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### 1 INTRODUCTION

The Link Road North Area Plan supplements LM DCP 2014 for future development requiring consent on land north of the Newcastle Link Road, Cameron Park. The Link Road North area will be developed to allow approximately 1600 residential dwellings within the Precinct.

The Link Road North Precinct is primarily situated within the Lake Macquarie Local Government Area (LGA), with smaller portion of the Precinct located within Newcastle Local Government Area. In this regard, this Area Plan provides controls for the land situated within the Lake Macquarie LGA only.

#### 1.1 RELATIONSHIP WITH CONCEPT PLAN (MP10\_0090)

Concept Approval MP 10\_0090 applies to land within the Link Road North site, as well as surrounding lands within the Newcastle, Lake Macquarie and Cessnock local government areas. Concept Approval MP 10\_0090 includes approval in summary for:

- A five stage development with up to 3,300 dwellings across the 520 ha development site (Newcastle and Lake Macquarie LGA's);
- Supporting commercial / retail development of up to a total of approximately 8,000 sqm within a new village centre precinct and high street centre;
- Urban design guidelines subject to further modifications;
- Dedication of approximately 1,561 ha of conservation lands to the NSW Government;
- Indicative staging; and
- Associated infrastructure.

Concept Plan Urban Design Guidelines (known as Appendix A and Appendix B of Minmi, Link Road and Stockrington Concept Plan Environmental Assessment prepared by Urbis dated February 2011 and subsequently updated versions of the Concept Plan Urban Design Guidelines known as Appendix A dated May 2014 and Appendix B dated November 2014) have been prepared to collectively satisfy the requirements of dot point number three above and Condition 1.13 of Concept Approval MP 10\_0090. The Concept Plan Urban Design Guidelines have been utilised to inform the Area Plan for the Link Road North area, as relevant.

#### 1.2 DEVELOPMENT (TYPE/S) TO WHICH THE AREA PLAN APPLIES

This Area Plan contains development controls to guide development for the purposes of subdivision (and associated works) of the site. Due to the sites topographic characteristics, the Area Plan also provides for cut-and-fill requirements for future development, such as dwelling houses. The Area Plan identifies provisions that may be a departure from provisions contained in Lake Macquarie LEP 2014 and Lake Macquarie DCP 2014. In the event that any inconsistency arises between the Area Plan and Lake Macquarie LEP or DCP, the development controls and objectives in the Area Plan will prevail to the extent of the inconsistency (in accordance with Clause 3B (2)(f) of Schedule 6A of the EP&A Act).

For other development types permissible on this land, such as dwelling houses, applicants should refer to the following sections of Lake Macquarie DCP 2014:

- Part 3: Development in Residential Zones
- Part 9.1: Attached Dwellings
- Part 9.2: Bed and Breakfast Farm Stay Accommodation
- Part 9.4: Child Care Centres
- Part 9.6: Dual Occupancy Development
- Part 9.8: Health Consulting Rooms
- Part 9.9: Home Business and Home Industry

- Part 9.11: Multi-Dwelling Housing
- Part 9.12: Places of Public Worship
- Part 9.14: Secondary Dwellings
- Part 9.19: Housing on Small and Narrow Lots

### 1.3 EXTENT OF AREA PLAN

The Link Road North Precinct spans two LGAs, being Newcastle and Lake Macquarie. This Area Plan applies to the land situated within Lake Macquarie LGA only, as outlined in heavy red edging on **Figure 1**.

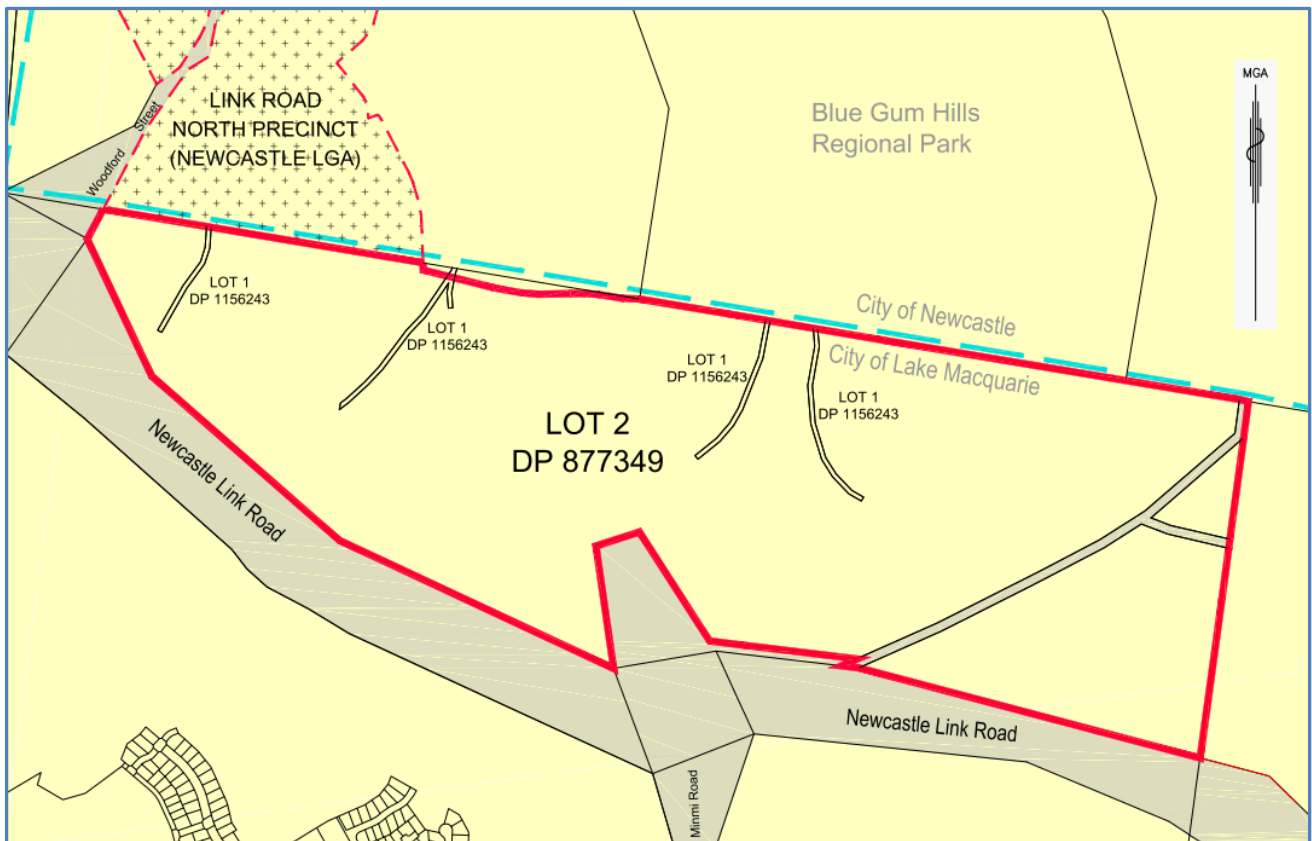


Figure 1 - Link Road North Area Plan Boundary

### 1.4 CHARACTER STATEMENT

The Link Road North Precinct is situated along the northern side of the Newcastle Link Road and generally to the south of Blue Gum Hills Regional Park. The Precinct is characterised by sloping topography, its bushland setting and is traversed by several riparian corridors.

The Link Road North Precinct will essentially form the southern gateway to the Estate, with direct access from Newcastle Link Road via Woodford St and the proposed Minmi Boulevard. It is envisaged that the Precinct will facilitate medium and low density residential development, with higher densities typically focused in the vicinity of parks and open space, and the proposed Village Centre to the north. Future built form will capitalize on the views and vistas of the adjoining Blue Gum Hills Regional Park.

## 2 SUBDIVISION DESIGN AND LAYOUT

### Objectives

- a. To ensure the subdivision and development of Link Road North is undertaken in a coordinated manner.
- b. To ensure Link Road North will be developed to reflect the availability of services.
- c. To provide subdivisions within the area that respond to the site's characteristics while providing suitable land for residential development.
- d. To provide opportunities for choice in housing to cater for changing demographics within the community.
- e. To ensure that the subdivision of the area occurs as envisaged in Concept Approval MP 10\_0090 with recognition of the significant environmental offset provided under that approval.

### Controls

- 1 Subdivision of the Link Road North Precinct should be undertaken generally in accordance with the lot layout and access plans illustrated in **Figure 2** and **Figure 3**.
- 2 Roads shall be designed generally in accordance with the width requirements as detailed in **Table 1** and **Figure 4**, and having regard to the road types as nominated by the Access Plan (**Figure 3**). Exceptions to the width and configuration of Minmi Boulevard may be acceptable where a feature entry road is proposed, for example the indicative cross-section shown in **Figure 5**.
- 3 Public roads may be designed with maximum grades of 12.5% for designated bus routes, or maximum 16% for all other road types. Split level carriageways may also be used to address significant topographic constraints.
- 4 Lot types, lot frontage and minimum lot size and depth are to be provided that generally reflect lot size and dimensions outlined in **Table 2**.
- 5 Cut and fill associated with subdivision development should be responsive to the design constraints associated with the site topography noting that significant earthworks will be required to accommodate required subdivision works including roads, drainage, detention basins and utility infrastructure. Cut and fill on proposed lots, including benching, retaining and battering, is permissible where required to achieve land suitable for future residential development, particularly where it reduces the need for significant cut and fill for the construction of dwellings.
- 6 The following controls apply to subdivision for the purpose of creating a battle-axe lot:
  - A battle-axe lot must have a minimum area of 600m<sup>2</sup>, with a minimum width of 15m.
  - A battle-axe lot must have a minimum rectangular building area of 240m<sup>2</sup> with a minimum width of 12m.
  - The minimum width of the battle-axe handle is four metres when servicing one lot, and five metres when servicing two or more lots. The maximum number of Torrens Title battle-axe lots sharing a single access handle is two, provided suitable easements for access and services are provided.
  - Small Lots cannot be subdivided as battle-axe lots.
- 7 Open Space, Neighbourhood Parks, Water Quality Basins, Detention Basins, Shared Paths and footpaths shall be located generally in accordance with **Figure 2**.
- 8 Location and width of Asset Protection Zones (APZ's) and Managed Fuel Zones are to be provided in accordance with *Planning for Bushfire Protection 2006*.
- 9 The road network, including any proposed fire trails, should be designed having regard to the requirements of *Planning for Bushfire Protection 2006*.

10 Development applications for subdivision creating residential lots adjoining Woodford Street or proposed Minmi Boulevard must consider the management of acoustic privacy and urban design outcomes. The following principles should be considered:

- Where possible, residential lots should be designed so that future dwellings are oriented to front Minmi Boulevard or Woodford Street;
- Where possible, direct vehicular access from residential lots to Minmi Boulevard should be discouraged. In general, vehicular access should be provided by a service road or rear laneway;
- Where it is not practicable to orient future dwellings to Minmi Boulevard or Woodford Street, suitable fencing shall be provided and appropriate landscaping shall be incorporated into the road reserve to soften potential visual impacts of fencing along these roads.

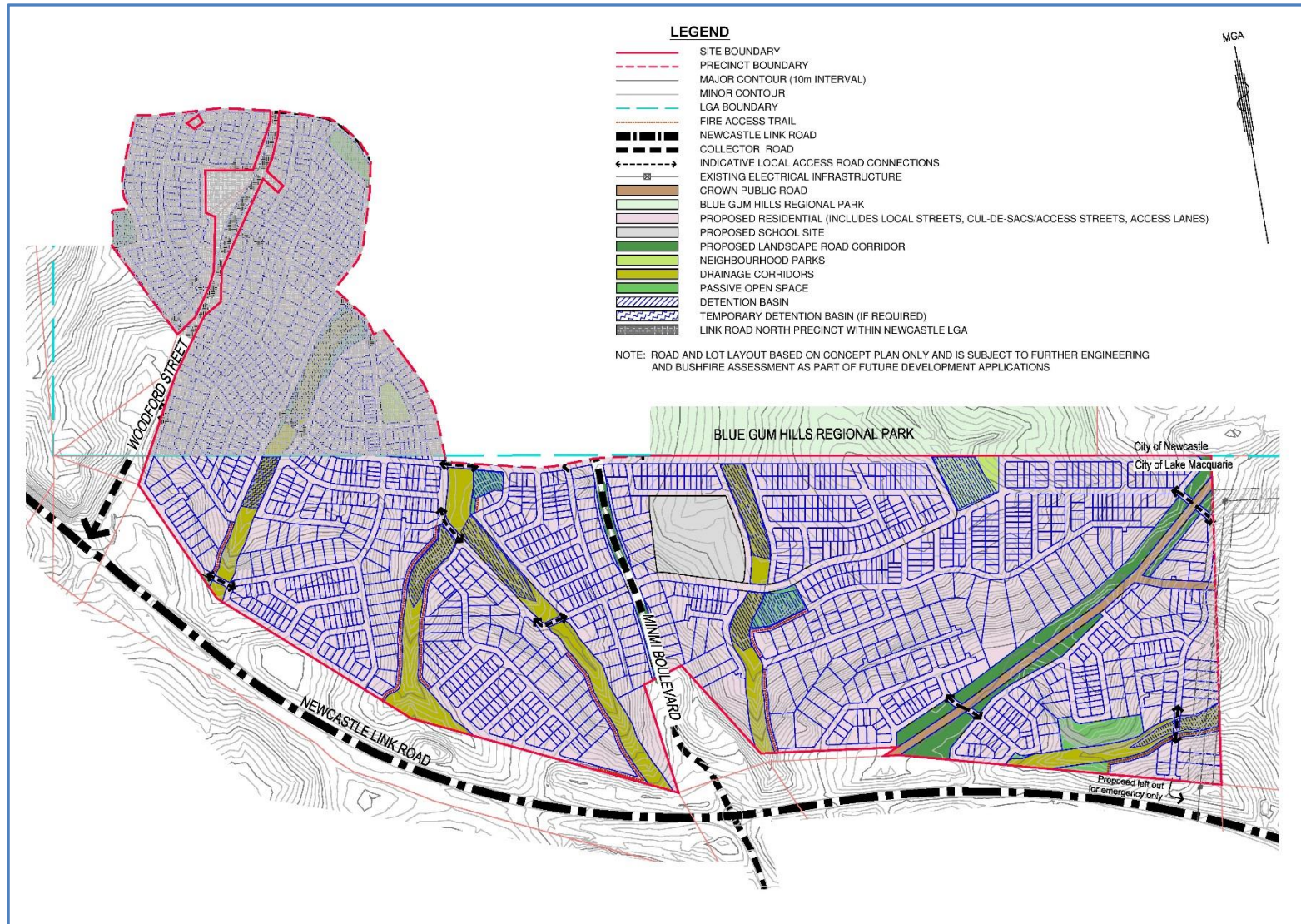


Figure 2 - Indicative Lot Layout

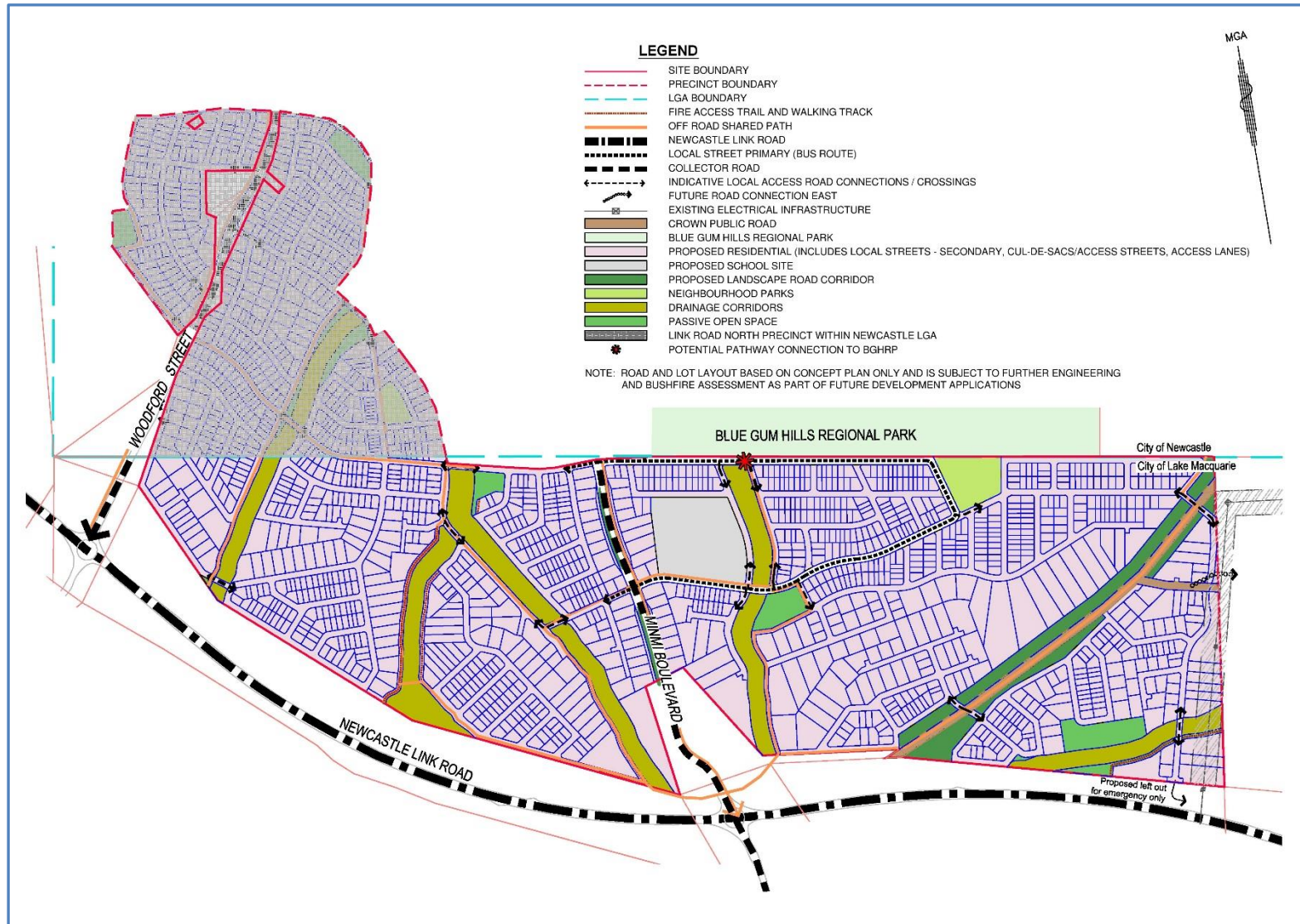


Figure 3 - Indicative Access Plan

**Table 1 - Road Types & Dimensions**

Road type	Road reserve width (m)	Carriageway width (m)	Road verge width (m)	Footpath	Street trees	Cycle lane	Kerbing
Access Lane	8m	6m	1m	No	No	No	Roll-over
Cul-de-sacs / Access Streets	14m	7m	3.5m	No	Yes	No	Roll-over
Local Street – Secondary	16m	8m	3.5m & 4.5m	1.2m wide on one side	Yes	No	Roll-over
Local Street – Primary (Bus Route)	17m	9m	3.5m & 4.5m	1.2m wide on one side	Yes	No	Roll-over
Collector	22m	13m	4.5m	1.2m wide on both side	Yes	Yes – on road within travel lane	Barrier

**Notes:**

- Verge widths are a guide only and may be varied in consultation with Council to address constraints such as servicing requirements, stormwater management measures or compliance with *Planning for Bushfire Protection* (2006).

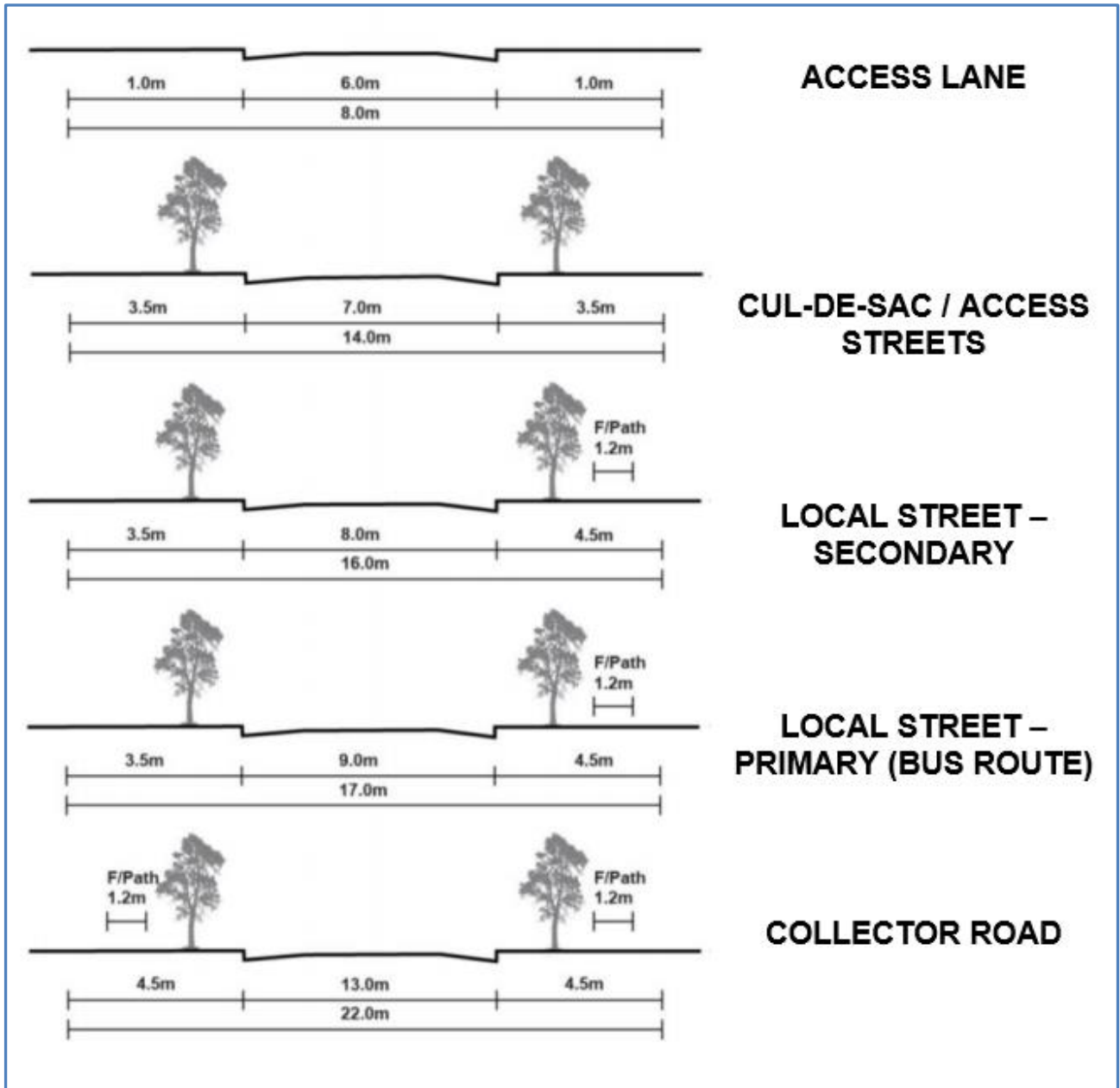


Figure 4 - Indicative Cross Sections (adapted from LMDCP 2014)

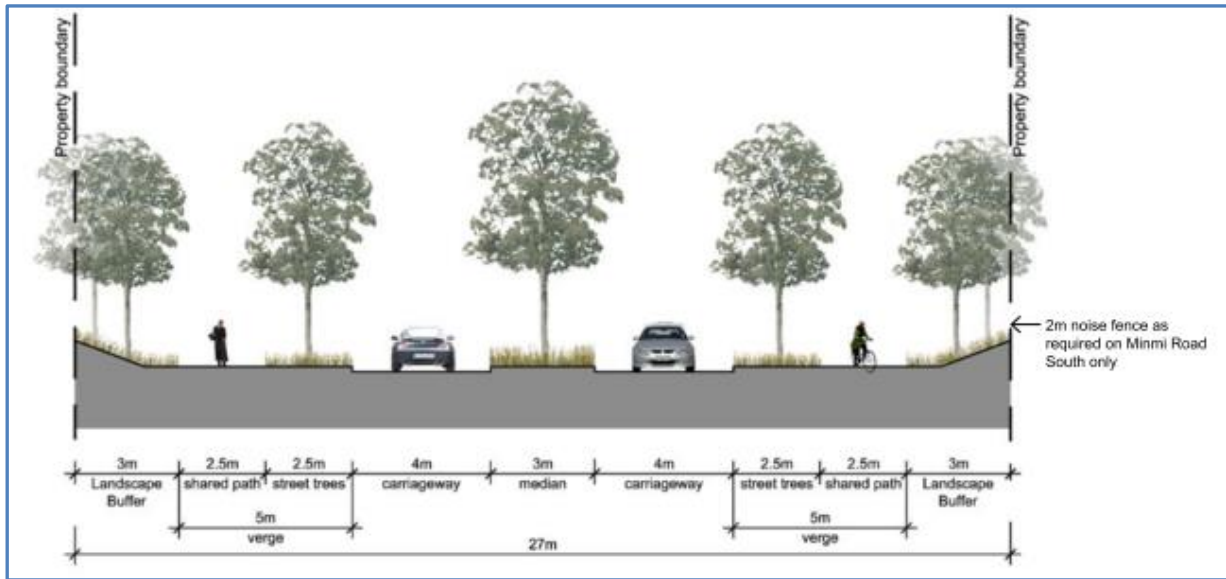


Figure 5 - Minimi Boulevard Indicative Cross Section (RPS & JMD, Nov 2014)

Table 2 - Controls for Lot Types

Lot Type	Minimum Frontage	Minimum Lot Size
Small Lots	7m	175m <sup>2</sup>
Standard Lots	14m	450m <sup>2</sup>

Notes:

1. An allotment is considered to be a Small Lot where the lot has an area of less than 450m<sup>2</sup>.
2. Development consent may only be granted for the creation of a Small Lot with a frontage of 8m or less where the development application for subdivision includes the erection of an attached dwelling, semi-detached dwelling or a dwelling house.
3. For Small Lots, mandatory and optional built to boundary walls are to be nominated on final subdivision plans

### **3 CONTROLS FOR DEVELOPMENT OTHER THAN SUBDIVISION**

#### **3.1 SLOPING SITES, EARTHWORKS AND RETAINING WALLS**

##### ***Objectives***

- a. To design housing types that respond to their lot configuration including size, shape, slope and orientation;
- b. To encourage the design of dwellings to respond to the existing land form; and
- c. To minimise cut and fill and reduce the need for retaining walls, where possible.

##### ***Controls***

1. Retaining walls and heights outside of the building footprint should not exceed 1.5m in general, particularly when lots have been benched at subdivision stage per controls within Section 2 of this Area Plan.
2. In some instances where Control 1 cannot be achieved, retaining walls shall be designed by a structural engineer with relevant geotechnical information.
3. Slope is taken at the building location;
4. Retaining walls, and associated footings and sub-soil drainage, are to be located fully within the boundaries of the lot being retained, unless it can be demonstrated that appropriate easements for support and maintenance are in place.

#### 4 REFERENCES

- Concept Approval (MP10\_0090), dated 6 August 2013;
- *Coal & Allied Northern Estates, Minmi – Link Road, Appendix A – Concept Plan Design Guidelines* (RPS and JMD, May 2014);
- *Coal & Allied Northern Estates, Minmi – Link Road, Appendix B – Urban Design Guidelines* (RPS (Appendix B dated November 2014).
- *Lake Macquarie Development Control Plan* (Lake Macquarie City Council, adopted 5 December 2016);

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