

F.5 - Gillieston Heights Urban Release Area



Figure 18: Gillieston Heights Urban Release Area.

DESCRIPTION

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

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

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

Riparian areas adjacent to existing water courses will be retained and enhanced as part of the water cycle management of the release area and existing dams on site will be used wherever practicable as water quality devices treating water prior to discharge into receiving waterways.

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

PRECINCT PLAN

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

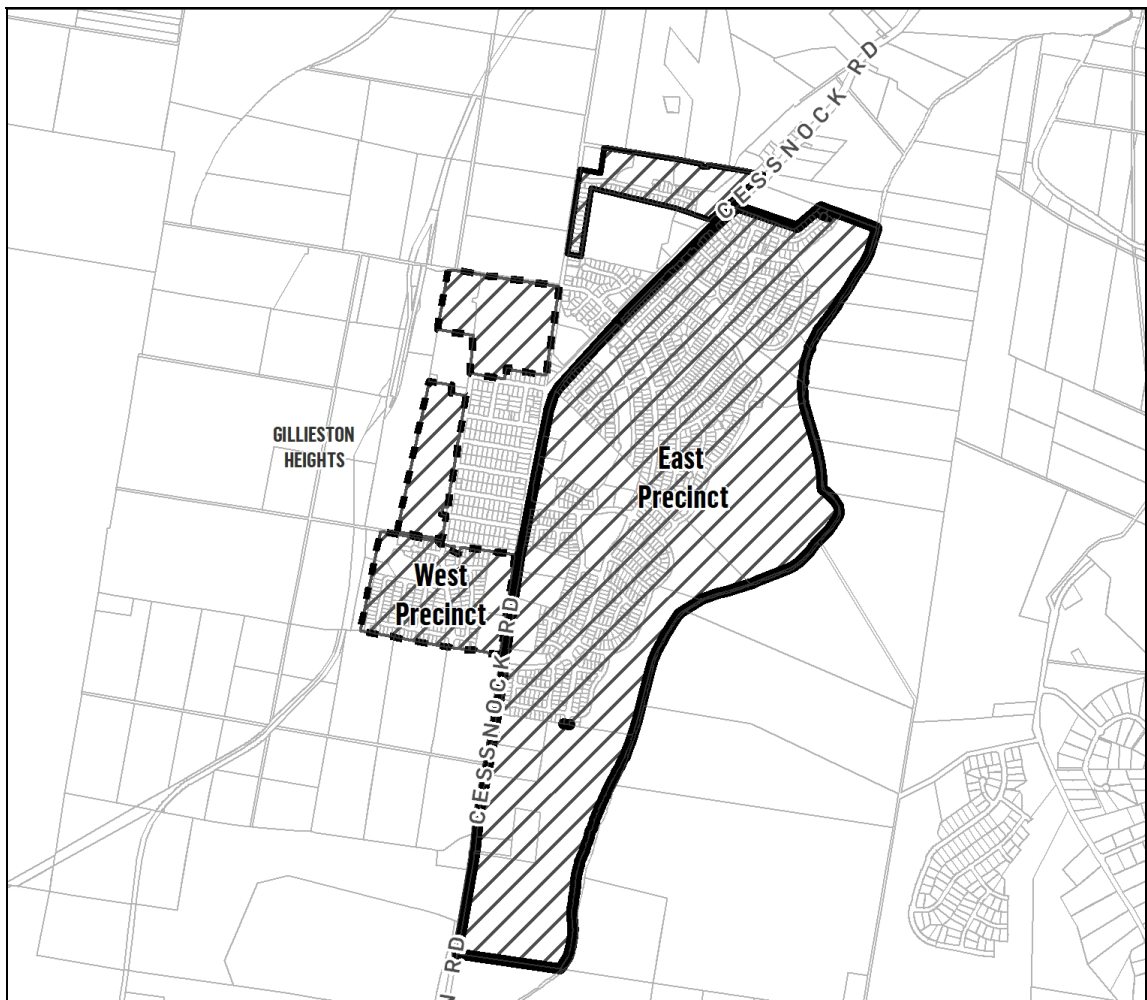


Figure 19: Gillieston Heights Precinct Plan.

STAGING PLAN

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

Objectives

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

Development controls

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

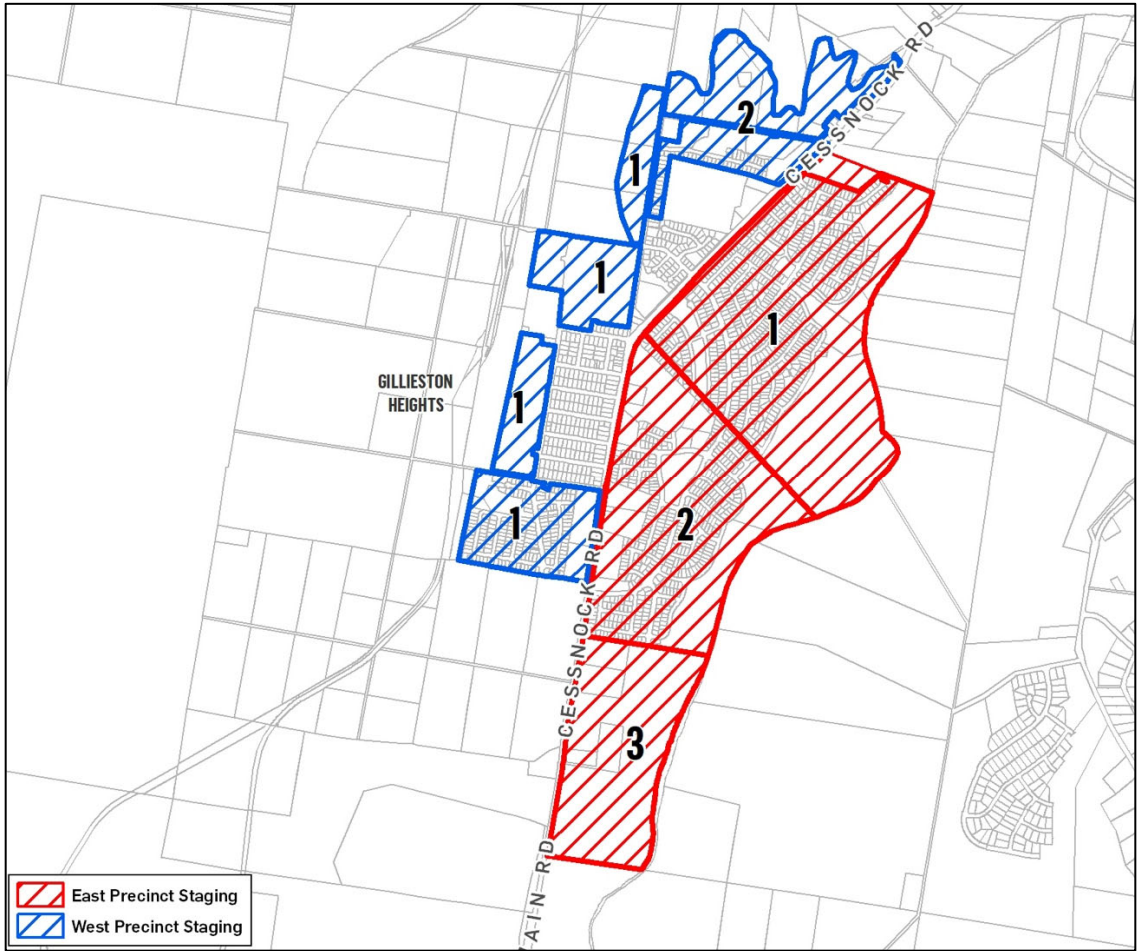
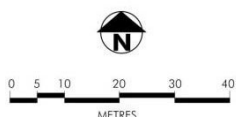
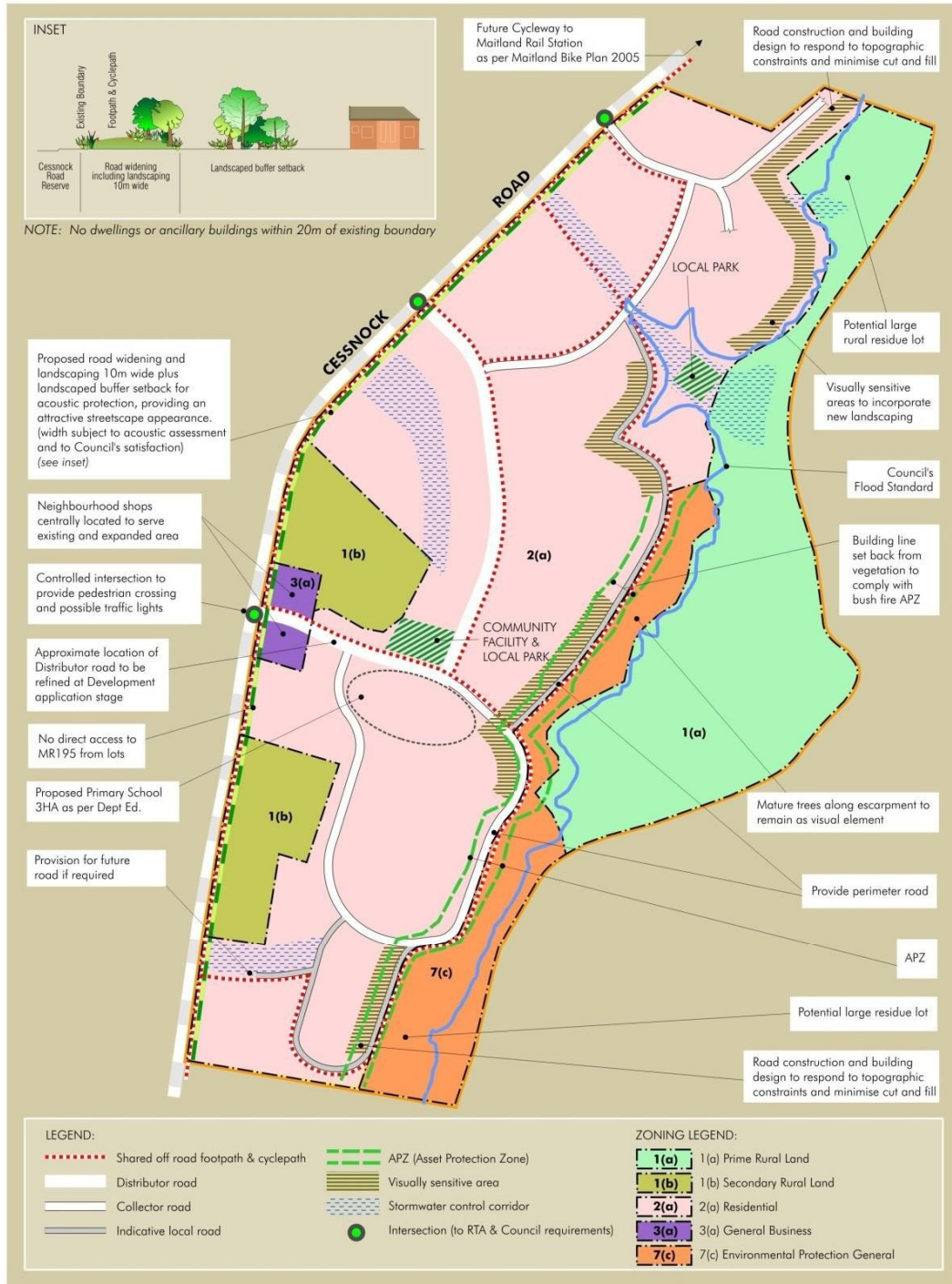


Figure 20: Gillieston Heights Urban Release Area - Staging Plan.

GILLIESTON HEIGHTS – EAST PRECINCT

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

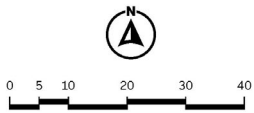


GILLIESTON HEIGHTS Precinct Plan

Figure 21: Gillieston Heights East - Precinct Plan

GILLIESTON HEIGHTS – SOUTH EAST PRECINCT

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



SOUTH GILLIESTON HEIGHTS East Precinct Plan

Figure 22: South Gillieston Heights – East Precinct Plan

1. Development Requirements

1.1 Staging Plan

Objectives

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

Development controls

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

1.2 Transport and Movement

Objectives

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

Development controls

1. Road layout should be consistent with Figure 21 and Figure 22, where relevant.
2. Development applications for subdivisions must ensure that road networks are fully constructed to the boundaries of adjoining lots so that they connect to all development areas in a logical hierarchy of street function.
3. No new future lot shall have direct vehicular access to Cessnock Road (MR195).
4. Cycleways are to be provided for generally in accordance with the Precinct Plan and the Maitland Bike Plan 2014.
5. Pedestrian paths and cycleways links with other precincts are to be provided at the strategic access points on Cessnock Road.

1.3 Overall Landscaping Strategy

Objectives

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

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

Development controls

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

1.4 Passive and Active Recreational Areas

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

1.5 Stormwater and Water Quality Management Controls

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

1.6 Amelioration of Natural and Environmental Hazards

Objectives

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

Development controls

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

1.7 Key Development Sites

Land adjoining Cessnock Road

Objectives

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

Development Controls

1. A buffer (incorporating 10 metres for road widening and landscaping) shall be established on land adjoining the eastern side of Cessnock Road, north of Russell Street as shown on the Figure 21 and Figure 22.
2. Details of the landscape buffer is to be provided in a landscape plan with any development application for the site.
3. An independent acoustic report shall be submitted with any development application identifying levels of impact and noise attenuating measures for future residential development in accordance with RTA and DECCW requirements.
4. No future lot shall have direct access to Cessnock Road (MR195).
5. Fencing of allotments along the boundary of Cessnock Road shall be of consistent materials and colour and form an integral part of the landscape plan provided with the development application.

Rural Land/Flood Fringe Interface

Objectives

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

Development Controls

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

Precinct Plan shall be unobtrusive, compatible with the rural character, and may include timber post and rail style. Details of fencing is required to be submitted to Council with development applications.

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

1.8 Residential Densities

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

1.9 Neighbourhood Commercial and Retail Uses

Objectives

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

Development controls

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

1.10 Provision of Public Facilities and Services

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

GILLIESTON HEIGHTS – WEST PRECINCT

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

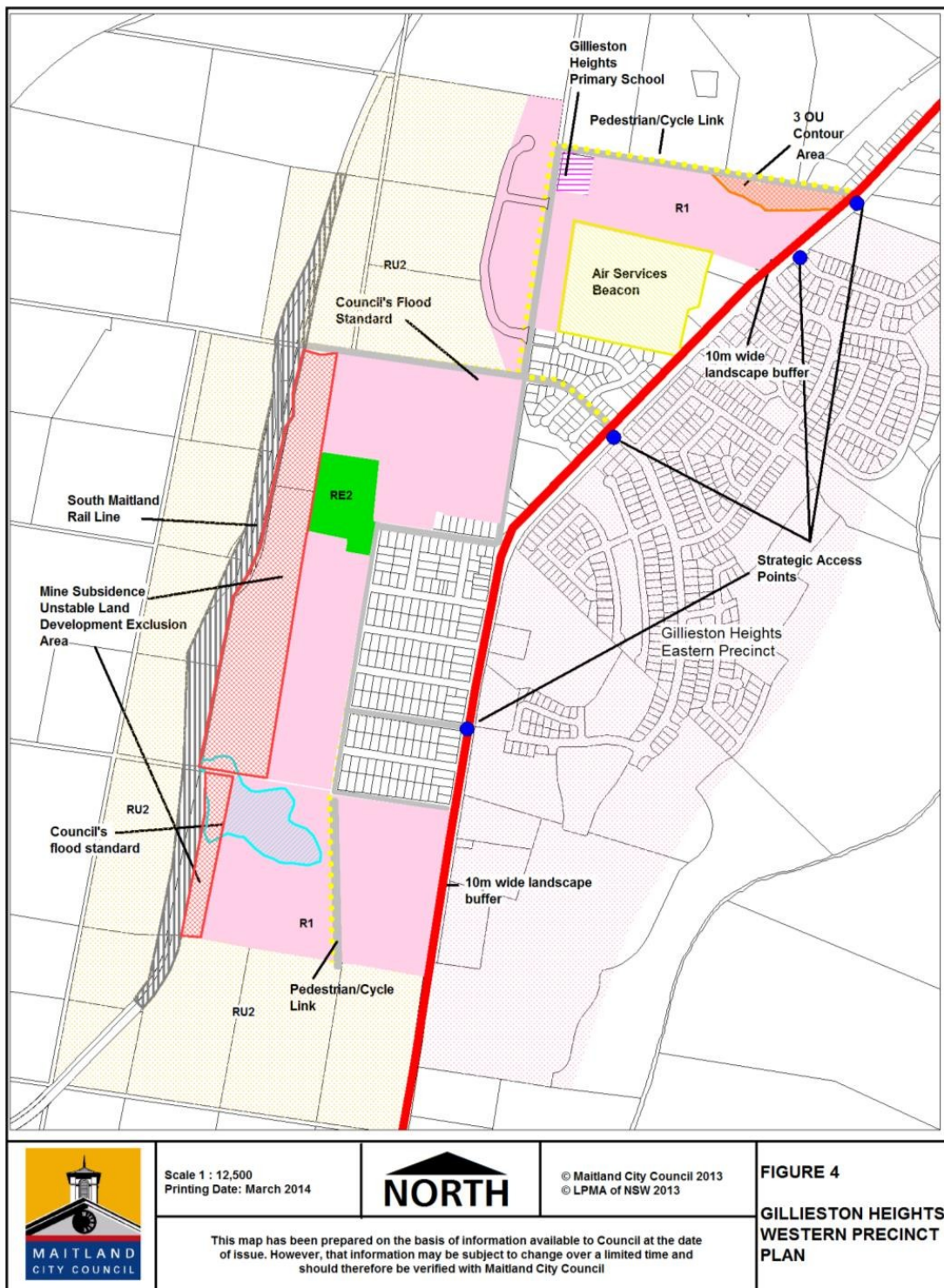


Figure 23: Gillieston Heights West Precinct.

1. Development Requirements

All development applications shall demonstrate consistency with the following requirements.

1.1 Staging Plan

Objectives

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

Development controls

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

1.2 Transport Movement Hierarchy

Objectives

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

Development controls

1. Road layout should be consistent with the Precinct Plan. Development applications for subdivisions must ensure that road networks connect to other development areas in a logical hierarchy of street function.
2. Each development area is required to have access to a minimum of one of the strategic access intersections as identified on the Precinct Plan. The northern development area fronting Gillieston Road is required to have access to Vintage Drive as well as the upgraded intersection at Gillieston Road.
3. No new future lot shall have direct vehicular access to Cessnock Road (MR195).
4. Road widening to 11 metres carriageway width must be provided for lots fronting Gillieston Road, Kiah Road and Cartwright Street in accordance with Council's requirements. Reconstruction of these roads for their full length providing continuous access to the intersection points shall be undertaken in accordance with Council's standards. All other roads including Ryans Road, are to be constructed in accordance with Council's Engineering Standards.

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

1.3 Overall Landscaping Strategy

Objectives

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

Development controls

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

1.4 Passive and Active Recreational Areas

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

1.5 Stormwater and Water Quality Management Controls

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

1.6 Amelioration of Natural and Environmental Hazards

Objectives

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

Development controls

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

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

1.7 Key Development Sites

Land adjoining South Maitland Railway

Objectives

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

Development controls

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

Land surrounding Air Services Australia Beacon

Objectives

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

Development controls

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

Mine Subsidence – Unstable Lands

Objectives

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

Development controls

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

Land fronting Cessnock Road

Objectives

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

Development controls

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

Land Adjoining Poultry Farm

Objectives

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

Development controls

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

Rural Land/Flood Fringe Interface

Objectives

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

Development controls

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

1.8 Residential Densities

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

1.9 Neighbourhood Commercial and Retail Uses

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

1.10 Provision of Public Facilities and Services

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