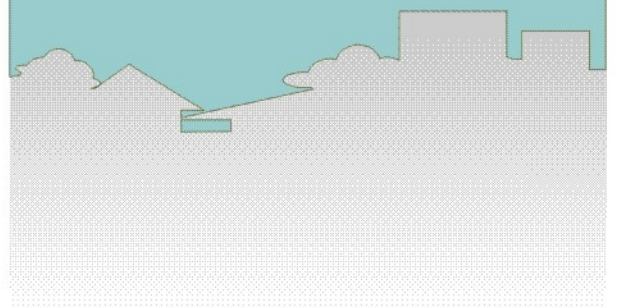


Part B

Character Statements



Greater Taree
CITY COUNCIL

PART B CHARACTER STATEMENTS

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B1 General

About this part:

This part identifies character statements for localities and areas within the Greater Taree Local Government Area.

Applies to:

Each Character Statement applies to the land as mapped.

Date adopted by Council:

14 October 2009

Effective date:

25 June 2010

Related Policy / Technical Manual:

Explanation

A Character Statement provides a schematic snapshot of a locality. It identifies the qualities and values of the locality, the nature of the built form, the environmental qualities, role in the hierarchy of localities and access to services. A character statement identifies what is unique to an area, what is valued and to be retained and provides opportunities for change to occur and in what form.

The Mid North Coast Regional Strategy provides the framework and hierarchy for regional towns and villages. This strategy should be read in conjunction with this DCP.

Objectives

- Character statements provide a context for a locality to guide future development within that locality.

Submission requirements

Applications are to consider and address the requirements of the Character Statement for your locality in any Development Application.

Note:
If your property contains a **heritage item or you are within a heritage conservation area**, additional guidelines may apply and this section is to be read in conjunction with Part F

B1.1 Major Regional Centre

B1.1.1 Taree

This part is intentionally blank. The character statement for Taree is yet to be drafted.

B1.2 Towns

B1.2.1 Wingham Town Centre

About this part:

This part identifies the character statement for the Wingham Town Centre locality.

Applies to:

The Character Statement applies to the land as mapped in Map 1.

Date adopted by Council:

16 May 2012

Effective date:

25 May 2012

Related Policy / Technical Manual:

Introduction

This Character Statement applies to the town centre at Wingham, as shown within the heavy dark line on Map 1.

Role of the Location

Wingham is widely recognised as a heritage town and provides a destination for tourists interested in heritage. It also attracts residents looking to live in a traditional country town that is not spoilt by modern developments. Wingham is also a gateway to the regions' western villages and rural localities.

Existing Character

The Wingham town centre is characterised by:

- A traditional shopping precinct (along Isabella and Bent Street). The older buildings are good examples of traditional commercial buildings with central entrances, large glass shopfronts and awnings over the footpath. These older buildings are generally constructed out of brick, often painted or rendered.
- A public building precinct (fronting Farquhar and Wynter Street) where many of the community's local services are located. The uses include the library, post office, police station, schools and churches. Many of the buildings are recognised as heritage items.
- A town green being Central Park which is an assembly place for the community. A range of activities take place in this park from markets, festivals and fairs, to recreational activities both passive (walking, informal sports use) and active (weekend cricket matches). The land also serves a historical and commemorative function.
- A Conservation Area in the Greater Taree Local Environmental Plan 2010, which recognises the grouping of the many historical buildings of Wingham.

Constraints

There is limited ability to expand commercial development in the future without impacting upon adjoining housing stock which itself is integral to the heritage character of the township.

The gateway to the town centre when approaching from Taree is not clearly defined and could be re-inforced through future developments.

Opportunities

Wingham's recognition as a heritage town will continue to be an attractor to visitors. The Manning Valley Historical Museum located in the town centre plays an important role in people understanding the heritage of the town and area.

The town centre is being revitalised with boutique accommodation, eateries and cooking schools, as well as becoming a hub for unique and antique shopping. These types of business activities will be built upon to further define the commercial character of the township.

Wingham is also the gateway to the mountains, a starting point for undertaking tourist drives up to the mountain forests, villages and tourist attractions.

Desired Future Character

Wingham town centre will continue to maintain its heritage and country town feel and remain a central meeting place for the community. This can be achieved by careful planning and preserving existing commercial buildings where possible and practical.

The traditional shopping precinct will continue its zero setback of buildings (front and side) with on-street or centralised parking being provided, rather than parking for each individual business. There will be a continuation of the theme of awnings over the footpaths supported by posts closer to the road pavement consistent with the style and colours of the heritage buildings in the town centre.

Gateways into this traditional shopping precinct will have buildings designed to ensure people entering the town centre either by car or walking are aware that they have entered the commercial hub for Wingham. The design will complement the traditional shop fronts and open up views to Central Park.

The public building precinct will continue to provide services to the local community. Any new buildings will need to respect the heritage buildings in this precinct.

Central Park will continue to be the focus for community events and recreation.

Performance Criteria

Traditional Shopping Precinct

New or replacement buildings will maintain the predominant zero setback to the main street frontage and side boundaries.

Onsite parking and service areas are not to be visible from the main street frontage.

Where shown as Street Awnings on Map 1, buildings will provide for the continuation of the theme of awnings over the footpaths. The form and design of street awnings should:

- unify the streetscape rather than being a response to the individual host building,
- extend across the entire building frontage,
- be compatible with the host building and surrounding streetscape, having regard to architectural style, form, finish, heritage significance and provision of continuous weather protection,
- employ uncomplicated, regular forms with simple detailing and concealed conduits, where possible, to reduce visual clutter,
- include design articulation to modulate long awnings, identify entrances and provide architectural expression,
- be of a suspended design, but a post-supported design may be used where necessary to achieve compatibility with an existing building or an existing post-supported street awnings in the immediate vicinity, or to conserve, restore, reconstruct or reinstate an existing or former awning having heritage significance (heritage report required),
- ensure street awnings and balconies are structurally capable of withstanding all likely loads, including self loads, live loads, impact loads, lateral wind loads and loads experienced during storms. Post-supported street awnings and balconies shall be capable of retaining structural integrity in the event of removal of any one post or, in the case of locations with high traffic hazard (such as corner lots), in the event of simultaneous removal of all or multiple posts,
- ensure the outer edge of the fascia is continuous with adjacent street awnings, is parallel to the kerb and incorporates cut-out segments to accommodate trees, where appropriate.

The dimensions of the awnings should provide:

- the fascia set back at least 200mm from the kerb and posts set back at least 600mm from the kerb,
- posts located so that they meet the requirements of relevant public utility agencies,
- the lowest part of the fascia at least 2700mm above the footpath,
- the underside and fascia to be generally continuous with adjoining street awnings and/or balconies,
- on sloping sites, street awnings that step down in horizontal steps to follow the slope of the street. Steps for design articulation shall be a maximum of 700mm,
- roof and ceiling pitch for awnings to be generally horizontal, up to 6 degrees maximum,

- additional kerb clearances for awnings or balconies located on road corners where taller vehicles (such as heavy vehicles) may bank when turning, particularly where there is a significant cross fall on the road.

Lighting shall:

- be provided below street awnings and balconies to supplement existing street lighting and spill lighting from shopfronts,
- be recessed into the awning under-surface, and all associated wiring and conduits shall be concealed,
- be readily accessible to facilitate regular maintenance,
- not be flashing.

Drainage of street awnings shall be designed to ensure that it does not interfere with pedestrian or vehicle traffic, nor create unsightliness. The awning roof shall drain towards the building so as to avoid gutters and downpipes at the kerb line.

A maintenance plan is to be developed and include:

- annual inspection of structural components,
- repainting every five years,
- regular maintenance to guttering and downpipes,
- regular cleaning and replacement of defective lighting, advertising or other deteriorated components of the awning; and
- regular cleaning of awning glazing, where installed.

New buildings should be designed and constructed to reflect the existing traditional shopping character. While modern building techniques and materials can be used, the style and finish (look and feel) of the buildings are to be consistent with adjoining or nearby buildings.

New or infill buildings are to ensure:

- adjoining buildings (particularly heritage buildings) are considered in the design of new buildings in terms of:
 - appropriate alignment to the street,
 - building heights when viewed from the main street,
 - setbacks of the building above the awning,
 - appropriate materials and finishes selection,
 - facade proportions including horizontal or vertical emphasis.
- horizontal elements of new buildings at the street edge, such as string courses, cornices, parapets, window sills and heads are to relate to those of existing buildings, particularly heritage buildings,
- new development in existing well defined streets (ie. Isabella and Bent Streets) is to complement existing buildings in the vicinity by incorporating large shopfront windows and central access. The selection of external materials and colours should be warm earthy colours, rather than primary colours or stark white,
- external walls should be constructed of high quality and durable materials and finishes with self-cleaning attributes, such as face brickwork, rendered brickwork, stone, concrete and glass. To assist articulation and visual interest, unrelievable expanses of any single material are to be avoided. Highly reflective finishes

and curtain wall glazing are not permitted above ground floor level,

- visible parts of side and rear boundary walls are to be treated with similar consideration to proportion, detailing and materials as to other elements of the façade,
- roof top structures such as air conditioners and solar panels are to be incorporated into the roof design and not visible from the main street frontage.

Advertising signs are to be typically located:

- on the front wall under the street awning, including on the windows,
- on the front wall above the street awning,
- along the fascia board on the outer edge of the street awning over the footpath, and/or
- as a hanging sign under the street awning.

Advertising is not to be illuminated or project above the building. Advertising needs to reflect the historical character of the town centre and form part of the building rather than being an add-on to the building. This can be achieved by signage:

- being painted onto the building,
- using individual letters attached to the buildings,
- being mounted on a suitable stiff substrate that does not warp or buckle when fixed to the building fabric. Signage must be mounted in a manner that respects the existing building fabric and articulated details. An edge detail or frame that integrates the signage with the building facade or awning fascia is required (exposed untreated edges are not acceptable),
- being framed to enhance the appearance; or
- using heritage colour schemes.

Public building precinct

Given the heritage significance of this precinct, any new buildings are to reflect the built form in terms of design, materials and colour. Being traditional public buildings servicing the local community, the built form will need to be detailed and have high quality finishes, clearly showing the prominence of the building in the streetscape.

Central Park

Ensure the open nature of the park is retained to enable the mix of recreational and community based activities that occur in the park.

Gateway sites

Buildings on corner sites are to address each road frontage with architectural emphasis and use of distinguishing architectural features and materials.

Street corners are to be emphasised with stronger design elements, such as increased wall height, positioning of entrance door way, use of parapet feature, etc.

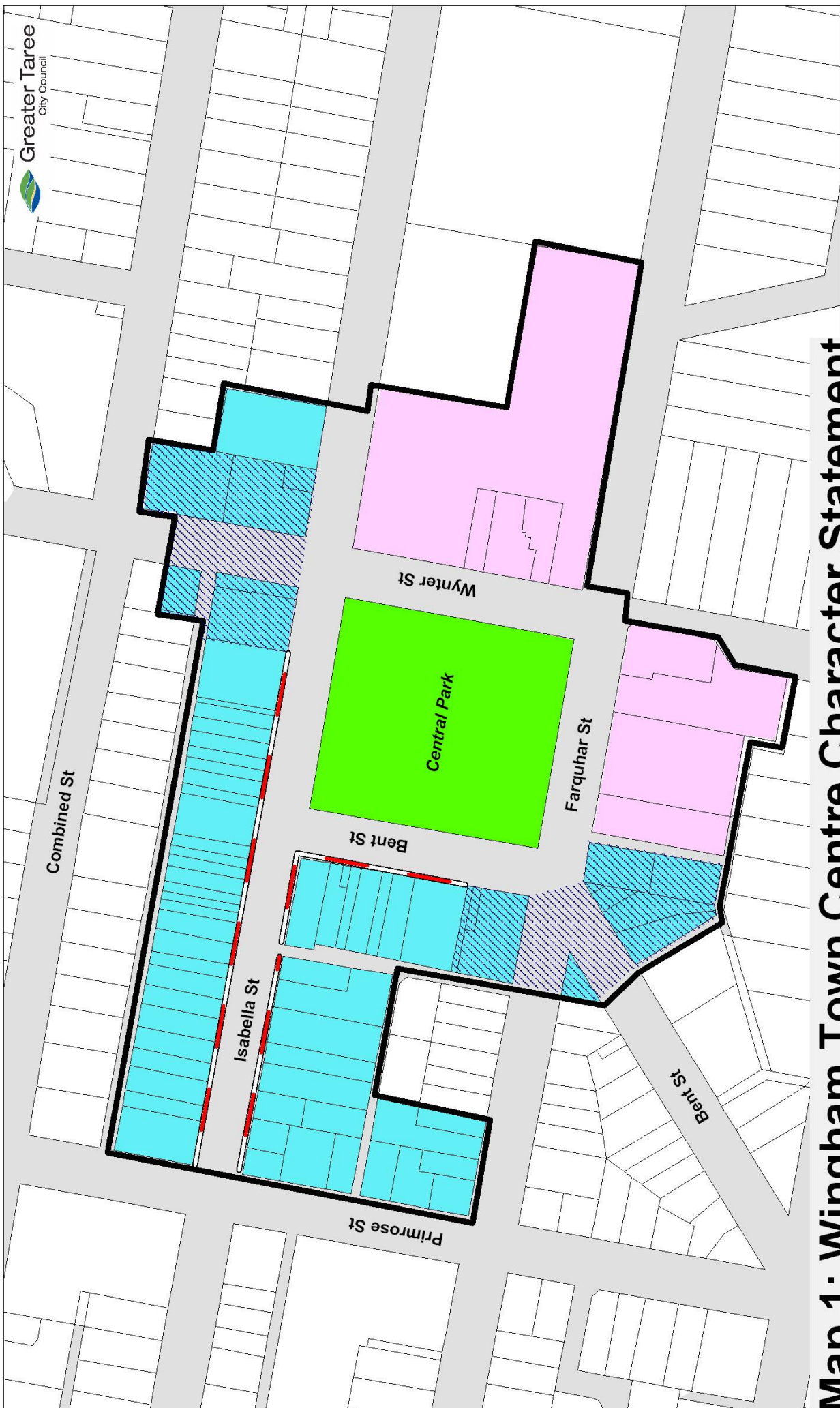
New development is to demonstrate how the development proposal addresses the gateway location and how the building has been designed to function as a gateway structure.

Road reserves







Any works within the road reserve (includes the footpath), other than awnings, will be consistent with:

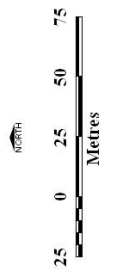
- the approved Wingham CBD Urban Design Plan
- Council's civil design and construction standards.

Note: Any works within the road reserve need to be approved under Section 138 of the Roads Act 1993.



Map 1: Wingham Town Centre Character Statement

-  Town Centre
-  Traditional Shopping Precinct
-  Public Building Precinct
-  Central Park
-  Gateway Sites
-  Street Awnings



B1.2.2 Old Bar

This part is intentionally blank. The character statement for Old Bar is yet to be drafted.

B1.3 Coastal Villages

B1.3.1 Wallabi Point

This part is intentionally blank. The character statement for Wallabi Point is yet to be drafted.

B1.3.2 Harrington

This part is intentionally blank. The character statement for Harrington is yet to be drafted.

B1.3.3 Crowdy Head

This part is intentionally blank. The character statement for Crowdy Head is yet to be drafted.

B1.3.4 Manning Point

This part is intentionally blank. The character statement for Manning Point is yet to be drafted.

B1.3.5 Hallidays Point

This part is intentionally blank. The character statement for Hallidays Point is yet to be drafted.

B1.3.6 Redhead

This part is intentionally blank. The character statement for Redhead is yet to be drafted.

B1.3.7 Blackhead

This part is intentionally blank. The character statement for Blackhead is yet to be drafted.

B1.3.8 Diamond Beach

This part is intentionally blank. The character statement for Diamond Beach is yet to be drafted.

B1.4 Inland Villages

B1.4.1 Tinonee

This part is intentionally blank. The character statement for Tinonee is yet to be drafted.

B1.4.2 Nabitac

This part is intentionally blank. The character statement for Nabitac is yet to be drafted.

B1.4.3 Lansdowne

This part is intentionally blank. The character statement for Lansdowne is yet to be drafted.

B1.4.4 Coopernook

About this part:

This part identifies the character statement for the Coopernook locality.

Applies to:

The Character Statement applies to the land as mapped in Figure 1.

Date adopted by Council:

2 December 2009

Effective date:

25 June 2010

Related Policy / Technical Manual:

The Coopernook Village Plan 2010

Introduction

This character statement applies to the village of Coopernook. The area is broken into three key areas, being the village core, village living and riverfront recreation, as shown on the following map.

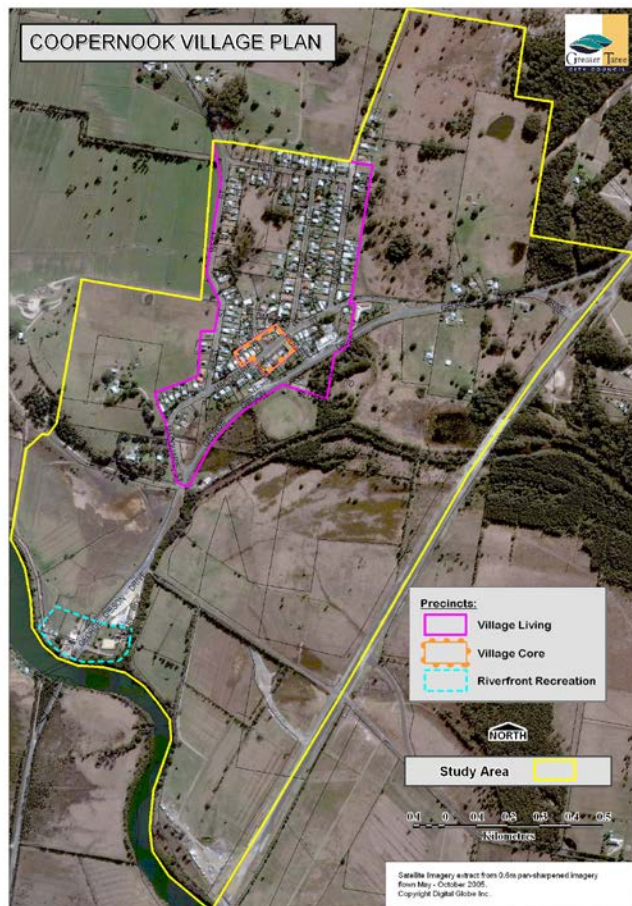


Figure 1- Area to which the Coopernook Character Statement applies.

Role of the Location

Cooperbrook is a small inland village located on the Manning Floodplain approximately 20kms north of Taree. The village generally provides basic services to the surrounding hinterland and village residents and offers rural village living opportunities.

Current Character

The existing character of Cooperbrook is influenced by a number of factors, including historic settlement patterns, the current zoning of the area, the hilly topography and natural environment including proximity to the Lansdowne River and surrounding State Forests and National Park.

The current character of Cooperbrook has developed in response to its traditional role as a highway service village. The businesses located along George Gibson Drive (formally the Pacific Highway) are aimed at the passing highway trade, and many of those businesses have experienced financial hardship since the highway bypass opened in 2003, drawing passing motorists away from the township. Evidence of this hardship can be seen in the condition of the commercial buildings along George Gibson Drive. Some are now vacant and in a state of disrepair.

Previous to Cooperbrook functioning as a highway service village, the main functions of the town were around the Lansdowne River area, with a focus on the maritime assets of the village. Boat building and timber milling were established in the 1800s taking advantage of the Lansdowne River frontage. In the early 1900s, Cooperbrook was the main trading centre for the surrounding satellite villages and by the mid 1900s had developed to serve the passing trade from the highway. There are many items of heritage value within Cooperbrook, and a conservation area is applied to part of the village.

The current character of the village is largely shaped by its disjointed layout, as it spreads out along two distinct areas; the riverfront area and the village area.

Cooperbrook comprises residential and semi-rural lots as well as supporting services including a general store, post office, produce store, motel, hotel and service station. The village area has a number of good facilities for local residents, including a park, memorial hall and sporting oval. Cooperbrook is spread out between two distinct areas, the riverfront area and the village area, of which there is approximately 800m of rural land dividing the two. Connecting the two areas should be encouraged in any future development within the village, to provide cohesion and connectivity between the two core areas of activity within the community.

A key role of Cooperbrook is to provide services to the surrounding rural/village community. The desired future character for Cooperbrook is a small rural village, with improved linkages between the village area and the riverfront area. Given the rural village and historical character of Cooperbrook, all new residential developments should respect this history in the built form and layout of lots.

Cooperbrook has the potential to provide a high level of amenities to attract visitors, both off the highway and locally, particularly to the

riverfront area, and will potentially develop as a highway service village and act as a rural destination for visiting and living provided that there are improvements to tourist signs and facilities.

Desired Future Character

Riverfront Recreation

The riverfront area currently consists of an informal carpark, boat ramp, historic wharf structure, natural and exotic woodland regrowth and a hotel. The riverfront area is located within a highly scenic setting that provides excellent access to the river for boats and a large area of foreshore for both active and passive recreation. The foreshore area is currently dominated by weeds, and is littered with debris from the old bridge and its abutments.

Although the riverfront area is spatially disjunct from the village core, there is a strong sense of community identification with the riverfront area; particularly in regards to the Hotel and its function as a social node for the community, and the historical significance of the old wharf and bridge sites. There is widespread recognition amongst the community that the riverfront area provides an excellent potential tourist and community destination which is currently underutilised.

Formalisation of the car parking area and boat ramp in front of the hotel would provide benefits through increased and safer parking, and boat access to the river, thus encouraging tourists.

Regeneration of the foreshore area through weed removal and provision of amenities and outdoor furniture would also encourage use of the riverfront area. A memorial cairn and interpretive signage to commemorate the location of the old wharf area has recently been completed by the Department of Commerce, and the Cooperbrook Action Group and Council are currently developing plans to regenerate the foreshore and remove weeds and rubbish.

Revitalisation of the foreshore area would open up, and encourage, access to this area to provide an insight to Cooperbrook's historic past. It is suggested that pedestrian access to the village core should start from this point, to capitalise upon Cooperbrook's natural and historic assets. It is also likely that improvement of the riverfront area and a clearly identified pedestrian link between the riverfront and the village core would bring renewed vitality to the village core.

Village Core

The village core within Cooperbrook evokes a strong sense of place and community amongst the local residents. The residents recognise the importance of the general store and post office and the cohesion that these places create within the community. Although these are the main nodal points within Cooperbrook, there is also recognition that the community hall, park, oval and service station are important community facilities, with the oval being another currently underutilised community asset. The vitality of the village core could be further improved through a linkage with the riverfront area. Any further commercial development within Cooperbrook should be restricted to the village core to further consolidate the function of this area.

Street furniture, footpaths and cycleways are noticeably absent throughout the entire village.

Macquarie Street

Macquarie Street is a typically wide rural village road, with wide grassed areas separating the road from the footpath. It is located within a heritage conservation area, with a number of heritage listed buildings fronting the street. Whilst the village core supports the essential services, it is also composed of a large number of private residences.

The land to the southern side of Macquarie Street is low lying and prone to flooding and a high water table, until it starts to rise from West Street to the north. The houses on the northern side of Macquarie Street are set close to the footpath, with a number being heritage listed, and characteristic of various federation styles of the early 1900s. Any further development within the Village Core should respect the heritage conservation values of the area including the existing scale and setbacks within the Precinct.

Village Living

In Cooperook the village living zone is the area of inner residential surrounding and supporting the village core. The village living area is composed of a variety of eclectic residential house styles and themes, with a relatively high number of heritage listed buildings in good condition. The streets in the village living area are fairly consistent, and have only slight differences in setbacks, the built form, streetscape and landscape; however they all fit within the character of a rural village on the NSW north coast.

Setbacks are large and verandahs face out on to the street as views are mostly experienced to the front of the properties. Properties are generally large, and houses are mostly of a modest size, with very few dominating the block, as is characteristic of more modern housing estates. The houses within the village living area are often located in the centre of the block, and often times have a detached garage to the side of the house, particularly in the case of the older style of residence.

Kerb and gutter is present at random locations throughout the village, generally on the higher side of the street. Petrie Street, in the centre of the village, is the only street with consistent kerb and guttering, and generally has the largest setbacks and the most modern residences. The residential component of the village is reasonably contained within a defined area, surrounded generally by working farms and floodplain.

Within the village living area, West Street essentially forms the western boundary, High Street forms the north, and Bangalow Road forms the east. The southern boundary of the village is currently along low lying George Gibson Drive, which has comparatively few residential dwellings.

A number of heritage listed buildings are located within West Street, and the residences face west to take advantage of the uninterrupted scenic views across the plain to the escarpment.

High Street is located generally along the highest part of the village, on a steep slope, and residences here are mostly designed to take advantage of the views to the escarpment, both west and north, with a number of elevated houses overlooking the surrounding land. Houses here tend to be larger and more modern than in West Street.

A number of weatherboard and fibro construction houses are located along all streets, with generous yards in a low density environment, though there is no consistent architectural character to the individual buildings, and many residences also appear to have been constructed during the post-war period.

Most houses have corrugated iron roofs, typical of rural villages along the NSW north coast region, and there is a distinct lack of two-storey residences, though those in lower flood prone areas are built up to be above flood level. Within West Street there is a distinct lack of brick and tile construction houses, though there are a small number of newer residences in this style within High Street, Petrie Street and Bangalow Road.

There is no consistency to fencing style or material (though the heritage listed buildings all have traditional painted wooden fences), and front fences are absent from many residences. Gardens are generally well established though are typically simple and sparse, with most yards open to take advantage of views, and driveways are generally informal or under-stated.

Cooperbrook should remain as a low density, quiet rural village, with improved connectivity between the riverfront and village core areas. The heritage importance of the area, and in particular the conservation area, should be respected when considering any new development within the village.

Many residences have aesthetically pleasing views over the floodplains and escarpment, and any expansion of the village living area should give consideration to height restrictions to preserve existing views.

The scale and bulk of any future buildings should be minimised to preserve the low density nature of the village, and natural vegetation should be maintained on the outskirts of the village wherever possible to minimise disturbance to hillsides and the floodplain.

Objectives:

- A continuous wall of development along any street should be avoided.
- Wide driveways and tall fences should also be avoided, and future dwellings should display a traditional 'street address', with verandahs, decks and living rooms visible from the roadway.
- A light weight appearance is preferable for all visible facades, including fencing, to minimise their scale and bulk.
- Although there is currently no consistent character to fencing, front fencing (if desired) should generally be low, see-through or constructed of hedges or shrubs.
- Wide garages that dominate the front facade should be avoided, and new buildings should have front setbacks similar to that of surrounding properties.
- Larger block sizes should be retained and newly built dwellings should not dominate the block; a general aim should be to maintain dwelling sizes no greater than two thirds of the total block size.

Performance Criteria

1. New commercial development will be limited to the area bounded by Macquarie Street, Henry Street, George Gibson Drive and the existing motel located between Macquarie Street and George Gibson Drive.
2. New or replacement dwellings will have a setback from the street boundary equal to or greater than that existing in the immediate neighbourhood.
3. The design of new or replacement dwellings will be compatible with the style existing in the immediate neighbourhood.
4. Attached garages will be set back a minimum of 1.5m from the front facade of the building and will occupy less than 50% of any site frontage.
5. Dual occupancy development will be considered only where the allotment is of sufficient size to ensure the low density character of the village will not be compromised.

B1.5 Small Villages

B1.5.1 Rainbow Flat

This part is intentionally blank. The character statement for Rainbow Flat is yet to be drafted.

B1.5.2 Krambach

This part is intentionally blank. The character statement for Krambach is yet to be drafted.

B1.5.3 Elands

This part is intentionally blank. The character statement for Elands is yet to be drafted.

B1.5.4 Johns River

About this part:

This part identifies the character statement for the Johns River locality.

Applies to:

The Character Statement applies to the land as mapped in Figure 2.

Date adopted by Council:

14 October 2009

Effective date:

25 June 2010

Related Policy / Technical Manual:

The Johns River Post Bypass Village Plan 2010

Introduction

This character statement applies to the Village of Johns River. The area is broken into three key areas, being the Village Core, Village Living and Rural Lifestyle, as shown on the following map.

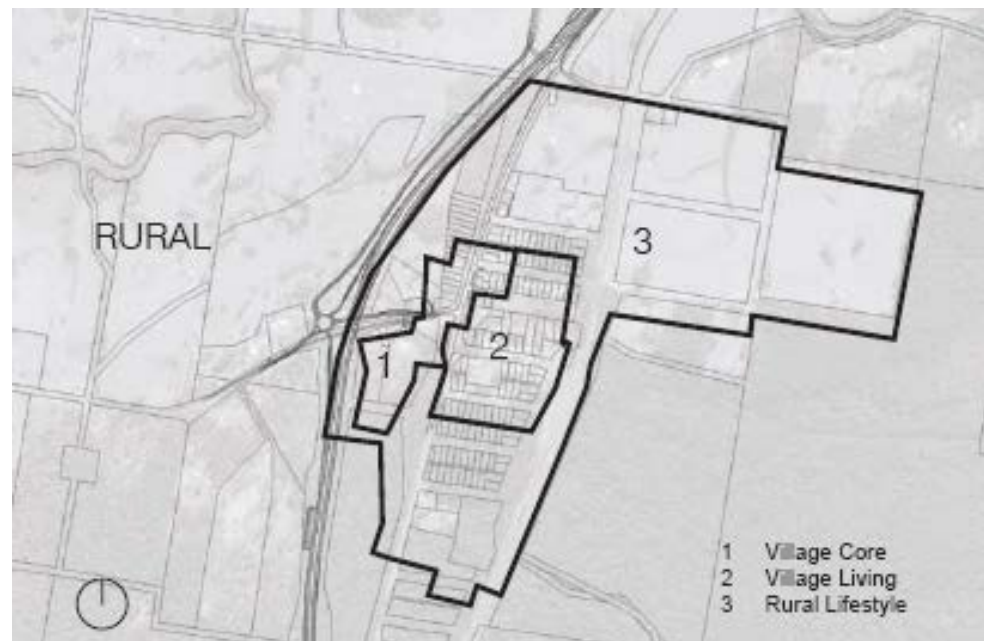


Figure 2 - Area to which the Johns River Character Statement applies

Role of the location

Johns River is a small inland village located between the major regional centres of Taree (20 minutes south) and Port Macquarie (30 minutes north). The Village provides basic support services (e.g. general store, public school, community hall, playground and tavern) to the surrounding hinterland and village residents.



Figure 3 - Aerial photograph of the Johns River Village

Current character

Constraints

Located between Taree and Port Macquarie, Johns River is a small inland village, comprising residential and semi rural lots and support services including a general store.

The existing character of Johns River is influenced by a number of factors, including the historic settlement patterns in the area, the current zoning of the area, the topography and natural environment including the surrounding Johns River State Forest and Crowdy National Park and the key features of the Middle Brother State Forest and National Park. The current character of the village itself is also largely shaped by two dividing factors; The Main North Coast rail line, which creates an eastern end to the Village, and the Pacific Highway, which dissects the town along an east/west axis. The Pacific Highway upgrade will result in traffic by-passing the village from 2009/10.

Opportunities

The overall direction for Johns River must ensure the long term viability of the village, maintaining the residential and commercial base, school and support services provided for village and hinterland residents.

The village is located at the northern gateway to the Greater Taree City Council local government area and with the removal of traffic from the main road through the village, opportunities exist to strengthen the bushland village character and promote Johns River as a tourism gateway to Greater Taree, National Parks and beaches, providing day trip opportunities for residents of Taree and Port Macquarie and overnight accommodation (e.g B&B) for travellers.

The village has well known community markets and antique markets with a long established history, key community facilities and services that may attract travellers off the highway. The village is also supported by a strong and active community.

Heritage considerations

Johns River has a historic association with the local timber, logging and dairy industries; however, there are no heritage items in the Johns River Village.

Bulk / Scale / Form / Density Colours / Textures / Materials

Current land uses reflect the growth and development of the village over time. Street layout is the common rectilinear form. Outside the commercial area, residential lots are large (more than 1000m²), reflecting the traditional lot format and size of a semi-rural location. Housing types are single storey, timber framed, frequently with weatherboard or fibro-cement sheeting cladding.

Edges / Boundaries

The village is edged to the south and partly to the north by extensive areas of heavy vegetation and surrounding state forest.

To the east the village is edged by the railway and to the west will be edged by the new highway bypass.

Future expansion of the village may be constrained by these edge boundaries.

Focal Points / Nodes

Currently the Community Hall and Oval, the General Store and the Tavern are the key focal points of the village. These are all in the village core area and provide a sound basis for consolidating the core economic, recreational and cultural activity of the village.

View corridors

The Village of Johns River enjoys views to the Brother Mountains from most areas within the village. The natural backdrop of mountains and bushland is a defining feature of the village character.

Vegetation attributes

Johns River contains and is surrounded by extensive areas of native vegetation and natural bushland.

Spaces – Public / Private

The key public spaces at present include the community hall and associated oval and playground areas as well as the local school. There are many opportunities to enhance and better connect these areas.

Desired Future Character

Located between Taree and Port Macquarie, Johns River is a small inland village, comprising residential and semi rural lots and support services including a general store.

A key role of the village is to provide a service centre for the Rural / Village community. The desired character for the village is a small scale bushland village surrounded by National Parks and Johns River State Forest.

It is envisaged that the basic services provided for the local / rural communities will be strengthened within a pedestrian friendly village environment. The Village of Johns River demonstrates a commitment to ecological living principles.

Respect must be shown in all new residential developments, in regards to established setbacks, fencing and landscape patterns.

New Community/commercial developments will be within and reinforce the village core.

The Village of Johns River provides a high level of amenities to attract visitors off the Highway and will develop as a highway service village and attractive rural destination.

Village Core

The Village Core of any rural centre is one which creates and attracts a strong sense of vitality and place amongst the residents. This strong sense of village identity extends past the immediate village area and into the surrounding rural areas, both to the east and the west of the proposed village bypass.

Within Johns River the Village Core is largely defined by three key areas. The first of these is the community hall and playing field, located to the north of the village. The second is the central general store / petrol station as well as the residential dwellings fronting the Pacific Highway. The third key area is the stretch of Stewarts River Road incorporating the existing bus stop and turning circle and the Tavern.

Large setbacks on the western side of the Pacific Highway provide off highway parking and access to the general store. With the future reduction in traffic resulting from the bypass operation, the opportunity exists for creation of a more defined Village Core. The area could be paved and landscaped to define the village commercial centre, encouraging pedestrian access and use. Paving could lead to the community hall and playground with safe crossing locations developed in the village core. The playing field area would benefit from the installation of playground equipment.

The tavern and bus turning area are located within the village core but on the opposite side of the Pacific Highway from the other elements in the village core. Pedestrian movement within the core would be enhanced by the provision of structures to improve pedestrian safety.

Enhancement of pedestrian facilities and provision of destinations (e.g. playground at the playing fields) would encourage pedestrian activity and contribute to revitalisation of the village core. Additional business uses (e.g. café, bakery) would benefit the village viability.

Village Living

In Johns River the village living zone is the small area of inner residential surrounding and supporting the village core. The village is of a scale that the character of the streets may be considered separately. The Village Living area is composed of a variety of residential house styles and themes. Each street in the Village Living zone appears to have a consistent character associated with it, although the details of the character can vary depending on what side of the street is being

examined. In order to gain a full appreciation of the existing Village Living character, the main residential streets have been examined:

John Street

John Street forms the natural southern limit of the Village Living zone. The land to the southern side of the street is largely comprised of an established area of vegetation which forms a natural buffer to between the rural living and village lifestyle zones. This is reinforced by the unformed road surface and the large setback between the small number of houses and the road itself. The large area of open space fronting John Street (comprising the school playground) reinforces the nature of John Street as a transition from Village Living to Rural Lifestyle.

Station Street

Station Street is a key residential street within the Johns River Village. Two distinct characters are present along this street. The north western corner with the Pacific Highway is occupied by a large vegetated reserve area. West of this, the northern side of the street has a consistent built form, with a wide road reserve and the deep front setbacks to single storey timbered framed dwellings. The setback has allowed for the establishment of clumps of native vegetation, contributing to the semi-rural feel of the street. This is reinforced by the rural style of fencing that some residents have erected in the area. Houses on the southern side of the street do not experience the wide road reservation but still enjoy a deep setback and established private gardens.

Thomas Street

Thomas Street fulfils a vital role linking the Village Living and Village Core areas with the forestry and logging areas to the east of the railway line. Thomas Street is sealed. Kerb and guttering is not present. Houses on Thomas Street are single storey timber framed, weatherboard or fibro-cement clad. Setbacks are of 5 to 10 metres. Fences, where present, are of a rural style, namely post and rail or vertical pickets. Double garages are present, generally on the setback of the dwelling, and accessed via concrete or grass driveways

Village Living Conclusion

While the streets in the Village Living area have variations, particularly in setbacks, the built form, streetscapes and vegetation combine to create a semi-rural village character. The salient visual feature of the village living area is the absence of brick as a building material and the predominance of timber-based fencing styles in preference to metal fencing products. The village is characterised by low scale and low density.

Rural Lifestyle

The Village of Johns River is surrounded by a large area of rural and semi-rural properties. This Rural Lifestyle area is bordered by the proposed Pacific Highway bypass to the west, the railway line to the east, Wharf Road to the north and the former petrol station to the south. The character of this area is strongly defined by the tradition of maintained farmland flanked by large areas of bushland. This character is maintained through the use of avenue plantings on Wharf Road using non-native species. This style of planting also creates a separation between the Village Living zone and the Rural Lifestyle zone on the southern edge of the village.

The rural character of the area is maintained by unsealed roads, traditional avenue tree plantings and rural fencing. Large lot sizes result in housing being setback from the road and not impacting on the rural streetscape or character of the area.

B1.5.5 Upper Lansdowne

This part is intentionally blank. The character statement for Upper Lansdowne is yet to be drafted.

B1.5.6 Hannam Vale

This part is intentionally blank. The character statement for Hannam Vale is yet to be drafted.

B1.5.7 Moorland

About this part:

This part identifies the character statement for the Moorland locality.

Applies to:

The Character Statement applies to the land as mapped in Figure 4.

Date adopted by Council:

18 August 2010

Effective date:

27 August 2010

Related Policy / Technical Manual:

The Moorland Village Plan 2010

Introduction

This character statement applies to the locality of Moorland, a hinterland locality established on the Manning River Floodplain approximately 25km north of Taree. For the purposes of this statement, the locality is broken into three key areas, being the Northern Precinct, Southern Precinct and Rural Precinct, as shown on the following map.

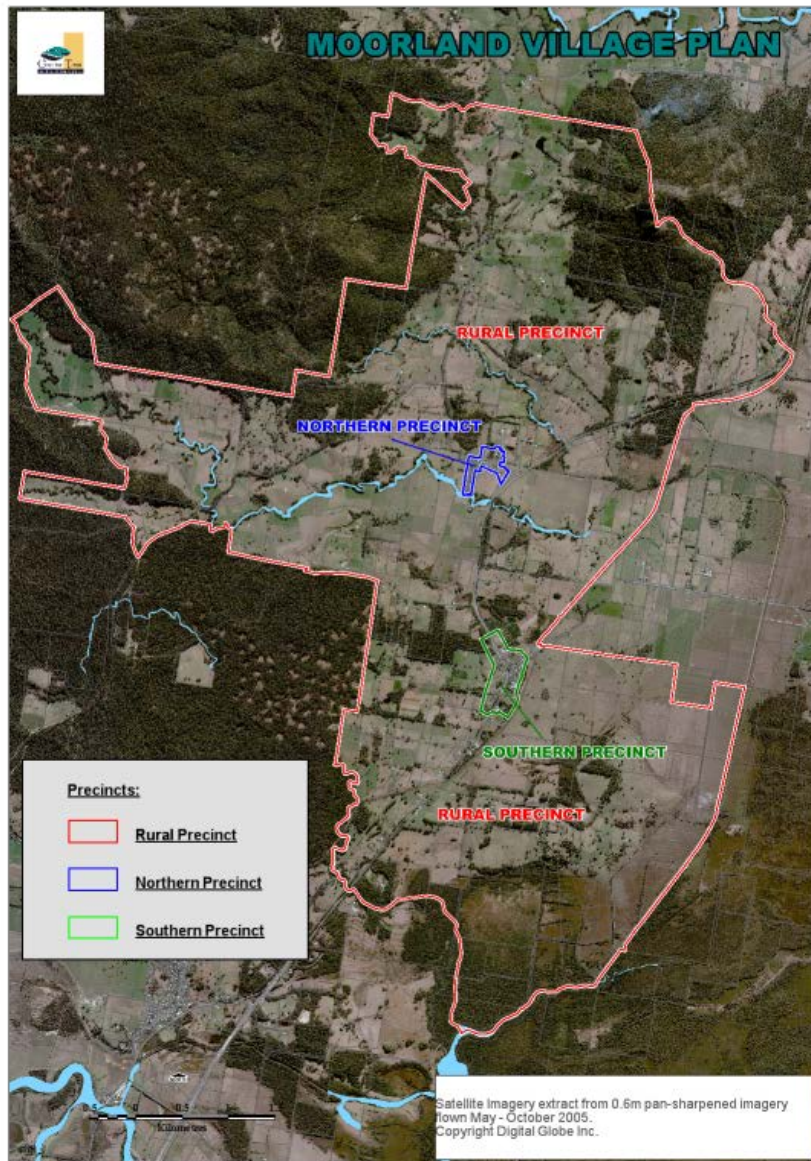


Figure 4 - Area to which the Moorland Character Statement applies.

Role of the Location

The Moorland Locality offers a variety of rural and village living opportunities and provides services to its resident and also the wider surrounding hinterland.

Current Character

The existing character of Moorland has been influenced by a number of factors, including historic settlement patterns (associated with the Pacific Highway), the current zoning of the area, the surrounding hilly topography, rural and agricultural landscapes and natural environment including proximity to State Forests and National Parks and environmental constraints such as lowland flooding.

The current character of the Moorland Locality is largely shaped by its disjointed layout, as it spreads out along two distinct areas of the Northern and Southern Precincts, of which there is approximately 2 kilometres of rural land (incorporating the Rural Precinct) dividing the two. In addition, the location of the upgraded Pacific Highway between

the two village precincts provides a major physical constraint to connectivity within the locality.

Moorland's residential and semi-rural lots support services including a café, general store, service station, primary school, community hall, sports grounds, post office, light industry and agricultural outlets. Additionally, the rural hinterland area of the locality supports small scale agricultural and tourist business and industry.

The three village precincts of the Moorland Locality are detailed below.

Northern Precinct

The Northern Precinct character area includes formal low density residential land use along Church Street, James Street and Hannam Vale Road. The Northern Precinct is composed of a variety of eclectic residential house styles and themes. The streets in the village area are fairly consistent, and have only slight differences in setbacks, the built form, streetscape and landscape; however they all fit within the character of a rural village on the NSW Mid North Coast.

Properties are generally large, and houses are mostly of a modest size, with very few dominating the block, as is characteristic of more modern residential areas. The houses within Moorland are often located in the centre of the block, and oftentimes have a detached garage to the side of the house, particularly in the case of the older style residences. Building materials used in residential houses within Moorland include weatherboard and some brick. Most houses have iron roofs. This theme is also repeated throughout the Southern Precinct.

Kerb and gutter is noticeably absent throughout the Northern Precinct. The residential component of the Northern Precinct is reasonably contained within a defined area, surrounded by working farms, floodplain and state forest.

The existing character of the Northern Precinct conveys a strong sense of place and community amongst the local residents. The residents recognise the importance of key community facilities such as the local school, sports fields, community hall and post office and the cohesion that these places create within the community. These key community facilities represent a sub-precinct of the locality that provides many services and facilities that are critical to the wider community.

Southern Precinct

The Southern Precinct is of similar character to the Northern Precinct in that it has evolved as a rural service locality. However, it can be noted that this Precinct has also been heavily influenced by the Pacific Highway that had previously bisected the Precinct.

The current character of the Southern Precinct of Moorland has developed in response to its traditional role as a highway service village. The businesses located along the Old Pacific Highway are generally aimed at the passing highway trade and many of those businesses have experienced financial hardship and even closure following the opening of the Moorland Bypass in early 2010.

Subsequently, in addition to maintaining the rural character of the Village and improving amenity through the implementation of this

statement, there is also a need to redefine the area as a community orientated Precinct rather than simply as a highway service village.

Setbacks, housing styles and building materials throughout the Precinct are of similar nature to the Northern Precinct. A number of weatherboard and fibro constructed houses are located along all streets, with generous yards in a low density environment. Many residences also appear to have been constructed during the post-war period though there is no consistent architectural character to the individual buildings.

There is no consistency to fencing style or material and front fences are absent from many residences. Gardens are generally well established, typically simple and sparse with most yards open to take advantage of views. Driveways are generally of an informal or modest nature.

The Southern Precinct also provides a number of services to the local community including a convenience store, service station, nursery, orange juice factory and various other small scale rural industries.

Rural Precinct

The Rural Precinct is an important part of the Moorland community as it defines the character and qualities of the locality to residents and visitors to the area.

Many of the rural holdings within this Precinct enjoy uninterrupted scenic views across the floodplain to the escarpment, South Brother Mountain and other rural and forested landscapes.

The Rural Precinct currently supports small scale businesses such as bed and breakfast accommodation, cafes, craft stores, road side stalls and nurseries. Such businesses and ongoing farm operations are crucial to the economic viability and sustainability of the Moorland locality.

The Rural Precinct provides the opportunity for the growth and development of small scale agricultural and tourism enterprises to provide a source of income for residents, while also providing an alternative lifestyle choice to suburban living in adjacent villages and towns.

Desired Future Character

The desired future character of Moorland is that of a low density, quiet rural locality, with improved connectivity between the village precincts. Given the rural/village character of Moorland, all new development should respect its history, built form and layout.

Moorland has the potential to provide a high level of amenities to attract visitors due to the unique character of the locality and the surrounding environmental attributes. This will allow the locality to develop as a rural destination for visitors and residents provided that there are improvements to general amenity of village areas and promotion of local services and points of interest.

The community sub-precinct within the Northern Precinct of the locality will be preserved and enhanced to ensure that the community association with this area is maintained and strengthened. Enhancement of this Precinct will be achieved through improving formal pedestrian connectivity, improving existing facilities such as the

community hall and sports fields and improving village amenity through tree planting and urban renewal.

Character and amenity will be enhanced throughout the remainder of the locality through tree planting, urban renewal and the redefinition of public infrastructure within the Southern Village Precinct. In relation to the Southern Precinct, these actions will integrate the Precinct into a community orientated rural village to provide a more community orientated environment for residents and visitors.

Improvement of the cohesion and connectivity between the North and South Village Precincts through safe pedestrian and motorist links must be encouraged into the future. This will ensure that all residents have easy and safe access to the community services provided in the north of the locality following the establishment of the Moorland Bypass.

Economic development should also be promoted throughout the locality through facilitating the expansion of local small scale businesses through mechanisms such as appropriate land use planning and business promotion.

Many residences have aesthetically pleasing views over the floodplains or escarpment, and any intensification or change in land use within the area should give consideration to height restrictions to preserve existing views.

Economic development and growth within the rural precinct should be confined to small scale agricultural based activities and small scale tourism so as to preserve the existing qualities of the locality while facilitating enhanced community development and wellbeing.

Natural vegetation should be maintained throughout the locality in order to ensure the ongoing preservation of the natural environment and maintain and strengthen the association of the locality with surrounding natural areas, including State Forests and National Parks.

Objectives:

- Further fragmentation and alienation of resource lands through subdivision should be avoided within the Rural Precinct to sustain the viability of agricultural activities.
- The scale and bulk of any future buildings should be minimised to preserve the low density nature of the locality.
- Wide driveways and tall fences should also be avoided and future dwellings should display a traditional street address, with verandas, decks and living rooms visible from the roadway.
- A light weight appearance is preferable for all visible facades, including fencing, to minimise their scale and bulk.
- Front fencing (if desired) should generally be low, see-through or constructed of hedges or shrubs.
- Wide garages that dominate the front facade should be avoided, and new buildings should have front setbacks similar to that of surrounding properties.
- Larger block sizes should be retained and new buildings should not dominate the block.

Performance Criteria:

1. New or replacement buildings will have a setback from the street boundary equal to or greater than that existing in the immediate neighbourhood.
2. The design of new or replacement buildings will be compatible with the style existing in the surrounding area.
3. Attached garages will be set back a minimum of 1.5m from the front facade of the building and will occupy less than 50% of any site frontage.
4. Dual occupancy development will be considered only where the allotment is of sufficient size to ensure the low density character of the village will not be compromised.

B1.5.8 Bobin

This part is intentionally blank. The character statement for Bobin is yet to be drafted.

B1.5.9 Croki

This part is intentionally blank. The character statement for Croki is yet to be drafted.

B1.5.10 Killabakh

This part is intentionally blank. The character statement for Killabakh is yet to be drafted.

B1.5.11 Wherrol Flat

This part is intentionally blank. The character statement for Wherrol Flat is yet to be drafted.

B1.5.12 Marlee

This part is intentionally blank. The character statement for Marlee is yet to be drafted.

B1.5.13 Mount George

This part is intentionally blank. The character statement for Mount George is yet to be drafted.

B1.5.14 Burrell Creek

This part is intentionally blank. The character statement for Burrell Creek is yet to be drafted.

B1.5.15 Dyers Crossing

This part is intentionally blank. The character statement for Dyers Crossing is yet to be drafted.

B1.6 Rural residential lands

This part is intentionally blank. The character statement for rural residential lands is yet to be drafted.

B1.7 Rural lands

This part is intentionally blank. The character statement for rural lands is yet to be drafted.