 1 following.

L2.1.2 Relationship to other parts

All standard relevant provisions from within this DCP apply where not varied by this part.

L2.1.3 Principle objectives of the site plan

- To ensure the individual development within the site is consistent with the broad site planning;
- To encourage high standards of residential amenity;
- To provide guidelines on how Council will apply the provisions in relation to individual developments and locations within the site.

L2.1.4 Character statement

Seascape on Fig Tree Hill, Red Head is an integrated community in a beachfront setting incorporating natural elements such as drainage, open space, fauna and flora corridors, view corridors and pedestrian and cycleway connections to the public and surrounding residential areas.

The design of the homes will reflect the particular coastal character in terms of architecture, landscaping, colours and materials. The location will incorporate community identity with a strong sense of openness and individuality.

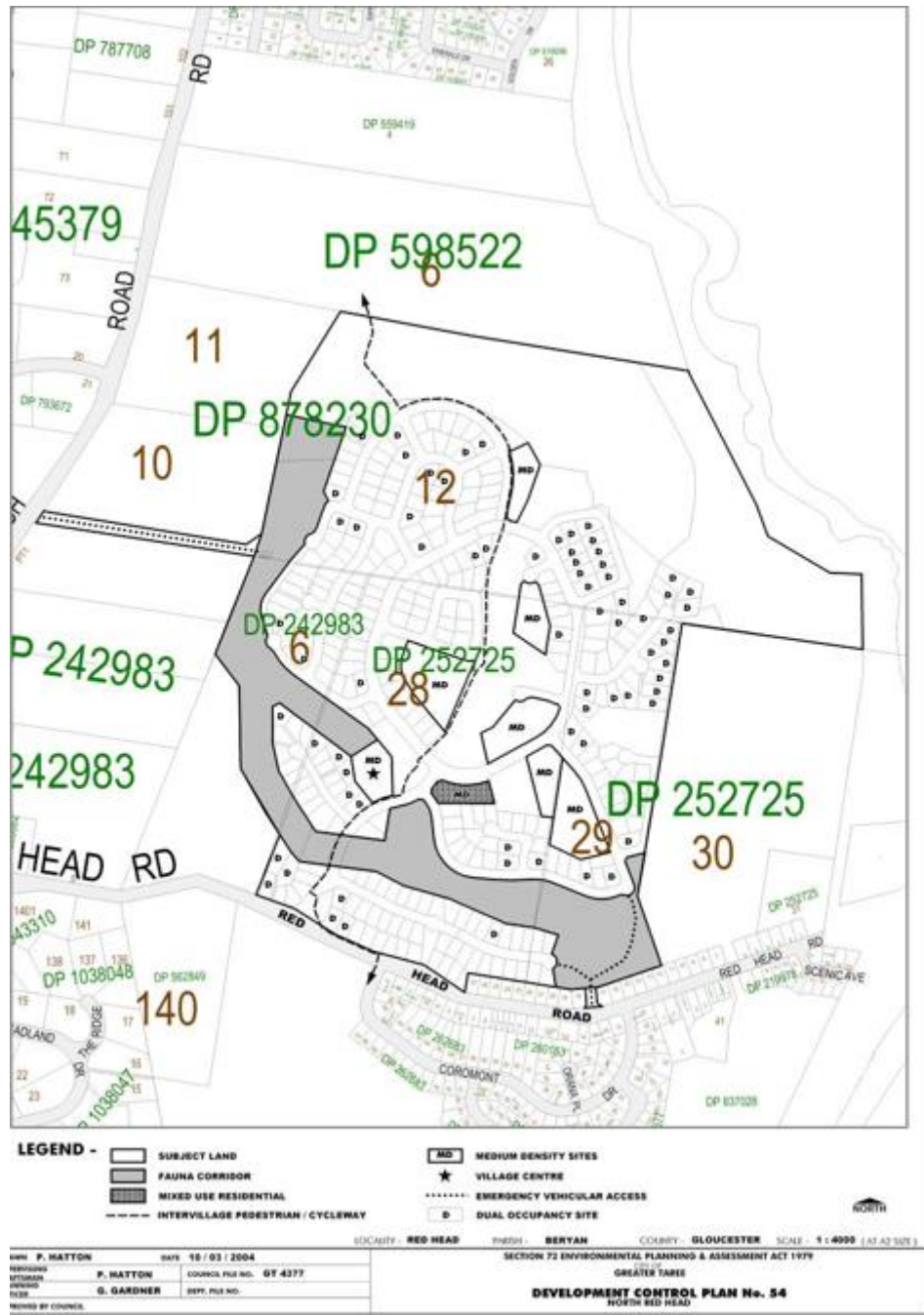


Figure 1 – Seascape, North Red Head site

L2.2 Subdivision requirements

Explanation

Subdivision is a key feature of the site planning for the seascape development.

Objectives

- Ensure the development within the site is consistent with the broad site planning principles;
- Ensure protection of fauna and flora and the natural environment;
- Encourage pedestrian and cycleway connections to the public spaces and adjoining residential areas;
- Protect life and property from bushfire;
- Encourage high standards of residential amenity, view sharing, sunlight access and privacy;
- Ensure amenity of the public spaces and reserves.

Performance criteria

1. The location and design of the lots shall generally be in accordance with those shown in Figure 1.
2. The road network shall generally be in accordance with that shown in Figure 1.
3. Prior to any development consent being issued for subdivision of land, Council require an urban stormwater drainage strategy, which aims to minimise urban stormwater discharge from the developed site and to maintain a maximum urban water quality.
4. The development shall provide construction of the inter-village pedestrian cycleway included in Council's draft open space and Recreation Facilities Plan.
5. Subdivision will require the land shown on the map as 'koala habitat corridor' to be dedicated to Council at no cost at an appropriate stage of the subdivision.
6. A Koala Plan of Management shall be prepared for the site, which will involve:
 - a. Habitat protection requirements,
 - b. Habitat restoration requirements,
 - c. Traffic management requirements,
 - d. Dog management requirements,
 - e. Feral animal management requirements,
 - f. Bush fire management,
 - g. Koala welfare public education, and
 - h. Monitoring requirements.
7. Habitat shall be restored within these corridors, using endemic koala food tree species.
8. In association with subdivision approval, Council will require suitable treatment of the intersection of the koala habitat corridor with access roads to the subdivision. Consideration will be given to koala specific underpasses, at grade intersection treatment, or canopy based over passes.

9. Koala / fauna exclusion fencing shall be utilised along the edges of the koala habitat corridor.
10. Prior to the approval of any subdivision application, Council will require a Bushfire Protection Assessment Report and the findings of such assessment will be either included in the design of the subdivision layout, included as condition of consent granted, or included as 88(B) of the Conveyancing Act, 1919, Instrument Requirements on Allotments to be created.
11. Council will encourage residential mixed use in the area identified in Figure 1.

L2.3 Building and development requirements

Objectives

- Ensure the development within the site is consistent with the broad site planning principles;
- Ensure compatibility with the scale, built form and intensity of use with surrounding development;
- Achieve a balance between reasonable development of the site, privacy, view sharing and sunlight access.

Performance criteria

1. Single dwellings only will be allowed on lots less than 750m².
2. Dual occupancy development will only be permitted on lots greater than 750m².
3. Medium density development will only be permitted on the sites identified in Figure 1.
4. Residential mixed-use development is encouraged on the areas identified in Figure 1.
5. Residential mixed-use development will incorporate an area, which is fully self-contained and has a separate external entrance.

L3 Bungay Estate

About this part:

This part provides the detailed guidelines for the Bungay Estate, Wingham.

Applies to:

All land within the site known as the Bungay Estate, Wingham.

Date adopted by Council:

14 October 2009

Effective Date:

25 June 2010

Related Policy / Technical Manual:

Nil

L3.1 Introduction

L3.1.1 Boundaries of the site

The following specific development provisions apply to land zoned R5 on Part Lot 1 DP754454, Lots 11, 12, 81 and 82 DP754454, Lot 72 DP801074 and Lot 1 DP 716936.

L3.1.2 Relationship to other parts

All standard relevant provisions from within this DCP apply where not varied by this part.

L3.1.3 Principle objectives of the local area plan

- Minimise potential conflict between R5 zoned land and surrounding agricultural land uses;
- Acknowledge the importance of facilitating continued environmentally appropriate agricultural land uses;
- Ensure that the use of large lot residential properties is compatible with surrounding agricultural land uses;
- Ensure that dwelling houses are appropriately sited to achieve minimal scenic and environmental impact;
- Ensure any activity has minimal impact on the Manning River foreshore.

L3.2 Subdivision requirements

L3.2.1 Landuse Management

Performance criteria

1. A Landuse Management Plan must be prepared for the site that includes objectives and measures to reduce the potential landuse conflict between the R5 zoned land and surrounding agricultural land uses. Such measures must include, but not be limited to:
 - a. The containment of companion animals (cats & dogs) at all times in the R5 land because they are incompatible with the establishment and continuation of surrounding agricultural land uses;
 - b. Identification of the buffers necessary to reduce the potential landuse conflict between the R5 land and surrounding agricultural land uses and the associated right to farm.
2. A Foreshore Plan of Management must be prepared for the proposed foreshore reserve in the south east of the site, zoned E2 that includes objectives and measures to reduce the impacts of the development on the Manning River foreshore.
3. The road layout must provide public vehicular access to future staged development to each Lot referred to in L3.1.1.

L3.2.2 Interpretive signage for historic Bungay Estate

Performance criteria

1. Provision for interpretive signage within a vehicle lay-by at the entrance of the subdivision must be incorporated into the subdivision design. Advice shall be sought from Council's Strategic Heritage Advisory Committee on the wording of the interpretive signage prior to lodgement of the development application for subdivision.

L4 256 Cedar Party Road

About this part:

This part provides the detailed guidelines for 256 Cedar Party Road, Taree.

Applies to:

All land within the site known as 256 Cedar Party Road, Taree and shown in Figure 2.

Date adopted by Council:

14 October 2009

Effective Date:

25 June 2010

Related Policy / Technical Manual:

Rezoning application and proposed subdivision Lot 15 DP 777261 Cedar Party Road Taree Local Environment Study (with Addendum and Amendments) 22 February 2006.

L4.1 Introduction

L4.1.1 Boundaries of the site

The following specific development provisions apply to the site known as 256 Cedar Party Road, Taree and shown in Figure 2.

L4.1.2 Relationship to other parts

All standard relevant provisions within this DCP apply where not varied by this part.

L4.1.3 Principle objectives of the site plan

- Minimise potential conflict between proposed development and surrounding land uses;
- Ensure that dwelling houses are appropriately sited to achieve minimal environmental impact;
- Ensure development has minimal impact on water quality and ecological integrity.

L4.1.4 Performance criteria

A development principles plan for the proposed subdivision is shown in Map 1. Any subdivision should be in accordance with Figure 2 and the following management recommendations.

Koala Habitat

1. The following remnant tree species, as identified by survey on the constraints plan (in the Local Environmental Study), are to be protected by a 'Restriction As To User' Instrument prohibiting their removal:
 - a. Tallowwood *Eucalyptus microcorys*,
 - b. Forest Red Gum *Eucalyptus tereticornis*,
 - c. Small-fruited Grey Gum *Eucalyptus propinqua* and
 - d. Grey Ironbark *Eucalyptus placita*.
2. The areas of identified koala habitat on the site to be protected by a 'Restriction As To User' prohibiting clearing within the nominated areas.
3. Replanting with koala feed trees is to occur within the areas identified on the development principles plan. Approximately five (5) trees per lot are to be planted, being any combination of the species nominated on the plan. Trees are to be planted so that when mature canopies will not be connected to minimise bushfire hazard.
4. The removal of any of these trees (over 150mm DBH) should be compensated by planting on a 10:1 basis within the proposed lots.
5. Stands of Koala Food trees are to be planted along the eastern boundary to connect through to the Creek line remnant, to allow fauna movement.
6. A Vegetation Management and Landscape Plan detailing the above measures is to be prepared prior to any clearing works and consideration given to avoiding any conflict with Bushfire Asset Protection Zones and requirements on Lot owners (e.g. plantings could be in stands of 5-10 trees separated by open grass areas with no projected canopy within 5m of a house or valuable asset). Plantings should be protected by a 'Restriction As To User' Instrument to ensure their long-term retention.
7. That a restriction be placed on the subdivision which states that:
 - a. all cats and dogs be prohibited or securely enclosed and prevented from roaming freely, especially between the hours of 6 pm and 6 am.
 - b. all fences be erected in such a manner as to not restrict the natural movement of native fauna, especially the Koala. Where a fence is solid (e.g. Colourbond) over a reasonable distance (approximately 30m), a wooden climbing post (or alike) should be provided to allow Koalas and other arboreal species to climb over (both sides) of the fence. Alternatively do not construct such fences for distances greater than 30m.
 - c. Swimming pools or large fishponds should have thick climbing ropes, available to any fauna, which may fall into the water to provide a means of escape.
8. Koala warning signs should be erected on Cedar Party Road and internal roads to alert drivers of local Koala activity.

The Drainage Line

1. The Creekline should be preserved and vegetation habitat enhanced. A 20m wide reservation on either side of the creekline is proposed. This area should be included within a minimum number of lots and lot boundaries should not be located along the creekline. The area should not be severed by additional road construction.
2. A 'Restriction As To User' should be placed over this buffer to prevent future removal of vegetation.
3. A Vegetation Management and Landscape Plan should be prepared for this buffer. This should include details of enhancement plantings targeting the local Koala Food Tree species (Tallowwood, Forest Red Gum, Grey Ironbark and Grey Gum) and a 2 year maintenance period addressing weeds and necessary watering of plantings when required.
4. Livestock should be excluded from the buffer.

Clearing of Vegetation

1. Prior to any clearing or construction works all trees/vegetation within 100m should be checked for the presence of significant fauna. If Koala or other threatened species are found, activity is to be ceased until the animal has moved on by its own accord.
2. All living identified stags (habitat trees providing hollows) are to remain. The two dead stags are able to be removed, as fauna survey results determined no significance in their retention.
3. All clearing of living or dead trees is to be in accordance with the recommendations of the Environmental report prepared by ID Landscapes (accompanying the Local Environmental Study).

Building Location

1. A 'Restriction As To User' is to be imposed requiring all buildings to be located outside the asset protection zones identified on site.

L5 Precinct 2B

About this part:

This part provides the detailed guidelines for Precinct 2B, Old Bar.

Applies to:

All land within the site known as Precinct 2B, Old Bar and shown in Figure 3.

Date adopted by Council:

16 July 2008

Effective date:

17 September 2010 (gazettal of Amendment No 2 to LEP 2010)

Related Policy / Technical Manual:

Nil

L5.1 Introduction

Due to the precinct plan being initially prepared without consideration of existing allotment boundaries, the situation may arise whereby some future roads and lot boundaries may not quite accord with the existing lot boundaries. In these cases, these discrepancies should be ignored in the assessment of any development application in order to achieve a best fit for the future subdivision within the existing lot layout framework.

L5.1.1 Boundaries of the site

All land within the site known as Precinct 2B, Old Bar and shown on in Figure 3.

L5.1.2 Relationship to other parts

All standard relevant provisions from Parts A – I apply where not varied by this part.

L5.1.3 Principle objectives of the site plan

Objectives

- To achieve high quality urban design outcomes

L5.1.4 Desired future character statement

The Precinct comprises residential areas, passive and active open space, a riparian corridor and district centre. The Precinct is essentially focused on providing for well-designed one and two storey homes; as well as parks and streets that provide pedestrian and recreational opportunities. The Precinct also builds on the opportunities presented by the central riparian corridor, and the treed areas adjoining the west of the site. The Precinct provides for a new district centre to serve Old Bar and nearby areas.

The residential areas are divided into smaller neighbourhoods most notably by the Oyster Creek corridor, and Old Bar Road, but also by collector and boulevard streets with their distinct planted median strips. Local parks provide focal points and a sense of place to different neighbourhoods. Aboriginal archaeology in the Precinct will benefit from the location of a park at the Precinct's northern end. Most specimens of Sydney Peppermint in the Precinct fall within a park located in the south-eastern end of the Precinct. The riparian corridor is to be embellished and maintained to sustain and improve potential wildlife movement opportunities within the corridor. The riparian corridor is edged by streets, in order to provide passive surveillance, good public access and for ease of maintenance.

Within each neighbourhood, streets are designed for safety, connectivity and to provide opportunities for establishing trees. The orientation of streets is largely made to achieve lots that will provide for homes to easily achieve effective solar access. Each neighbourhood will be typically characterised by detached style housing to a maximum of two storeys. The Precinct will also provide a range of opportunities for small-lot housing and medium density housing, particularly in areas of higher amenity adjacent the district centre.

A new district centre is located to provide for the requirements of wider Old Bar. This centre is to function as the primary commercial and civic centre for Old Bar. There is to be a balance between retail practicalities and the opportunities to create a vibrant main street and civic park. A variety of community facilities are to be housed in this new district centre. All buildings along Old Bar Road within the district centre are to front and activate the street.

Environmentally sensitive stormwater management systems feature throughout the Precinct in order to improve the quality, and to manage the quantity, of stormwater runoff. Stormwater management systems are to be used as a feature for the Precinct.

L5.2 The precinct plan

Explanation

The Precinct Plan provides an indicative layout for development of Precinct 2B. The desired future character statement above gives more detail on the features considered important to the future character of the release. The district centre area can be seen in more detail in Part L5.13.

At the time of rezoning Precinct 2B comprised nearly 50 separate lots, with almost as many owners. The precinct plan provides a means by which the subdivision and development on these original allotments can be tied together to achieve an overall form that functions well as a whole. This means the achievement of a functional road hierarchy, a seamless riparian corridor, definitive cycle and pedestrian routes, key visual linkages with focal points, and a consistent built-form address particularly to higher order streets and open space.

On the north side of Old Bar Road, narrow lots are shown indicatively to demonstrate a requirement for attached housing capable of complementing the more urbanised nature of Old Bar Road as it passes through the district centre, and to better reinforce and activate this part of the main street. Medium density development is otherwise recommended in higher amenity locations such as opposite public open space. This improves the amenity of smaller lots which comparatively have less private open space, and improves the number of households in the release with quality outlooks.

The precinct plan is drawn with individual lots shown. This is considered indicative to demonstrate the kind of character anticipated. It is not intended that these indicative inter-allotment boundaries necessarily be followed literally.

Where a subdivision is designed with a layout for minor streets that departs from the layout of the minor streets in the precinct plan, then such an alternate design will need to demonstrate attention to core constraints such as the bushfire setbacks, traffic management, optimal orientation for solar access, provision for pedestrian and cycle routes, as well as the provision of adequate open space and water management features.

Objectives

- Holistically plan for the future development of the precinct area;
- Plan for the creation of a future Old Bar neighbourhood centre;
- Ensure the integration of stormwater and flooding management, environmental management, bushfire management, roadway design and pedestrian and cycleways within future development of the precinct area.

Performance criteria

1. The Precinct Plan will prevail over other diagrams contained within this Development Control Plan where an inconsistency is apparent.

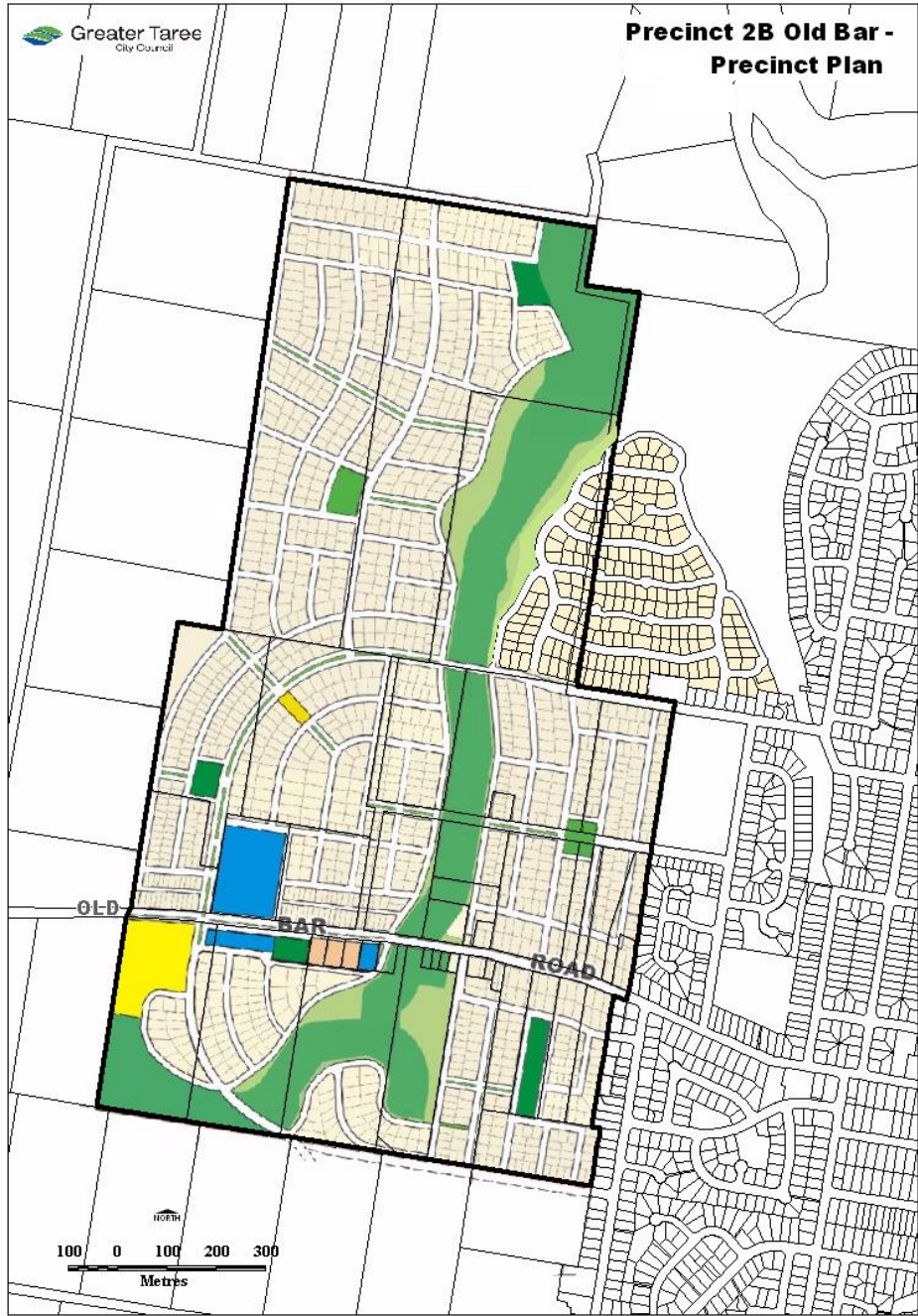


Figure 3 – Precinct Plan

L5.3 Building setbacks

Explanation

Street setbacks are a means of protecting neighbour amenity. They also affect the character of a streetscape.

Objectives

- Provide for a landscaped setting for residential buildings;
- Recognise the more dominant nature in a streetscape of second storey dwellings;
- Reduce garage domination in the streetscape;
- Create an urbanised and activated frontage to Old Bar Road within the district centre.

Performance criteria

1. The minimum frontage setback is 5.5m to the second storey and to garage doors.
2. The minimum front setback is 4.5m to the ground floor.
3. The minimum front setback for multi-dwelling houses is 4.5m to the ground floor, second storey and the garage.
4. The minimum front setback to non residential land uses on sites adjoining Old Bar Road is 0m.

L5.4 Street hierarchy

Explanation

The street hierarchy plan provides a guide to where different street types are required. The application of the different street types has been designed in a manner that provides enough ease of carriage to suit the nature of the traffic, without providing excessive opportunities for higher traffic speeds.

Objectives

- Maximise accessibility;
- Celebrate key routes and vistas;
- Open up public access to natural assets;
- Add variety and interest;
- Achieve the creation of practical shaped street blocks.

Performance criteria

1. Street layout and hierarchy within the precinct will be consistent with the map in Figure 4.

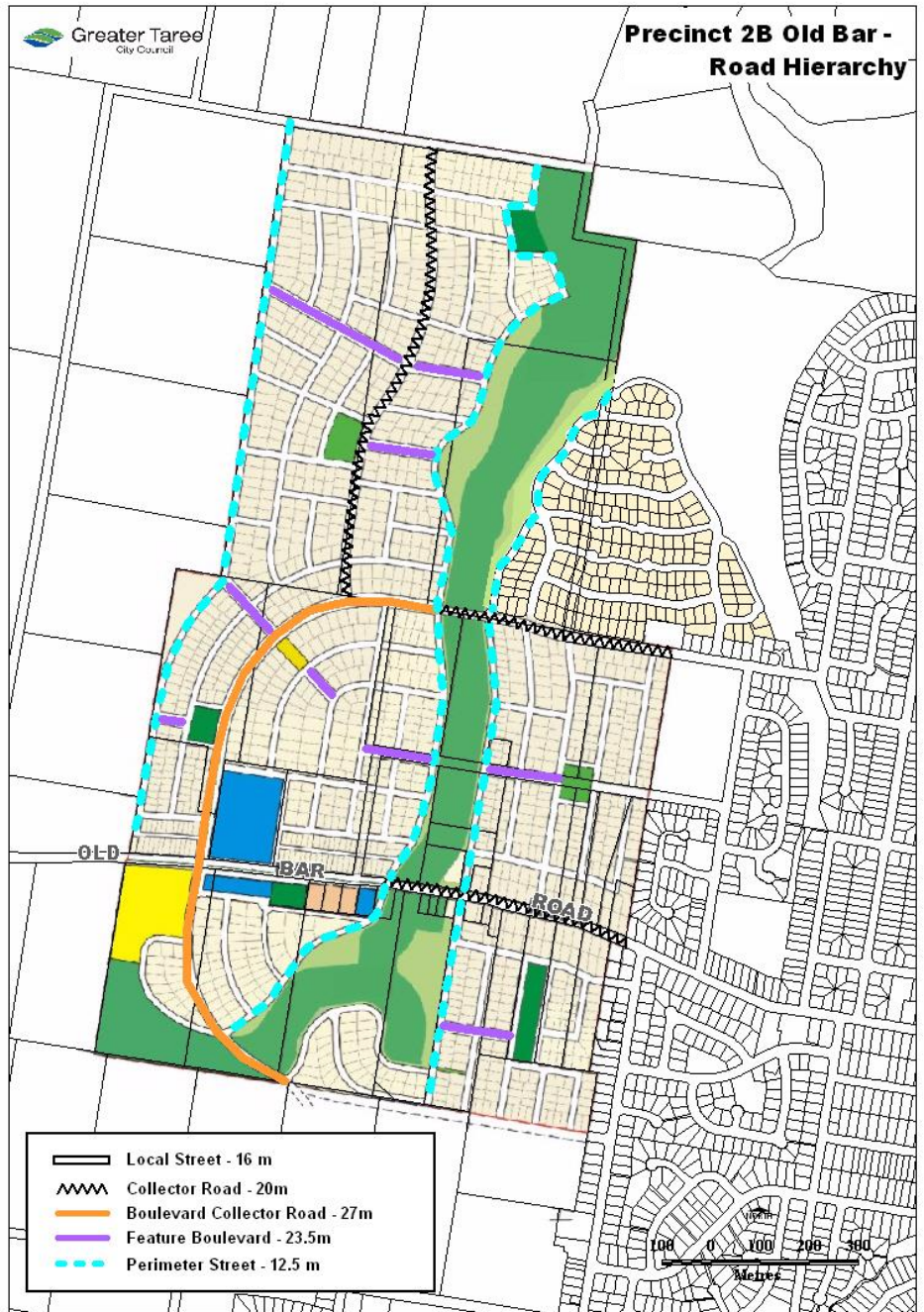


Figure 4 – Road Hierarchy

L5.5 Street types

Explanation

The street sections below provide graphical explanation and detail to complement the street hierarchy plan. These are the street types to be used in the Precinct. Street sections for Old Bar Road are included with the district centre controls (Part L5.13).

Objectives

- Use land efficiently;
- Provide landscape opportunities;
- Create public environments that balance vehicular travel demands with residential amenity and the safety of pedestrians and cyclists.

Performance criteria

The specifications for street hierarchy shall be in accordance with *Auspec Guidelines Table D1.5*, as follows:

Boulevard Collector Roads will be 27m wide incorporating:

- 4m verges each side of the road with 1.2m footpaths
- Parking lanes each side of the road 2.25m wide.
- Bike paths each side of the road 1.5m wide.
- Divided carriageway with 3m lanes and a planted median 5.5m wide.

Feature Boulevard Roads will be 23.5m wide incorporating:

- 4m verges each side of the road with 1.2m footpaths.
- Parking lanes each side of the road 2.25m wide.
- Divided carriageway with 3m lanes and a planted median 4.5m wide.

Collector Roads will be 20m wide incorporating:

- 4.5m verges on each side of the road with 1.2m footpaths.
- 11m undivided carriageway.

Local Streets will be 16m wide incorporating:

- 4m verges on each side of the street.
- 8m carriageway.

Perimeter Streets will be 12.5m wide incorporating:

- A 3.5m verge on one side of the street, and a 1m verge on the other side of the street.
- 10m carriageway.
- A 2.5m off-road path.

Local Streets and Perimeter Streets require the use of shared trenching for services.

Pavements for Boulevard Collector and Feature Boulevard Roads are as for Collector Roads.

L5.6 Pedestrian and cycle routes

Explanation

Dedicated pedestrian and cycleways enable linkages between key locations, recreational opportunities and safe movement of pedestrians and cyclist throughout the community.

Under NSW law cyclists under 12 years of age are allowed to use the footpath either unaccompanied or accompanied. On residential streets, cyclists have the option of sharing the street with motorists in order to enjoy comfortable turning radii, more route flexibility and to have the same priority as motorists at intersections.

Objectives

- Provide safe recreational walking and cycling opportunities throughout the precinct and linking to wider pedestrian and bicycle ways and key locations;
- Provide key linkages across the site;
- Improve cyclist safety in moving traffic.

Performance criteria

1. Pedestrian and cycleway locations are to be provided as shown in Figures 4 and 5.
2. The boulevard collector shall include a 1.5m on-road bicycle lane in each direction.
3. Strong north-south connections are to be provided through shared off-road cycle and pedestrian paths of 2.5m to either side of the riparian corridor and on the western edge of the precinct.
4. East-west connections are to be provided through 2.5m pathways within designated verges.
5. Standard 1.2m wide footpaths are to be provided to at least one side of the higher order residential streets as shown in Figure 5.

**Precinct 2B Old Bar -
Pedestrian &
Cycling Routes**

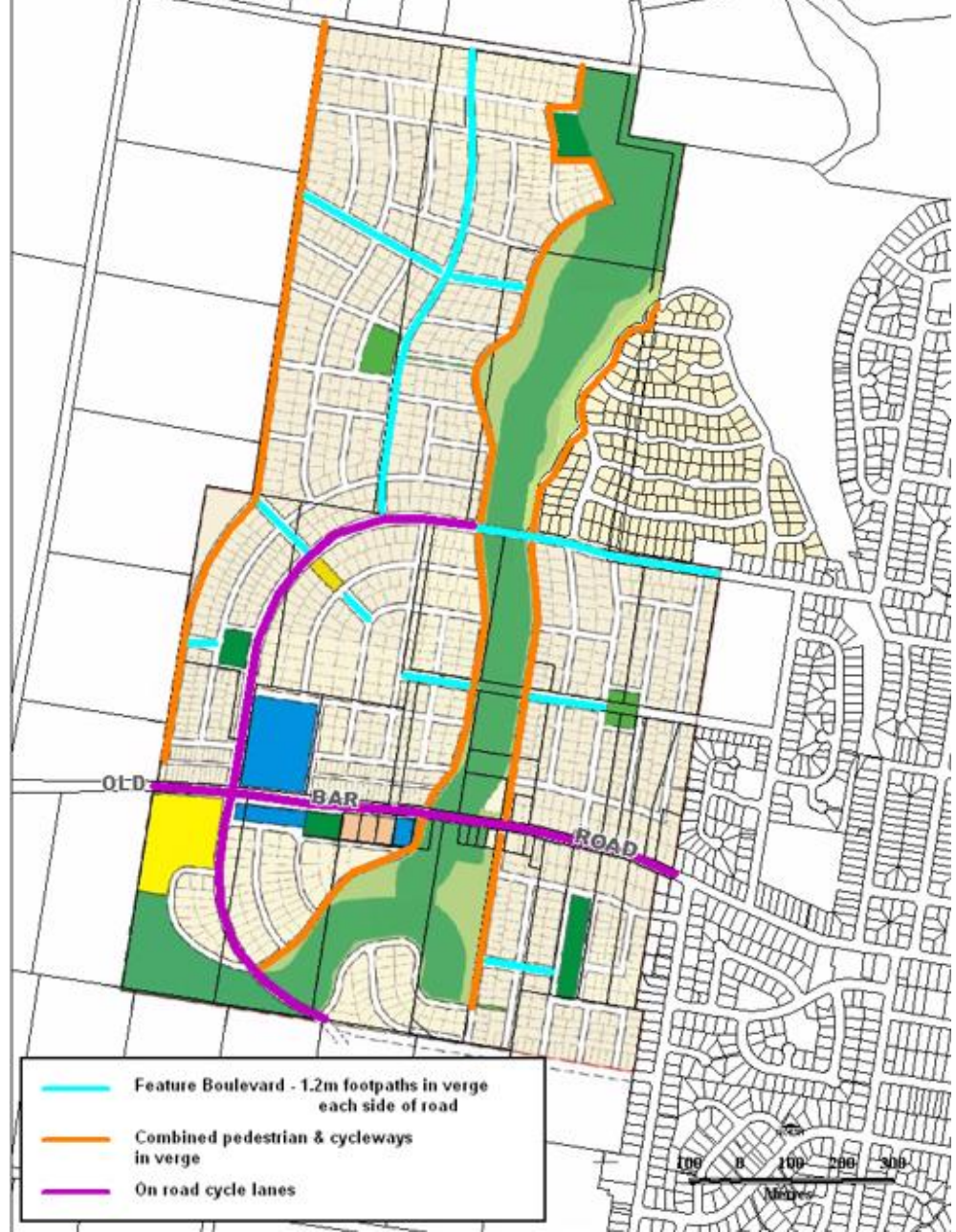


Figure 5 – Pedestrian and Cycleway Routes

L5.7 Parks and open space

Explanation

The precinct plan includes a variety of open space, and a significant riparian corridor. These local parks are to be a focal point and create a sense of place for local neighbourhoods. Certain parks have other important values in addition such as containing locally significant vegetation or having Aboriginal archaeological value.

Objectives

- Retain areas of important values, including Aboriginal archaeological value, and of locally significant vegetation;
- Achieve environmental protection;
- Provide and enhance public access;
- Create a sense of place for the local neighbourhood.

Performance criteria

In any **preparation of a Plan of Management** to accompany a DA, consultation should be undertaken with Council's Strategic Planning Department.

1. Applicants intending to pass control of environmental protection land to Council are required to prepare a Plan of Management, for such areas and submit this with the relevant subdivision development application.
2. A concept plan (EDAW, 2006) demonstrates how the landscaping and rehabilitation might be carried out. The Plan of Management for and design of the northernmost park in the precinct will require liaison with the Purfleet-Taree Local Aboriginal Land Council with respect to the significance of this site. The park in the south-eastern corner of the Precinct is to retain existing vegetation (which includes the locally significant species *Eucalyptus piperita*) in a managed state that will not pose a bushfire risk to adjoining homes.

L5.8 Bushfire protection

Explanation

The plan following shows the bushfire setbacks (dark line) applicable to dwelling houses in the Precinct. The setbacks vary from 20m, 30m and 40m. The required setbacks, for example, for non-residential classes of buildings may vary from these. Such variations between building classes reflect differences in construction and differences in how buildings are occupied.

Objectives

- Ensure appropriate siting of new development where this adjoins bushland areas;
- Ensure the protection of buildings and occupants from potential bushfire risk.

Performance criteria

1. Any application to erect a building on land affected by the bushfire setbacks, as shown in Figure 6, will need to demonstrate appropriate building setbacks, appropriate construction methods (including AS3959-2009), and, where required by the NSW Rural Fire Service, provision for fire fighting services such as hydrants.
2. Consideration must be given to whether a development proposal near a bushfire source poses excessive challenges in terms of evacuation and fire fighting.

Further information and reference may be found in **Bushfire Protection Assessment (BES, April 2005)** and **Planning for Bushfire Protection (NSW Rural Fire Service, 2006)**. Consideration should also be given to **Section 79BA of the Environmental Planning and Assessment Act 1979**.

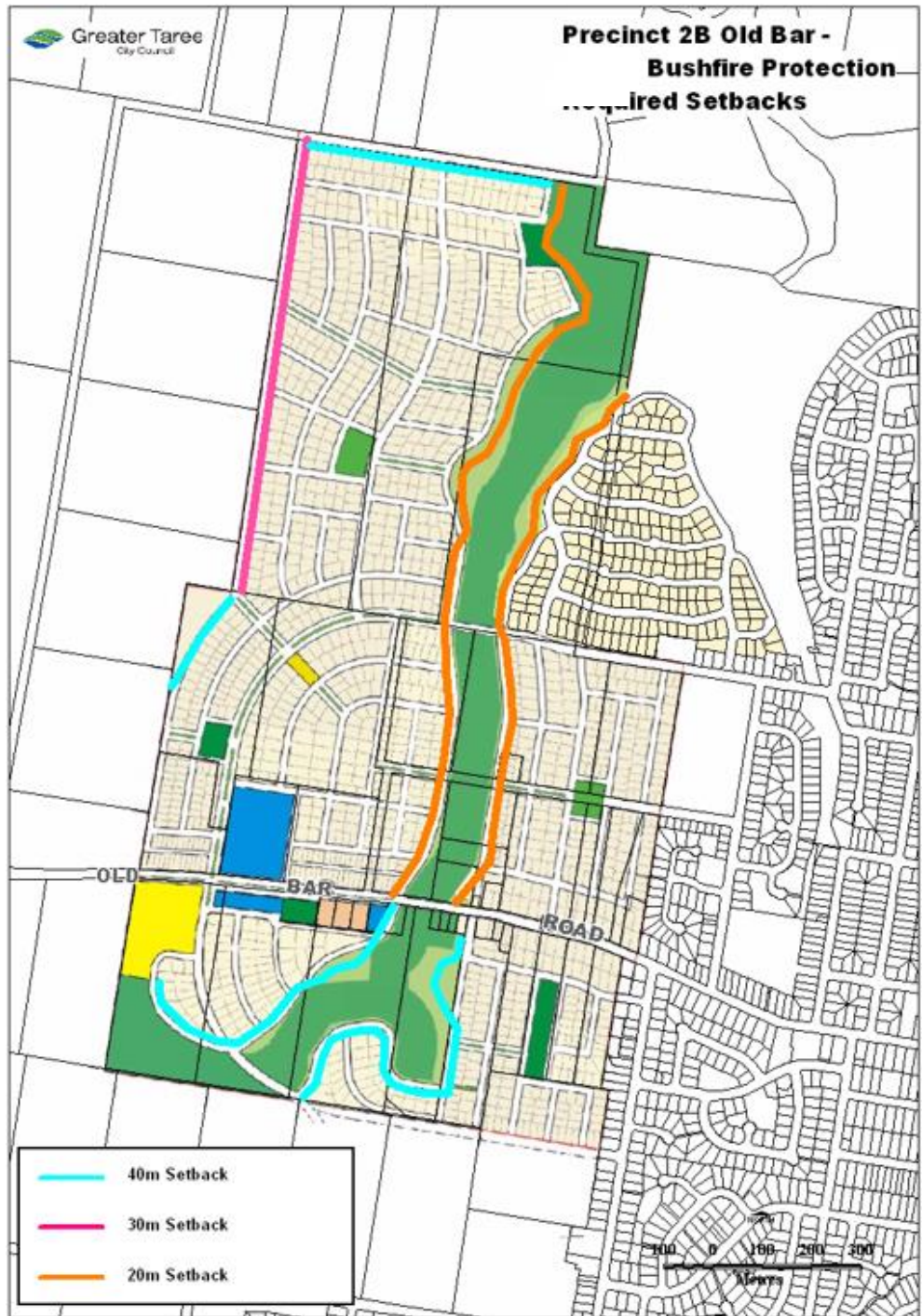


Figure 6 – Bushfire Protection – Required Setbacks

L5.9 Acid sulfate soils

Explanation

The following plan highlights the location of actual acid sulfate soils in the Precinct as identified in the Acid Sulfate Soil Assessment for the Precinct (RCA Australia, 2005).

Objectives

- Ensure consideration of the impact of future development on actual acid sulfate soils and remediation of areas disturbed by development.

Performance criteria

1. Any application involving disturbance of Acid Sulfate Soils will require submission of an Acid Sulfate Soil Management Plan prepared in accordance with the requirements of the current Local Environmental Plan.



Figure 7 – Acid Sulfate Soils

L5.10 Water management

Explanation

The following plan highlights the required water management works in the Precinct. It is important that stormwater runoff from Precinct 2B does not adversely affect Oyster Creek or the SEPP 14 wetland in the northern part of the site.

Applicants should consult with MidCoast Water in regard to the requirements of the **Integrated Water Cycle Management Plan**.

Objectives

- Ensure that stormwater runoff from the site is of an acceptable quality and quantity;
- Ensure stormwater runoff does not adversely affect Oyster Creek or the SEPP 14 wetland in the northern part of the site.

Performance criteria

1. Development within the precinct will be consistent with the Residential Stormwater Management Plan as shown in Figure 8.
2. Water monitoring of Oyster Creek is required prior to the lodgement of any Development Application for subdivision in order to obtain a baseline for future monitoring. Aspects that are required include timing, distribution, velocity, quantity and quality.
3. A saltmarsh has been found within the SEPP 14 Coastal Wetland at the northern end of Oyster Creek within the precinct, which is considered rare, is an endangered ecological community and is inadequately reserved. In light of this, a consent condition will be imposed for any subdivision deemed by Council to possibly have an impact upon the saltmarsh to the effect that the proponent must undertake water monitoring in relation to water balance (timing, distribution, velocity, quantity and quality) during and after the construction phase of development within the subdivision.
4. An integrated Water Cycle Management Plan is required to be undertaken prior to the lodgement of any Development Application for subdivision and must be in accordance with the Brief for this study adopted by Council at its Planning Committee Meeting on 13 September 2006.

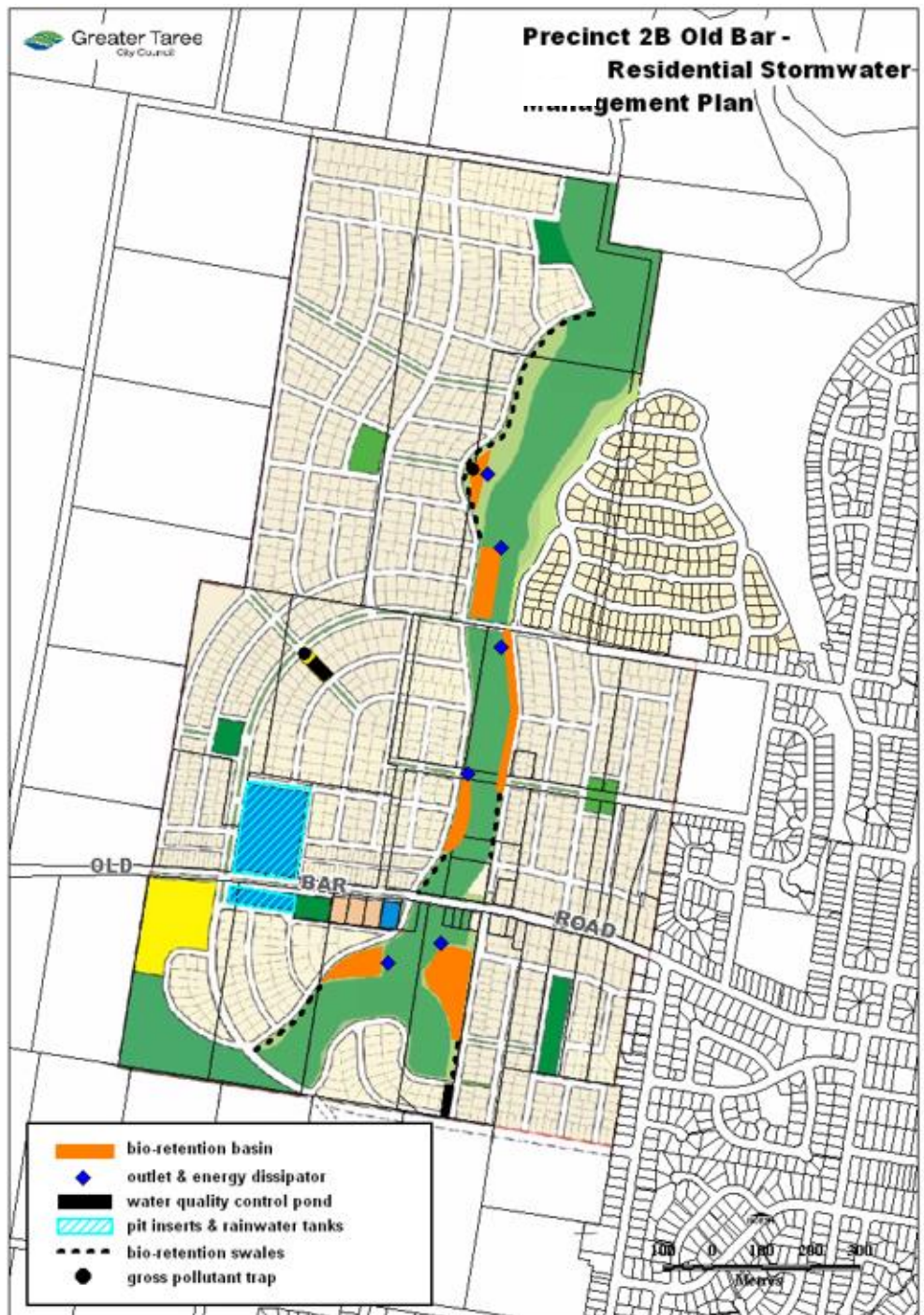


Figure 8 – Residential Stormwater Management Plan

L5.11 Flooding and overland flow

Explanation

The diagram following shows the estimated 1% Average Recurrence Interval (ARI) peak water level for the land north of Old Bar Road, as adapted from the *Trunk Drainage and WSUD Strategy for Precinct 2B, Old Bar* (WBM Oceanics Australia, 2006).

Objectives

- Manage flooding and overland flows within the precinct;
- Prevent significant risk to life and property.

Performance criteria

1. Each subdivision within the precinct adjacent Oyster Creek will need to consider and address the 1% Average Recurrence Interval (ARI) peak water level as shown in Figure 9.
2. Considering the relatively direct flow path from the Precinct to the ocean, any development will ensure that filling works will not create considerable downstream flooding impacts.
3. Carriageway Surfaces of the Main Collector Road must have a surface level in accordance with *AUSPEC Design Guidelines D5.12*.
4. The finished floor level of dwellings shall be no less than 500mm above any 1% ARI level.

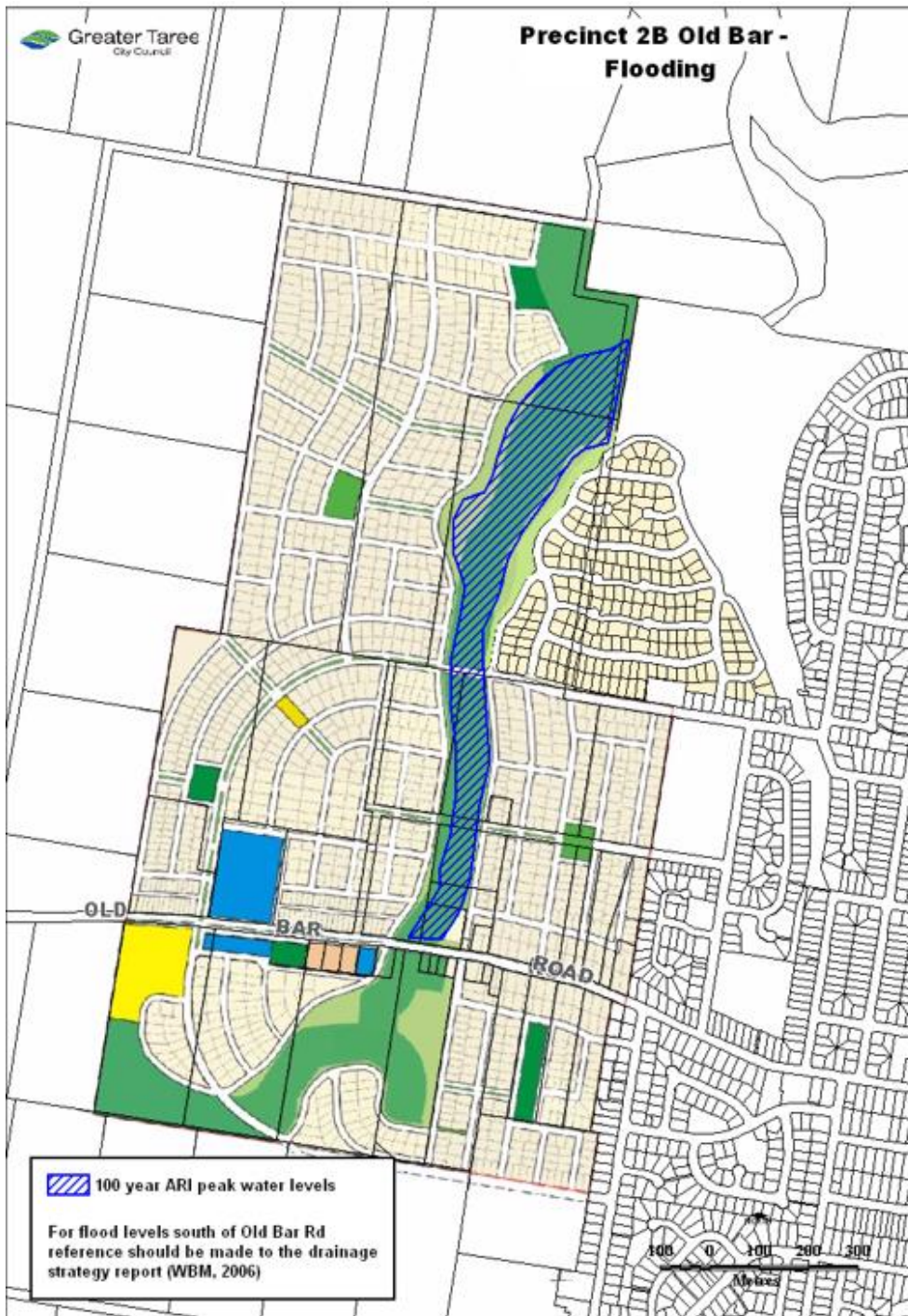


Figure 9 - Flooding

L5.12 Safety and security

Explanation

Good design incorporates elements that contribute to the actual and perceived safety and security of residents and visitors.

Objectives

- Create an environment that makes residents feel comfortable and reduces risk of criminal activity;
- Create public spaces and streetscapes as environments that attract people;
- Clearly delineate public from private space in order to distinguish legitimate public thoroughfares and to engender pride of ownership;
- To encourage casual surveillance and maintain adequate sightlines;
- Minimise opportunities for concealment and entrapment.

Performance criteria

1. Applications may be referred for consideration by the NSW Police. Applications that are referred will incur an additional fee.
2. Entrances to buildings are to front the street.
3. Front boundaries should be clearly delineated using landscaping or fencing.
4. Numbering and signage should be clear.
5. Bushy landscaping in the stratum of 1m to 2m above the ground should not directly adjoin footpaths, unless barrier fences shield the landscaping.
6. Bushy landscaping in the stratum of 1m to 2m above the ground should not be located where it will screen entrances, pathways and front windows from being viewed from the street.
7. Blank facades and fences that make good canvases for graffiti shall be minimised. Where a blank wall is justified it needs to use materials or thorough landscaping to be softened and to reduce opportunities for graffiti.
8. Facilities like bus stops, ATM's, public toilets, and telephone booths should be located in higher traffic locations where they enjoy good surveillance.

L5.13 The neighbourhood centre

Explanation

A new district centre is located to provide for the requirements of wider Old Bar. This centre should function as the primary commercial and civic centre for Old Bar, with a balance between retail practicalities and the opportunities to create a vibrant main street and civic park.

Objectives

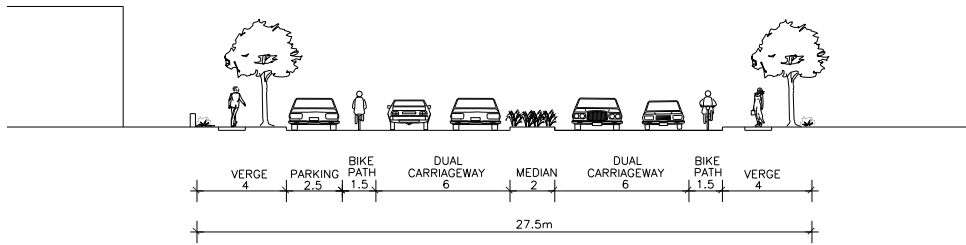
- To provide a new district centre for Old Bar with both retail and community land uses;
- To approach Old Bar Road as an opportunity to create an attractive public space within the District Centre;
- Provide a strong edge to the street in order to reinforce and activate this section of Old Bar Road;
- To provide a civic park to further add amenity to the District Centre;
- Buildings surrounding the civic park create a strong edge that activates the park;
- To ensure that parking and loading areas do not detract from the amenity of the District Centre.

Performance criteria

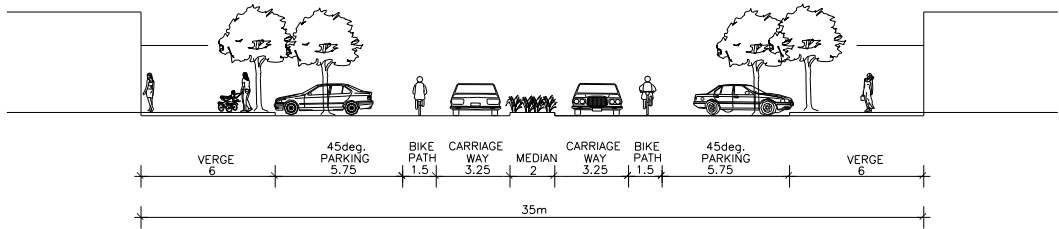
1. A neighbourhood centre is to be located adjoining Old Bar Road, west of the Oyster Creek riparian corridor.
2. The centre is to allocate a number of land uses in accordance with the Precinct Plan (see detailed District Centre Plans in Figures 10 and 11).
3. Retail and community use buildings on Old Bar Road within the District Centre shall front and address the street and provide an awning over the footpath (See indicative building outlines in dark blue, Figure 10).
4. The design of Old Bar Road in the centre needs to respect that this is intended as an environment that is safe for pedestrians.
5. All buildings adjoining the civic park should address this park.
6. Any residential development on Old Bar Road, west of the Oyster Creek corridor needs to be predominantly two stories in height, and predominantly attached housing. Spacing of at least 2m width should be provided between groups of attached homes after at least every eighth attached dwelling.
7. All commercial loading areas need to be adequately screened from view from public streets.
8. All on-grade car parks shall be landscaped to provide shade and soften the appearance from the street.



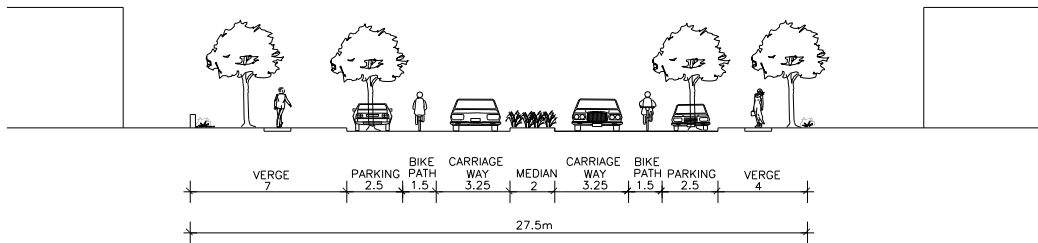
Figure 10 – Old Bar neighbourhood centre plan



SECTION AA



SECTION BB



SECTION CC

Figure 11 – Old Bar neighbourhood centre plan sections

L6 Precinct 3, Old Bar

About this part:

This part provides the detailed guidelines for Precinct 3 at Old Bar.

Applies to:

All land within the site known as Precinct 3, Old Bar bounded in red within Figure 12.

Date adopted by Council:

17 November 2010

Effective Date:

17 June 2011

Related Policy / Technical Manual:

- Precinct Planning Report, (GHD, March 2010) and accompanying studies; and
 - Precinct 3 Aboriginal Cultural Heritage Assessment (Ainsworth Heritage, March 2010)
-

L6.1 Introduction

L6.1.1 Boundaries of the site

All land within the site known as Precinct 3 Old Bar and shown in Figure 12.

L6.1.2 Relationship to other parts

All standard relevant provisions from within this DCP apply where not varied by this part.

L6.1.3 Principle objectives of the site plan

The principal objectives of this part are to:

- o protect and enhance the environment of Precinct 3;
- o ensure that development is carried out to a consistent standard throughout Precinct 3; and
- o protect the amenity of existing development by ensuring a high standard of design and construction in new subdivisions.

L6.1.4 Character statement

The Precinct comprises residential areas, passive and active open space and a golf course. The Precinct is essentially focused on providing for well-designed one and two storey homes; as well as parks and streets that provide pedestrian and recreational opportunities. The Precinct also builds on the opportunities presented by the central Racecourse Creek floodplain, and the treed areas adjoining the southern and western boundaries of the Precinct.

A proposed golf course and new sporting fields will be located within the central and southern parts of the Precinct to provide a community focal point for competitions and tournaments.

Environmentally sensitive stormwater management systems will feature throughout the Precinct in order to improve the quality, and to manage the quantity, of stormwater runoff. Stormwater management systems are to be used as a feature for the Precinct.

The residential areas are divided into smaller neighbourhoods by the Racecourse Creek floodplain and proposed golf course, Forest Lane, and the proposed Collector Roads and Boulevards with their distinct planted median strips. Local parks will provide focal points and a sense of place to different neighbourhoods. Aboriginal archaeology in the Precinct will benefit from conservation zoning within the north-western corner of the Precinct. The reserve in the southern portion of the Precinct is to be embellished and maintained to sustain and improve potential wildlife movement opportunities within the corridor.

Within each neighbourhood, streets will be designed for safety, connectivity and to provide opportunities for establishing trees. The orientation of streets will facilitate lots that will provide for homes able to achieve effective solar access.

The precinct neighbourhood character includes:

Forest Glen

Housing would be predominantly detached dwellings with generous landscaping. Tree lined streets would present an attractive streetscape without closed fencing to allow passive surveillance of the street.

Golf Course Mews

Integrated Housing or Multiple Dwellings will have a lesser front setback to the first and second stories, and to the garage reinforcing the more urban character. Each neighbourhood will be typically characterised by a range of housing styles.

The Precinct will also provide a range of opportunities for Multi-unit housing, particularly in areas adjacent to the beach and golf course.

Large Lot Residential

Large Lot Residential development in the north-western corner of the Precinct will compliment the rural character of the surrounding area.

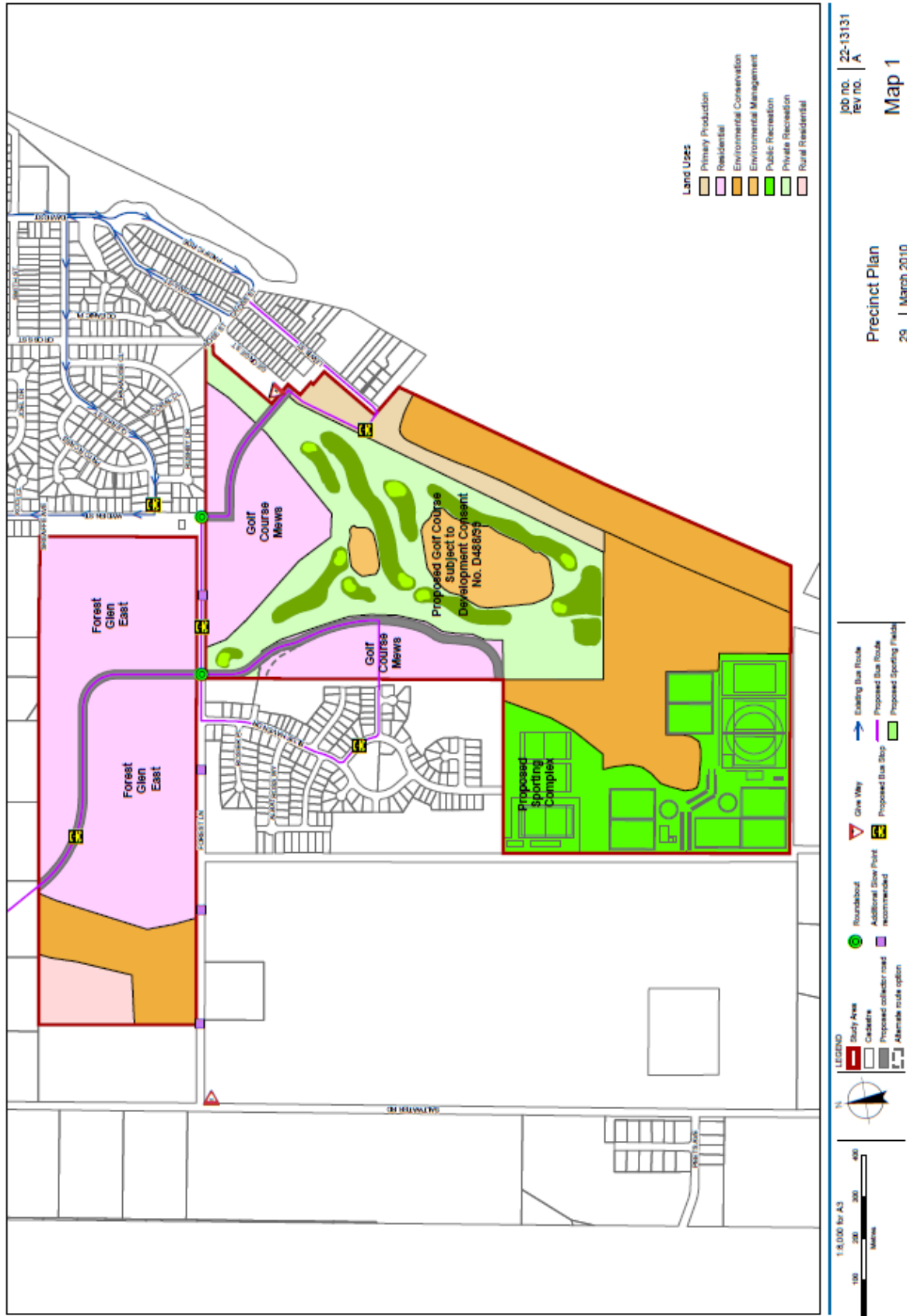


Figure 12- Precinct Plan

L6.2 Subdivision requirements

Explanation

Subdivision is a key feature of the site planning for the Precinct 3 development. This part is to be read in conjunction with Part C of this DCP and if any inconsistency occurs, this part will prevail.

Objectives

- Facilitate greater diversity in housing choice;
- Strike a balance between cost effectiveness and recurrent costs to Council and the community;
- Provide an appropriate level of amenity for new and existing residential areas;
- Ensure appropriate levels of service are achieved for utilities and the road network;
- Optimise use of existing infrastructure;
- Ensure environmental constraints and impacts, such as flooding, drainage, vegetation, erosion etc are adequately considered;
- Encourage innovative design; and
- Encourage energy efficiency.

L6.2.1 Road ways

Objectives

- The Collector/ Boulevard Roads identified in the Precinct Plan Map provide a network for maximising accessibility, identifying key routes and vistas, opening public access to natural assets, adding variety and interest; whilst achieving alternate objectives like the creation of practical shaped street blocks.
- Streets use land efficiently, whilst providing landscaping opportunities, and creating public environments that balance motor travel demands against residential amenity, and the safety of pedestrians and cyclists.

Performance criteria

The specifications for street hierarchy shall be in accordance with *Auspec Guidelines Table D1.5*, as follows:

Boulevard Collector Roads will be 27m wide incorporating:

- 4m verges each side of the road with 1.2m footpaths
- Parking lanes each side of the road 2.25m wide.
- Bike paths each side of the road 1.5m wide.
- Divided carriageway with 3m lanes and a planted median 5.5m wide.

Feature Boulevard Roads will be 23.5m wide incorporating:

- 4m verges each side of the road with 1.2m footpaths.
- Parking lanes each side of the road 2.25m wide.
- Divided carriageway with 3m lanes and a planted median 4.5m wide.

Collector Roads will be 20m wide incorporating:

- 4.5m verges on each side of the road with 1.2m footpaths.
- 11m undivided carriageway.

Local Streets will be 16m wide incorporating:

- 4m verges on each side of the street.
- 8m carriageway.

Perimeter Streets will be 12.5m wide incorporating:

- A 3.5m verge on one side of the street, and a 1m verge on the other side of the street.
- 10m carriageway.
- A 2.5m off-road path.

Local Streets and Perimeter Streets require the use of shared trenching for services.

Pavements for Boulevard Collector and Feature Boulevard Roads are as for Collector Roads.

L6.2.2 Parks and open space

Objectives

- Local parks are to be a focal point and create a sense of place for the precinct neighbourhoods;
- Certain parks also meet important environmental values including protections of locally significant vegetation or Aboriginal archaeological value.

Performance criteria

1. Local parks shall be located within 400m of future residential development.
2. Parks shall be a minimum size of 1 to 2 hectares and where possible be linked to open space/ bushland/ reserves.
3. Parks within the precinct shall provide facilities including: kick about, shelter; seating; picnic area and high quality pedestrian paths.
4. Local parks should be of a practical shape and size for recreational use.
5. The proposed sports fields in the south-western corner of the Precinct are to retain existing vegetation (which includes the locally significant species *Eucalyptus seeana*) in a managed state that will not pose a bushfire risk to adjoining homes.
6. Any parks dedicated to Council are required to have a Plan of Management.

L6.2.3 Environmental

Objectives

To ensure:

- the protection of Aboriginal Cultural Heritage;
- appropriate consideration of flooding hazards within the precinct;
- consideration of safety and security requirements within the precinct design;
- sustainability principles are considered within the precinct design.

Performance criteria

Archaeology

1. Applications for subdivision or other development must be accompanied by an archaeological report prepared by an appropriately qualified person.
2. All earthworks must comply with the Aboriginal Cultural Heritage Report recommendations and the appropriate approvals sought as required under the National Parks and Wildlife Act, 1974.

Vegetation

1. All vegetation within Environmental Protection zones are to be retained and protected.

Floodplain Management

1. All residential lots shall be contained on land above the 1% flood level, as determined by Council.
2. Where proposed development is to be located below the 1% flood level, it must comply with the following provisions and be consistent with any Floodplain Management Plan adopted by Council for the Precinct:
3. A flooding analysis is to be submitted with the development application and approved by Council's Engineers prior to issue of consent.
4. Minor filling may be permitted within the 1% flood extent subject to an engineers report certifying the development will not result in any increased flood affectation elsewhere and results in a better planning solution.
5. No adverse change to the flood behaviour will be permitted, either on properties adjoining the site or elsewhere upstream and downstream of the site. This includes consideration of level and velocity for the full range of flood events.
6. Carriageway surfaces of the Boulevard Collector Road and Feature Boulevard must have a surface level in accordance with *AUSPEC Design Guidelines D5.12*.
7. Road layout and subdivision design must ensure safe flood evacuation for pedestrians and vehicles in accordance with the flood evacuation plan for the site.
8. Roads across waterways are to be constructed to required Council standards.

9. The finished floor level of dwellings shall be no less than 500mm above any 1% ARI level.

Safety and Security

1. Applications may be referred for consideration by the NSW Police. Applications which are referred will incur an additional fee.

Energy Efficient Design

1. Lots are to be orientated to facilitate the siting of dwellings that will have adequate solar access. A minimum of 75% of single dwelling allotments shall be orientated so that the long axis of the lot is within 20 - 30 degrees of N and NE.

Stormwater Management

1. Development is to incorporate Water Sensitive Urban Design in accordance with any Council/ Mid Coast Water IWCM Policy in operation at the time and/or current best practice.

L6.3 Building and development requirements

Objectives

- Ensure the development within the site is consistent with the broad site planning principles;
- Ensure compatibility with the scale, built form and character of use with surrounding development;
- Achieve a balance between reasonable development of the site, privacy, view sharing and sunlight access.

Performance criteria

General performance criteria for dwellings are outlined in Part H of this DCP.

Density is not to exceed the floor space ratio as stipulated in the LEP for the R1 General Residential zone.

L7 Manning River Drive Business Park

About this part:

This part provides detailed guidelines for the area of Manning River Business Park. This Part applies in addition to the requirements of Part C – Subdivision Requirements & Part K – Industrial Requirements.

Applies to:

All land within the site shown in Figure 13 and includes land zoned B5, E2 and IN1.

Date adopted by Council:

14 December 2011

Effective date:

23 December 2011

Related Policy / Technical Manual:

Nil

L7.1 Introduction

Manning River Business Park located on the southern entrance of Taree is being planned to accommodate a mixture of business, industrial, and warehouse uses while also providing for specialised retail uses that require a large floor area, in a location that is well served by transport systems. The site is visually prominent, located on the intersection of two primary access roads to Taree.

Some existing industrial and business uses are operating from a small section of the Business Park. The Manning River Business Park will be developed in several stages in line with demand for industrial land.

An area of mature bushland forms part of the subject site, the majority of which has been zoned E2 Environmental Conservation. Apart from its conservation values, the native vegetation also serves as a visual buffer to the Bucketts Way.

L7.1.1 Boundaries of the site

All land within the site known as Manning River Business Park and shown on Figure 13.

L7.1.2 Relationship to other parts

All standard relevant provisions from Parts A – K apply, however where there are any inconsistencies with this Part, the controls of this Part prevail.

L7.1.3 Principle objectives for the site

The principle objective is to ensure the delivery of land to accommodate key business and industrial development and investment in the Greater Taree LGA.

Objectives

- To establish the role of the Manning River Drive Business Park as an important employment generator providing for a range of new business and industrial opportunities to meet immediate and longer term employment demand;
- To ensure the timely and efficient release of land that makes provision for necessary infrastructure and environmental management;
- To provide for an appropriate road hierarchy within the site to ensure development does not adversely impact on the function, efficiency and safety of the surrounding road network, particularly Manning River Drive and The Bucketts Way;
- To provide a major internal service road and controlled intersections to Manning River Drive and The Bucketts Way;
- To limit direct access to new development from Manning River Drive and The Bucketts Way;
- To ensure the orderly provision of services and infrastructure to meet the needs of future development;
- To ensure the visual amenity of future development is conducive to establishing the site as an attractive gateway to Taree;
- To ensure provision is made for industrial and business activities requiring a variety of lot sizes to accommodate a range of land uses and building forms;
- To ensure that environmentally sensitive land is adequately conserved and protected.

L7.1.4 Desired future character statement

The Manning River Drive Business Park is to be developed as a modern and attractive business enterprise precinct providing opportunities for a range of businesses.

Businesses fronting the gateways of Manning River Drive and the Bucketts Way, and the internal Primary Access Road are to exhibit a higher visual standard through superior building design, building setbacks and site landscaping. Businesses not requiring main road exposure will be more favorably accommodated on allotments serviced by secondary roads.

Large building forms will be required to use setback, articulation, colour and landscaping in their design to ensure the desired future character is achieved. A mix of industrial/commercial land-uses, including light industry, bulky goods and commercial use buildings are to be encouraged. Development proposals are to support a positive environment by providing a balance between built form and un-built areas.

Environmentally sensitive stormwater management systems will be required throughout the Business Park in order to improve the quality, and to manage the quantity, of stormwater runoff. A large area of native bushland in the site's south is to be conserved and is to be augmented to provide a strong visual buffer to the Bucketts Way.

L7.2 Subdivision, building & streetscape design

Explanation

A rational and functional subdivision pattern is crucial to the successful development of the Business Park. Figure 13 provides a conceptual road hierarchy and preliminary lot layout which serves to ensure this can be achieved.

The siting and design of individual building forms has a significant impact on the overall outcome of how the streetscape will present over time. Council will be seeking high quality presentation and design standards for buildings, in particular for those facing the Primary Access Road, Manning River Drive and The Bucketts Way.

L7.2.1 Subdivision

Objectives

- To ensure that lots are of a size that can accommodate a variety of future potential uses;
- To ensure lots are of a size to enable adequate area for truck turning areas, parking areas, landscaping and buildings;
- To prevent undesirable fragmentation that may result in the inefficient use of the land;
- To ensure that Aboriginal cultural heritage is considered in the final subdivision design.

Performance criteria

1. The location and design of the primary access road will be consistent with the map in Figure 13. Future subdivision designs shall incorporate other access roads generally in the locations shown on Figure 14, depending on market demands.
2. New building development is to be located to avoid the proposed access road locations and designed to provide access to them in preference to Manning River Drive or The Bucketts Way. No newly subdivided allotments will have direct access to Manning River Drive or The Bucketts Way.
3. The development of the Business Park is to proceed progressively in a staged manner as demand for industrial land so warrants. The staging plan in Figure 14 provides a guide to the anticipated progressive development of the Business Park.
4. Allotments will be of a size and shape to ensure future buildings can be constructed in accordance with the provisions of this DCP.
5. The size of allotments will be determined by market forces, but it would be anticipated that few lots would have areas less than 2000m². Where lots are less than this area, justification as to how the proposal meets the DCP's objectives are to be provided.
6. Water, sewer, underground power and telecommunication infrastructure is to be supplied to all allotments.
7. Refer also to Parts L7.2.7, L7.3, L7.4 and L7.5 of this DCP for specific site planning provisions relevant to subdivision.
8. An Aboriginal Cultural Heritage Assessment will be undertaken in accordance with the National Parks and Wildlife Act 1974.

L7.2.2 Building setbacks

Objectives

- Street setbacks are a means of providing building security, and also have a significant impact on the character of a streetscape. Appropriate setbacks provide opportunities for site access, carparking and landscaping commensurate with the scale of the building form proposed.

Performance criteria

1. The minimum front building setback is 10m to Manning River Drive, The Bucketts Way, and the internal Primary Access Road as shown on Figure 13. The setback to other roads on Figure 13 is 8m.
2. The first 5m of the front setback is to be set aside for landscaping.
3. Setbacks to a secondary street can be reduced to 5m where it can be shown that landscaping meets the performance criteria of this DCP.
4. The minimum rear and side setback for all buildings is 3m or the required distance compliant with operational requirements and which meets the provisions of the Building Code of Australia.
5. Concessions to setbacks may be considered as per the performance criteria set down in Part K4.1 of the DCP.

L7.2.3 Building height

Objectives

- To minimise the visual impact of the height, bulk and scale of proposed buildings and structures, ensuring a high quality appearance is achieved when the development is viewed from the public domain.

Performance criteria

1. Any building proposed in excess of 8.5m in height must not be out of scale with its immediate environment.
2. Satisfactory provision is to be made for landscaping of the site to a scale commensurate to the height of the proposed building form, such as the inclusion of taller, and semi-advanced tree species in the landscape plans to accompany the Development Application.

L7.2.4 Site layout, building design and materials

Objectives

- To ensure buildings are visually compatible with the functions of the zone and provide a positive aesthetic contribution to the gateways into Taree;
- To ensure development is sympathetic with the surrounding natural environment;
- To ensure development at the entry point from Manning River Drive creates a sense of entry to the business park;
- To ensure development presents a co-ordinated aesthetic appearance.

Performance criteria

1. Buildings which are visible from Manning River Drive, The Bucketts Way and the Primary Access Road shall incorporate superior architectural design and finishes, landscape design, and/or some façade articulation, so as to create visual interest. Detailed design plans, including all elevations, landscaping and signage are to be submitted with the Development Application.
2. Buildings, external storage and car parking areas are to include softening landscaping elements for elevations along Manning River Drive, The Bucketts Way and the Primary Access Road in such a manner as to mitigate adverse visual impacts of commercial/industrial land use activities.
3. Bulky goods retail outlets and service related uses are to be generally focused along the internal roads with open car parking areas located at the front of these sites.
4. Built form is to otherwise comply with the objectives and provisions of Part K of the DCP.

L7.2.5 Signage

Objectives

- To ensure signs do not proliferate to an extent that detracts from the aesthetic quality of the business area and surrounding natural landscape;
- To ensure signs are integrated and are compatible with the building design and colour schemes of the development they accompany;
- To ensure the size and scale of signs is in proportion to the size and scale of buildings.

Performance criteria

1. Manning River Drive Business Park entry signage is to be established at the intersections of the Primary Access Road to Manning River Drive and The Bucketts Way with the first applications to develop that land. Such entry signage is to be of a high design standard reflecting the quality of development within the business park.
2. All individual advertising sign proposals are to accompany the Development Application for their respective buildings/land-use activities, and are to be integrated with the design of the building to which they relate.
3. All individual advertising sign proposals are to otherwise comply with the provisions of Part K of this DCP.

L7.2.6 Security, fencing and storage

See Part K4

Additional Performance criteria

Outdoor storage activities

1. Any outdoor storage areas are to be screened by fencing and landscaping.
2. No outdoor storage areas are to be permitted within the front building setback.

Security Fencing

1. Where sited forward of the building frontage to a public road, security fencing is to be black coated or painted.
2. Solid boundary fencing materials will only be permitted forward of the building frontage to a public road where they can be shown to be screened by landscaping in accordance with Part L7.2.7. Such fences are to be of high quality materials that integrate with the building design and advertising signage and contribute positively to the streetscape.

L7.2.7 Landscaping

See Parts K & N of DCP 2010.

Additional Performance criteria

1. Any development with a frontage to Manning River Drive and the Primary Access Road is to include landscaping plans which provide for a contiguous gateway theme along both Manning River Drive and the Primary Access Road comprising an avenue of Illawarra Flame Trees. Such trees are to be planted at a minimum trunk spacing of 10m, setback 3m from the kerb. Full details are to be submitted with the development application for subdivision.
2. Development of other internal access roads is to include planting of a consistent street tree species selection creating a theme through these secondary roads. Council's environmental officers are to be consulted on selection of species. Such trees are to be planted at a minimum trunk spacing of 10m, setback 3m from the kerb. Full details are to be submitted with the development application for subdivision.
3. In addition to the landscaping requirements of Part N, all street frontages of new buildings are to be planted with a low contiguous hedge, allowing for driveway access points. A flowering *Westringia* species is preferred.
4. The strip of E2 zoned land adjacent to the The Bucketts Way (proposed Lot 101 of Figure 13) is to be planted with native trees to provide a natural habitat linkage while allowing for minimum engineering requirements for sight distances at the intersection. Trees are to be selected from a list of Koala Food trees indigenous to the area, with full details submitted with the development application for subdivision. Council's environmental officers are to be consulted on final species selections.
5. Turfing on each site should utilize drought and frost resistant species.

L7.3 Traffic management

Objectives

- To provide for an internal road network and system of pedestrian and cycleways that integrates with the Business Park providing an acceptable level of access, safety and convenience for all future users. The site is to have limited and controlled access to Manning River Drive and The Bucketts Way.

Performance criteria

1. The roundabout at the intersection of the Primary Access Road and Manning River Drive is to make provision for the future construction of a service road along the eastern side of Manning River Drive, generally as shown in Figure 13. Full details are to be submitted with the first application for development which relies on this intersection's construction.
2. The roundabout at the intersection of the Primary Access Road and The Bucketts Way is to integrate with, and make provision for the upgrade of the intersection to the Taree Saleyards to the south. Full details are to be submitted with the first application for development which relies on this intersection's construction.
3. All future subdivision designs are to generally reflect the road hierarchy in Figure 13.
4. The Primary Access Road is to be designed to function as a bus route and is to feature a combination of on-road cycleway and off-road pedestrian pathways on both sides of the road.
5. Road widths are to be in accordance with Council's adopted road design standards as set out in Part C3.2.
6. Roads are to be designed to accommodate the movement of B-Double vehicles.
7. Access to Lot 3 DP 862928 may continue to rely on access via this lot's existing connection to The Bucketts Way.
8. Access to all other allotments is to be obtained solely from internal roads. This shall include access to any residual rural properties at the time that an internal road has been constructed to the boundary of these allotments.
9. Provision is to be made for the connection of future vehicular access to the land to the west identified as Future Employment Lands in the Department of Planning and Infrastructure's Mid North Coast Regional Strategy, as generally shown in Figure 13.

L7.4 E2 Environmental conservation zone

Objectives

- To protect, manage and restore areas of high ecological and aesthetic values, and to prevent development that could destroy, damage or otherwise have an adverse effect on those values.

Performance criteria

1. The E2 zoned land is not to be further subdivided and thus fragmented by future development.
2. All developments on land which contain the E2 Environmental Conservation zone will require the lodgement of a Vegetation Management Plan (VMP) at the time of lodging a DA.
3. The Vegetation Management Plan for the E2 lands is to be undertaken in consultation with Council and meet the following objectives:
 - Retain areas of important value and of locally significant vegetation;
 - Achieve environmental protection;
 - Supplement the Koala food tree plantings within this area;
 - Augment and re-populate the visual screen for that land located to the east of the Bucketts Way intersection;
 - Incorporate the establishment and management of the corridor of Koala Food Tree Plantings west of the Bucketts Way intersection as per Part L7.2.7.
4. The approved VMP works shall be completed to Council's satisfaction prior to the issue of the subdivision certificate and/or occupation certificate.

L7.5 Water management

Objectives

- The development area drains into two catchments and it is important that stormwater runoff from urban development does not adversely affect downstream receiving waters. Water management requirements and other restrictions may impact on the conceptual layout illustrated in Figure 13.

Performance criteria

1. Subdivision of land is to be compliant with the provisions of Part C of the DCP.
2. Development within the precinct is to be consistent with the stormwater management principles generally represented in.
3. An individual Stormwater Management Plan is to be prepared for each site's development, and shall accompany the development application for subdivision and/or industrial/commercial building.

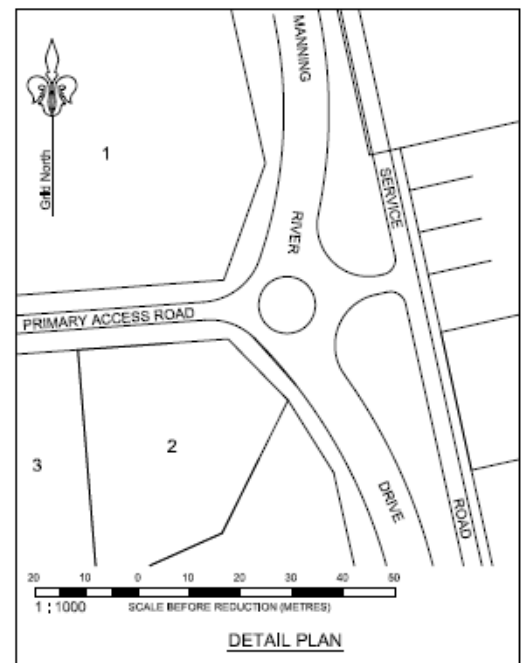
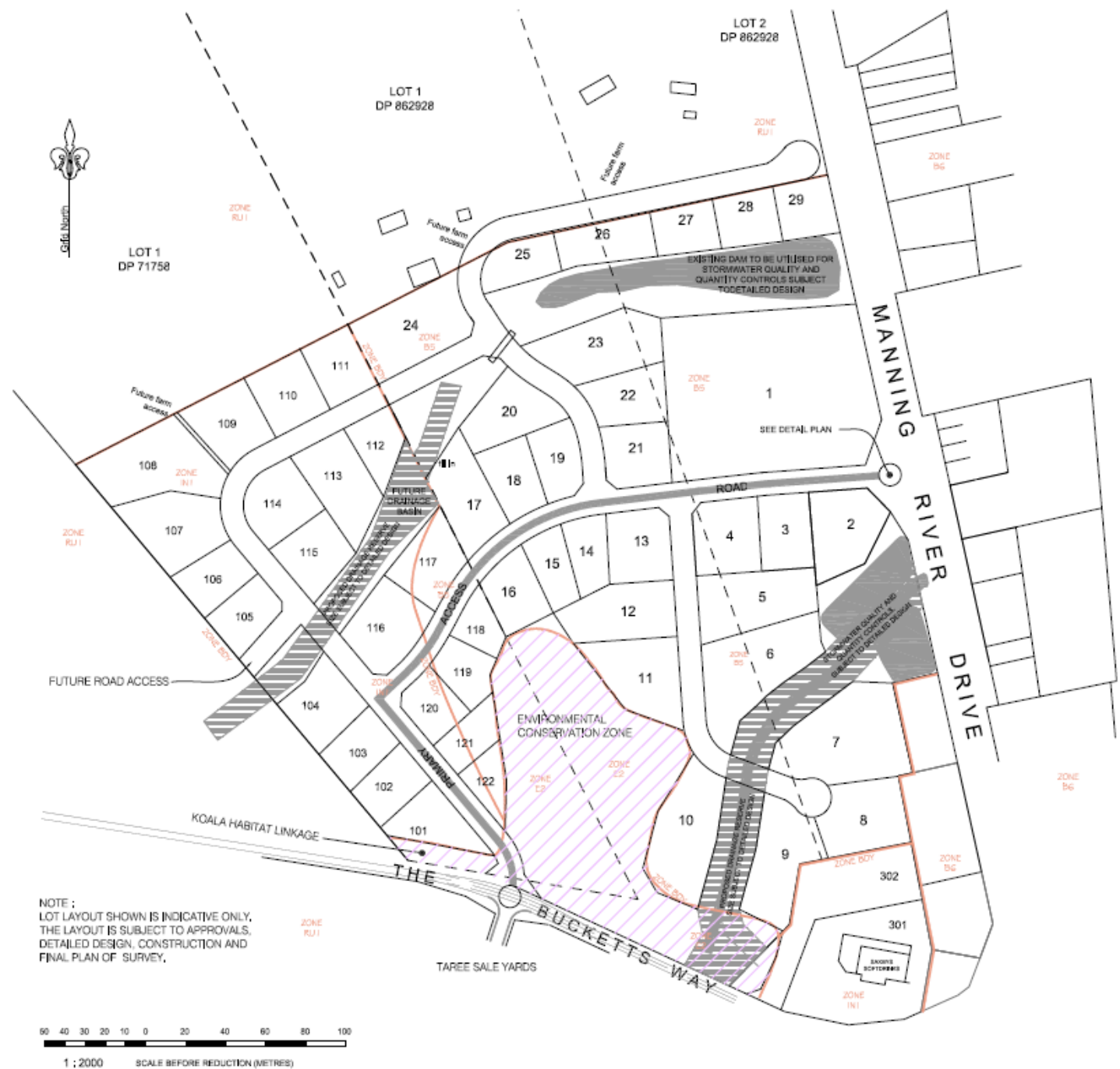


FIGURE 7.1 GENE AN

Figure 13 – General Layout Plan

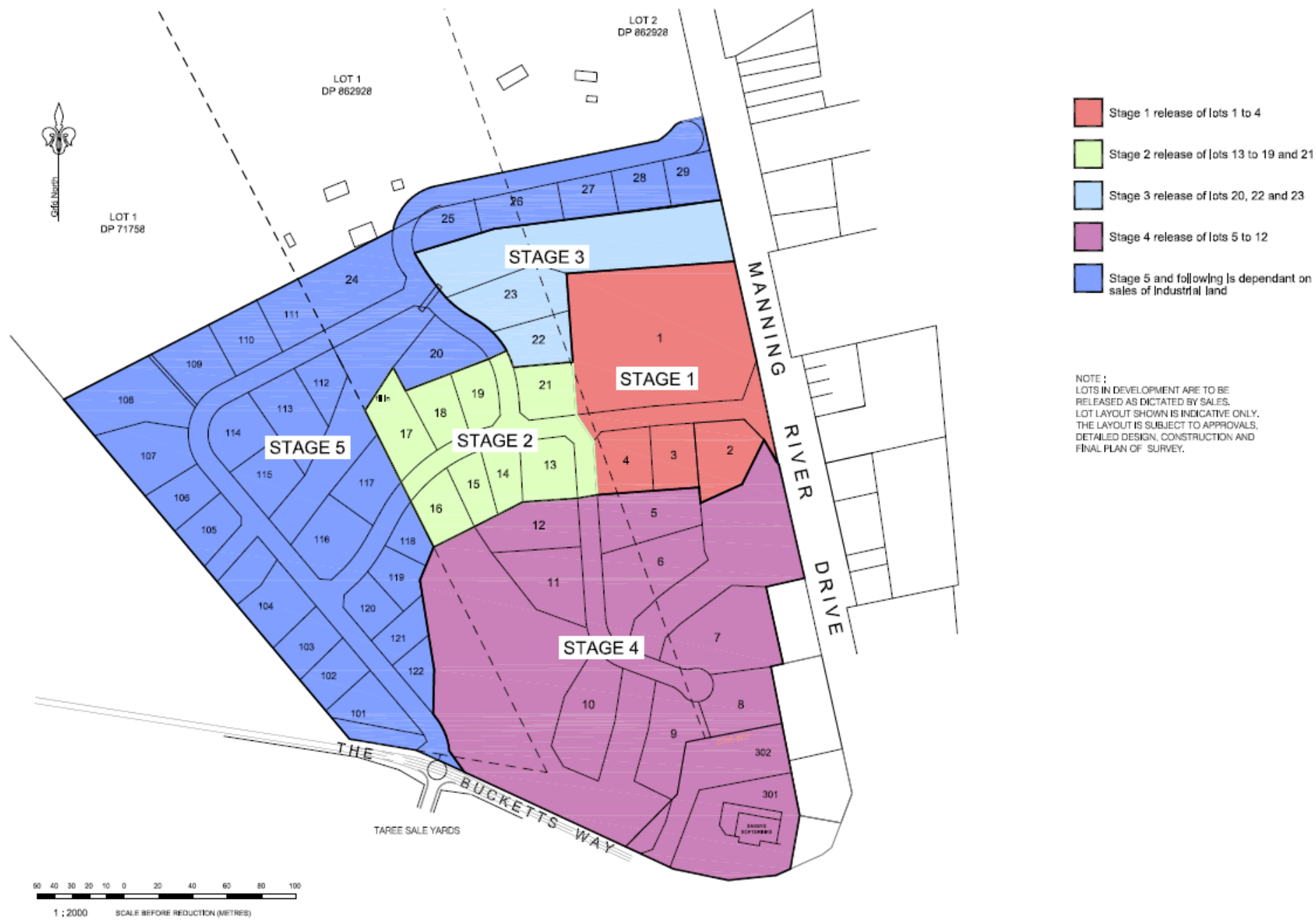


FIGURE 7.2 PRELIMINARY STAGING PLAN

Figure 14 – Preliminary Staging Plan

L8 310 – 314 Diamond Beach Road, Diamond Beach

About this part:

This part provides detailed guidelines for the area of 310-314 Diamond Beach Road, Diamond Beach. This Part applies in addition to the requirements of Parts A – K of the DCP.

Applies to:

All land within the site shown in Figure 15.

Date adopted by Council:

21 March 2012

Effective date:

18 January 2013

Related Policy / Technical Manual:

Nil

L8.1 Introduction

The subject site is located at 310-314 Diamond Beach Road, Diamond Beach and has an area of 8.4Ha. The site is bordered by Hallidays Point Public School to the south, Diamond Beach Holiday Park to the east and rural residential properties to the north.

The site is considered infill development as it is located in the Diamond Beach village and is surrounded by existing residential uses. Future residential development of the site will provide the missing link in road connections providing the community with better access to the school, playing fields, shops and the beach.

Future residents will provide support for local services and facilities such as the school and shops and will utilise existing infrastructure.

L8.2 Boundaries of the site

All land included in Lot 6 DP 244030 and Lot 9 DP 250425 at 310-314 Diamond Beach Road, Diamond Beach and shown in Figure 15.

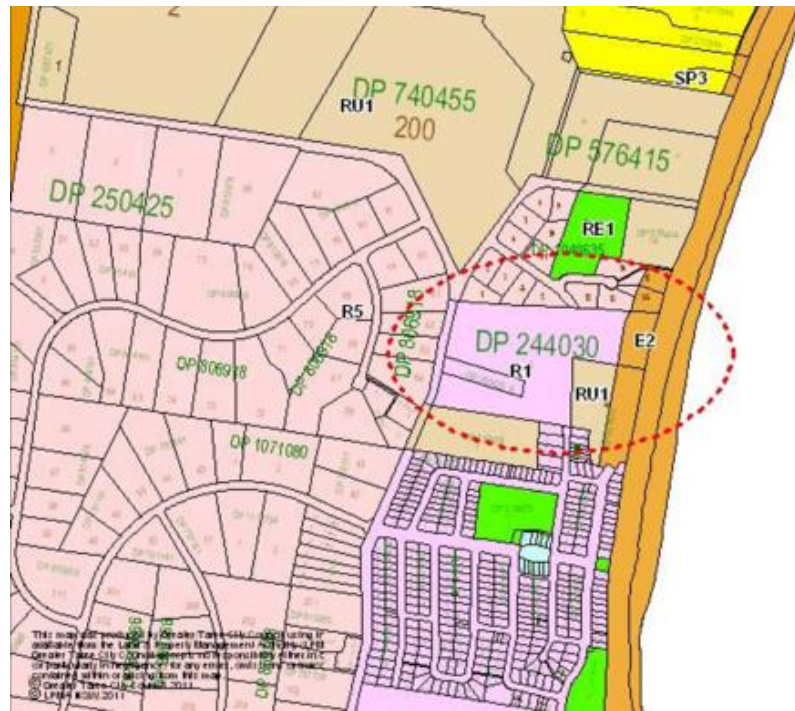


Figure 15 – 310-314 Diamond Beach Road, Diamond Beach

L8.3 Relationship to other parts

All standard relevant provisions from within this DCP apply where not varied by this part.

L8.4 Principle objectives for the site

Objectives

- Ensure environmental constraints over the land are managed appropriately so as to minimise impacts.
- Enhancement and appropriate ongoing management of the land included in the Environmental Conservation zone.
- Provide permeability through the site for residents and neighbours.

L8.5 Performance criteria

1. The subdivision and staging being undertaken generally in accordance with Figure 16.
2. Demonstrate that stormwater can be managed through the use of detention basins and stormwater quality improvement devices. Detailed examination will be required at the subdivision stage regarding the size, volume and detail of these basins to deliver no net impact from stormwater off-site. This may result in some minor changes to the layout of the lots in the vicinity of the stormwater basins.
3. Given the environmental value of land included in the Environmental Conservation zone, this land must remain in single ownership to minimise disturbance of the site. This land must form part of one of the adjoining residential lots. Any house proposed on this lot is not to be located on land included in the Environmental Conservation zone.
4. No public beach access is permitted through the land included in the Environmental Conservation zone.
5. A Vegetation Management Plan (VMP) must be lodged with the subdivision application and will show how land included in the Environmental Conservation zone can be rehabilitated. Rehabilitation works provided in the VMP, such as weed control and revegetation, must be completed prior to the registering of the first stage of the subdivision. The VMP is to be registered on the title of the land.
6. When clearing vegetation or undertaking earthworks ensure that representatives of the registered Aboriginal party are available to monitor works and identify the presence of artefacts or cultural materials that are important to the Aboriginal community. Appropriate approvals are to be sought for any identified artefacts or materials.
7. Undertake the following vegetation management measures:
 - retention of the fig tree in the south-west corner of the site as identified in Figure 16, and inclusion of a restriction as to user under S.88B of the Conveyancing Act 1919 on any future lot that retains this tree within its area to ensure its protection;
 - where possible, retain Swamp Mahoganys on the site within the plan of subdivision. Details are to be submitted with the subdivision application;
 - any clearing of the site is not to be undertaken during the breeding season of the Rufous Fantail to minimise impacts (mid-September to April).
8. The subject site was previously used for agriculture and associated dwelling which may potentially have resulted in contamination by pesticides, herbicides, hydrocarbon spills and asbestos within the vicinity of the dwelling location. Surface soil sampling is required at this location to determine the presence of contaminants and any remediation requirements, to ensure that the land is suitable for residential development and occupation. A report outlining these findings and remediation works is to be submitted with the subdivision application. Any remediation works are to be completed prior to the subdivision certificate being issued.

9. Ensure the site is permeable by providing the road layout and pedestrian/cycle connections generally in accordance with Figure 16 to enable connections and road infrastructure as follows:
 - between Edgewater Drive and Anniversary Drive, including the construction of a pedestrian/bicycle path,
 - a loop road layout to the west that enables easy movement through the site (limited cul-de-sacs),
 - pedestrian connection to Diamond Beach Road,
 - pedestrian connection to the school, subject to agreement with the Department of Education,
 - to assist with traffic calming, contrasting threshold treatments are to be incorporated along the connecting road between Edgewater Drive and Anniversary Drive at its intersections with Road Nos 2, 4 & 6 in the layout illustrated in Figure 16. Details are to be submitted with the subdivision application.
10. Investigations are required to determine the extent of acid sulfate soils on the subject site and if required, appropriate remediation works are to be implemented. A report detailing the acid sulfate soil findings and remediation is to be submitted with the subdivision application. Any remediation works are to be completed prior to the subdivision certificate being issued.
11. A co-ordinated boundary fencing treatment is to be incorporated for the perimeter of each stage of the subdivision at the sole cost of the developer. Full details are to be submitted with the subdivision application.

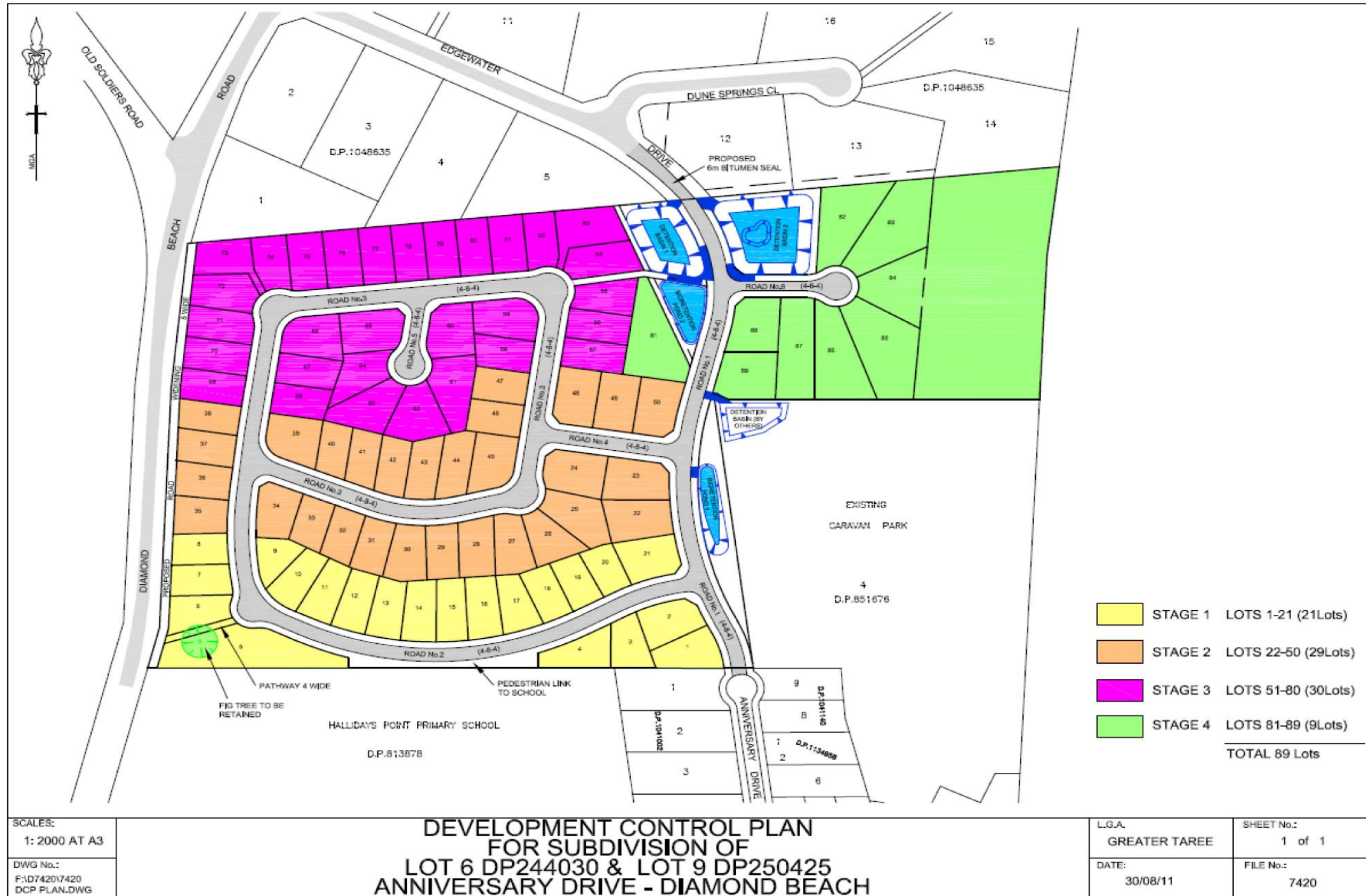


Figure 16 – Conceptual layout

L9 Figtrees on the Manning

About this part:

This part provides detailed guidelines for the area of Figtrees on the Manning mixed residential, tourist, commercial, open space and marina development. This Part applies in addition to the requirements of Part C – Subdivision Requirements & Appendices A and B.

Applies to:

Lots 1 and 2 DP 804829, Lot 1 DP 243828, Lots A and 1 DP 343913, Lots 1 and 2 DP555702, Lots 27 to 29 and 31 DP 20200, Lots 35 to 36 and 38 to 39 DP 24505, Lots 12 and 15 to 16 DP 703272, Lots 1 and 2 DP 215485, Crown Reserve 037-3070 and Reserve 1011448, Pitt Street Chatham.

Date adopted by Council:

3 February 2010

Effective date:

24 December 2010

Related Policy / Technical Manual:

Appendices A (Master Plan) and B (Concept Approval).

L9.1 Introduction

Figtrees on the Manning represents a unique opportunity in Taree to create a major and vibrant mixed use development that will help to consolidate Taree as a major regional centre.

There will be a range of development outcomes including commercial and retail outlets, residential units, modern adaptive reuse of some of the old dairy factory buildings on site, and a commercial marina. The commercial marina and boatel will encourage boating use of the Manning River.

Overall the vision is to create a distinctive and vital urban redevelopment area with a quality public domain while optimising the utilisation of the waterfront location.

L9.2 Relationship to other parts

All standard relevant provisions from within this DCP apply where not varied by this part.

L9.3 Boundaries of the site



Figure 17 – Boundaries of site

L9.4 Principle objectives for the site

- Provide a mix of landuses that will drive development of the site and achieve good private and public landuse outcomes.
- Ensure that redevelopment of the site will provide essential connections to Taree CBD as a regional centre, the adjacent residential precinct and the natural features of the site.
- Create a high quality public domain.
- Optimise utilisation of the waterfront location.
- Maximise the benefits of adaptive re-use of existing buildings and infrastructure on the site.
- Create building forms and envelopes that will achieve economic development and maximise amenity on the site and in the neighbourhood.
- Achieve an appropriate scale of development.
- Provide for and encourage boating activity.
- Effectively and efficiently provide transport facilities for cars, pedestrians and cyclists.
- Incorporate and demonstrate environmental sustainability and energy efficiency.
- Create a great sense of place in the design, and qualities in the development outcome.
- Achieve high quality aesthetics, liveability, and desirable lifestyle choice.

L9.5 Performance criteria

Refer to Appendices A and B of this DCP for performance criteria and prescriptive controls that apply to development of the site.

L10 Northern Gateway Transport Hub

About this part:

This part provides detailed guidelines for the land located at Cundletown which has been rezoned for transport related industry and development. This Part applies in addition to the requirements of the DCP.

Applies to:

All land within the site shown in Figure 18 and identified as Lot 1 DP 1098686, Lot 1 DP 733715, Lot 2 DP 733715, Lot 16 DP 613107, Lot 681 DP 617842, Lot 1 DP 1139255, and Lot 1 DP 1267710, being 1, 3, 16, and 39 Emerton Close and Lot 1, Lot 16 and Lot 681 Denison Street Cundletown.

Date adopted by Council:

28 October 2020

Effective date:

11 December 2020

Related Policy / Technical Manual:

NIL

L10.1 Introduction

The subject land is located at the northern end of Cundletown, adjacent to the northern interchange of the Pacific Highway with Taree and between the Taree Regional Airport and the highway. This location has been identified as a transport hub for Taree and surrounding areas, which will facilitate economic activities supporting transport related development, as well as providing opportunities for industry which requires access to road and/or air transport.

The subject land is relatively free of environmental constraints, however some controls are required to ensure appropriate outcomes in terms of visual amenity, traffic impacts, environmental impacts, rural access, acoustic impacts, flooding and being in proximity to the airport.

L10.2 Boundaries of the site

There are two stages to the Northern Gateway as indicated in the map in the Figure below.

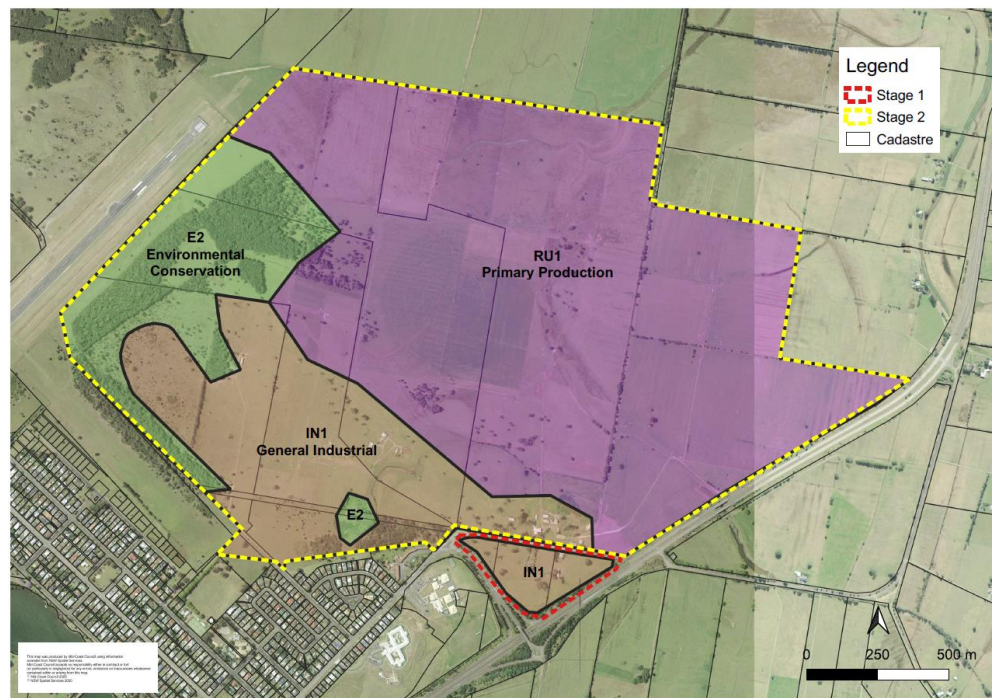


Figure 18 – 1, 3, 16 and 39 Emerton Close and Lot 1, Lot 16 and Lot 681 Denison Street Cundletown

L10.3 Relationship to other parts

All standard relevant provisions from within this DCP apply to development on the subject land where not varied by this part.

L10.4 Principle objectives for the site

- Provide a well landscaped visual gateway into Cundletown when viewed from both the Pacific Highway and Princes Street.
- Ensure the amenity of neighbouring areas are not unduly impacted by the proposed development.
- Manage traffic generated from the site to minimise impacts on the local road network and access to the Pacific Highway.
- Ensure that development addresses the flood constraints of the site and its proximity to the Taree airport.
- Ensure the environmental values of the site are protected and enhanced.
- Maintaining the rural production activities

L10.5 Performance criteria

Landscaping:

1. A landscaping plan is to be lodged with any development application and must address the following requirements in the locations indicated in Figure 19:
 - screen the buildings and activities being undertaken on the site when viewed from the Pacific Highway and future Cundletown Bypass. This vegetation screen is to include mixture of large trees (over 10m high in maturity) and

shrubs that are planted to an appropriate density and maturity to visually obscure the development from the Pacific Highway and Cundletown Bypass. The planting schedule is to provide a natural bush setting common along the Pacific Highway and be concentrated in locations where there is potential for high visual impacts. This landscaping can supplement, but not rely solely on existing native vegetation located within the Pacific Highway road reserve or adjoining the proposed Cundletown Bypass

- provide gateway landscaping into Cundletown. This site is the northern access to Cundletown, Taree and the surrounding Manning Valley. Gateway landscaping is to be of a high visual quality and include feature trees, a mixture of flowering/colourful shrubs and ground cover. The landscaping is to provide an interesting mixture of colour and vegetation type that provides a focal point in the streetscape. Gateway landscaping can include a more formal garden setting and aims to filter the view to the proposed development rather than screen
- visually enhance the acoustic measures proposed along the Emerton Close frontage. Landscaping is to break-up and enhance the view to the acoustic fence to reduce the bulk and scale of the acoustic fence by using a mixture of vegetation height and colour. Landscaping should be provided at two tier levels, at ground level and on the mound.

The landscaping plan is to:

- provide an initial maintenance regime during its establishment and an on-going maintenance regime following completion of development
- ensure effective landscape outcomes at the time the use commences through planting semi-advanced or rapid growing species and to an appropriate density. To achieve this outcome, landscaping should be implemented early in the development of the site.

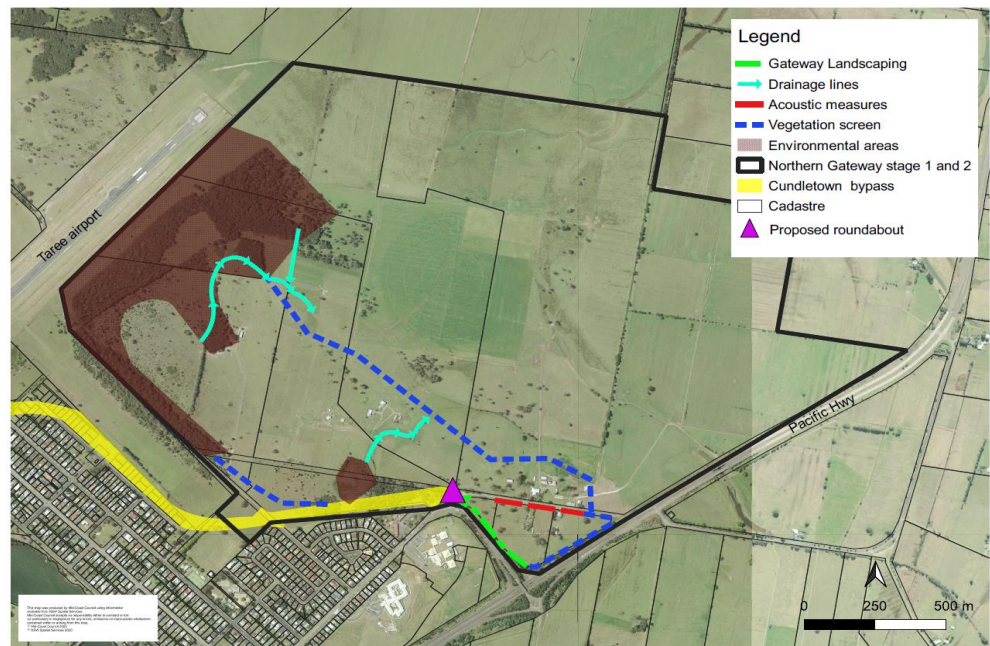


Figure 19 – location of landscaping, acoustic and traffic measures

Acoustic measures:

2. Stage 1 - where a truck depot is proposed on-site the following acoustic measures are to be provided to minimise impacts on nearby sensitive land users:
 - an acoustic barrier with a combined height of 3.8 metres above site finished ground level is to be constructed along the northern boundary of the site as shown in Figure 19. The acoustic barrier is to be a combination of a landscaped earthen mound with either a masonry or a lapped and capped timber fence on top to achieve the overall required height;
 - the workshop, freight handling depot and truck wash is to be enclosed within sheet steel buildings, each with an R 1.5 insulation blanket fitted under the roof in accordance with manufacturers’ instructions.

3. For Stage 2 and any other use proposed in Stage 1, a noise impact assessment is to be undertaken to demonstrate how impacts on nearby sensitive land uses will be minimised.

Traffic:

4. A roundabout is required at the intersection of Emerton Close and Manning River Drive/Princes Street to accommodate the future Cundletown Bypass, the Stage 1 transport hub and traffic entering Cundletown.

5. Access to Stage 2 is to be via the Cundletown Bypass.

Flooding:

6. Stage 1 - minimise the impacts of flooding in the eastern portion of the site (adjoining the Pacific Highway) by ensuring the flood constrained areas are not built upon with any enclosed buildings. Any structures are to be open structures which will not limit flood water passage across the site, and are designed to withstand

likely flood forces. Suitable uses may include parking and manoeuvring areas for heavy vehicles.

7. Stage 2 - undertake a hydrological assessment which addresses the extent of fill, maintenance of watercourses through site, the retention of the ecological values of environmental areas, and how flooding impacts will be addressed.

Proximity to the Taree Airport

8. Ensure the relevant airport guidelines are addressed to minimise impacts on the operation of the Taree airport (e.g. lighting).

Access for rural activities

9. Access to low flood risk land for rural activities needs to be maintained for Stage 2 to ensure that suitable land is available on which to build rural infrastructure (e.g. farm sheds or dwelling) and to hold or move livestock during floods.

Environmental improvements

10. Undertake a vegetation management plan for the environmental areas and drainage lines that feed into the conservation areas in Stage 2. The objectives of the plan are to:
 - protect existing remnant native vegetation
 - plant new vegetation to enhance the vegetation community
 - encourage the regeneration of native vegetation
 - control invasive weeds
 - maintain and improve drainage lines that feed into the environmental areas
 - minimise the impact of the development on the native vegetation; and
 - perform monitoring and maintenance activities to ensure that implementation of the mitigation measures is adequate and a satisfactory restoration outcome is achieved.

Regeneration

The regeneration of the habitat should be undertaken by promoting natural ecological processes under an assisted natural regeneration regime with the aim being to accelerate, rather than replace, natural successional processes by removing or reducing barriers to natural regeneration such as impacts on drainage, soil degradation, competition with weedy species, and edge impacts.

For the purposes of assisted natural regeneration of the habitat, the following measures should be undertaken:

- avoid further unnecessary disturbance of the remnant vegetation communities;
- undertake appropriate weed control measures;
- supplement plantings and allow natural regeneration of plants including groundcover, understorey and canopy; particularly koala food trees and
- install temporary or permanent fencing between the land the subject of the Vegetation Management Plan to control access during regeneration.

L11 - Lot 612 Blackhead Rd, Hallidays Point

About this part:

This part provides detailed guidelines for development of the land located in the south western section of Tallwoods village which has been rezoned for residential development. This part applies in addition to the other requirements of the DCP.

Applies to:

Land within the site shown in Figure L11.1 and identified as Lot 612 DP 1160096, being Lot 612, Blackhead Road, Hallidays Point.

Date adopted by Council:

14 February 2018

Effective date:

This DCP will become effective upon gazettal of Amendment No 13 to Greater Taree Local Environmental Plan 2010

Related Policy / Technical Manual:

Nil

L11.1 Introduction

The subject land is located in the south western part of the Tallwoods village in the Hallidays Point area. This land has been identified to provide residential growth of the Tallwoods village.

Future development of the subject land is to ensure that environmental and visual objectives are maintained and enhanced; and an effective road network is achieved.

L11.2 Relationship to other parts

All standard relevant provisions from within this DCP apply to development on the subject land where not varied by this part.

L11.3 Principle objectives for the site

- Ensure that the ecological values of the site (wetland and woodland vegetation) are maintained and enhanced.
- Enhance the vegetated buffer along the frontage of Blackhead Road to visually screen the road for future residents.
- Ensure an effective and efficient road network is achieved.

L11.4 Performance criteria

Ecological and landscape values:

- 11.A vegetation management plan is to be lodged with any development application and must address the following requirements in the locations identified in Figure 20:

- improvements to the Environmental Protection Area to enhance the ecological (wetland and woodland) values of the site by:
 - maintaining the surface water regime (current hydrological pattern and volume) that feeds into the wetland
 - avoiding disturbance of the remnant plant communities, particularly the wetland community
 - implementing appropriate weed control measures
 - promoting natural regeneration of native plants including groundcover, understorey and canopy
 - installing permanent fencing to control access

- establish a vegetated buffer along the Blackhead Road frontage which is a minimum of 10 metres wide and planted with native species

- provide offset planting to compensate for the loss of vegetation associated with the development. The offset planting is to be provided in the Environmental Protection Area and vegetated buffer and must be:
 - provided at a ratio of 2 trees for each native tree that is removed. At the time of lodgement of the development application an inventory of trees is to be undertaken to determine the number required. The number of trees present on the site may change over time. The minimum number of trees to be considered in this offset ratio is 70 trees (present on the site at the time of the land being rezoned)
 - of the same species as the native trees being removed (representative of the dry sclerophyll forest vegetation community)
 - appropriately managed to ensure an 80% survival rate after 12 months and replacement planting where required.

The vegetation management plan is to:

- provide a maintenance regime to ensure the ecological and landscape objectives are maintained. To achieve this outcome, the vegetation management plan should be implemented early in the development of the site
- ensure effective ecological and landscape outcomes at the time the use commences through the planting of local native tube stock and at an appropriate density
- be registered on the title of the affected land through a Section 88b instrument under the Conveyancing Act 1919.

12. Land included in the Environmental Protection Area, must remain in single ownership to minimise disturbance of the site. This land must form part of one of the adjoining residential lots. Any construction proposed on this lot is to be located outside of land included in the Environmental Protection Area.

13. Ensure the water quality of the site is maintained or improved.

Traffic:

14. Vehicular access to/from the site will be via southern extension of The Pulpit. Provision will be made in any subdivision of the land for public road connections to Lot 62 DP 1077935 (east) and Lot 1 DP 242332 (west) to facilitate access for future development of those lands.

No vehicular access is to be provided directly to Blackhead Road, other than restricted emergency access to enable residents and emergency services access during bushfires.

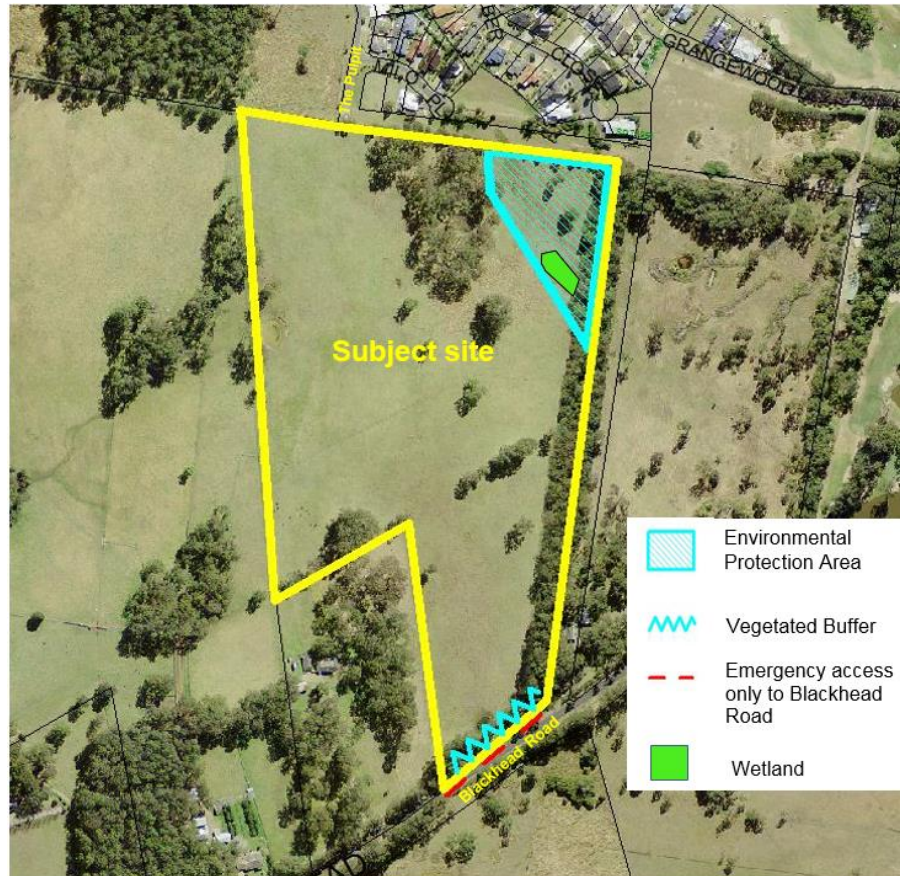


Figure 20 – Site plan

L12 Glenthorne Employment Area

About this part:

This part provides detailed guidelines for land located at Glenthorne which has been rezoned for industry, business and environmental conservation. This Part applies in addition to the other requirements of the DCP.

Applies to:

All land within the site shown below in Figure 12.1.

Date adopted by Council:

28 July 2021

Effective date:

This DCP will become effective upon gazettal of (Mapping) Amendment No 1 to Greater Taree Local Environmental Plan 2010

Related Policy / Technical Manual:

Nil

L12.1 Introduction

The subject land is located at Glenthorne on the southern entry into Taree, close to the southern interchange of the Pacific Highway. This land, adjacent to a significant koala habitat site has been identified as a suitable location for an extension of the Manning River Drive employment precinct. It will facilitate additional economic activity within the precinct as well as providing opportunities for business and industry which require efficient access on to the Pacific Highway. Site specific controls are required to ensure appropriate development outcomes.

L12.2 Boundaries of the site

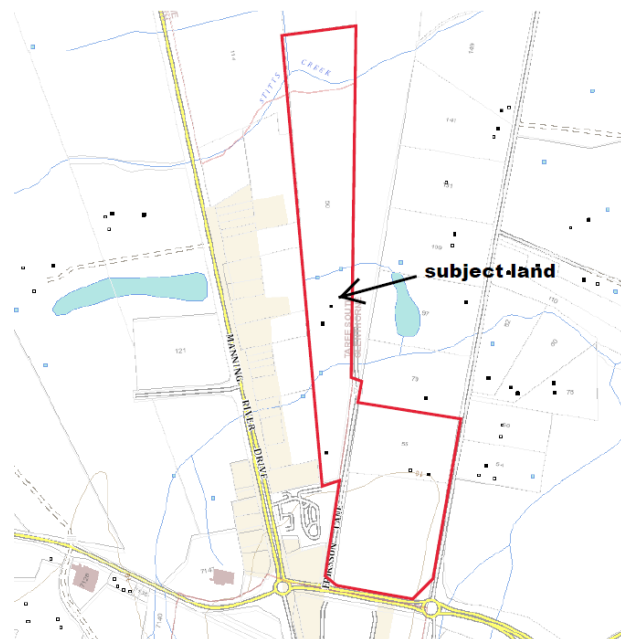


Figure 12.1 Subject Land

L12.3 Relationship to other parts

All standard relevant provisions from within this DCP apply to development on the subject land where not varied by this part.

L12.4 Principle objectives for the site

- To provide an active and visually appealing southern gateway into Taree through quality design and landscaping.
- To ensure that the release of land provides the necessary services, infrastructure and environmental management.
- To provide a road hierarchy within the site to ensure that development does not adversely impact on the function and efficiency of Manning River Drive.
- To facilitate the movement of koalas through the important habitat site and ensure that environmentally sensitive land is protected and enhanced.

L12.5 Performance criteria

Gateway Landscaping and Design:

A site-specific landscaping plan is to be lodged with development applications (excluding subdivision applications) for lots fronting Manning River Drive. The landscaping plan must achieve the following:

- Only low native vegetation is to be planted along the frontage with Manning River Drive to prevent visually obscuring the development from Manning River Drive. Gateway landscaping should soften and filter the view to the proposed development rather than screen it. Buildings on lots fronting Manning River Drive are to address Manning River Drive and ensure an active frontage along Manning River Drive. Large, blank areas of wall or storage areas fronting Manning River Drive are not acceptable.
- No solid fence will be permitted forward of the building line for lots fronting Manning River Drive.
- Gateway landscaping is to include a mixture of low-maintenance flowering native shrubs and ground covers. The landscaping is to provide an interesting mix of colour and native vegetation types that provide a focal point to the entry.
- Gateway landscaping within lots fronting Manning River Drive is to include Aboriginal designs which can be viewed from Manning River Drive and must create respectful, and culturally and geographically relevant formal gardens.

Gateway Signage:

- An estate entry signage is to be established on the corner of the lot closest to the intersection of Glenthorne Road and Manning River Drive. Such entry signage is to be of a high design standard incorporating natural materials and colours and using a theme that is specific to Taree's culture and heritage. Such a sign must be softly lit at night using only low-glare lights with minimal light spill.

Biodiversity and Native Vegetation Management:

As a part of any development over Stages 2 and 3 of the site:

- Environmental reserves are to be planted with local koala feed trees to establish forested buffer zones and create a connection with adjoining habitat to the east.

- A vegetation management plan (VMP) must be lodged with the first development application for each stage of the development. The VMP must be prepared to Council's satisfaction and must detail measures to maintain or improve the environmental value of the E2 Environmental Conservation zone areas, including responsibility for ongoing management, ownership, protection and maintenance.
- Any VMP for the site is required to undertake targeted surveys for the following species:
 - *Zannichellia palustris*
 - *Pterostylis chaetophora*
 - *Persicaria elatior*
 - *Maundia triglochinosides*
 - *Lindernia alsinoides*
 - *Asperula asthenes*
 - Any threatened red gums.
- Passive traffic speed control measures are to be incorporated into the design of any internal roads to minimise the risk to koalas of vehicle strike. Such measures are also to be taken into account in Glenthorne Road.

Stormwater Management:

- Stormwater drainage systems are permitted to be located within the E2 Environmental Conservation zone areas of the site.
- Each future lot is to provide its own water quality treatment and on-site detention in accordance with a site-specific stormwater management plan that is to be lodged with each development application for specific uses on the lot. Such water quality treatment and on-site detention is to be incorporated into landscaping features associated with the development. Generally, not less than 5% of each development lot shall be dedicated for stormwater treatment and landscaping.

Active Transport:

- Provision for cycle-ways shall be made linking Manning River Drive and Glenthorne Road
- All developments are to be provided with bicycle parking and associated end-of-trip facilities such as showers and lockers to encourage workers to cycle to work.

Security Fencing:

- Solid boundary fencing materials will only be permitted forward of any building frontage to a public road (excluding Manning River Drive) where they can be shown to be screened by landscaping. Such fences are to be constructed of materials that integrate with the building design and advertising signage and contribute positively to the streetscape.

Site Specific Setbacks:

- A building setback of not less than 5m must be provided along the western boundary of the site where it adjoins Eriksson Lane opposite Lot 102 DP1118846, unless justified by a site-specific acoustic assessment demonstrating that acoustic impacts are acceptable on the nearby caravan park. This

provision is only relevant whilst a caravan park continues to operate on Lot 102.

Staging and Road Hierarchy:

- Staging of development of the land shall be generally undertaken in accordance with the staging plan shown below in Figure 12.2.
- No new development as part of Stage 1 shall have direct egress (exit) on to Manning River Drive. Only one ingress (entry) from Manning Drive is permitted as part of the Stage 1 development. All traffic exiting the site from stage 1 of the development is to exit via Glenthorne Road.
- Stage 2 of the development is to include a road to the west linking Manning River Drive through Lot 203 DP 1202481.

Servicing:

- All development within the site shall be supplied with underground power and telecommunication infrastructure.
- A water and sewerage servicing plan is to be lodged with any development application for each stage of the development. Such a plan is to demonstrate that all development is able to be connected to Council's reticulated water and sewerage network and the methods of connection thereto.

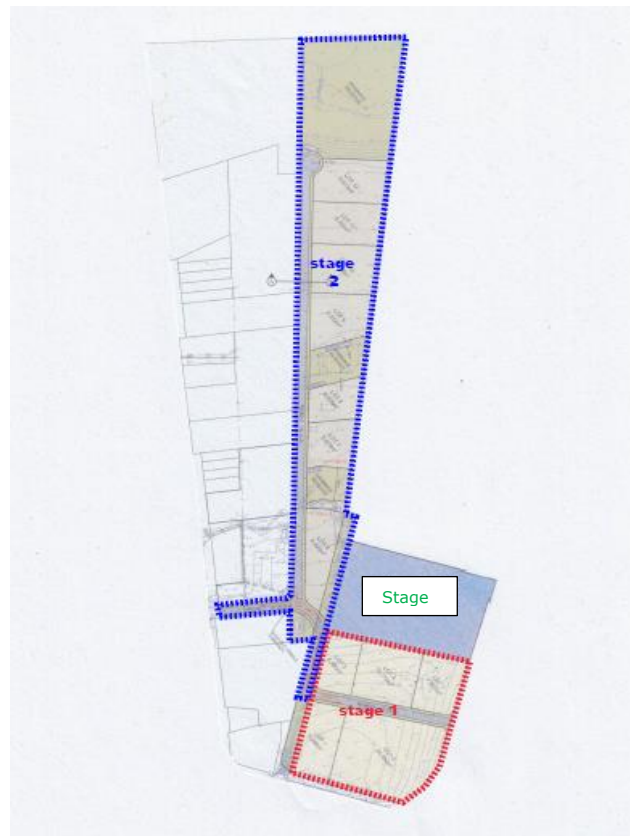


Figure 12.2: Development Staging
NB: Concept Subdivision and Road Layout Plan only

L13 Kolodong Precinct

About this part:

This Part provides detailed guidelines for development of the land located in the Kolodong Precinct, on Kolodong Road and Wingham Road, Taree, which has been rezoned for residential development.

This part applies in addition to the other requirements of the DCP and prevails to the extent of any inconsistency.

Applies to:

All land within the Precinct bounded in red shown in Figure 13.1.

Date adopted by Council:

25 May 2022

Effective date:

15 June 2022

Related Policy / Technical Manual:

- Stage 1 Site Contamination Assessment, Regional Geotechnical Solutions, dated June 2018
- West Kolodong Biodiversity Report, including BAM/BDAR Assessment for southern portion of Kolodong Precinct, JB Enviro, May 2021
- SEPP 44 Assessment for Kolodong Planning Proposal, JB Enviro, June 2018
- Traffic Impact Assessment Report, GHD, May 2021
- Aboriginal Heritage Impact Assessment, McCardle Cultural Heritage, July 2018
- Preliminary Stormwater Assessment, MidCoast Engineers March 2021
- Water and Wastewater Servicing Strategy, Craig & Rhodes, May 2021
- Bushfire Assessment (Southern portion of Kolodong Precinct), Coastplan Group, March 2021

L13.1 Introduction

The Kolodong Precinct is a master planned residential community located upon land identified by Council since 1990 as suitable for future urban growth and which was zoned for such on 3rd April 2020. The subject land (The Precinct) is comprised of elevated cleared land which has been used for low intensity agricultural uses in the past and presently urban uses including a K-12 education establishment, a church, a childcare centre and a cafe. The land is not subject to significant levels of environmental constraints. Services to support urban development of the land are available to the site and the landform is generally conducive to residential development and provides for suitable drainage.

Development will consist of predominantly low-density detached housing within planned landscaped surrounds. The distinctive character of the Precinct will be derived from the integration of its high scenic values established by the revitalised creek line and new public domain areas within the surrounding undulating landscape enabling distant views to the Manning Valley and BuckleBore and Kiwarric mountains.

L13.2 Boundaries of the Precinct

The Kolodong Precinct, Taree is bounded in red shown in Figure 13.1 below.

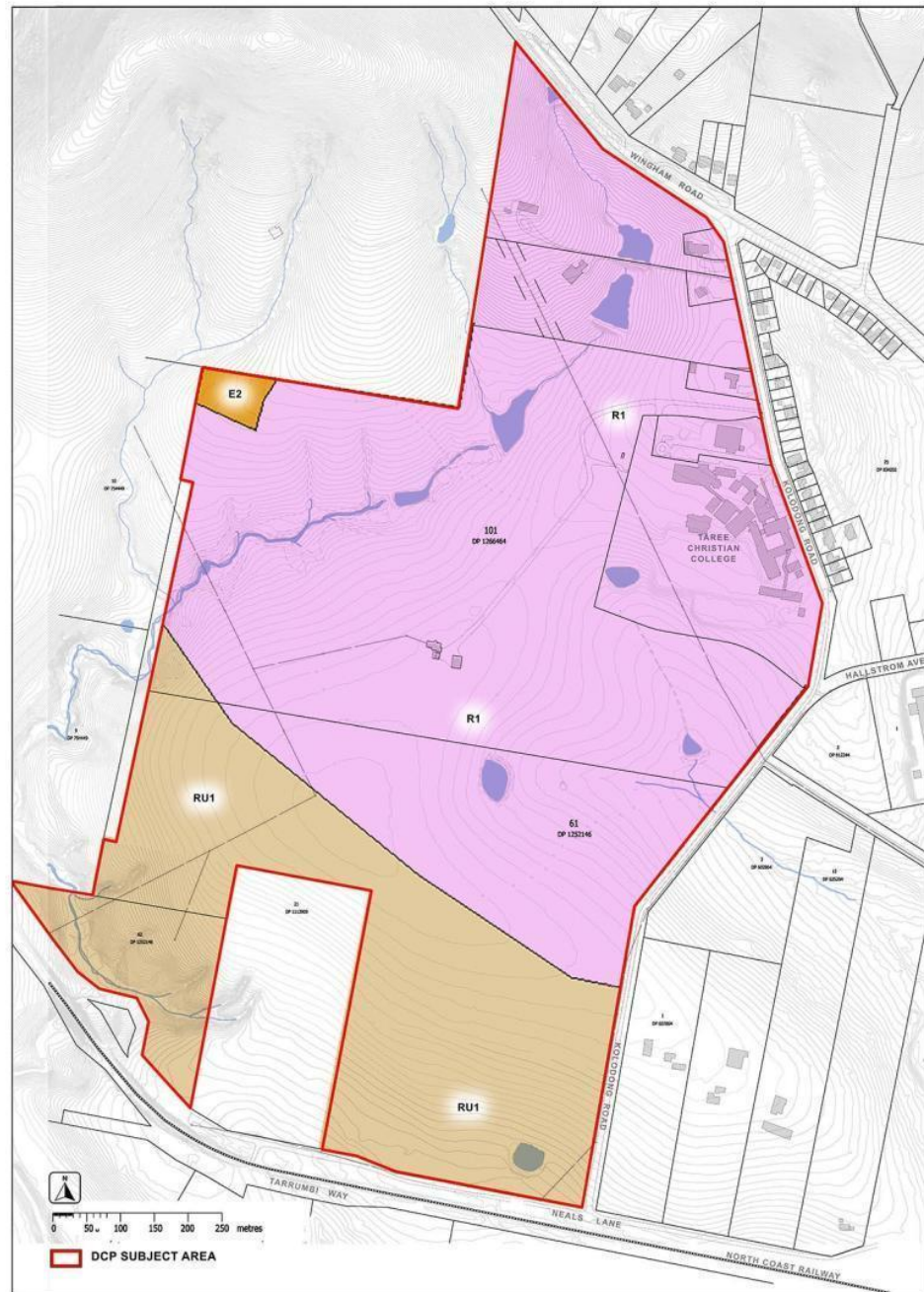


Figure 13.1 Subject Area: Kolodong Precinct

L13.3 Relationship to Other Parts

All standard relevant provisions within this DCP apply to development on the subject land, where not varied by this part.

L13.4 Principle Objectives for the Precinct Plan

The principal objectives for the Kolodong Precinct are:

- A Precinct character fashioned by on and off-site natural features, view lines to prominent mountains and the Manning Valley and open spaces for semi-active and passive recreation linked via a

shared pathway network;

- Establishment of a public open space and wildlife movement corridor on the low ridgeline in the south of the Precinct to promote a sense of place and enhanced appreciation of the natural attributes of the locality;
- Establishment of an integrated pedestrian and cycle pathway network for the subdivision, with connection to both Wingham Road and Kolodong Road and that successfully incorporates the public open space and viewing area, the riparian corridor and primary road and off road access linkage opportunities for the subdivision and proposed and existing bus service locations;
- Traffic control and services infrastructure designed and delivered to cater for the master planned urban development of the Precinct and to reduce existing traffic congestion on Kolodong Road;
- Provision of opportunities for detached dwellings on various sized housing sites to meet the housing needs outlined in the MidCoast Council's local development strategies and the Hunter Regional Plan 2036;
- Configuration of a legible interconnected network of walkable streets which work with site topography and encourage walking and cycling as well as provision of a choice of alternate routes for vehicle movement;
- The preservation of the existing C2 zoned native vegetation in the western portion of the site and within the riparian area;
- The rehabilitation of the riparian corridor and existing farm dams within the riparian corridor and integration of these into the stormwater management system for the site, to ensure that surplus stormwater flows are detained and water quality is maintained;
- Consideration of the potential for land use sensitivities around the rural/urban interface, to be addressed through the provision of larger residential lots where residential lots share a direct boundary to rural zoned land, coupled with preservation of the existing established C2 zoned vegetation, provision of a southern wildlife corridor and provision of Bushfire Asset Protection Zones, in which no dwelling can be located;
- Improvements to the regional road network through the upgrade of the intersection of Kolodong Road and Wingham Road via the existing Voluntary Planning Agreement commitment and the provision of a left in left out intersection to Wingham Road, which directly connects to the northern section of the Kolodong Precinct;
- Provision of a functional and integrated road network to serve the residential subdivision, including provision of a new roundabout to Kolodong Road at the primary access point to the subdivision and a proposed internal road and shared pathway connection to the Taree Christian School; and
- The new road network is to be enhanced through the planting of extensive landscape trees and provision of an attractive entry statement.

L13.5 Desired Future Character

The Precinct is situated between Taree and Wingham, where future residents can access the full range of services required by residents in a contemporary urban setting.

Within the precinct itself is a K-12 Educational Establishment, a Baptist Church, a childcare centre and a café, all of which will also serve to support the needs of future residents.

The remainder of Precinct will comprise residential areas, passive and semi-active open space, a shared pathway network, a riparian corridor and a wildlife corridor.

The housing envisaged for the Precinct will be predominantly single and two storey detached dwellings sited on allotments that range from 450m² up to 2000m² + in area. Shop top housing and medium density housing forms are also permitted on the site. The variety of lot sizes permitted will allow flexibility with house siting to maximise solar access, and to achieve generous setbacks for those lots immediately adjoining the rural interface and the larger lots will also allow residents to plan site improvements and enjoy access to extensive outdoor garden areas to suit their personal needs.

Visitors and residents will enter the Precinct from Wingham Road and Kolodong Road via newly constructed roundabouts and a tree lined entry boulevard. Street trees will add significant aesthetic and shade benefit and will be an important feature of the street network that will add to streetscape appeal and cool key public spaces.

The internal street design provides for outlooks to natural vistas and key roads will incorporate a shared pathway to facilitate internal connection (including to the existing school) and external linkages to both Kolodong Road and Wingham Road.

The street design allows for easy movement throughout the precinct and direct connections to Kolodong Road, the Taree Christian School and Wingham Road, with accompanying shared pathways providing opportunities for exercise and passive recreation through walking and cycling and that achieve an attractive sense of place.

The riparian area is flanked by roads allowing full aesthetic benefit to be obtained from this landscape feature whilst also allowing passive surveillance, bushfire protection and facilitated public access. A playground is proposed within the riparian area and shared pathways and will link the riparian corridor to other open space areas, to the street network and to the Taree Christian College.

A new bus route located along the internal collector road will link the residential areas with the Taree Town Centre, hospital, local schools and to Wingham.

Open space within the Precinct will provide an opportunity for residents to experience the beauty of the area with planting of local endemic species and maximising vistas. Wherever possible existing trees that are in good health will be maintained to provide shade and aesthetic benefits. Views to the Manning Valley and distant mountain ranges will complement the easily accessed open space areas to the south and west of the Precinct.

The planned wildlife corridor along the southern fringe of the estate will effectively enhance ecological outcomes within the precinct and will also act as a windbreak for adjoining properties from southerly winds.

Water Sensitive Urban Design will be incorporated into the Precinct with contemporary water quality treatment and detention facilities located within the riparian area and the eastern side park. Planned water quality facilities are positioned in line with existing farm dams, will retain existing riparian habitats and ecosystems and will allow for permanent water storage/detention and contribute to the aesthetic appeal of the public areas.

L13.6 The Precinct Plan

The Precinct Plan is presented in Figure 13.2. This Plan provides a preferred layout for the development of the Kolodong Precinct. The desired future character statement above gives more detail on the features considered important to the future character of the release.

At the time of rezoning, the Precinct comprised nine separate lots, with almost as many owners. The Precinct Plan provides a means by which the subdivision and development on these original allotments can be tied together to achieve an overall form that functions well as a whole. This means the achievement of a functional road hierarchy, a seamless riparian corridor, definitive cycle and pedestrian routes, key visual linkages with focal points, a consistent built-form and open space.

The Precinct Plan provides a clear demonstration of the residential character, environmental and recreation outcomes and integrated transport and movement planning anticipated for the site.

Any variation to the Precinct Plan will require clear justification and will need to demonstrate that a better outcome can be achieved by a variation in the circumstances of that specific development proposal.

Where a subdivision is designed with a layout for local roads that departs from the layout of the local roads identified in the precinct plan, then that alternate design will need to demonstrate attention to all major considerations such as the bushfire setbacks, the urban/rural interfaces, local traffic management needs, optimal orientation of residential lots for solar access, provision for integrated pedestrian and cycle routes, delivery of ecological outcomes as well as the provision of adequate open space and water management features.



Figure 13.2: Kolodong Precinct Plan

L13.7 Subdivision Design

Objectives

1. To establish a framework for delivery of a mix of lot sizes for future housing to create a coherent and attractive streetscape, which suits the topography of the site and includes larger lots along the rural/urban interface of the precinct, to ensure sufficient area is available for those lots to accommodate a dwelling, garden and a dwelling setback from adjacent rural uses;
2. To optimise the natural attributes of the Precinct through the strategic placement of open space, incorporation of vegetated

- corridors, preservation of key established vegetation and the preservation of key vistas;
3. To maximise the amenity of residential lots by providing open space areas within 400 metres of every lot, aligning streets and proposed lots to ensure good sunlight access for future dwellings and to achieve generous rear setbacks for dwellings, especially those proposed adjacent to rural land.
 4. To facilitate attractive streetscapes which maximise opportunities to establish a quality sense of place, promote pedestrian and cycling activity and to allow for casual surveillance of public spaces;
 5. To establish an urban structure that embraces the key scenic qualities of the location;
 6. To provide for the protection and management of established remnant native vegetation and the creek line;
 7. To provide opportunities for public transport and walking and cycling trips to, from and within the Precinct; and
 8. To consider existing and proposed infrastructure with the subdivision design in order to limit any detrimental impacts upon future residents and existing uses within the precinct.

Controls

1. The subdivision pattern for the Precinct is to be consistent with the precinct plan in Figure 13.2.
2. The street layout should highlight the scenic values of the site and provide for the amenity offered by open spaces and distant view lines.
3. A single residential lot shall accommodate the remnant native vegetation covered by the C2 zone. A Vegetation Management Plan is to be lodged with the subdivision application detailing protection, management and enhancement measures for the C2 zone. A restriction as to user is required over this future lot to protect this vegetation in perpetuity.
4. Allotments are to be a minimum 450m² in area to allow for single or two storey detached dwellings to be flexibly sited to maximise solar access.
5. Smaller lots and medium density residential uses such as shop top housing shall be located adjoining areas of increased amenity and places offering opportunities for increased social connection within the Precinct, such as near the school or church, opposite parks, public transport stops and in proximity of the riparian corridor.
6. The existing overhead 33Kv power line shall be sited within proposed road corridors and modified to Essential Energy requirements.
7. Any proposed variation to the Precinct Plan and subdivision design including street hierarchy, must be justified by demonstrating that a better overall outcome will be achieved in the particular circumstances.

L13.8 Setback at rural/urban interface

Objectives

1. To consider and account for adjoining rural land uses through selection of lot sizes and other relevant measures, so as to achieve physical and visual separation from the rural boundary to proposed residential dwellings within the Precinct.

Controls

1. All proposed residential lots with a common boundary interface to adjacent rural land shall be sufficiently sized to achieve a minimum 20m dwelling setback from the rear of any dwelling on that lot to that rural boundary, consistent with Figure 13.3.
2. The 20m minimum dwelling setback will function as a buffer area to ensure sufficient site area is available for the establishment of landscape screening, fencing and to account for topographical influences. Any required Asset Protection Zone for these residential lots can be located within this 20m dwelling setback area. Non-habitable buildings can be located within this setback area, if such buildings are not prohibited by other controls.
3. An 88B instrument restriction as to user shall be included for all proposed residential lots with a common boundary to adjacent rural uses, to ensure no habitable building can be built within these established buffer areas.
4. Fencing details for all lots with a common boundary to an adjacent rural use are to be provided at development application stage. Post and wire or other rural style fencing is preferred along this urban/rural interface. Colorbond fencing is not supported. Adjacent rural landholders are not expected to pay for the erection and/or maintenance of common boundary fencing above a rural wire and post standard.
5. Additionally, a wildlife corridor is to be established on the rural zoned land immediately south of the proposed Kolodong residential zoned area, at the interface with the retained rural zoned land. This wildlife corridor will not only serve as a refuge and wildlife corridor that connects to the riparian corridor within the Precinct, it will also act as a visual buffer to the southern rural land and will provide a helpful wind break.
6. The exception to the provision of the southern buffer and wildlife corridor shall be the inclusion of a viewing park and promontory within the southern urban/rural interface, as shown on Figures 13.2, 13.3 and 13.5.



Figure 13.3: Location of Rural/Urban Interface 20 metre Setback

L13.9 Movement (Street, Pedestrian, Cycle and Bus) Networks

Objectives

1. To provide a safe, legible and interconnected network of streets which respond to the site topography and encourages walking and cycling and which provides a choice of alternate routes for vehicles;
2. To permit direct vehicular, pedestrian and bicycle access to Wingham Road and Kolodong Road, subject to a detailed traffic assessment being provided that demonstrates how safe and efficient local vehicular, pedestrian and cyclist movements can be

- achieved to service the proposed residential precinct, existing residents and other established land uses and which takes into account potential for increased vehicular movements over time;
3. To ensure local roads within the precinct are enhanced through the planting of street trees and to improve the pedestrian and cycling environment of the area.
 4. Local roads are to address internal frontages to public open space and private property wherever possible, contributing to protecting and enhancing the character of the site;
 5. To establish an internal local road network distinguished by well-vegetated, attractive streetscapes which are not dominated by driveways and garages;
 6. To integrate traffic, pedestrian and cyclist movements and access with the adjacent Taree Christian College to reduce the impacts of traffic congestion upon local residents;
 7. To provide for a public bus route that links the site to Taree and Wingham; and
 8. To promote a local road network that will ensure dwellings are located within a 400 metre or 5 minute walking catchment of the bus route and public open space.

Controls

1. The street, pedestrian, bicycle and public transport networks shall be designed and located in accordance with the Movement Network Plan in Figure 13.4.
2. No residential lot or road shall have direct permanent access to Kolodong Road south of the (unconstructed) Hallstrom Road.
3. Street trees are to be incorporated for every street within the precinct. Trees are to be selected from the Schedule of Street Trees included in the following Table 13.1.
4. An emergency vehicle exit is to be provided for use at times of declared bushfire hazard, in the location shown in Figure 13.4. Access to this vehicle exit shall be controlled by a locked gate under the management of Council and/or the NSW Rural Fire Service.
5. A direct vehicular, pedestrian and bicycle access link shall be provided to the Taree Christian College from the internal Precinct Collector Road for the subdivision, generally as shown in Figure 13.4.

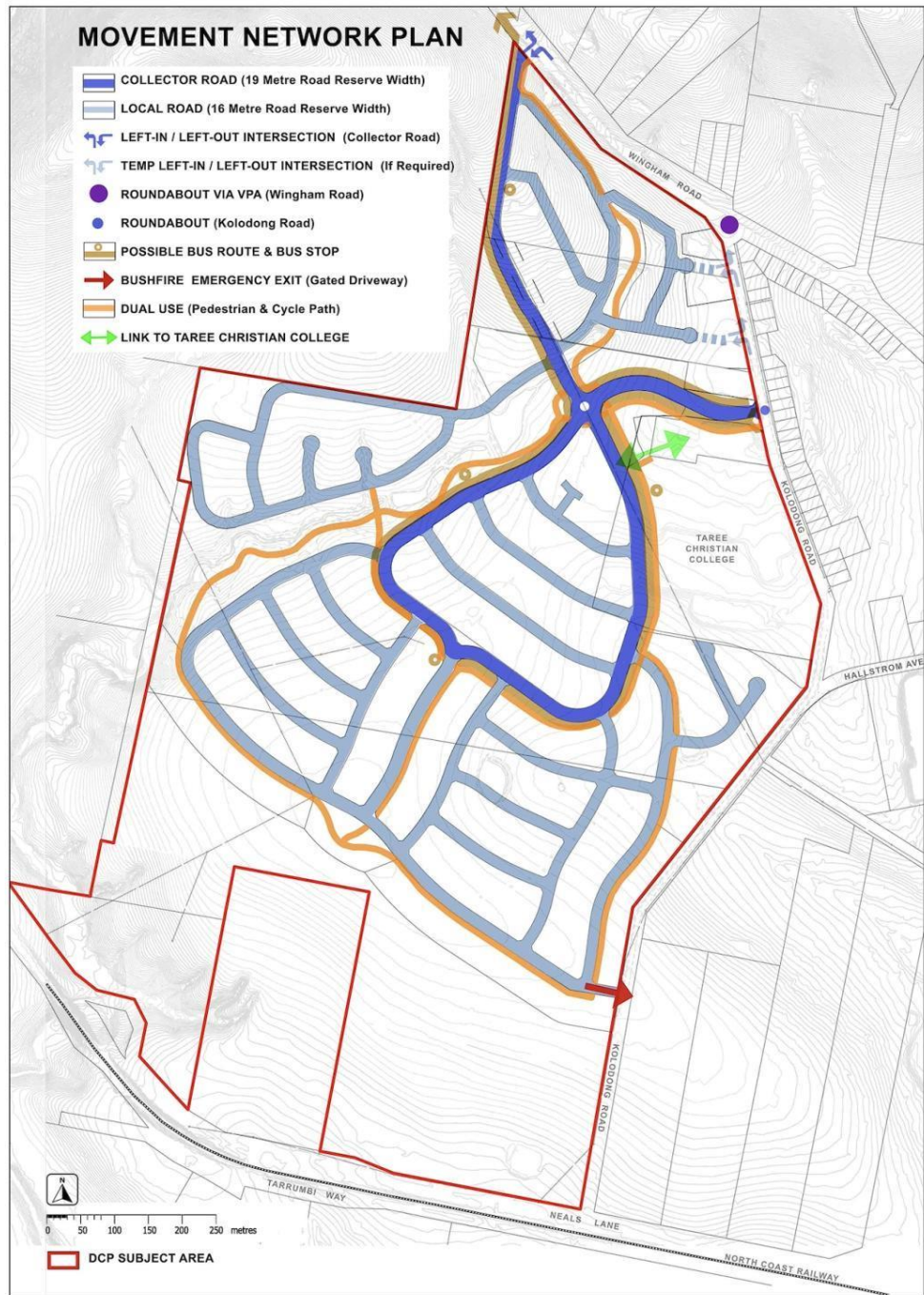


Figure 13.4: Movement Network Plan

Kolodong Precinct Planting Schedule		
Trees – Creek Area		
1.	<i>Syzygium paniculatum</i>	Magenta Cherry
2.	<i>Hymenosporum flavum</i>	Native Frangipani
3.	<i>Eucalyptus microcorys</i>	Tallowwood
4.	<i>Ficus macrophylla</i>	Moreton Bay Fig
5.	<i>Melia azedarach</i>	White Cedar
6.	<i>Ficus coronata</i>	Sandpaper fig
Trees - Feature		
7.	<i>Brachychiton acerifolius</i>	Illawarra flame tree
8.	<i>Castanospermum australe</i>	Moreton Bay Chestnut
Trees - Street		
9.	<i>Trisataniopsis laurina</i> 'Luscious'	Water Gum
10.	<i>Syzygium australe</i>	Lilly Pilly

11.	<i>Elaeocarpus eumundi</i>	<i>Eumundi</i>
Shrubs		
12.	<i>Banksia oblongifolia</i>	
13.	<i>Lomandra longifolia</i>	
14.	<i>Lomandra hystrix</i>	
15.	<i>Viola hederacea</i>	
16.	<i>Crinum pedunculatum</i>	
17.	<i>Themeda triandra</i>	

Table 13.1: Kolodong Precinct Planting Schedule

L13.10 Street types

Objectives

1. To provide a variety of street types that are designed for their intended function, are safe and that support the landscape and aesthetic objectives for the desired character of the precinct.

Controls

1. The specifications for street types shall be determined as part of the development application.
2. Street lighting shall be provided to Essential Energy standards and requirements.

L13.11 Parks and Public Domain

Objectives

1. To ensure that open space is of an appropriate quality to meet the recreational and social needs of the local community;
2. To achieve an interconnected shared pathway throughout the Precinct that facilitates walking and cycling opportunities;
3. To ensure that an attractive public domain and streetscapes are established which contribute to the visual quality of the site;
4. To provide the framework for the protection and enhancement of remnant vegetation and riparian corridors within the public domain;
5. To provide for the establishment of local parks and other open spaces with appropriate facilities that contribute to the sense of place;
6. To utilise open space for Water Sensitive Urban Design and stormwater management; and
7. To promote plant species selection and design which will minimise ongoing water and maintenance requirements.
8. Street landscape plantings are required throughout the entire Precinct. Street tree plantings are to create a clear sense of arrival at the primary entrance, are to extend along the primary road access to the Kolodong Precinct and are to differentiate the road hierarchy through selection and incorporation of appropriately sized and positioned tree plantings.
9. Street trees are to be selected for their attractive form and suitability to the specific required location, including the natural properties of that location, together with a view to the

established road hierarchy and are to be capable of performing well in varying conditions.

Controls

1. Local open space shall generally be located in accordance with Figure 13.5.
2. An interconnected shared pathway of 2.5m wide is to be provided throughout the Precinct, that connects to and through the riparian corridor, to the southern wildlife corridor and viewing area, Wingham Road, Kolodong Road and to the K-12 educational establishment on site.
3. An interactive and engaging playground shall be provided within the riparian corridor park comprising play equipment using low maintenance natural materials and elements.
4. A south facing sheltered seating and viewing area shall be provided along the southern R1 zone boundary.
5. Street trees shall be provided within all streets as indicated in Figure 13.5, at a maximum spacing of one tree per lot.
6. Public domain, street and park tree and shrub species selection and layout shall minimise ongoing water and maintenance requirements and add to the cooling of the streets and the Precinct.
10. Street tree selection shall be consistent with the Planting Schedule at Table 13.1 of this DCP.

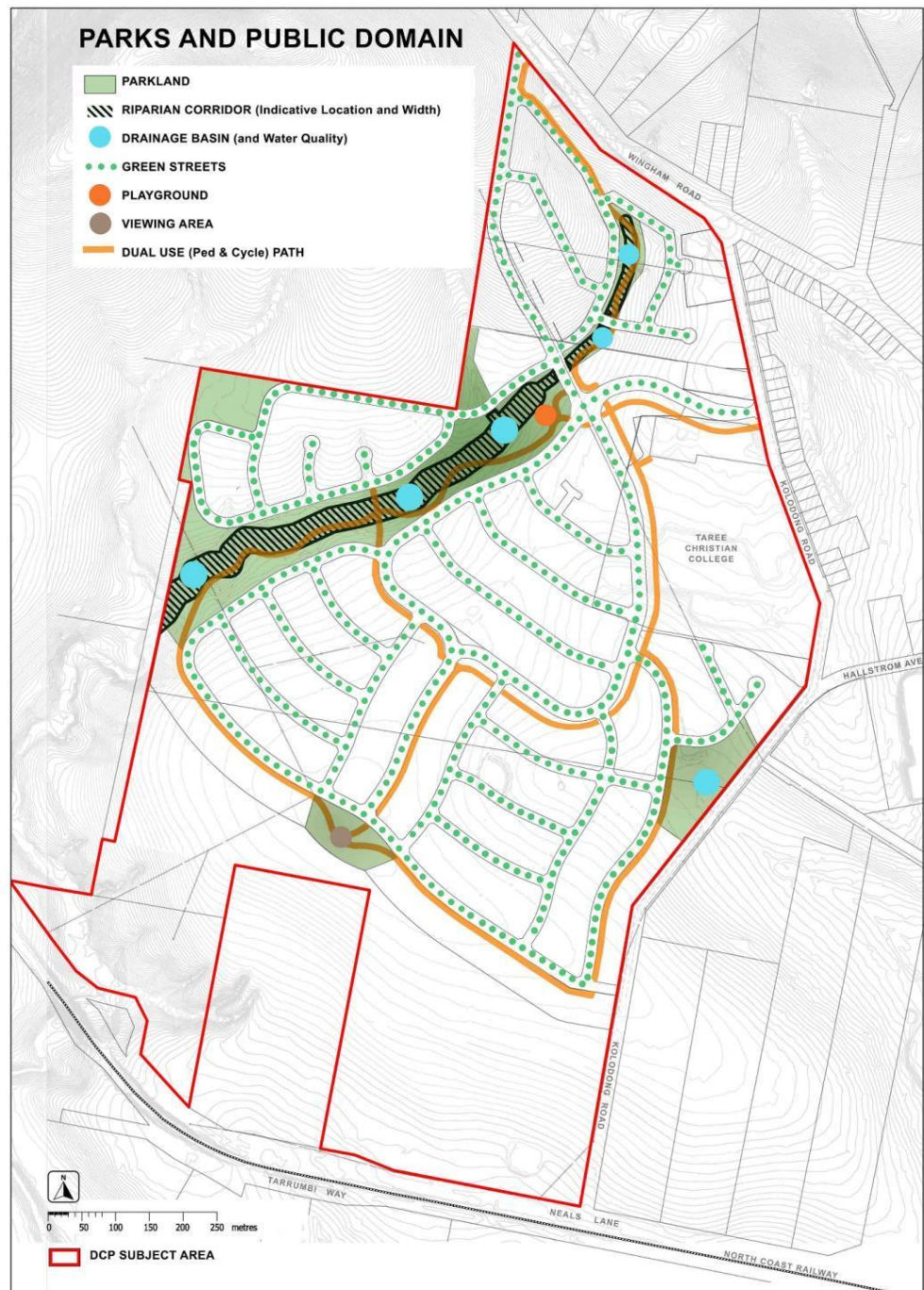


Figure 13.5: Parks and Public Domain Plan

L13.12 Environmental Conservation

Objectives

1. To ensure the protection of existing native vegetation on the western boundary in land zoned C2 Environmental Conservation through restrictions on the land title to preserve this vegetation in perpetuity;
2. To provide for protection and enhancement of the riparian corridor vegetation to contribute to the biodiversity, character and amenity of the Precinct;
3. To provide for the local movement of native wildlife (including the koala) at the southern extent of the residential precinct through the provisions of a wildlife corridor; and

4. To deliver improved ecological outcomes as identified in a detailed biodiversity assessment.

Controls

1. Environmental Protection measures for the Precinct shall be delivered in accordance with Figure 13.6.
2. The C2 zoned land shall retained in a single privately owned allotment. An 88B restriction shall be placed upon the title of this land to require the maintenance and rehabilitation of this vegetation in perpetuity and to prevent the removal of this vegetation without written consent from Council.
3. A wildlife habitat corridor with a minimum width of 50 metres shall be provided along the southern urban interface as shown in Figure 13.6.
4. The wildlife corridor shall comprise a mix of planted local native tree and shrub species to form a climax dry sclerophyll forest with grassy groundcover. The use of preferred local koala food tree species (Forest Red Gum, Tallowwood, Grey Gum etc) shall not occur at a density of more than 40 trees per hectare.
5. The riparian corridor shall be revegetated and / or improved in accordance with Office of Water and Council requirements and controls.
6. An 8.0 metre wide buffer approximately (being two rows of planting of native trees and shrubs; (not Koala feed tree species) shall be planted along the Wingham Road frontage and the area incorporated into an expanded road reserve corridor. Adequate depth should also be provided within this road verge to allow incorporation of a shared pathway (2.5m).
7. A biodiversity report and credit assessment that provide an improved ecological outcome for the community shall be submitted with any development application for subdivision.
8. Required offset measures shall be delivered in the locality of the development.
9. The loss of existing roadside trees along Kolodong Road shall be minimised.
10. The design and layout of the subdivision shall utilise an accurate survey of the locations of existing native trees of the land and incorporate their retention in street verges or other undeveloped areas at every possible opportunity.

L13.13 Stormwater Management

Objectives

1. To provide the drainage and treatment network for the protection of water quality and management of stormwater flows using Water Sensitive Urban Design Principals.
2. To use the location of existing water storage dams for the purpose of stormwater management.
3. To comply with the classification of the streams under the Guidelines for Riparian Corridors on Waterfront Land (NSW DPI 2012) in the design of future riparian corridor and location of water quality treatment and detention facilities.
4. To ensure post-development stormwater quality and quantity volume flows off site do not exceed pre-development quality and quantity flows.

5. To integrate water into the landscape to enhance ecological and visual outcomes.

Controls

1. The design and performance of the stormwater management system infrastructure shall comply with the Water Sensitive Urban Design measures of the Water NSW and MidCoast Council water quality objectives for the site (NorBE).
2. A stormwater management strategy is to be prepared for the site in accordance with Councils WSD Guidelines detailing how the subdivision achieves site water quality objectives.
3. Riparian corridor widths and design shall comply with the stream classification under Water NSW guidelines.
4. Stormwater detention and water quality treatment facilities are to be provided generally in accordance with Figure 13.5 (Parks and Public Domain Plan).
5. Permanent water storage within treatment basins shall be encouraged within the riparian corridor.
6. A riparian restoration plan is to be prepared to guide the revegetation of the riparian corridor incorporating local endemic species.



Figure 13.6: Environmental Protection Plan

L13.14 Bushfire Risk Management

Objectives

1. To provide a framework for the protection of property within the site from assessed bushfire hazard; and
2. To ensure that appropriate emergency access/egress is available for emergency personnel and residents.

Controls

1. Subject to detailed design at development application stage and referral advice from the NSW Rural Fire Service, the indicative location and widths of Asset Protection Zones (APZ) are to be provided in accordance with Figure 13.7 and:

- a. are to be located wholly within the Precinct;
 - b. may incorporate roads;
 - c. may be used for open space and recreation within private lots subject to appropriate fuel management;
 - d. are to be maintained in accordance with the Planning for Bushfire Protection 2019; and
 - e. may incorporate private residential land, but no dwellings are to be located within the APZ.
2. Where an allotment is affected by an APZ it shall be provided with additional depth and/or width to accommodate a dwelling with a private open space and the minimum required APZ as well as sufficient area to accommodate any other DCP requirements.
 3. Emergency access/egress shall be provided to an alternate evacuation route to the south of the site via Kolodong road in accordance with the Controls in Part 13.9 and Figure 13.4.

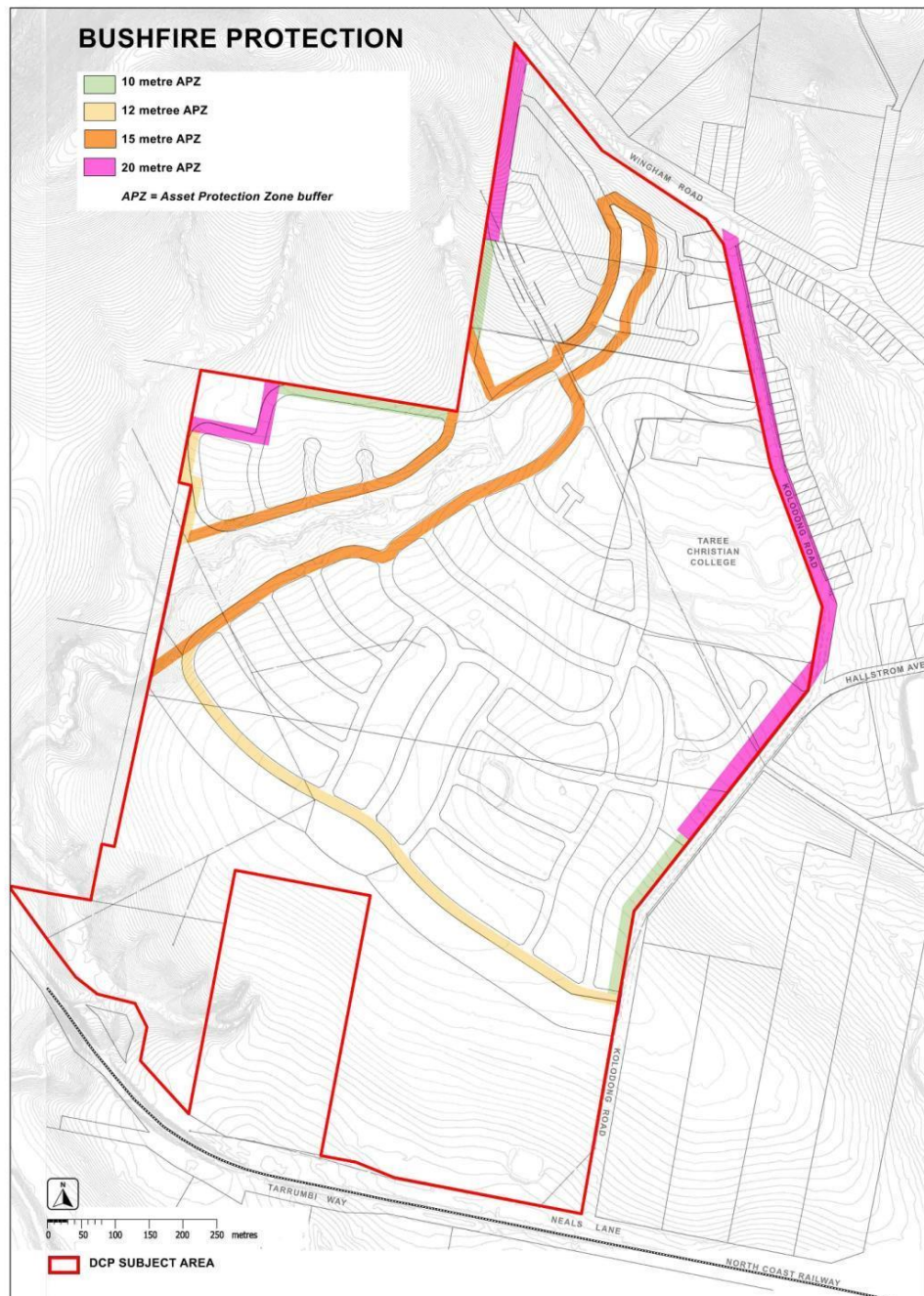


Figure 13.7: Bushfire Hazard Protection Plan

L13.15 Protection from Noise

Objectives

1. To account for adjoining industrial land uses and to set back dwellings from the noise source or utilise relevant measures to provide appropriate acoustic attenuation to proposed habitable buildings where determined necessary.

Controls

1. Houses are not to be located on land unduly affected by noise from the adjoining industrial precinct. An assessment considering the acoustic impact of nearby industrial uses on the easternmost

portion of the site is to be obtained and submitted with a development proposal for subdivision of that area of the Precinct.

L13.16 Protection from Odour

Objectives

1. To respect adjoining land uses and utilise relevant measures to provide appropriate barriers or buffer to proposed habitable buildings where determined necessary.

Controls

1. Any residential development on Lot 53 DP 1042462, Lot 54 DP 1042462 and Lot 61 DP 1252146 shall include sufficient setbacks or other design measures to ensure no adverse odour impacts from nearby industrial uses.
2. Either the absence of odour impacts or the suitability of proposed mitigations is required to be demonstrated through certified air pollution and odour reports.

L13.17 Staging and Infrastructure Sequencing

Objectives

1. To provide for a staged development of the Precinct that delivers an appropriate contribution to the available housing stock within the locality in accordance with Council's housing supply strategies and plans;
2. Precinct staging is to give high priority to the delivery and upgrade of infrastructure required to service the site, rather than focussing on the release of the individual lots;
3. To provide physical infrastructure for all water, sewer, electrical and telecommunication services that facilitates the orderly and staged development for the whole of the R1 zoned land in the Precinct;
4. To ensure provision of appropriate traffic management infrastructure including off-site upfront first stage roadwork upgrades, to ensure the safe and efficient movement of traffic from the outset of the Precinct's development;
5. To achieve the primary new urban subdivision access through an appropriate urban standard road that minimises removal of roadside trees; and
6. To minimise potential dust issues for the urban release site adjacent to the current unsealed section of Kolodong Road.

Controls

1. The road infrastructure required as part of Stage 1 of the Precinct development is:
 - a. Roundabout at intersection of Wingham/Kolodong Roads
 - b. Roundabout on Kolodong Rd providing access into Stage 1
 - c. Sewer Pump Station
 - d. Sealing of Kolodong Rd 100m past the proposed southernmost dwelling lot adjacent to Kolodong Road, to a rural standard

- e. Upgrade of Kolodong Rd between the 2 roundabouts to a sealed 11m collector standard with kerb and gutter on both sides
2. The road infrastructure to be constructed as part of Stage 2 is:
 - a. Temporary access onto Kolodong Rd which will later be turned into an internal subdivision cul-de-sac
 3. The road infrastructure to be constructed as part of Stage 3 is:
 - a. Temporary access onto Kolodong Rd which will later be turned into an internal subdivision cul-de-sac
 - b. Left in/left out access onto Wingham Rd
 4. Kolodong Road is to be upgraded to an 11m collector construction. Construction is to extend from the proposed roundabout on Wingham Rd to the proposed roundabout near the church. The required upgrade is to include an extension of kerb and guttering and pavement to meet up with existing Kerb and Guttering in front of 432 Kolodong Rd. Reason – large new urban subdivision requires access through an appropriate urban standard road. However, works are to minimise the removal of roadside trees for biodiversity and greening purposes.
 5. Upgrade the unsealed section of Kolodong Rd to the southern side of the school from the end of the existing seal to 100m past the proposed southernmost dwelling lot adjacent to Kolodong Road, to a rural sealed standard.
 6. Develop the subject site in stages in accordance with Figure 13.8 below.
 7. In the event that the staged development of the site does not occur in accord with Figure 13.8 following, then the proponent of the variation will be required to demonstrate how the staging objectives are to be satisfied, including the provision of first and subsequent stage roadworks of these controls.

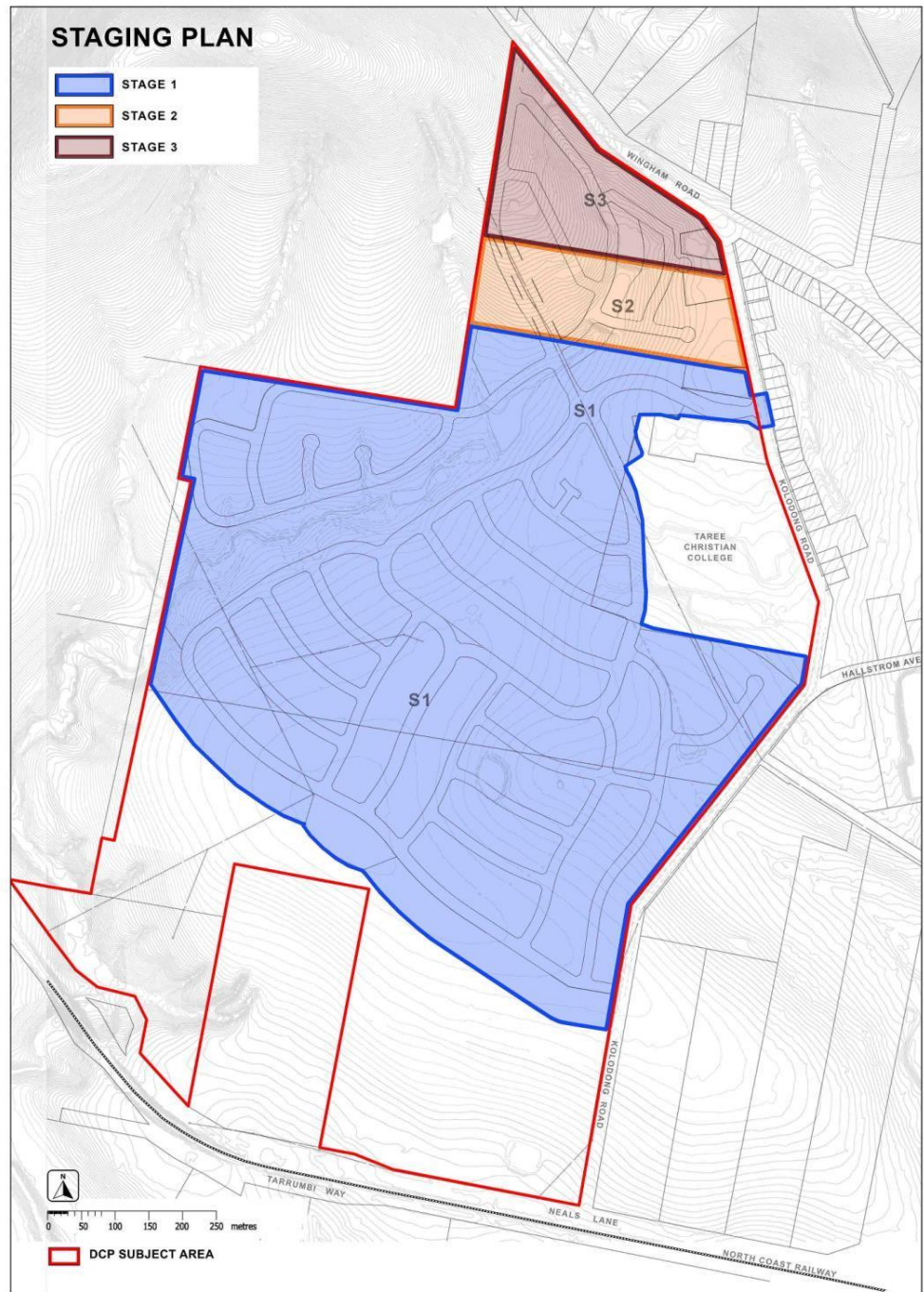


Figure 13.8: Staging Plan