



GRESFORD

LOCAL AREA PLAN

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The Gresford Local Area Plan was prepared for Dungog Shire Council by Jenny Rand & Associates and Watkinson Apperley Pty Ltd.

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1. INTRODUCTION - THE PLANNING FRAMEWORK

1.1 THE PLANNING CONTEXT

The Planning Policies and Regulations for Dungog Shire are provided in the following key instruments:

- Dungog Shire Local Environmental Plan 2005
- Dungog Shire Rural Strategy 2003
- Dungog Shire Wide Development Control Plan 2004

These three planning instruments apply Shire-wide.

Dungog Shire Local Environmental Plan 2005

Under the provisions of the Local Environmental Plan (LEP) all land within the Shire is classified into land use zones. The LEP details the land uses and activities permissible in each zone and the factors that need to be assessed and addressed in developing within these zones.

Most of the land surrounding Gresford, within 2 kilometres of the village, is zoned as 9(a) Investigation Zone. Land within this zone will be investigated to determine its suitability and capability for a range of rural and other activities, including rural lifestyle living.

Dungog Shire Rural Strategy 2003

The Rural Strategy supports the Local Environmental Plan by detailing Council's policies in relation to development of rural lands. These policies are designed to protect the rural character of and rural activities undertaken within the Shire, environmentally sensitive areas and water resources. This Strategy sets the direction for the future development of the areas zoned 9(a) Investigation Zone.

Dungog Shire Development Control Plan 2004

The Shire-wide Development Control Plan (DCP) supports the Local Environmental Plan 2005. It provides the design guidelines and design controls required to achieve the aims and objectives of the Local Environmental Plan.

1.2 LOCAL AREA PLANS

Recognising that each community may have a different vision in relation to the type of settlement that it considers sustainable within the surrounding investigation zone, provisions have been included within the Shire-wide planning instruments for the preparation of Local Area Plans.

Land to which Local Area Plans Apply

Local Area Plans (LAP) are locality specific plans that are prepared for each town and village with an Investigation Zone 9(a). The provisions contained within the Gresford LAP relate only to the Gresford area.

Purpose of Local Area Plans

Local Area Plans aim to establish a desired future character for the land that is contained within the Investigation Zone. Local Area Plans contain locality based performance criteria and controls which are designed to address key issues and achieve the desired character.

Factors taken into consideration in preparing Local Area Plans

In preparing the Local Area Plans factors taken into consideration included:

- Community Vision - the views expressed by the local community to which the Plan applies.
- The physical and cultural features of the land within the Investigation Zone, including factors such as slope and stability, hydrology and flooding, flora and fauna, bushfire, views and visual impact, sites of cultural or heritage significance.
- The existing road network - hierarchy, road alignment and condition etc.
- Access - vehicle, pedestrian and cycle - to and within the Investigation Zone and between land within the Investigation Zone and the adjoining village.
- Existing pattern of subdivision (size and shape of allotments).
- Existing land use and settlement patterns and the characteristics of the neighbourhood.
- The need for environmentally sustainable development.
- The desired future character of development.

The Local Area Plans recognise that at some stage in the future, the land within the Investigation Zones that is subdivided for rural lifestyle living, may be needed to accommodate the growth of the village and may potentially be rezoned for residential and/or other uses such as recreation, commercial or special uses. The Local Area Plans contain principles in relation to road networks and subdivision layout that will have the capacity to support closer subdivision patterns in the future.

Suitability of Investigation Zone land for development

Not all land within Investigation Zones will be suitable for re-development. Section 12.4 (Constraints Criteria) of the Dungog Shire Rural Strategy details the constraints that **exclude** an area from Rural Lifestyle and Rural Enterprise subdivision and development. These criteria include:

- Land in areas affected by the 1:100 year flood.
- Slope greater than 18 degrees.
- Not meeting minimum service/infrastructure requirements.
- Inadequate land for disposing of the effluent on-site.
- Bushfire prone land as defined by Council's bushfire map, if clearing of habitat and wildlife corridors is required and biodiversity objectives are not met.
- Ecologically sensitive land.
- Areas with high habitat values.
- Contaminated land.
- Access via a road complying with Council's Rural Roads Policy cannot be achieved.

- Prominent positions in the landscape where development would be silhouetted on the skyline horizon.
- Not complying with the Performance Standards of Dungog Shire Rural Strategy:
 - 8.1 Wastewater Treatment and Management of Effluent
 - 8.2 New Development and Biodiversity
 - 8.3 Aesthetic Design / Scenic Character / Energy Efficiency
 - 8.4 Water and Riparian Management
 - 8.5 Bushfire Hazard Mitigation

In addition to these criteria, Local Area Plans may identify site or locality specific criteria which may exclude certain land for development.

Land use and activities permissible within the Investigation Zones

Providing that the land, after detailed assessment, is considered suitable for development, then an application can be lodged with Dungog Shire Council to rezone the land zoned 9(a) Investigation to Rural Lifestyle 1(l) or Rural Enterprise 1(e).

Rural Lifestyle zones provide the opportunity for people to live in a rural environment close to settlements with services and facilities.

Rural Enterprise zones provide the opportunity for people to live in a rural environment and undertake small-scale commercial, service, intensive agricultural or light industrial activities on their property.

Details of the objectives of these zones, the activities that can be undertaken and the controls and guidelines governing subdivision and development are specified within the Dungog Shire Local Environmental Plan 2005, the Dungog Shire Rural Strategy 2003 and the Dungog Shire Development Control Plan 2004. A summary of the various sections in these documents is given in Appendix 1.

Zone	Permissible Uses	
	Without the consent of Council	Requiring Consent of Council
Rural Lifestyle Zone 1(l)	Agriculture	Advertisement Bed & Breakfast Camp or Caravan site Community Facility Dual Occupancy Dwelling House Farm Gate Sales Home Employment Leisure Area Recreation Area Utility Installation

Rural Enterprise 1(e)	Agriculture	Advertisement Automotive Services Bed & Breakfast Camp or Caravan site Commercial Premises Community Facility Dual Occupancy Dwelling House Employment Farm Gate Sales Forestry Home Employment Institution Intensive Agriculture Kiosk Leisure Area Recreation Area Recreation Facility Utility Installation Veterinary Establishment
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All other land uses are prohibited within these zones.

1.3 THE PLANNING PROCESS

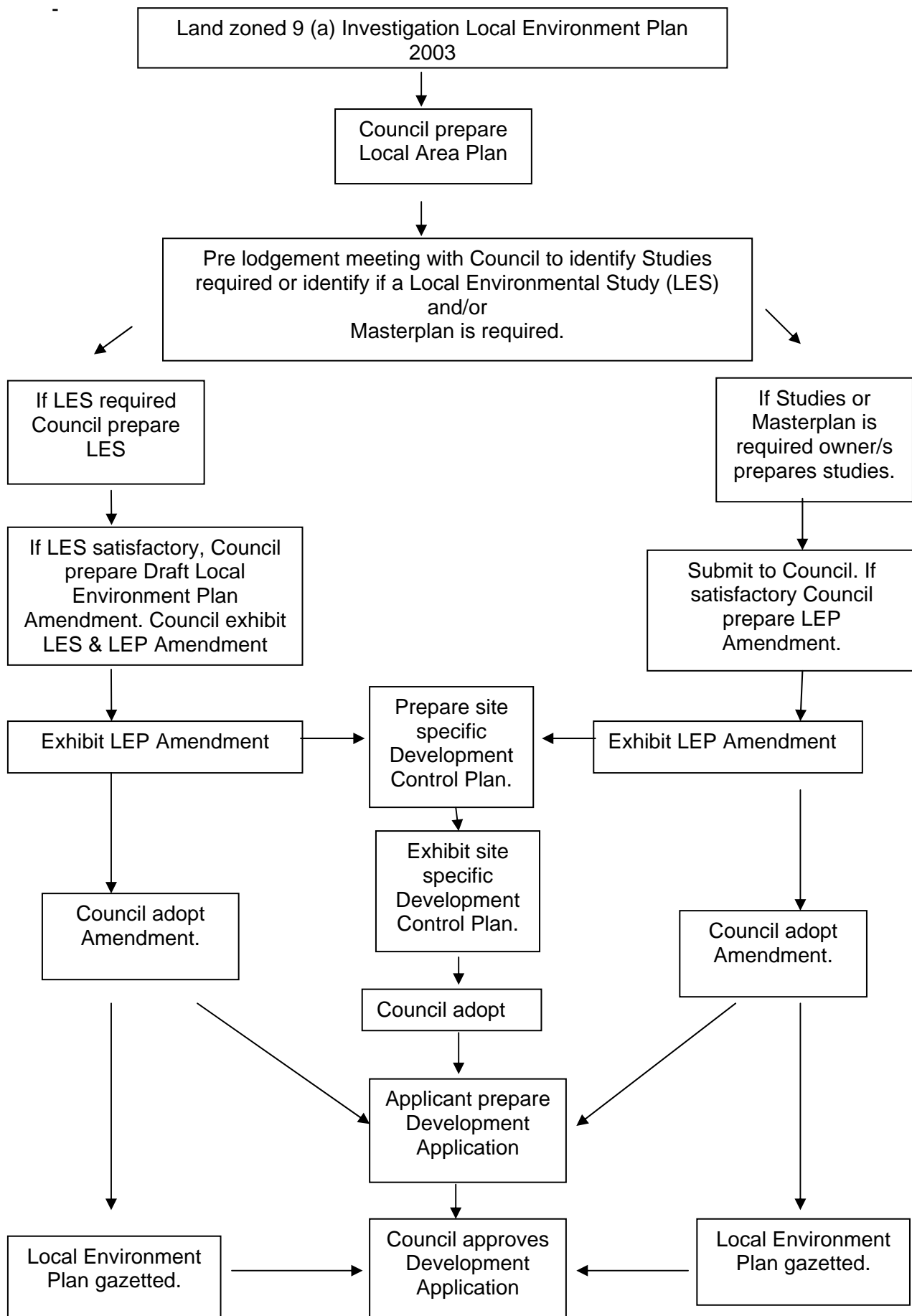
The planning process for the rezoning and development of land within the 9(a) Investigation Zone is summarised in the following flow diagram.

The first step in the process to rezone land identified in the LAP as possibly suitable for development is for the landowner and/or their agent to have a pre-lodgement meeting with Council Officers. At this meeting, Council Officers will explain the re-zoning process and identify the assessments and studies required.

Bookings for a pre-lodgement meeting are to be made with Council's Town Planning Department. The land-owner (or their Agent) will need to supply the following information when booking the meeting.

- Property title details - address, Lot and DP number.
- Proof of ownership.
- For an Agent acting on behalf of an owner, written authorisation from the Owner.

Any studies or assessments already undertaken for the property should be brought to the pre-lodgement meeting.



2. GRESFORD LOCAL AREA PLAN

2.1 INTRODUCTION

Citation

This Plan is titled the 'Gresford Local Area Plan 2005'. It is referred to in this document as the Gresford LAP.

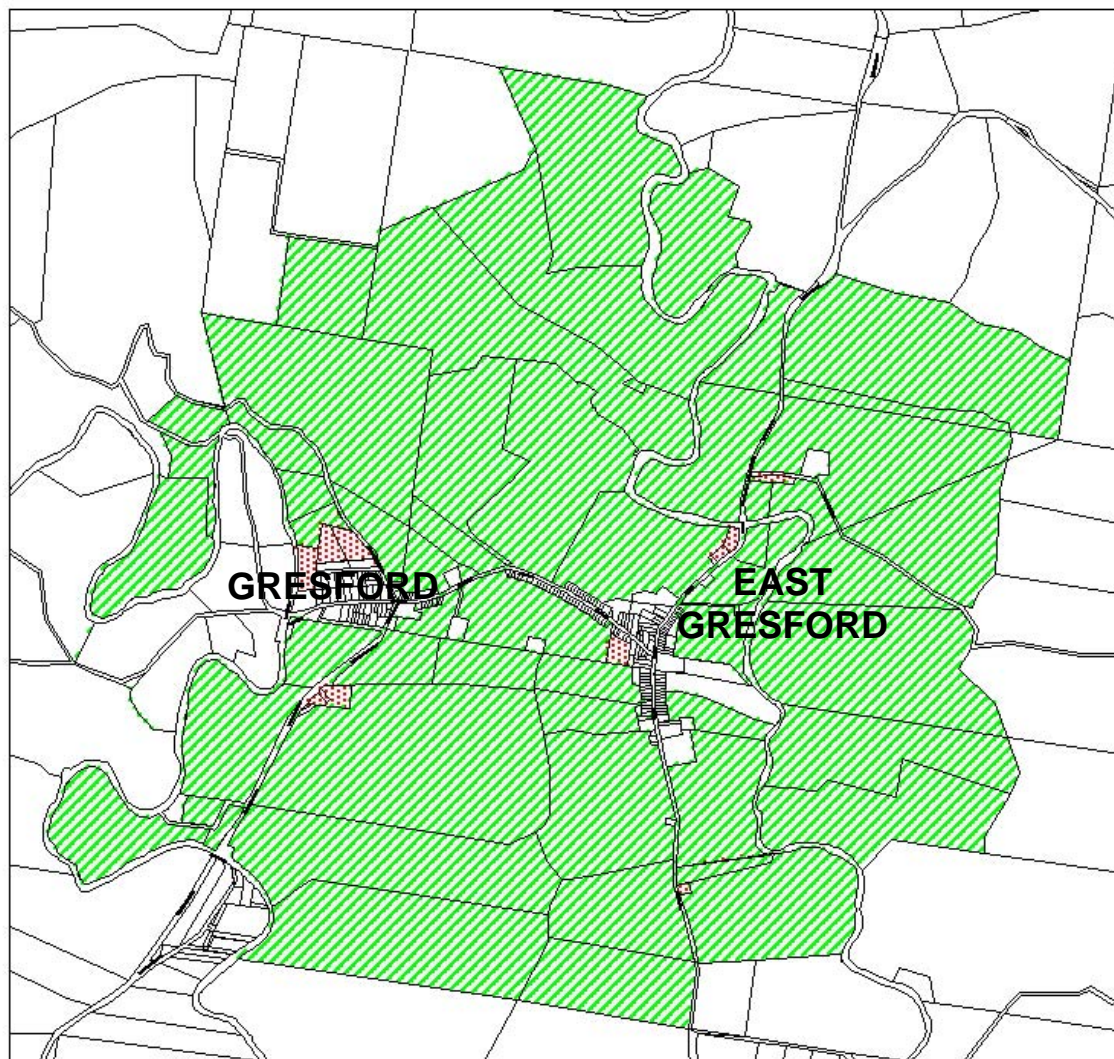
Land to which this Plan applies

The Gresford Local Area Plan applies to all land in and adjoining the Village of Gresford which is zoned **9(a) Investigation Zone** or **Rural Lifestyle 1(I)** under the provisions of the Dungog Shire Local Environmental Plan 2005. This area is shown on Map 1.

Objectives of this Plan

The objectives of the Gresford LAP are:

1. To ensure that development within the Investigation Zone is consistent with and promotes the principles of environmentally sustainable development.
2. To promote coordinated development that will be produce sustainable subdivision patterns to allow closer settlement and/or changes in land uses in the future.
3. To ensure that development within the Investigation Zone is sensitive to the topographic and environmental characteristics of the land.
4. To safeguard indigenous vegetation, habitats and water courses.
5. To retain and protect the rural and historic character of the area and areas with high visual significance.
6. To provide a network of safe access roads and shared pedestrian and cycle pathways within and between areas developed within the Investigation Zone and within Gresford Village.
7. To minimise the cost to the community of providing, extending and maintaining public amenities and services.
8. To ensure that development within the Investigation Zone does not prejudice the interests of agriculture or quarrying within the Zone and adjoining areas.

GRESFORD LOCAL AREA PLAN 2005**MAP 1 – GRESFORD INVESTIGATION ZONE****KEY**

-  1(l) Lifestyle zone
-  9(a) Investigation zone



2.2 PLANNING FOR GRESFORD

Key issues identified during the study process and consultation with the Gresford community are addressed in the Gresford LAP. These issues are:

- The need for growth in the village, in particular the need for additional residential lots, aged housing, additional recreation and sporting facilities adjacent to the school, and more retail-commercial development.

- The need to retain the village atmosphere and the rural and heritage character of Gresford and surrounds. There is also a strong desire to retain the separation between Gresford and East Gresford, with open space / parkland separating the two settlements.
- The need to preserve areas of high visual significance. Areas identified by the community as significant included the rural approaches to the village, the hills within and surrounding the village, the 'Camyr Allyn' Valley and the river flats along the Paterson and Allyn River. Areas nominated by the Gresford community as having prime views are
 - The view from Durham Road north over the vineyards to the Barrington Ranges.
 - From Allyn River Road west / south west over the Allyn River Valley (Camyr Allyn Valley)
 - The Paterson River Valley, particularly the area west of Pound Crossing Bridge and from Paterson River Road west across the valley to 'Cawarra'.
- Roads and road access, including the poor condition of roads within the area and the limited capacity of existing roads to accommodate the traffic increases that are likely to result from increased development.
- Pedestrian and cycle access - the need for improved pedestrian and cycle access between Gresford and East Gresford, possibly along the Durham Road corridor.
- Lack of sewage system.
- Need to preserve native vegetation and protect habitat, including the riverine forest along the Allyn and Paterson Rivers and remnant forest on the surrounding hills.
- Flooding - areas of land along both the Paterson and Allyn Rivers are flood prone.
- Water supply and water quality - The water for Gresford is pumped from both the Paterson and Allyn Rivers. It is important that river flows and water quality are maintained.
- Quarry - Lewinsbrook Road - the future of the quarry – the quarry is operational and likely to be expanded in the future.
- Agriculture - There are two intensive agricultural activities within the Investigation Zone, viticulture and a commercial nursery, as well as a market garden located just south of the Zone. These activities have existing use rights and their right and ability to operate needs to be preserved.
- Industrial areas - there were mixed views within the community regarding the need for industrial land and for Rural Enterprise Zones within the Investigation Area.

Future Growth of Gresford

The Issue

The Gresford community has identified the need for additional residential development in the village, both to meet the growing demand for land and to build the population base of the area in order to retain and expand services.

There is shortage of zoned, undeveloped residential lots within Gresford and East Gresford, with most of the land within the village area already developed. Lack of access to the sewer has prevented land from being rezoned and released for development.

With the aging population base, there is a need for aged housing within the village. The Anglican Church is exploring the feasibility of establishing a small retirement home in Gresford. Another land owner in close proximity to the village may also be considering aged housing as a development option and there may be other suitable sites on the periphery of the village that could be developed

As land within the Investigation Zone is developed, and the population in and around Gresford - East Gresford increases, there will be demand for the provision of additional facilities and services in the village, including a neighbourhood shopping centre, additional sporting and recreation facilities and employment land. Gresford Public School has a small site with limited outdoor play space. As the population in the area grows, the school may need to expand and options for achieving this need to be considered in the LAP. There is also a need for sporting facilities (oval and two netball courts) to be located in Gresford in close proximity to the school. The former Rubbish Tip site was nominated at the Community Workshop as a potential site for additional sporting facilities.

Provision must be made for the long-term growth of Gresford-East Gresford. The objective should be for growth to occur in the areas adjoining the existing village area, rather than allow further strip development along Durham Road and/or Park Street.

There is land in very close proximity to the village that has been zoned 9(a) Investigation Area and identified as potentially suitable for Rural Lifestyle and/or Rural Enterprise development. This form of development envisages subdivision with a minimum lot size of 8000 square metres. Once subdivided and developed for either of these uses it may be difficult to re-consolidate and redevelop this land to meet the future needs of the village. Subject to provision of town water and sewer, and the land having no flooding, environmental or access/egress constraints, some of the land adjoining the existing village areas **may** be rezoned for future village uses and/or smaller lot sizes than 8,000 sqm **may** be considered.

Planning Approach

There are areas within the Investigation Zone within very close proximity to the existing village boundary that may be suitable for the future expansion of Gresford and East Gresford. These Lots are:

East Gresford

- Lot 21 DP 816421 - south eastern corner
- Lot 20 DP 608401
- Lot 20 DP 1014637 - eastern edge
- Lot 7 DP 38901

Gresford

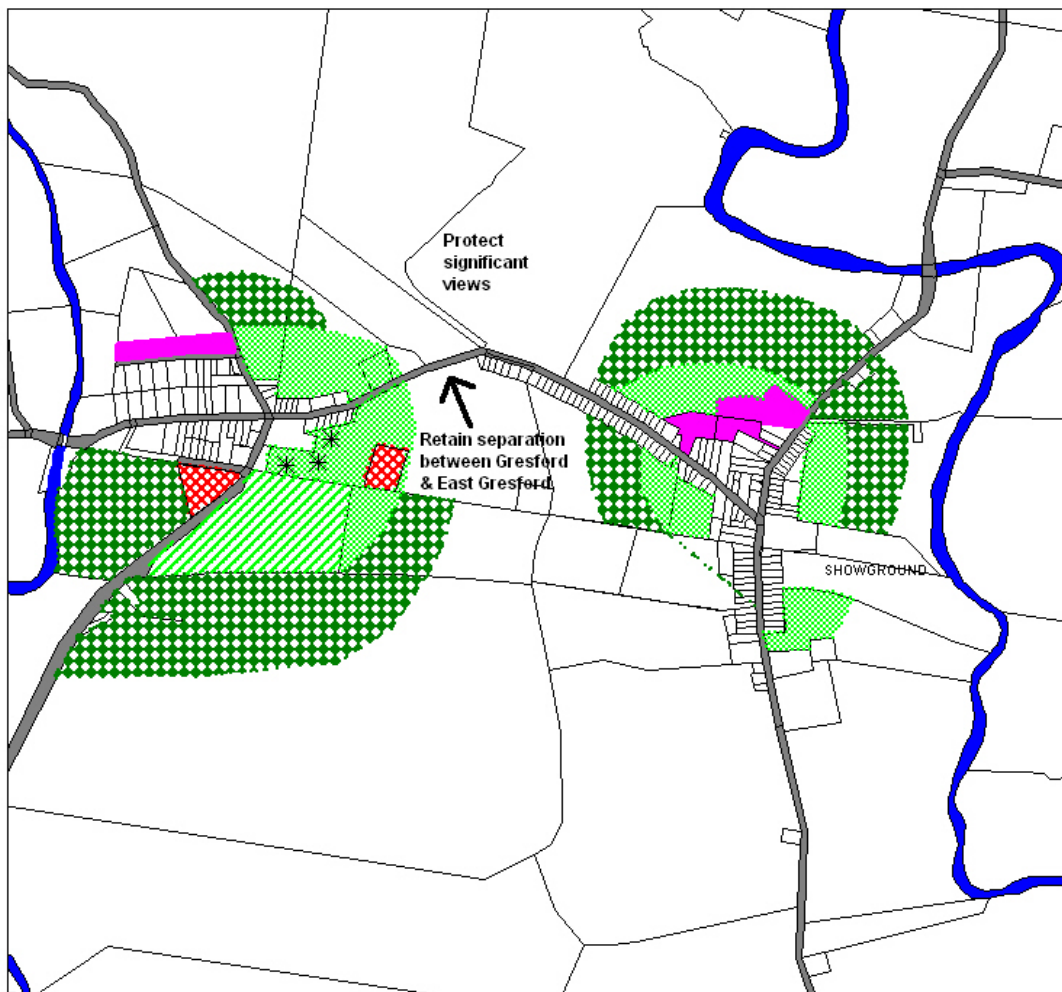
- Lots 35 & 36 DP 7055
- Lot 1 DP 661450 - southern half
- Lot 73 DP 629501
- Lot 1 DP 562046
- Lot 20 DP 1014637 - western section
- PT 5 DP 752464 - the area to the east of Glendonbrook Road has been identified as the location for the Anglican retirement Home.

- Lot 2 DP 1059713 - former rubbish tip - identified as a possible location for sporting facilities for Gresford.

Possible areas that may be suitable for future village uses are shown on Map 2.

GRESFORD LOCAL AREA PLAN 2005

MAP 2 – POTENTIAL FUTURE VILLAGE



- Zoned Village, but not developed
- Possible future Village/Residential
- Possible location for smaller subdivision than 8000sqm
- Proposed Retirement Village
- Possible Sporting Facilities
- Possible expansion of the school

NOTE: The shaded areas are indicative only and indicate areas where future village uses and smaller lot subdivision **MAY** be considered by Council.

Further investigation of these lots is required to determine their suitability for future village uses. In particular, it needs to be determined whether these lots have any environmental or physical constraints and can be connected to the water supply and sewered most probably via an on-site package treatment plant.

Following these investigations, an area or areas, should be identified and rezoned for future village uses. The key areas should be land-banked to ensure that they are available for future development.

Land surrounding these key areas should be subdivided and developed in such a way that it can be further subdivided in the future as required. For example, the subdivision could be designed as a residential subdivision and then the lots amalgamated into larger parcels of 8,000 sq metres and sold as rural lifestyle lots.

Alternatively, if not required for a land bank, and environmental, water and sewerage requirements can be met, consideration **may** be given to allowing closer settlement of all or parts of lots within close proximity to the existing village area, with the minimum lot size being reduced (for example, to 2,000 square metres). Within the Investigation Area the preferred location for smaller lot subdivision is the area immediately south of Gresford village, and east of Glendonbrook Road with the area incorporating PT 5 DP752464, the western section of PT 6 DP 752464 and the north-western area of Lot 6 DP831568.

The LAP identifies land adjacent to East Gresford and Gresford as possible locations for future village uses. Unless the sewer, which is currently being investigated by Council, become available in Gresford, future development of these areas will only be considered under a Community Title development which includes a sewerage treatment package.

Desired Outcome

- To provide sufficient land to accommodate the future growth of Gresford village.

Areas of High Visual Significance

The Issue

Part of Gresford's charm and attraction base lies in its setting. Key features of this setting are the hill and ridge which separates Gresford and East Gresford, the Allyn and Paterson Rivers and fertile river flats, the hills and ridges surrounding Gresford – East Gresford and the spectacular views of the Barrington Ranges to the north.

Retaining the rural character and appearance of the Gresford area are very important to the Gresford community and Shire residents. The Gresford community is very keen to preserve the Camyr Allyn Valley, significant views, the river flat areas, to retain remnant forest on the surrounding hills and along the rivers, and to prevent development on the hills and ridges surrounding Gresford and East Gresford that are visible from the town and the main access roads.

The appearance and setting of Gresford is also important for the tourism industry, locally and Shire-wide. Gresford is both an attraction in its own right, and a gateway to the Barrington Tops region. The Tourism Plan for Dungog Shire, recognises the scenery and views of the Barringtons from Gresford, as part of the attraction base of the area.

The areas within the Investigation Zone identified as having high scenic value are:

- The hill immediately south of the village - this hill provides the back-drop for the village and separates Gresford and East Gresford.
- Camyr Allyn Valley - the vineyard, rolling hills and Allyn River corridor. The view from Durham Road north across the valley to the Barrington Ranges is considered one of the best views in the Shire. The Dungog Shire Tourism Plan recommends the development of a look/out viewing area along Durham Road to capitalise on this view. The view of the valley from the Allyn River Road was also identified by the Gresford community as being significant.
- The Paterson River Valley - in particular the river flat areas to the west and north west of Pound Crossing Bridge and the view west from Paterson River Road across the river flats to the Cawarra estate area.
- The hills and ridges surrounding the village.
- Rural approaches to the villages - Gresford Road, Allyn River Road, Glendonbrook Road and Paterson River Road.

The Gresford community also expressed the desire to retain the visual separation between Gresford and East Gresford, with the area between the two settlements to remain rural or be developed as parkland.

Planning Approach

Emphasis is on protecting the character and visual identity of the area. The LAP identifies areas where a visual assessment (including a view shed analysis) will be required as part of the planning process.

Design criteria for development in areas of high scenic value may include:

- Prohibiting clearing of forested areas.
- Limiting or prohibiting further subdivision and development.
- Increasing the minimum lot size to avoid impact of dwellings and structures within significant view sheds.
- Appropriate siting and setbacks of new development, as per the Shire-wide DCP 2004.
- Use of landscaped buffers. Buffers along collector roads will need to be in one ownership, possibly dedicated to Council or held as 'Community Land', to ensure effective management and control.
- Siting dwellings so that they front collector roads. Backyards cannot have direct frontage to collector roads
- Height limits on buildings, including limiting dwellings to single storey.
- Prohibiting further ribbon or strip development along the main roads into and through Gresford-East Gresford.

Desired Outcomes

- Retention of the rural character and setting of Gresford-East Gresford.
- Retention of areas of high scenic value, including the view from Durham Road.
- Minimise visual impact of rural residential development when viewed from the village and from the main routes into and through Gresford - East Gresford. New development will be appropriately sited with landscaped buffers to these routes.

Roads and Road Access

The Issues

The road and traffic issues within the Gresford Investigation Area include:

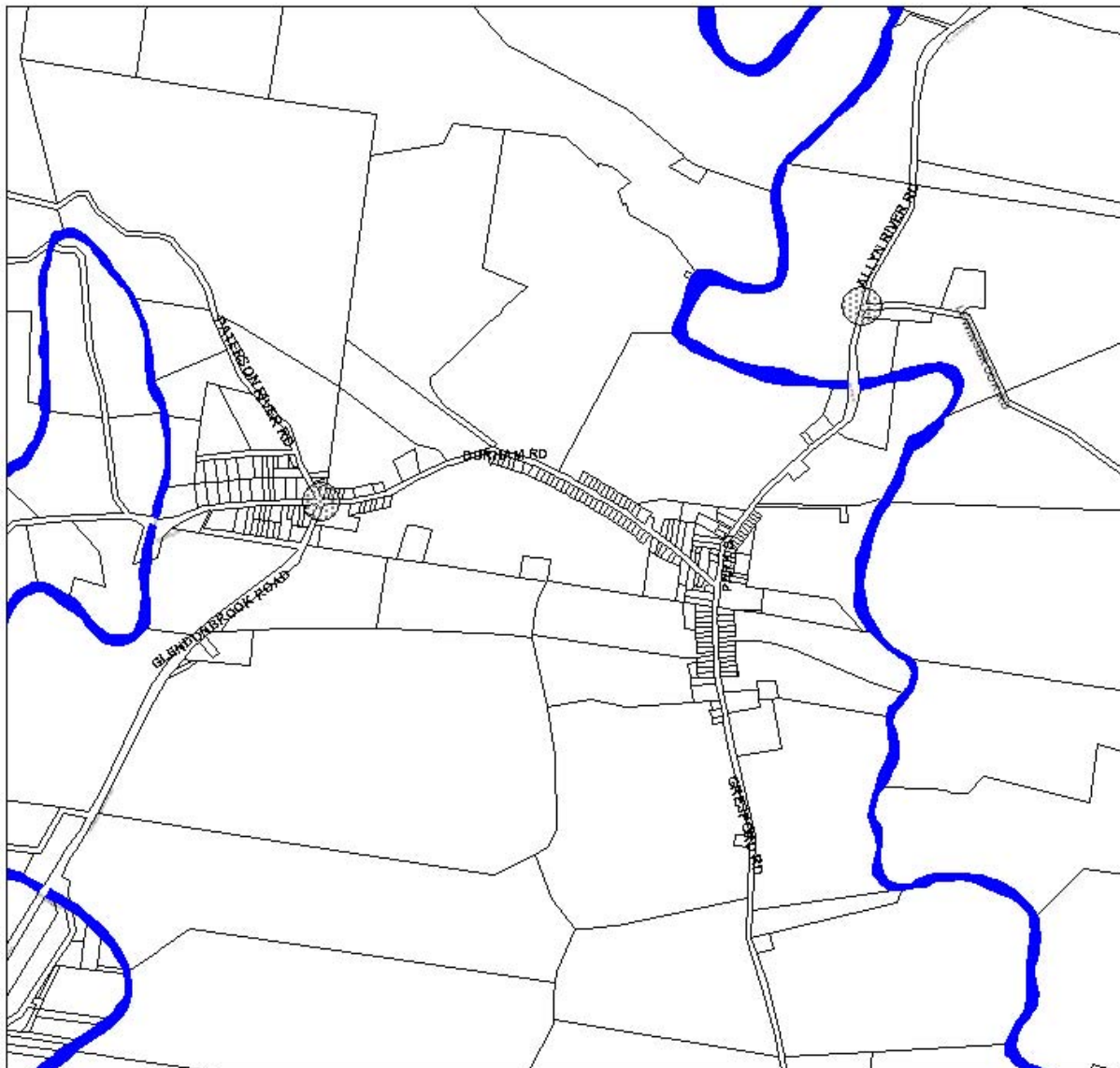
- The poor condition of main roads in the area, including damaged pavements, narrow widths and poor alignment.
- Narrow width of Lewinsbrook Road. This road has been identified in the Section 94 Plan as requiring widening and upgrading.
- A number of intersections within Gresford and the Investigation Zone require upgrading. The intersections identified in the Section 94 Plan as needing improvement are:
 - Allyn River Road - Lewinsbrook Road
 - Glendonbrook Road - Paterson River Road - Durham Road
- Increasing number of heavy trucks travelling through the village. The route from Singleton to Dungog via Gresford is emerging as a 'short-cut' between the Pacific Highway and New England Highway for heavy vehicles.

It is the policy of Dungog Shire Council to limit private driveway access along the main access roads into towns and villages. These roads are known as 'Collector Roads'. Given the potential conflict between the siting of driveways and the higher volumes of traffic and, in some cases, the 80 to 100 kilometre speed limits along these routes, the continued use of private driveway access to collector roads is considered highly undesirable. The narrow width of the pavement of a number of the collector roads and restricted sight-lines due to the road alignment, are also factors that limit the suitability of these roads for additional private driveway access.

The LAP contains design criteria for new subdivisions that will restrict direct access to collector roads from private driveways. Increased use of existing driveways on collector roads to service future battle-axe style sub-division is also restricted in the design criteria.

For the purposes of the Gresford LAP the collector roads are defined as:

- Gresford Road
- Allyn River Road
- Park Street
- Durham Road
- Glendonbrook Road
- Paterson River Road

GRESFORD LOCAL AREA PLAN 2005**MAP 3 – COLLECTOR ROADS**

 Intersection requiring upgrading

Planning Approach

In new subdivisions, access to the collector roads will be by properly formed local roads and appropriately designed and sited intersections. Existing intersections may need to be upgraded or relocated. There will be no new direct driveway or right of way access from private dwellings to collector roads. Where required, access ways for emergency vehicles will be permitted.

In designing subdivisions, careful consideration needs to be given to the internal road network. Roads, unlike land uses or buildings, tend to become permanent features of a settlement. As such it is important that the road layout be conducive to the long term sustainability of the area.

For local roads within subdivisions, preference is for through, connecting roads rather than cul-de-sacs and right-of ways. A connected road network will minimise driving distances and generally provide for more than one entry-exit point within each subdivision. This is important particularly in areas potentially subject to bushfire or flooding. A connected road network will also foster community interaction and facilitate development of bus routes, including school bus routes, as the need emerges.

Desired Outcomes

- Reducing vehicular conflict and the potential for conflict through a significant reduction in the number of driveway access points to collector roads.
- To deliver a high level of access and permeability via a network of inter-connecting roads throughout all subdivisions, not a series of cul-de-sac roads or right-of-ways.
- To deliver a road network that will support closer settlement in the future.

Pedestrian and Cycle Access

The Issue

Gresford and East Gresford are located approximately 2 kilometres apart. The main shopping precinct, hotel, licensed club, showground and sporting facilities are located in East Gresford, while the primary school and general store are located in Gresford. There is currently a walk-way along Durham Road between the two settlements. The walk-way is not sealed and is poorly maintained. As such it is not well used, particularly by cyclists. The need for a properly formed shared footpath and cycleway in the Durham Road corridor was identified in the Shire Bicycle Plan and included in the Section 94 Contribution Plan.

Planning Approach

Where feasible, to incorporate shared pedestrian and cycle pathways within new subdivisions and the provision to link these routes between adjoining subdivisions. In some areas the design intent will be to establish a shared pathway link between the development and Gresford or East Gresford. Upgrading the existing walkway between Gresford and East Gresford, and/or developing a new walkway is considered essential.

Desired Outcome

- A network of shared pathways providing safe pedestrian and cycle access in and between subdivisions and, where feasible, create links between the subdivisions and Gresford and/or East Gresford.

Village Gateways

The Issue

The main access roads within the Investigation Zone are also the main access roads into Gresford and East Gresford. In the past strip development has occurred along these roads. The Gresford community has identified a need to improve the presentation of Gresford and East Gresford through the implementation of a town improvement program. Co-ordinated landscaping will be an important component of the improvement program. The town centre improvement program will need to address the Gateway arrival points for the area.

Planning Approach

The LAP recognises the importance of the village entry approaches in creating a 'sense' of arrival to the village. The gateway arrival corridors include Park Street and the Allyn River Road, Gresford Road, Paterson River Road and Glendonbrook Road approaches to the village. The presentation of Durham Road is also considered very important within the village.

A landscape policy will be developed by Council to ensure a co-ordinated approach to the provision of landscape buffers along the entry corridors and Durham Road. All development along these corridors will be in accordance with this Policy.

In preparing this Policy a visual assessment will be undertaken to determine set-back requirements. These requirements may vary from the DCP with the Gresford Landscape Policy requirements having precedence. A landscaped buffer and/or corridor tree planting along the corridors may be required, with the policy defining the buffer requirements and species to be planted.

Desired Outcome

To enhance the appearance and presentation of the village by creating coordinated entry corridors and gateways.

Sewage

The Issue

There is no sewerage system in Gresford. While Council is investigating options for sewerage in Gresford, East Gresford, Vacy and Paterson in the future, the sewer is unlikely to be on line within the next 5 years. As such, any development within the Investigation Zone will need to use an acceptable septic system or package on-site sewage treatment plant.

For properties located on flood liable land, specific conditions apply to the location of septic/sewerage systems and the disposal method and location. Shallow soils overlying impermeable bedrock (eg on the surrounding hill-slopes) may also restrict the areas where septic systems are viable.

Planning Approach

Applicants will need to meet all requirements of Dungog Shire Council and the Department of Environmental & Conservation in relation to the establishment and use of on-site effluent management systems. Council will require the applicant to provide detailed soil, geo-technical and/or hydrological studies.

Desired Outcomes

Establishment of on-site effluent management systems which:

- Generate no public health risk
- Prevent contamination of surface and ground water
- Conserve and re-use resources.

Habitat Protection

Most of the land within the Gresford Investigation Zone has been cleared. There are small pockets of remnant forest vegetation on some of the hills surrounding the village and riverine forest remnants along both the Allyn and Paterson Rivers.

The Native Vegetation Act 2003 and the accompanying Native Vegetation Regulations 2005, restrict the clearing of native vegetation. Under the new Regulations, where clearing of remnant vegetation is proposed, (including clearing of mature stand-alone trees) separate approval is required through the Catchment Management Authority (CMA). The approval process will generally require the preparation of a Property Vegetation Plan (PVP). The intent of the new Act and Regulation is that clearing will only be approved where there is no net loss of native vegetation and where a PVP provides for significant offset planting and/or existing vegetation maintenance and improvement works.

The provisions of the Native Vegetation Act and Regulations must be addressed as part of the planning and assessment process for land within the Investigation Zone. Information on the Native Vegetation Act and Regulations is available through the Hunter Central River Catchment Management Authority or Dungog Shire Council.

Planning Approach

Flora and fauna assessments need to be undertaken as part of the rezoning process. This must include addressing the requirements of the Native Vegetation Act 2003 and Regulations 2005. At the rezoning stage, strategies for managing areas identified as having habitat value must be identified. These strategies may include rezoning significant habitat areas as open space or environmental protection zones, provision of protective buffers and set-backs, increasing the minimum lots size, minimising clearing and avoiding structures or development in habitat areas.

As detailed in the previous section the proposed Native Vegetation Legislation will require concurrent approval from the CMA for any proposed non exempt clearing. The preparation of a PVP for the CMA for vegetation removal will also include consideration of the relevant requirements of Threatened Species Legislation. Prior to undertaking flora and fauna assessment, it is recommended that development (where clearing is proposed) be referred to the CMA.

Desired Outcomes

- Preservation and protection of habitat, particularly habitat that supports viable wildlife communities.
- Where possible, the establishment of a network of interconnected wildlife corridors not isolated protection zones or remote 'islands' of habitat.
- Protection of watercourses and the vegetation along these watercourses.

Bushfire

The Issue

There are areas within the Gresford Investigation Zone that are prone to bushfire. These areas are identified on the 'Dungog Shire Bushfire Prone Land ' Map and shown in Map 4. Rezoning applications for land shown on the Bushfire Prone will need to provide a bushfire risk assessment as part of the application.

Planning Approach

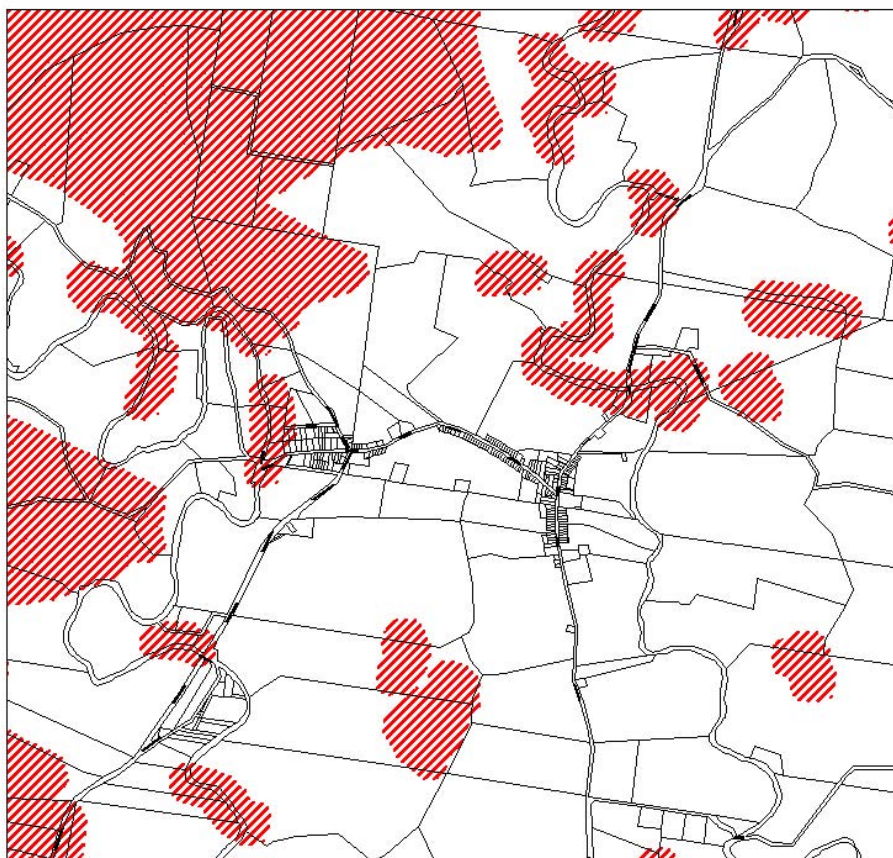
All subdivision designs must comply with the provisions of the NSW Rural Fire Service requirements as specified in the 'Planning for Bushfire Protection 2001', and/or other relevant bushfire regulations.

Desired Outcome

- To minimise the risk to people and property from the impacts of bushfire.

GRESFORD LOCAL AREA PLAN 2005

MAP 4– BUSHFIRE PRONE AREAS



 Bushfire Prone Land Mapping



Flooding

The Issue

Flooding is an issue along both the Paterson and Allyn Rivers. As data is not available on flooding within the Gresford Investigation Area, any proposal to develop along the river corridors or in other areas that may be susceptible to flooding will need to assess the flood regime and identify the 1:100 year flood level.

The LEP 2005 and Rural Strategy 2003 prohibit Rural Lifestyle and Rural Enterprise development on land affected by the 1% (1:100 year) flood level. Under the LAP these areas are excluded from the Investigation Zone.

Further information on flooding and planning controls is available from Dungog Shire Council.

Planning Approach

The LEP and Rural Strategy prohibit Rural Lifestyle and Rural Enterprise development on land affected by the 1% (1:100 years) flood level. Under the LAP these areas are excluded from the Investigation Zone.

The LAP also requires that:

- All structures below the 0.5% (1:200 year) flood level must have flood compatible building components.
- Ability to evacuate - a reliable flood free access for pedestrians is required for a 0.5% (1:200 year) or higher flood event. A flood evacuation strategy for pedestrians and vehicles has to be prepared for the applicant by a suitably qualified engineer and approved by Council.
- Any development will not increase the impacts of flooding on adjoining properties or downstream.
- The applicant must provide controls to prevent the discharge of pollution during flood events. All septic tanks must be located above the 1% (1:100 year flood level) and all transpiration beds or aerated areas above the 5% (1:20 year level).

Desired Outcomes

- To minimise the risk to people and property from flooding.
- To prevent pollution of waterways.

Waterways – River Foreshores

The Issues

The Paterson and Allyn Rivers and other watercourses within the Investigation Zone play an important role within the Gresford area. These watercourses feature significantly in the local character of Gresford and contribute to the sustainability of agriculture, recreation, tourism, water supply, habitat and bio-diversity and to the microclimate of the area. The water supply for Gresford is pumped from the Allyn River (adjacent to the south-eastern corner of the Camyr Allyn vineyard) and from the Paterson River (adjacent to the Anglican Church).

Issues include:

- The cumulative negative impacts of development on waterways.
- Preventing pollution from effluent and stormwater runoff and other activities.
- Maintaining water quality and the flow of the rivers by limiting the pumping of river water.
- Minimising impacts of development on the ecology associated with watercourses and wetlands.
- Weed infestation along river banks.
- Protecting and re-establishing the riverine forest and the riparian vegetation corridors along both rivers.
- Protecting the existing easements for the rising mains from the Allyn and Paterson River pumping stations to the reservoir.

Planning Approach

The planning approach incorporates:

- Protecting watercourse ecology
- Maintaining water quality and water flow
- Providing for public access to the waterways
- Minimising the impacts of flooding

This can be achieved by:

- Providing adequate buffers and set-backs from watercourses, as per the Shire-wide DCP 2004.
- Ensuring that no further riparian rights are created, as required by the LEP 2005 and Rural Strategy 2003.
- Prohibiting further subdivision of the river foreshore areas – new lots with river frontage cannot be created.
- Encouraging foreshore areas to be kept in one title and zoned appropriately.
- Requiring developers to re-establish Riverine Forest where appropriate, in accordance with a vegetation management plan.
- Providing public access to foreshore areas.
- Encouraging the installation of package sewage treatment plants rather than on-site effluent management systems.

Desired Outcomes

- Protection of riparian vegetation and re-establishment of riverine forest along the riparian corridors.
- Maintenance of water quality and water flow.
- Providing public or community access to the river foreshore areas.

Subdivision Patterns

The Issue

Under previous planning schemes, subdivision of rural land in some areas within the Shire was undertaken on an adhoc, uncoordinated basis. This has resulted in significant fragmentation in land holdings. In order to provide access to existing roads and/or river frontage, lots created were often long and narrow and/or battleaxe or irregular shapes. Further sub-division of these type of lots on an individual basis would increase fragmentation

and is not considered desirable. Fragmentation creates long term access and servicing problems.

Planning Approach

Emphasis is on creating a coordinated and integrated approach to subdivision design within the Investigation Zones. The Gresford LAP does not permit further subdivision of individual lots where the lots are small, irregular in shape and/or where the width to depth ratio of the lot is less than 1:3. These lots are identified in the LAP.

Subdivision of these identified lots may only be permissible through consolidation of adjoining lots and/or through co-operation with adjoining land-owners to form a viable subdivision design area. Masterplans may need to be prepared for subdivision design areas.

The Masterplan will detail the road network, lot layout and provision for open space, habitat corridors, environmental and scenic protection zones and shared pedestrian and cycle pathways within the subdivision design area.

Where there are lots suitable for subdivision that do not have existing public road frontage (eg in the Camyr Valley area and the area to the east of the Allyn River) then the subdivision design for the adjoining lots that have road frontage must ensure that provision is made for road and shared pathway access to the adjoining land. This will prevent the sterilisation or 'land-locking' of developable land.

Desired Outcomes

- No further fragmentation and adhoc subdivision of land.
- A co-ordinated and integrated pattern of subdivision which is suitable for closer settlement patterns in the future to meet the needs of the Gresford village.
- Co-ordinated approach to staged subdivision and land releases.
- To avoid sterilisation of adjoining properties.
- Create the opportunity for the development of an integrated community, not a series of separate enclaves.
- To create a strong network of pedestrian, cycle and open space links throughout all subdivisions and, where required by Council, between the new subdivisions and Gresford village.

Existing Agricultural Activities

The Issue

There are a number of existing agricultural activities within and in close proximity to the Gresford Investigation Zone which are classified as Intensive Agriculture. These activities include:

- Camyr Allyn Vineyard
- Commercial nursery in East Gresford
- Market garden, near Pound Crossing Bridge, just south of the Investigation Zone

There may also be animal boarding, breeding or training establishments and/or intensive animal industries within or in close proximity to the Investigation Zone.

These activities may operate 24 hours a day and create noise, odour or other emissions and/or involve the application of chemical sprays. The operation of the Showground and the Northern Hunter Winery may also create noise or odour issues for adjoining land.

There is potential for conflict to occur where residential / rural residential development encroaches into agricultural areas. In order to minimise the potential for conflict and to protect the existing use rights of these activities, Dungog Shire Council requires that a buffer zone be provided between these activities and any new development. The Buffer Zone requirements are detailed in the 'Dungog Development Control Plan No 1 - Buffer Zones'.

A Buffer Zone is defined as an 'area of land separating adjacent land uses that is used for mitigating the impacts of one land use upon another'. Buffer elements (ie a natural or artificial feature) may be used within the buffer zone to mitigate adverse impacts. In some cases the buffer zone widths specified in DCP 1 may be varied through the use of buffer elements.

Planning Approach

The LAP recognises the existing use rights of agricultural activities within the Investigation Zone. Any development proposed adjacent to or in close proximity to agricultural activities will need to address the DCP 1 Buffer Zone requirements.

Desired Outcome

To minimise conflict between land uses that are potentially incompatible by establishing well defined boundaries and protecting the prior rights of lawful development.

Extractive Industry –Camyr Allyn Quarry, Lewinsbrook Road

The Issue

The Lewinsbrook Road Quarry is an active quarry that is owned and operated by Dungog Shire Council. The Quarry provides road base material for use in road construction and maintenance within the Shire.

DCP 1 - Buffer Zones, recognises that quarrying activities are incompatible with residential / rural activities and requires a **minimum** buffer zone of 500m between the quarry and residential development. Where blasting is part of the quarry operation, the buffer zone may be extended.

Planning Approach

Dungog Shire Council needs to address the future of the quarry and define whether a buffer zone of more than 500m is required. Development of land within this buffer zone for Rural Lifestyle or Rural Enterprise use will not be permissible while the quarry remains operational.

Desired Outcome

To prevent conflict between land uses that are potentially incompatible by defining boundaries and protecting the prior rights of the quarry.

2.3 PLANNING PRECINCTS

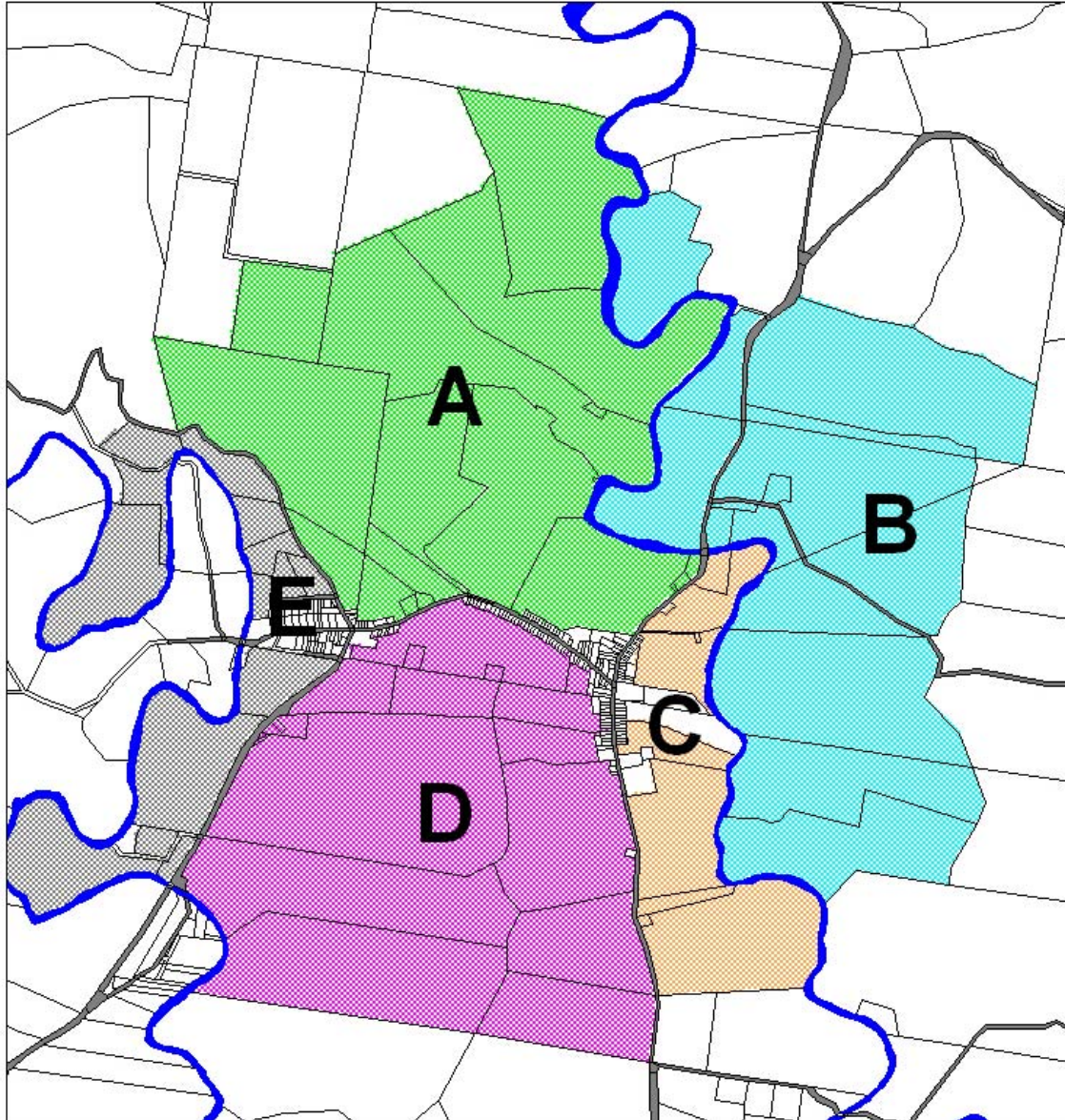
The Gresford LAP divides the Investigation Zone into 5 planning precincts. These precincts are shown on Map 5.

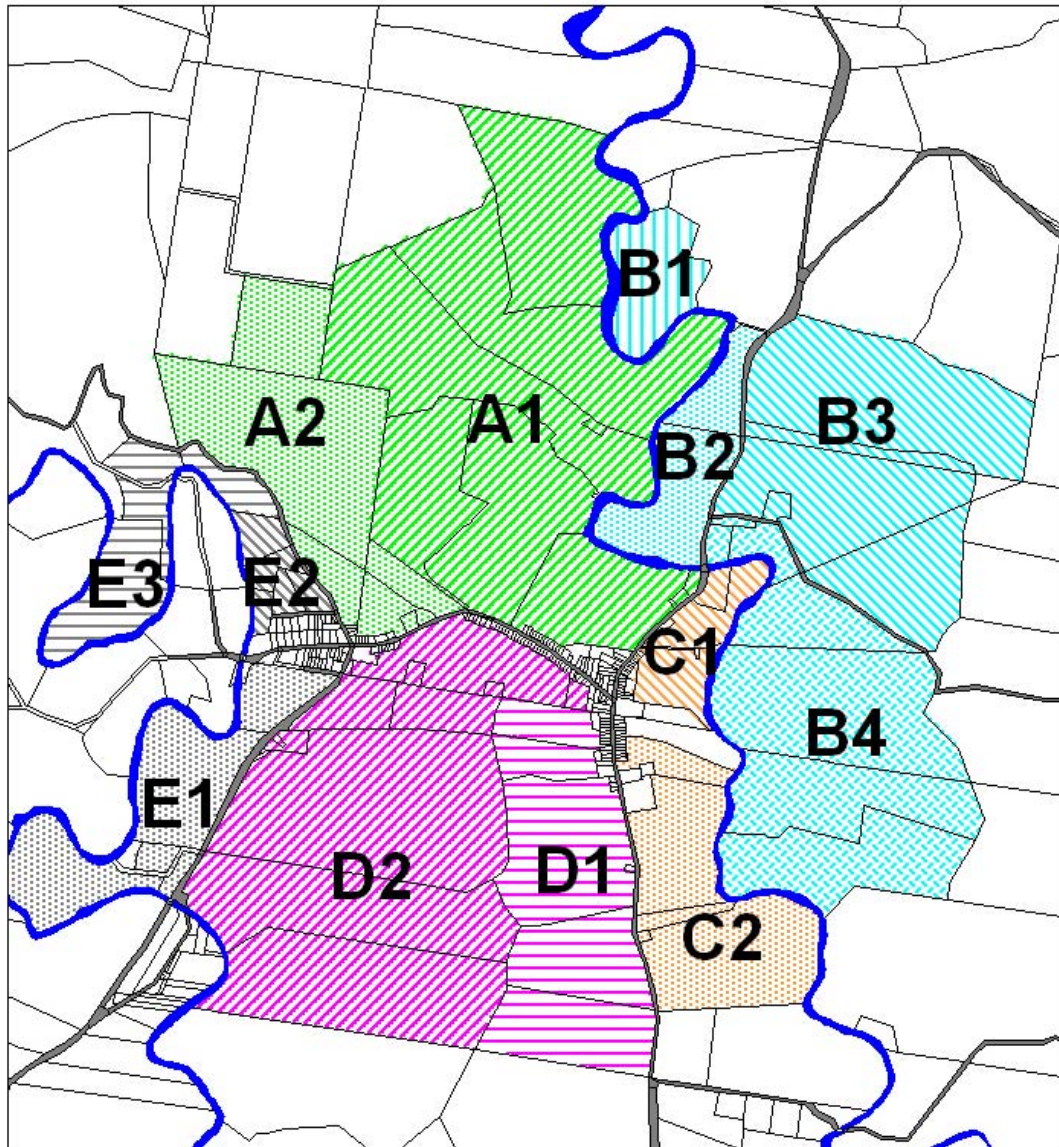
- **Precinct A - Gresford North** - This area lies to the north of Durham Road. It is bounded by the Allyn River and Park Street / Allyn River Road to the east and Paterson River Road to the west.
- **Precinct B - Allyn River Road - Lewinsbrook Road area** - This area lies to east of the Allyn River in the area to north and east of East Gresford.
- **Precinct C - Gresford East** - Precinct C abuts East Gresford, and incorporates the area between Park Street and the Allyn River, extending north to Camyr Allyn Bridge.
- **Precinct D - Gresford South** - Precinct D incorporates the large hill just south of the village. The Precinct abuts the southern edge of Gresford and East Gresford and is bounded by Durham Road to the north, Park Street - Gresford Road to the east and Glendonbrook Road to the west.
- **Precinct E - Paterson River - Gresford West** - this Precinct abuts the western edge of Gresford village and is bounded by the Paterson River to the west, Pound Crossing Bridge to the south and Glendonbrook and Paterson River Roads to the east.

Each Precinct is divided into planning areas. These areas are shown on Map 6.

GRESFORD LOCAL AREA PLAN 2005

MAP 5 – PLANNING PRECINCTS



GRESFORD LOCAL AREA PLAN 2005**MAP 6 – PLANNING AREAS****2.4 COMMUNITY TITLE DEVELOPMENT**

As outlined in the Dungog Shire Rural Strategy 2003, Council's stated preference is for subdivisions within the Investigation Zone to be undertaken as Community Title developments.

Community Title subdivision enables the creation of individual allotments within a site, while retaining significant areas as common property for communal ownership. Common property can include areas and facilities such as roads, footpaths, bicycle ways, playgrounds, open space and sewage treatment plants.

Common property within the development will be owned and managed by a body corporate ('association') comprising all lot owners. The association will own the common areas, (referred to in the Act as 'association property') for its members in shares proportional to the member's unit entitlement, based on site values, which will determine voting rights and contributions to maintenance levies.

Community title legislation allows for flexibility in the management and administration arrangements operating within a scheme. This is achieved by providing for a multi-tiered management concept and by permitting a management statement to be prepared for each scheme, setting out the rules and procedures relating to the administration of, and, participation in, the scheme.

The Dungog LEP 2005, Clause 28, contains incentives to encourage Community Title development. Where a Community Title development will be connected to a reticulated sewage system, in a Rural Lifestyle or Rural Enterprise Zone, the lot size may be reduced to a minimum of 2,000 square metres with an average lot size subdivision being one (1) hectare.

2.5 MASTERPLAN

A number of the Planning Areas (or part areas) within the Investigation Zone will be required to prepare and submit a Masterplan as part of their rezoning application to Rural Lifestyle 1(l) or Rural Enterprise 1(e).

The Masterplan will provide a 'blue print' for the development of an area. It will set the vision and design principles for the area. A Masterplan will show how the area will ultimately be developed - which land is to be developed, how the subdivision will relate to the surrounding area, where the open space will be, how access (vehicle, pedestrian, cycle) will be provided, how areas of scenic and/or habitat value will be protected and how risks (eg bushfire, flooding) will be mitigated.

Under the provisions of the LAP, a Masterplan is generally required where there are:

- Large parcels of land that are likely to be developed in stages.
- A variety of lots in individual ownership, where the layout and/or size of the lots are not suitable for subdivision on an individual basis.
- Lots within a Planning Area that do not have frontage to public roads.
- A range of physical and/or environmental constraints which limit the capability of the area to support development and/or require a co-ordinated management approach.

Masterplan Objectives

- To ensure that land is subdivided in a way that ensures long term sustainability, enabling further subdivision in the future.
- To manage the development of land in different ownerships to ensure that development does not sterilise or land-lock subdividable land within the Planning Area.
- To ensure that new subdivisions respond appropriately to site features and topography, protecting areas of visual and/or habitat significance and minimising possible risks (eg bushfire, land instability, flooding etc)

- To ensure that new subdivisions are effectively linked into a public road network, and that the internal subdivision road network allows connectivity between areas.
- To provide for pedestrian and cycle access, throughout the subdivision and to adjoining areas, encouraging community interaction.
- To create and maintain a sense of place.

Requirements

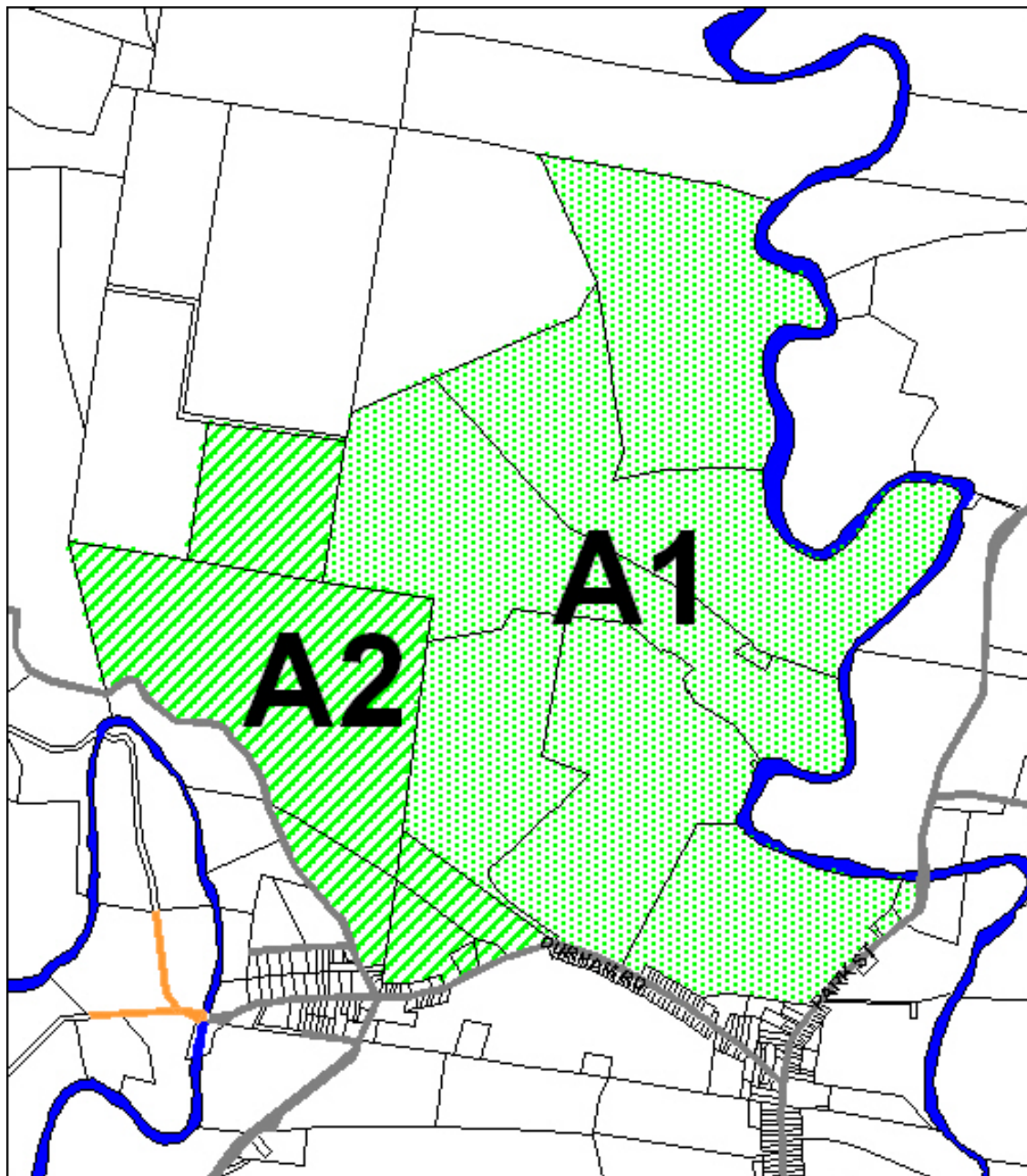
- Where a masterplan is required by the LAP, applications to rezone and subdivide land (whether the land is in the same or different ownerships) must be accompanied by a masterplan.
- The masterplan is to be prepared by a qualified urban designer, surveyor, urban planner and/or other suitably qualified professional.
- The masterplan is to apply to the entire area defined in the LAP.
- The masterplan is to address:
 - The relationship of the proposed subdivision with immediate adjoining land uses and the surrounding locality.
 - Connectivity with adjoining land so that adjoining vacant land can be developed in an orderly and economic manner.
 - The road network - in relation to ease of access, connectivity and in regard to fire and flood risk and means of evacuation.
 - Cycleway or shared pathway connections as required by the LAP.
 - Open space provision.
 - Protection of areas of high scenic and/or habitat value.
 - Mitigation against natural hazards, including defining the extent of clearing required for bushfire asset protection zones.
 - Building envelopes.
 - How residue land (where not dedicated to Council as a reserve) is to be treated and managed.
 - Other factors identified in the LAP or by Council.

3. PRECINCT A - GRESFORD NORTH

Precinct A area lies to the north of Durham Road. It is bounded by the Allyn River and Park Street / Allyn River Road to the east and Paterson River Road to the west.

Precinct A is divided into two (2) planning areas.

PLANNING PRECINCT A



3.1 PLANNING AREA A1

The Area

Planning Area A1 incorporates the 'Camyr Allyn' Valley and surrounding hills. It is bounded by Durham Road to the south and Allyn River Road and the Allyn River to the east. Area A1 incorporates seven (7) lots.

Lot 1 DP 742879
Lot 5 DP 1047402
Lot 1 DP 159911
Lot 24 DP 816421
Lots 25 & 26 DP 875973
Lot 21 DP 816421

Lots 25 and 26 have access from Durham Road. Lot 21 has frontage to both Durham Road and Park Street - Allyn River Road. The remaining lots are 'landlocked'. Lot 1 DP 159911 and Lots 5 and 24 are accessed via a right of way through Lots 21 and 25. While Lot 24 appears to have legal access via a Right of Way, the situation in relation to Lots 1 & 5 is unclear and will require the landowners to provide relevant information to Council.

Alternative access for Lot 5 and access to the southern end of Lot 1 DP 742879 is available through Area B1 via a ford over the Allyn River. The northern part of Lot 1 DP 742879 is accessed via a 4WD trail and ford over the Allyn River which is located north of the Investigation Zone. These alternative access routes are flood prone.

Development Potential

The Camyr Allyn Valley is a significant feature and integral part of the Gresford area. The Valley forms part of the view north from Durham Street to the Barrington Ranges and from the Allyn River Road approach to East Gresford. In addition, the Camyr Allyn Vineyard and Cellar Door is one of the main visitor attractions in Gresford and Dungog Shire. Part of the appeal of the vineyard is the scenery of the surrounding valley.

While development will be permitted in the Valley, it needs to be undertaken sensitively to ensure that the character and appeal of the area is retained. A detailed visual assessment including view shed analysis must be undertaken as part of any rezoning application with development to be limited to areas where the visual impact will be minimal.

Other issues that impact on the development potential of Area A1 include:

- **Intensive Agriculture** - A commercial vineyard (Camyr Allyn Wines) has been established on the eastern section of Lot 24. The vineyard is classified as Intensive Agriculture and a **minimum** buffer zone of 150m is required. As the Vineyard uses chemical sprays the buffer is extended to 300m. The vineyard is a 24 hour operation with spraying and harvesting often undertaken at night. This generates both noise and light emissions. As this is a valley location, the noise may 'echo' or be amplified. Further investigation is required to measure the impact of the vineyard on adjoining properties and determine whether a wider buffer zone is required. Any development that occurs in the Valley needs to recognise that the vineyard is a legitimate existing use and that the vineyard operations have precedence over 'new' development.

- **Poor Access** - more than half the area is 'landlocked' and accessed by right-of-ways over adjoining properties. The costs involved in providing sealed road access to Lot 5 and Lot 1 DP 742879 to cater for development is potentially prohibitive.
- **Flooding** - some of the flatter areas along the Allyn River are low lying and appear to be flood prone. Further investigation is required to determine the 1:100 year flood level, with development not permitted below this level.
- **Steep slopes** - The western part of Area A1 is part of the Coulston Range, with localised areas of steep slopes (slopes greater than 18 degrees) occurring in the more elevated areas and along the water course gullies.

Lot 1 DP 742879 - the development potential of this area is very limited, with the main constraints being lack of access and hilly to steep terrain. The western part of this lot is also bushfire prone. Any development within this area should be on the southern half of the lot and undertaken in conjunction with development of Lot 5 to the south.

Lot 5 DP 1047402 - The south eastern corner of Lot 5 lies within the vineyard buffer zone and development will not be permitted within this buffer area. The eastern part of this lot also appears to be flood prone. There is also a creek system with numerous tributary water courses that traverses the area. The requirements for buffers along watercourses will limit the amount of land available for development. Access is also an issue, the property owner will need to establish that there is legal access via Right of Way through adjoining properties. The Right of Way may only apply to a specific lot and the Right of Way of access may not necessarily extend to additional lots created by subdivision.

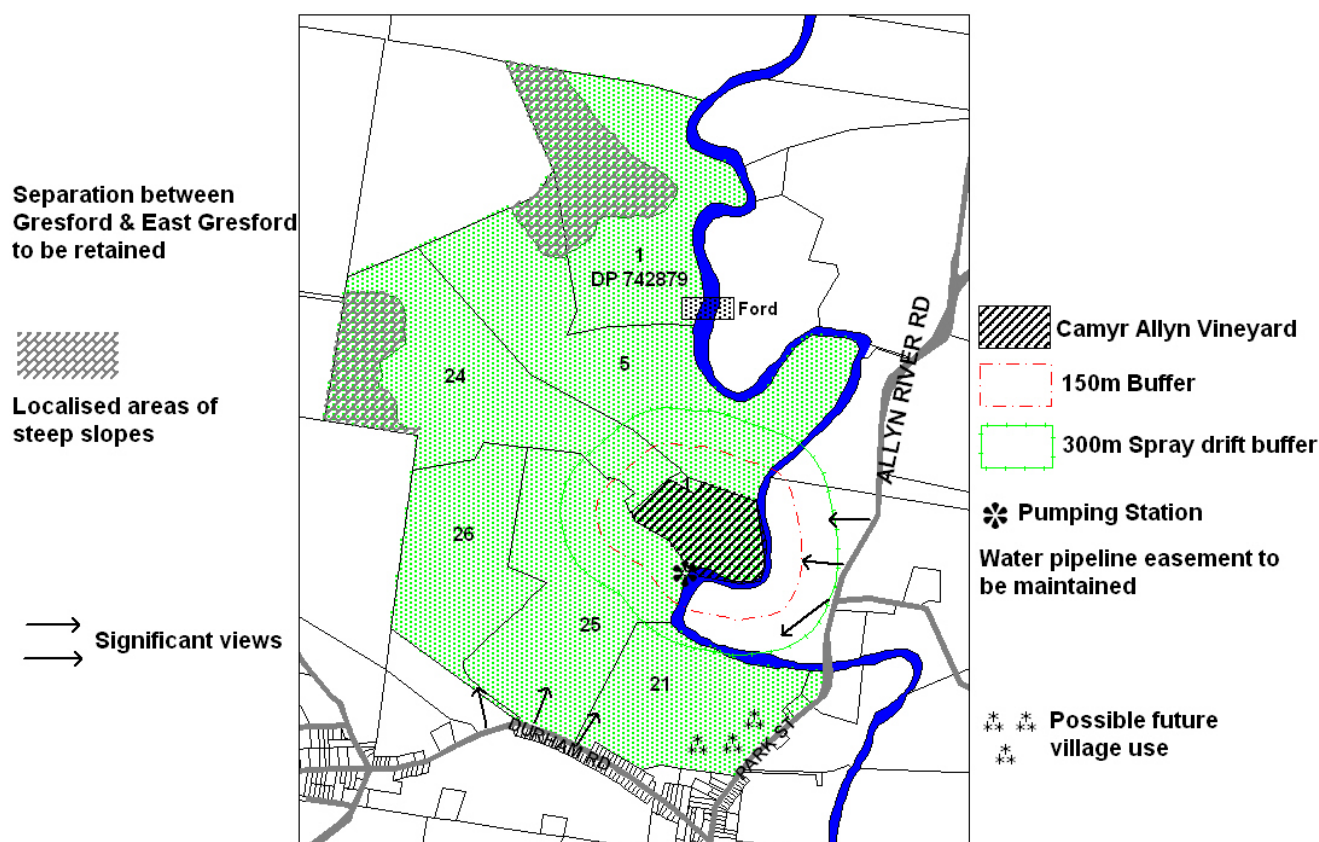
Lot 1 DP 159911 - This is a small, concessional lot. No further subdivision will be permitted.

Lot 24 DP 816421 - The vineyard and surrounding buffer area prevent development on the eastern half of this lot. Development could potentially occur in the western part of the site, in areas with slopes of less than 18 degrees and not identified as visually significant within the Valley (ie. Development to be 'hidden' and have no or very minimal impact on the visual amenity of the Valley). Access is also an issue and the possibility of using the Right of Way to service additional lots needs to be investigated.

Lots 25 & 26 DP 875973 - these lots are located adjacent to Durham Road and are part of the foreground view. Development will need to be undertaken sympathetically with buildings designed and located to minimise the visual impact. Development is to occur below the level of Durham Road, with no strip development permitted along Durham Road. There are localised areas of steep slopes on both Lots as well as a number of watercourses. This will also impact on the development potential. The north-eastern part of Lot 25 lies within the vineyard buffer zone and development will not be permitted in this area.

Lot 21 DP 816421 - the southern part of Lot 21 has been identified as possibly suitable for the future expansion of East Gresford. Further investigation is required to determine whether all or part of this lot is suitable for future village uses and/or for smaller lot sizes (eg 2,000 sqm) than permissible in the Rural Lifestyle zone. In particular, it needs to be determined whether Lot 21 is free of physical and environmental constraints and can be connected to the town water supply and sewered via an on-site package treatment plant (or other system). No development will be permitted in areas identified as having high visual significance.

PLANNING PRECINCT A1



Masterplan

Due to the visual significance of this area, the presence of the vineyard and access issues, a Masterplan for the area is required.

Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for developable land within Area A1 must address:

Issue	Planning Considerations / Performance Criteria
Visual Impact - parts of Area A1 have high visual / scenic value that is to be retained and protected. The Camyr Allyn Valley is one of the main physical assets and features of the Gresford area and protection of this asset is a priority.	<ul style="list-style-type: none"> Detailed visual assessment - view shed analysis to be undertaken as part of the planning and assessment process. Development may be prohibited in areas which are identified as having high visual significance.

	<ul style="list-style-type: none"> Integrated building design is required for any development within this area.
Vineyard Buffer Zone – the vineyard has priority over any proposed development.	<ul style="list-style-type: none"> 300m buffer to be provided around the vineyard. Dwellings will not be permitted within the buffer zone.
Need for coordinated development	<ul style="list-style-type: none"> Land capability assessment is to be undertaken for Area A1 to identify land suitable for development. If suitable for development, a Masterplan is to be prepared for Area A1. Subdivision is to occur in accordance with the Masterplan.
Future expansion of East Gresford. - Lot 21 DP 816421	<ul style="list-style-type: none"> The southern section of Lot 21 may be suitable for future village uses. As part of the Masterplanning process – assessment of the future needs of the village is to be undertaken and the suitability of the part of Lot 21 that abuts the village needs to be evaluated.
Access to Collector Roads - Allyn River Road and Durham Road.	<ul style="list-style-type: none"> No additional private driveway access or right-of-ways to Allyn River Road or Durham Road can be created. Ability to use the Right of Way to access Lots created by subdivision of Lots 1 DP 742879, Lot 5 DP 1047402 and Lot 24 DP 816421 requires investigation. Capacity of the Right of Way to accommodate increased traffic needs to be investigated. Sealing may be required.
Internal access - pedestrian & bicycle routes .	<ul style="list-style-type: none"> Any development on Lot 21 is to include a pedestrian - cycle link through to East Gresford shopping centre. A link is also to be provided to the walking track between Gresford and East Gresford
Arrival corridors / village gateways	<ul style="list-style-type: none"> Landscape buffer / corridor tree planting along the Allyn River Road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford.

	<ul style="list-style-type: none"> ▪ No strip development along Allyn River Road or Durham Road. ▪ For Lots 21 and 25, all development is to occur below the Durham Road level to retain both views and the visual separation between Gresford and East Gresford.
Allyn River Corridor / watercourses through the area	<ul style="list-style-type: none"> ▪ Flooding / hydrology / drainage of the area is to be assessed as part of the land capability assessment. ▪ No development below the 1:100 year flood level. ▪ Watercourses are to be protected. ▪ Development is to be setback from watercourses as required in DCP 1. ▪ No further riverfront lots or riparian rights are to be created. ▪ Riparian vegetation to be protected and the riverbank and watercourses rehabilitated.
Areas subject to bushfire risk	<ul style="list-style-type: none"> ▪ Bushfire risk to be assessed and addressed as part of any subdivision design.
Reafforestation	<ul style="list-style-type: none"> ▪ Areas to be re-vegetated are to be identified in the Masterplan and included in subsequent development plans.

3.2 PLANNING AREA A2

Planning Area A2 adjoins Gresford Village. The area is bounded by Paterson River Road to the west and Gresford Village - Durham Road to the south. The area occupies the southern ridges of the Coulston Range. Area A2 incorporates six (6) lots:

Lot 15 DP 752469
 Lot 1 DP 7054 (part to the east of Paterson River Road)
 Lot 1 DP 661450
 Lot 73 DP 629501
 Lot 6 DP 38581
 Lot 1 DP 562046

Lot 1 DP 7054 and Lot 1 DP 661450 have frontage to Paterson River Road, while Lots 6 and 73 have frontage to Durham Road. Lot 15 is 'land locked'. Lot 1 DP 562046 is the Council Depot and is zoned 5(a) Special Uses. Parts of this lot may be surplus to Council requirements and as such, the lot needs to be considered in conjunction with the adjoining land.

Development Potential

The undulating land adjacent to Gresford village is potentially suitable for development. The development potential is very limited in the steeper, hilly central and northern parts of Area A2.

Lot 1 DP 661450, Lot 73 629501 and Lot 1 DP 562046 abut Gresford Village. Lot 1 DP 562046 and the southern half of Lot 1 DP661450 and Lot 73 have been identified as possibly suitable to accommodate future village growth. Further investigation is required to assess whether all or part of these lots are suitable for future village uses and/or for smaller lot sizes (eg 2,000 sqm) than permissible in the Rural Lifestyle zone. In particular, it needs to be determined whether these lots are free of physical and environmental constraints and can be connected to the town water supply and sewerage via an on-site package treatment plant (or other system).

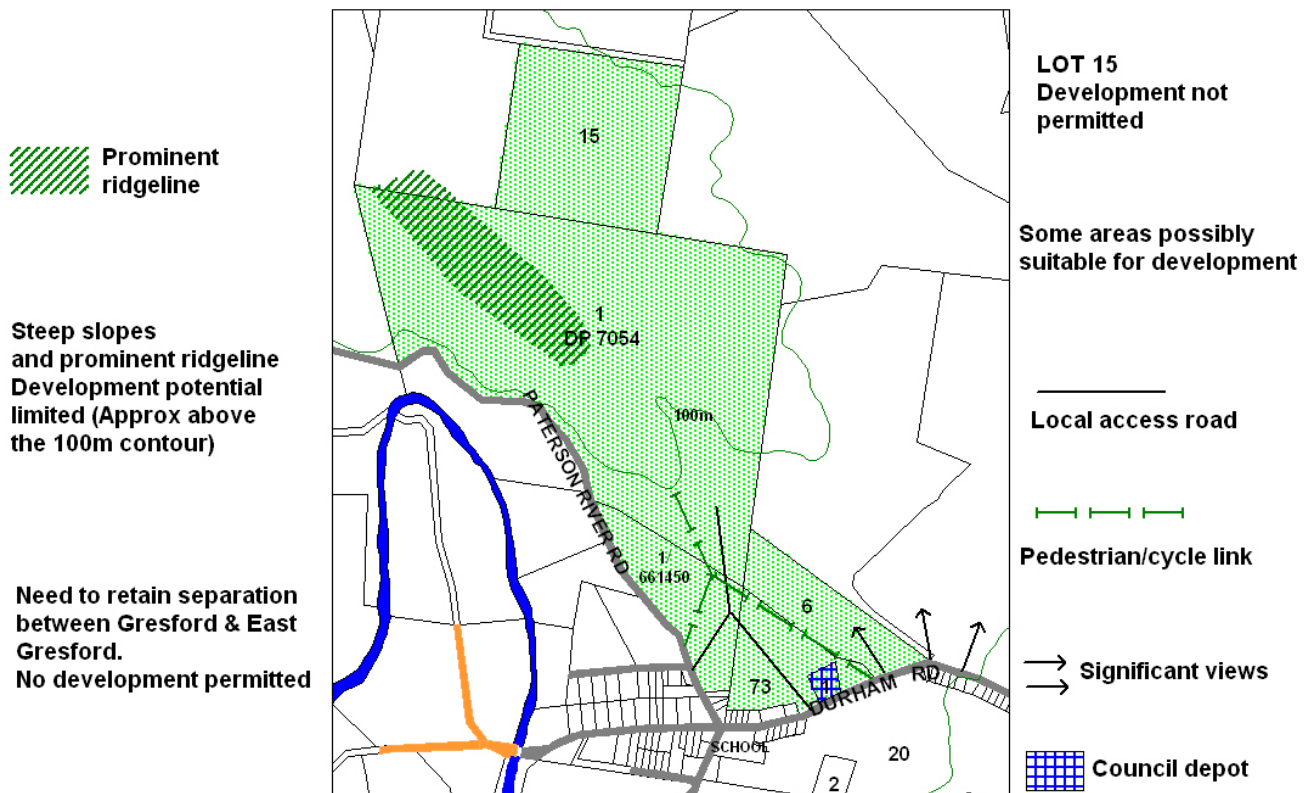
Lot 6 DP 38581 - Forms part of the visually significant area along Durham Road. A visual assessment will be required to identify possible areas for development. In order to protect views and retain the physical separation between Gresford and East Gresford, no development will be permitted along Durham Road.

Lot 1 DP 7054 (east) - Lot 1 is a very large parcel of land that incorporates the main ridge that extends south from Mount Coulston. The topography of the Lot 1 ranges from flat to undulating along the southern section to hilly and steep in the central and northern sections, with localised areas of very steep slopes along the watercourses and gullies. There are also localised areas of undulating land along the main ridge crest and a secondary ridge that leads up to the former 'Landing Ground'. These ridges are prominent features of the local landscape and the visual integrity of these areas is to be protected. The central and northern parts of the site are bush fire prone.

The southern part of the Lot appears suitable for development. Subject to both a land capability assessment and visual assessment, limited development **may** be permissible in the less hilly areas of the central area of this lot, in locations that are not visually prominent (ie visual impact of development is to be minimal). Development will not be permitted on the northern part of this lot.

Lot 15 DP752469 - Development not permitted due to access constraints, steep topography of much of the site and bush fire risk.

PLANNING PRECINCT A2



Masterplan

A masterplan is required to assess land capability and determine the most appropriate pattern of subdivision for the developable land within Area A2. The Masterplan is to show:

- Areas for the future expansion of Gresford village.
- How the visual separation between Gresford and East Gresford is to be achieved.
- The proposed subdivision layout, including areas to be subdivided for village use as well as for rural lifestyle / rural enterprise development.
- Road layout and pedestrian and cycle links through the area.
- Open space areas and corridors.
- Areas of visual significance and the provisions to preserve and protect these areas.

Issues & Performance Criteria

In addition to the planning controls set out in the LEP, DCP and Rural Strategy, the planning and assessment process for flood free land in Area A2 must address.

Issue	Planning Considerations / Performance Criteria
Lot 15 DP 752469 and the northern third of Lot 1 DP 7054	<ul style="list-style-type: none"> No subdivision permitted
Future expansion of Gresford village	<ul style="list-style-type: none"> Lot 1 DP 562046, the southern part of Lot 1 DP 691450 and Lot 73 are to be assessed to determine their suitability to provide land for the future growth of Gresford.
Coordinated development	<ul style="list-style-type: none"> Land within Area A2 needs to be planned and subdivided on a coordinated basis. Development of individual lots is not permitted. A Masterplan is to be prepared for Area A2 with subdivision to occur in accordance with the Masterplan.
Pattern of development	<ul style="list-style-type: none"> No development in visually prominent areas. No strip development along Paterson River Road.
Visual Impact - parts of Area A2 have high visual / scenic value.	<ul style="list-style-type: none"> Visual assessment required. No development will be permitted in areas which have high visual significance. No development on ridge lines or upper slopes in the areas that are visible from Gresford, East Gresford, Durham Road or any of the access roads into the area. To retain the separation between Gresford and East Gresford and to protect views, no development that impacts on, or restricts views of the Camyr Allyn Valley and the ranges to the north, is permitted along the Gresford Road frontage of Lot 61 in the area to the east of the Council Depot.
Access	<ul style="list-style-type: none"> Only one access road will be permitted from Paterson River Road. This access road is to service Lot 1 DP661450 and Lot 1 DP 7054. Only one access road will be permitted off Durham Road with this road servicing , Lot 1 DP 562046 , Lot 61 and Lot 73. The location of the access road intersections with the collector roads are to be determined in consultation with Council and the RTA.

	<ul style="list-style-type: none"> ▪ No additional private driveway access or right-of-ways to Paterson River Road can be created. ▪ In relation to development of Lot 73 only, driveway access to Durham Road may be permitted for new lots that are located to the west of the Council Depot.
Arrival corridors / village gateways	<ul style="list-style-type: none"> ▪ Landscape buffer / corridor tree planting along Paterson River Road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford.
Pedestrian and cycle access	<ul style="list-style-type: none"> ▪ Any development in Area A2 must provide a pedestrian-cycle link through to the Gresford shop / school.
Areas subject to bushfire risk	<ul style="list-style-type: none"> ▪ Bushfire risk to be assessed and addressed as part of any subdivision design.
Reafforestation	<ul style="list-style-type: none"> ▪ Areas to be re-vegetated are to be identified in the Masterplan and included in subsequent development plans.

4. PRECINCT B - ALLYNBROOK/K ROAD - LEWINSBROOK ROAD

Precinct B lies to the north and east of East Gresford and incorporates the area within the Investigation Zone that lies to the east of the Allyn River.

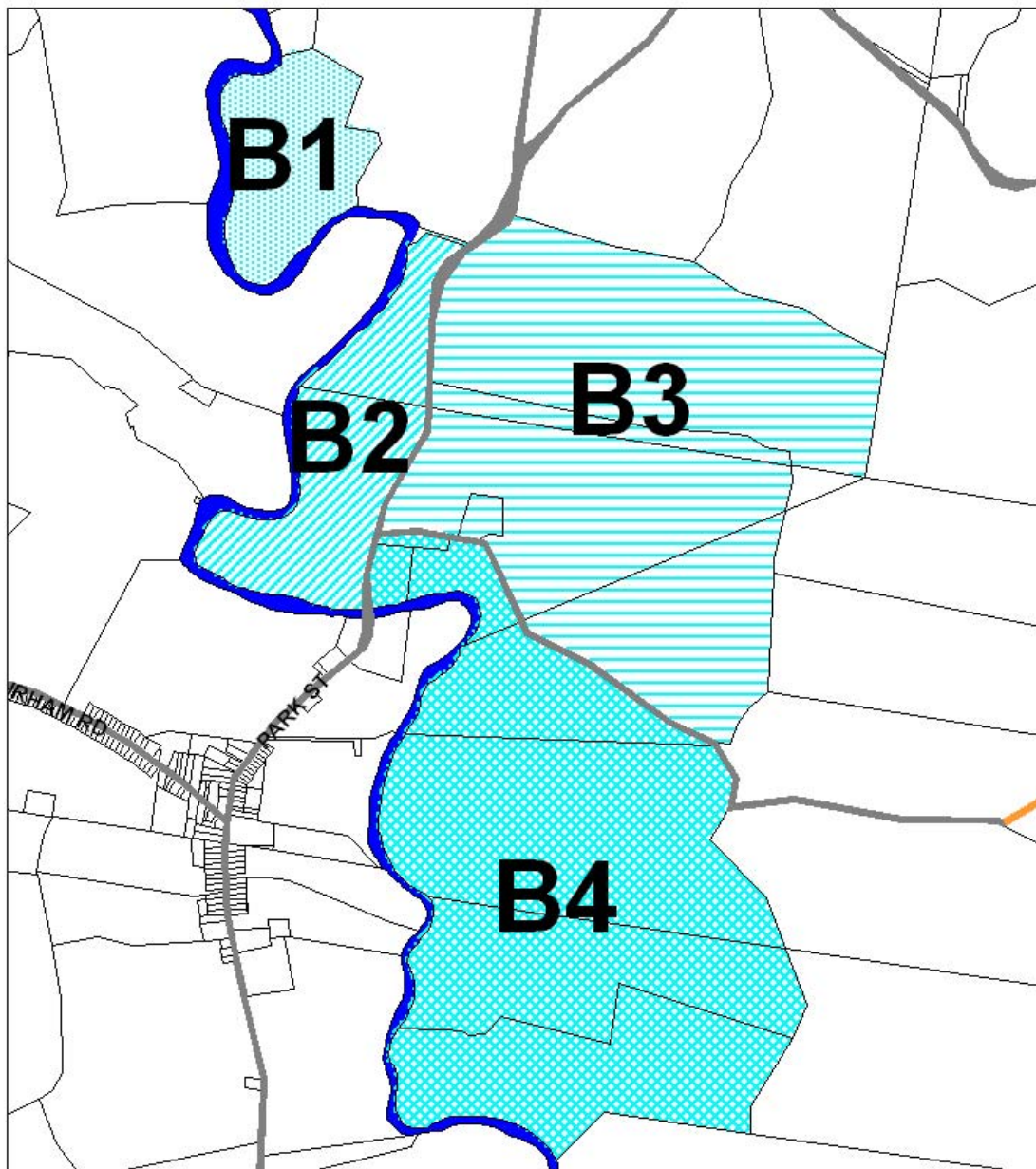
The western part of Precinct B, lying between Allyn River Road and the Allyn River is flat to undulating, with part of the area appearing to be flood prone. As there are no flood levels for this section of the river, a flood assessment study will need to be undertaken as part of any rezoning application.

The eastern part of Precinct B, lying to the east of Allyn River Road, is undulating to hilly with areas of steep slopes in excess of 18 degrees. The slopes rise up to a ridge that forms the eastern boundary of the Investigation Area. The hill crests along the ridge range in height from 165m to 220m asl. The ridge and hills are visible from the village and from Durham, Allynbrook and Gresford Roads which are important tourist routes. The hills are a significant element in the landscape and identity of Gresford.

There are two access roads within the area, Allyn River Road and Lewinsbrook Road. Allyn River Road is a main road which provides access to Dungog (via Bingleburra Road) and to the popular Allyn and Williams River areas on the southern side of the Barrington ranges. Allyn River Road is a collector road and as such direct driveway access will not be permitted. Lewinsbrook Road is a very narrow local road that is steep in places and has limited sight-lines. While Lewinsbrook Road is not classified as a collector road, direct driveway access may not be permitted for safety reasons.

Precinct B is divided into four planning areas.

PLANNING PRECINCT B



4.1 PLANNING AREA B1

The Area

Planning Area B1 is a single parcel of land, Lot 1 DP742879 which is located within a bend of the Allyn River.

Development Potential

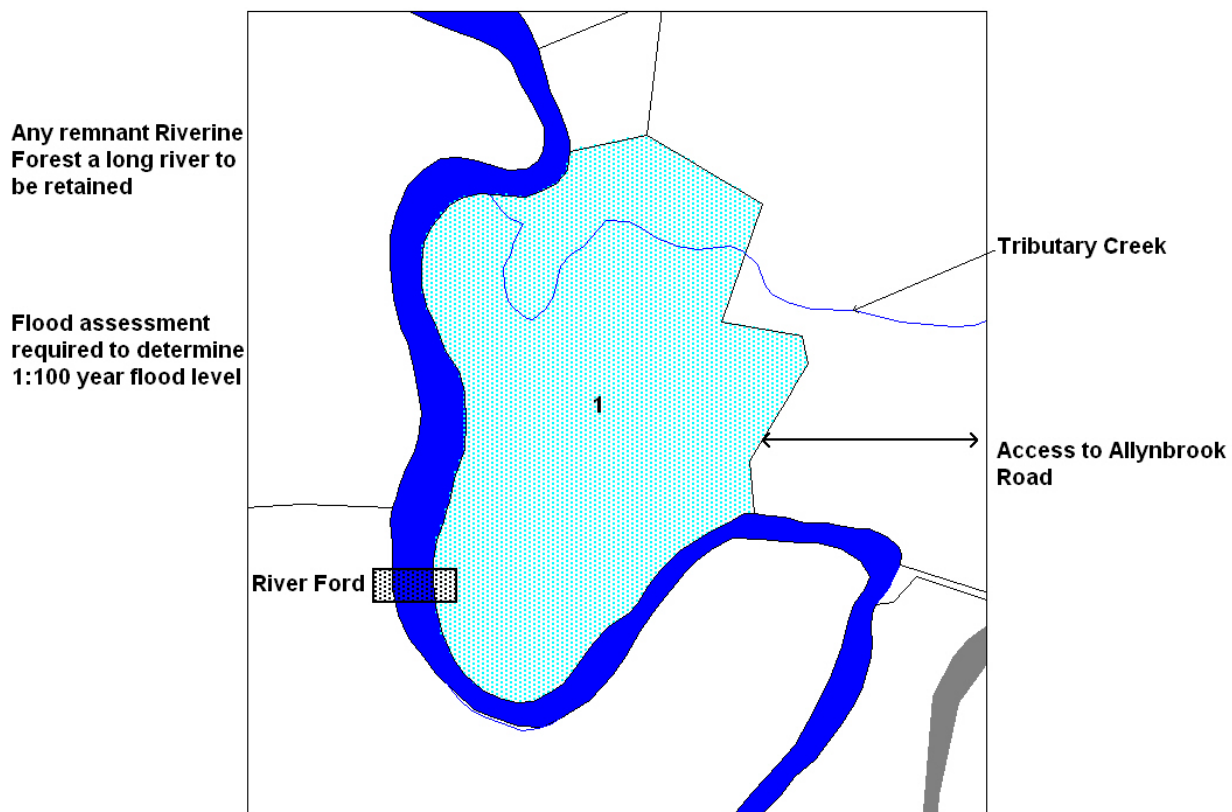
The development potential of Area B1 appears limited, with a small area on the eastern edge of the Lot, possibly being suitable for development.

Area B1 is land-locked with no frontage to Allyn River Road. The Lot lies about 0.5km west of Allyn River Road, with entry via a dirt track through an adjoining property to the east. This access track is located along the spur and appears to be flood-free. The land between Area B1 and Allyn River Road falls outside of the Investigation Area and is zoned Rural. On the western boundary of the Lot there is a ford across the Allyn River, with a 4WD track connecting back through to Area A1.

Most of the northern, western and southern areas of Area B1 are low lying and appear to be flood affected. There is a small spur on the eastern edge of the Lot that appears to lie above the flood level and could be suitable for development. Further investigation is required to determine the 1:100 year flood level and to identify areas suitable for development.

Potential is also limited by the watercourses that traverse the Area. There is a perennial stream, with a relatively large catchment area flowing across the northern part of the site into the Allyn River. The area adjacent to this creek is likely to be flood affected. The southern section of Area B1 is drained by two small, intermittent watercourses that flow into the Allyn River.

PLANNING PRECINCT B1



Masterplan

Not required. Land capability assessment is required to assess the development potential of this area.

4.2 PLANNING AREA B2

The Area

Planning Area B2 is bounded by the Allyn River to the west and south and Allyn River Road to the east. It incorporates two lots:

- Lot 8 DP 654338
- Lot 1 DP 120658

Development Potential

Area B2 has frontage to the Allyn River, with part of the Area B2 being river flats that probably lie below the 1:100 years flood level. The eastern sections for Area B2 along the Allyn River Road frontage are undulating and appear suitable for development. At the northern end of Lot 8 there is a narrow section of land between the river and the road which has a localised section of steep slopes. This narrow section is not suitable for development.

The development potential of all of Lot 1 and the southern corners of Lot 8 are significantly constrained by buffer zone requirements to protect existing intensive agricultural and extractive activities that are located in close proximity to the area.

Most of Lot 1 and the south western corner of Lot 8 lie within the 300m buffer zone surrounding the Camyr Allyn vineyard. The eastern half of Lot 1 and the south eastern corner of Lot 8 lie within the 500m buffer zone surrounding the Camyr Allyn Quarry (located off Lewinsbrook Road). The south eastern corner of Lot 1 is also within the 150m buffer zone surrounding the commercial nursery.

Development is not permitted in these buffer zones. Should one or more of these activities cease operations, then the development potential of the affected area can be reassessed.

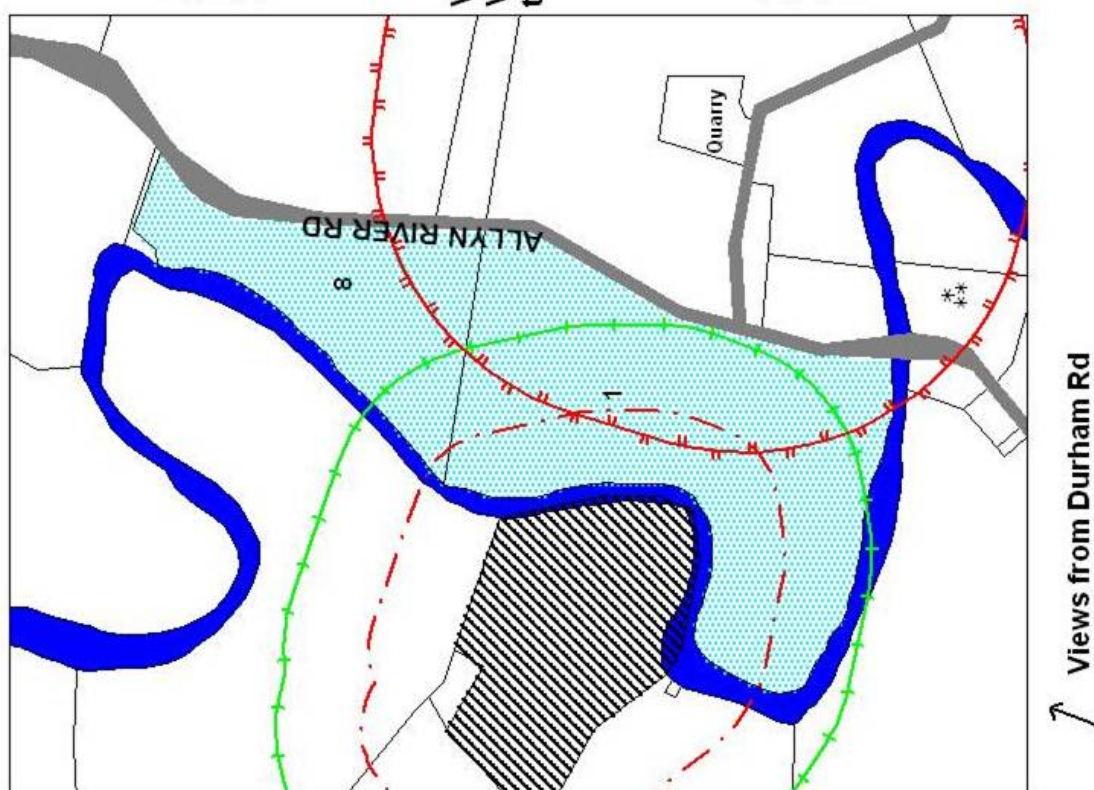
Other issues that impact on the development potential of Area B2 are:

- Visual impact - parts of this land have been identified by the Gresford community as visually significant. The area is part of a very scenically attractive view north from Durham Road and it is also visible from the Allyn River Road which is an important tourist route within the Shire.
- Allyn River Road is a collector road and no direct driveway access will be permitted.
- Allyn River Road is an entry gateway to Gresford and an important tourism drive. The visual impact of any development along the road frontage needs to be minimised.

LOT 8
Maximum of one access
road from Allynbrook Road

Views from Allynbrook Road
Visual impact of development
to be minimised

LOT 1
Maximum of two access
roads from Allynbrook Rd



Camyr Allyn Vineyard

150m Buffer

300m Spray drift buffer

500m Quarry buffer

Any development needs to address access to the adjoining lot

Flood investigations required to identify 1:100 year flood level

Masterplan

At this stage development will only be considered in suitable areas of Lot 8 which are located outside of the buffer zones. A land capability assessment for all of Lot 8 is to be undertaken to identify land suitable for development. A Masterplan is not required for the developable areas in Lot 8 provided that the subdivision plan provides for future vehicle and pedestrian access into the areas of Lot 8 and Lot 1 that are impacted on by the buffer zones.

Should the buffer zones be removed on Lot 1, Council may require the preparation of a Masterplan as this area has been identified as having high visual significance.

Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area B2 must address.

Issue	Planning Considerations / Performance Criteria
Buffer Zones	Area B2 is impacted on by 3 buffer zones. No development is permissible within the buffer zone areas.
Flooding	<ul style="list-style-type: none"> ▪ Part of Area B2 appears to be flood affected and investigations are required to determine the 1:100 year flood level. ▪ No development of land below the 1:100 year flood level is permitted.
Access to Collector Roads - Allyn River Road	<ul style="list-style-type: none"> ▪ Access from Allyn River Road is to be via properly formed and sited local roads. The siting of the access road intersections are to be determined in conjunction with Council and the RTA. ▪ No additional private driveway access or right-of-ways to Allyn River Road can be created. ▪ One access road from Allyn River Road is permitted into Lot 8. ▪ Should the buffer zones be removed, a maximum of two access roads to Lot 1 from Allyn River Road will be permitted.
Internal access - pedestrian, bicycle and vehicle.	<ul style="list-style-type: none"> ▪ If, following removal of the buffer zone requirements, land suitable for development is identified on both allotments, and this land is adjoining, then road, cycle and pedestrian links between the two lots are to be provided.

Lots created	<ul style="list-style-type: none"> Any lots created must have a minimum width to depth ratio of 1:3. Creation of long narrow lots extending from Allyn River Road to the Allyn River is not permissible. No further riverfront lots or riparian rights are to be created.
Visual impact	<ul style="list-style-type: none"> A Visual Assessment is required as part of the planning for rezoning and development of Area B2. The visual impact of any development along Allyn River Road needs to be minimised. No back yards to have frontage to Allyn River Road.
Arrival corridors / village gateways	<ul style="list-style-type: none"> Landscape buffer / corridor tree planting along the Allyn River Road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford.
Allyn River	<ul style="list-style-type: none"> No further riverfront lots or riparian rights are to be created. Riparian vegetation to be protected.

4.3 PLANNING AREA B3

The Area

Planning Area B3 forms the north-east corner of the Investigation Zone. It is bounded by Allyn River Road to the west and Lewinsbrook Road to the south. Area B3 incorporates five lots:

- Lots 9 & 10 DP 654341
- Lots 91 & 92 DP 52113
- Lot 4A DP 6887

Lot 91 DP 52113 is a Quarry and is zoned Special Uses 5(a). A **minimum** 500 m buffer is required around the Quarry.

Development Potential

Area B3 forms part of a ridge system that extends north-south along the eastern boundary of the Gresford Investigation Area. The topography of the area varies from flat to undulating in

the north west corner of Lot 10 and along the Allyn River Road frontage, to hilly and steep on the sideslopes which occupy the central and eastern parts of Area B3, to localised areas of undulating land along the ridge line. Area B3 is dissected by a number of small creek systems, with some very steep slopes and gullies along the creek lines. Some of the steeper areas are shown on the Dungog Shire Bushfire Map to have a high fire risk.

Lot 10 DP654341 - The western half of Lot 10 appears suitable for development, with the topography being flat to undulating. The eastern half of the site is steeper and not considered suitable for development. The south western corner of Lot 10 is affected by the quarry buffer zone and no development will be permitted within the buffer zone area. Should the quarry cease operations, the impacted area may be reassessed.

Lot 9 DP654341 - This is a very long, narrow lot with a width to depth ratio of less than 1: 3. The topography is similar to Lot 10, with the western half being undulating and the eastern half comprising steep slopes. The eastern half of the Lot is classified as bushfire prone. The western half of the lot lies within the Quarry buffer zone area. While the quarry remains operations, no development is permissible on Lot 9. Should the quarry cease operations, Lot 9, due to its narrow width the depth ratio, cannot be subdivided on a stand-alone basis. Any development must be undertaken in conjunction with the development of Lot 10 and/or Lot 92.

Lot 92 DP 521113 - This is a large parcel of land with similar topography to Lots 9 and 10 to the north. The undulating topography of western third of the Lot appears suitable for development in the future. This area however surrounds the quarry and lies wholly within the Quarry buffer zone. While the quarry remains operation no development will be permitted.

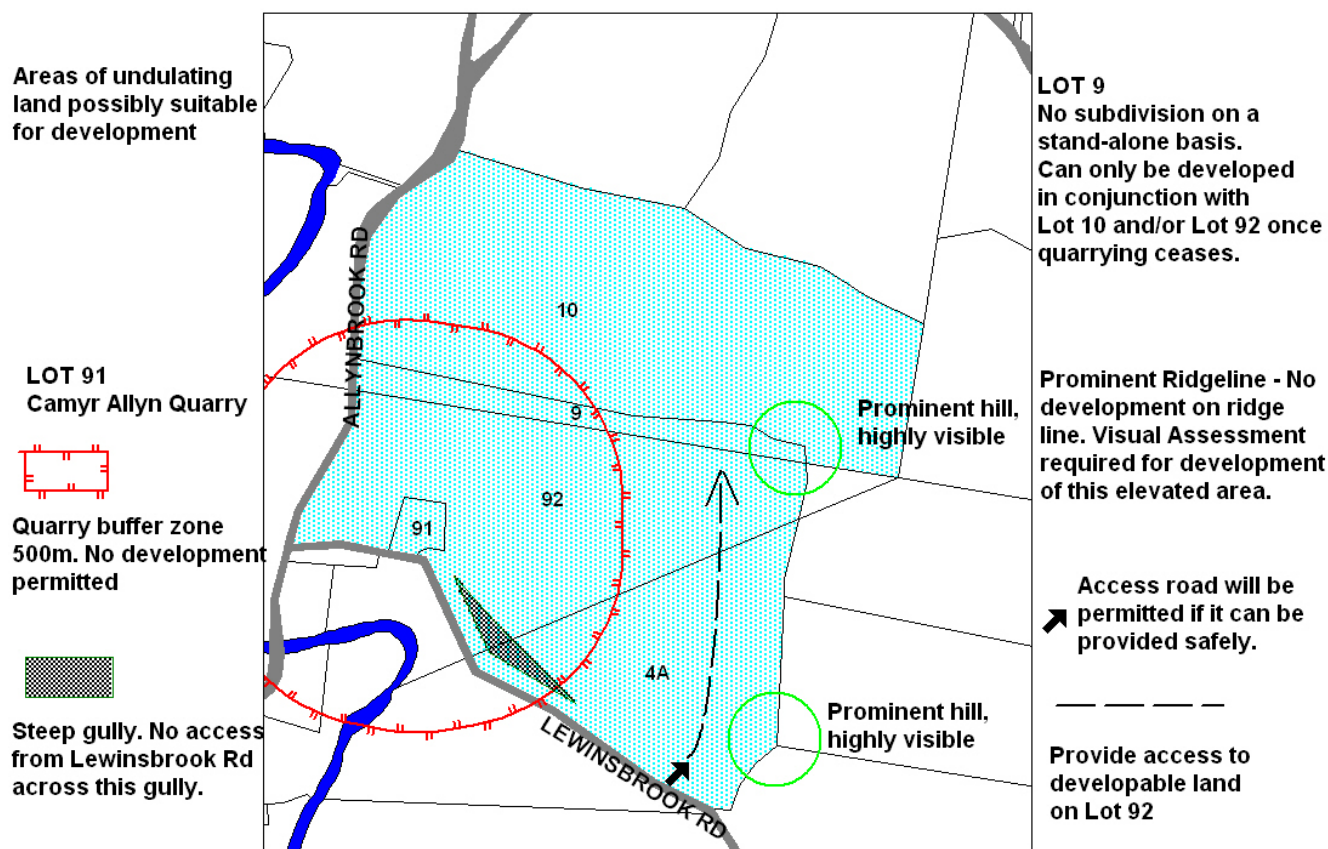
The central and eastern parts of Lot 9 are very steep and not suitable for development. There is a relatively localised area of undulating land on a ridge spur close to the southern boundary of Lot 92. This area may be suitable for development if undertaken in conjunction with development of Lot 4A. Access must be via Lot 4A.

Lot 92 has frontage to both Allynbrook and Lewinsbrook Roads. There is a very steep gully running parallel to Lewinsbrook Road in the section south east of the quarry. Road access into Lot 92 from this section of Lewinsbrook Road will not be permitted.

Lot 4A DP6887 – Lot 4 A is an elevated parcel with some areas of flat to undulating land along the upper-slopes and ridge line. Sections of the ridge line are visible from East Gresford and from the Allyn River Road. Development **may** be possible within this area, provided that dwellings are sited below the ridgeline and are not visible from the village or Allyn River Road. A visual assessment will be required. Any development of this part of Lot 4A will need to provide access to developable land identified on the eastern part of Lot 92.

The south western corner of this Lot lies with the Quarry buffer zone and no development will be permitted in this area while the quarry remains operational. Parts of this corner are also bushfire prone.

PLANNING PRECINCT B3



Masterplan

Two masterplans are required.

These Plans are to be prepared for the eastern and western parts of Area B3. The lots that must to be planned jointly are:

- The undulating western areas of Lots 9 and 10 DP 654341 and Lot 92 DP 521113 must be jointly planned. Development of land in Lot 10 outside the buffer zone, can proceed independently of the buffer zone affected land, provided that provision is made for future vehicle and pedestrian/cycle access to the buffer zone affected area to the south.
- The elevated areas of Lot 92 DP 521113 and Lot 4A DP6887 in the south east corner of Area B3. The masterplan for this area must include a Visual Assessment and Bushfire Risk Assessment.

Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area B3 must address.

Issue	Planning Considerations / Performance Criteria
Quarry	<ul style="list-style-type: none"> ▪ Council to determine whether the 500m buffer zone is adequate or needs to be extended. ▪ No development permitted within the buffer zone surrounding the quarry.
Suitability of the north western part of Lot 10 and the elevated south-east corner of Area B3 (Lot 4a and Lot 92) for development	<ul style="list-style-type: none"> ▪ Land capability assessments to be undertaken to identify land outside the buffer zone area that is potentially suitable for development.
Lot 9 DP 654341	<ul style="list-style-type: none"> ▪ Subdivision not permitted on a stand-alone basis. Any development must be undertaken in conjunction with Lot 10 and/or Lot 92.
Access to Collector Roads - Allyn River Road	<ul style="list-style-type: none"> ▪ No additional private driveway access or right-of-ways to Allyn River Road can be created.
Access to Lewinsbrook Road	<ul style="list-style-type: none"> ▪ For Lot 92, there will be no access from Lewinsbrook Road in the section between the quarry and the property boundary with Lot 4A. ▪ Any proposal to subdivide the elevated area of Lot 4A must make provision for access to the adjoining elevated area of Lot 92 if the land capability assessment has identified land within Lot 92 as suitable for development. ▪ No additional private driveway or right-of-way to Lewinsbrook Road is permitted.
Pedestrian and cycle access	<ul style="list-style-type: none"> ▪ Masterplan for the western part of Area B3 is to make provision for pedestrian and cycle access through the lots, not along the Allyn River Road corridor.
Visual Impact	<ul style="list-style-type: none"> ▪ Minimise the visual impact of any development along Allyn River Road. ▪ No back yards to have frontage to Allyn River Road. ▪ No development along the ridge and hill crests along the eastern boundary of Area B3. Development is to be located below the ridgeline in areas that are not visible from the village or Allyn River Road. A visual assessment is to be undertaken as part of the planning and assessment process.

Arrival corridors / village gateways	<ul style="list-style-type: none"> ▪ Landscape buffer / corridor tree planting along the Allyn River Road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford.
Areas subject to bushfire risk	<ul style="list-style-type: none"> ▪ Bushfire risk to be assessed and addressed as part of any subdivision design.
Reafforestation	<ul style="list-style-type: none"> ▪ Areas to be re-vegetated to be identified in the Masterplan and included in subsequent development plans.

4.4 PLANNING AREA B4

The Area

Planning Area B4 lies to the east of the Allyn River and to the south of Lewinsbrook Road. Access to this area is via Lewinsbrook Road. The area is separated from East Gresford by the Allyn River.

Area B4 incorporates seven (7) lots.

Lot A DP 418221
 Lots 31 & 32 DP 804176
 Lots 3 & 4 DP 6887
 Lots 21 & 22 DP 615903

Lot A is a small lot that has already been zoned Rural Lifestyle. Lot 31 has frontage to Allyn River Road, while Lots 3, 4 and 32 have frontage to Lewinsbrook Road. Lots 21 and 22 have no road frontage.

Development Potential

Area B4 is a hilly, dissected area with a narrow flood plain along the Allyn River. To the east of the flood plain is a series of hilly spurs rising to a prominent ridge line along the eastern boundary of the Investigation Area. There is a low spur of land behind the flood plain that runs parallel to the Allyn River. A valley separates this spur from the main ridge line. The spur is a dominant element in the 'close-up' views from East Gresford, particularly from public areas along the River, such as the showground, caravan park, and sporting fields. The upper side slopes, hill crests and ridge line further east are visible from East Gresford and from the Gresford and Allyn River Roads and forms part of the Gresford 'setting'. The intervening valley is not visible.

The northern part of Area B4 (Lots A, 31,32 and part of Lot 4) lies within the 500m Quarry buffer zone. Lots A, 31 and 32, and parts of Lots 3 and 4 are also impacted on by the 150m buffer zone surrounding the commercial nursery.

Lot A DP 418221 - this Lot is zone Rural Lifestyle and no further subdivision is permissible.

Lots 31 & 32 DP 804176 - these lots lie within the Quarry and Nursery buffer zones and no development is permitted.

Lots 3 & 4 DP 6887, Lots 21 & 22 DP 615903. These lots are large parcels of land that each contain areas of land that is suitable for development. This area is scenically significant for East Gresford and as such it is important that the visual impacts of development are minimised.

As the first step in the planning process a visual assessment and view-shed analysis is to be undertaken to identify areas of high visibility when viewed from East Gresford, the Showground and Sportsground and Gresford Road, Park St and Allyn River Road. These areas are likely to include the eastern ridge line and upper slopes, the spur crest running parallel to the River, the western slopes of this spur and along the River. No buildings will be permissible in these areas. Roads may be permissible if there is minimal visual impact.

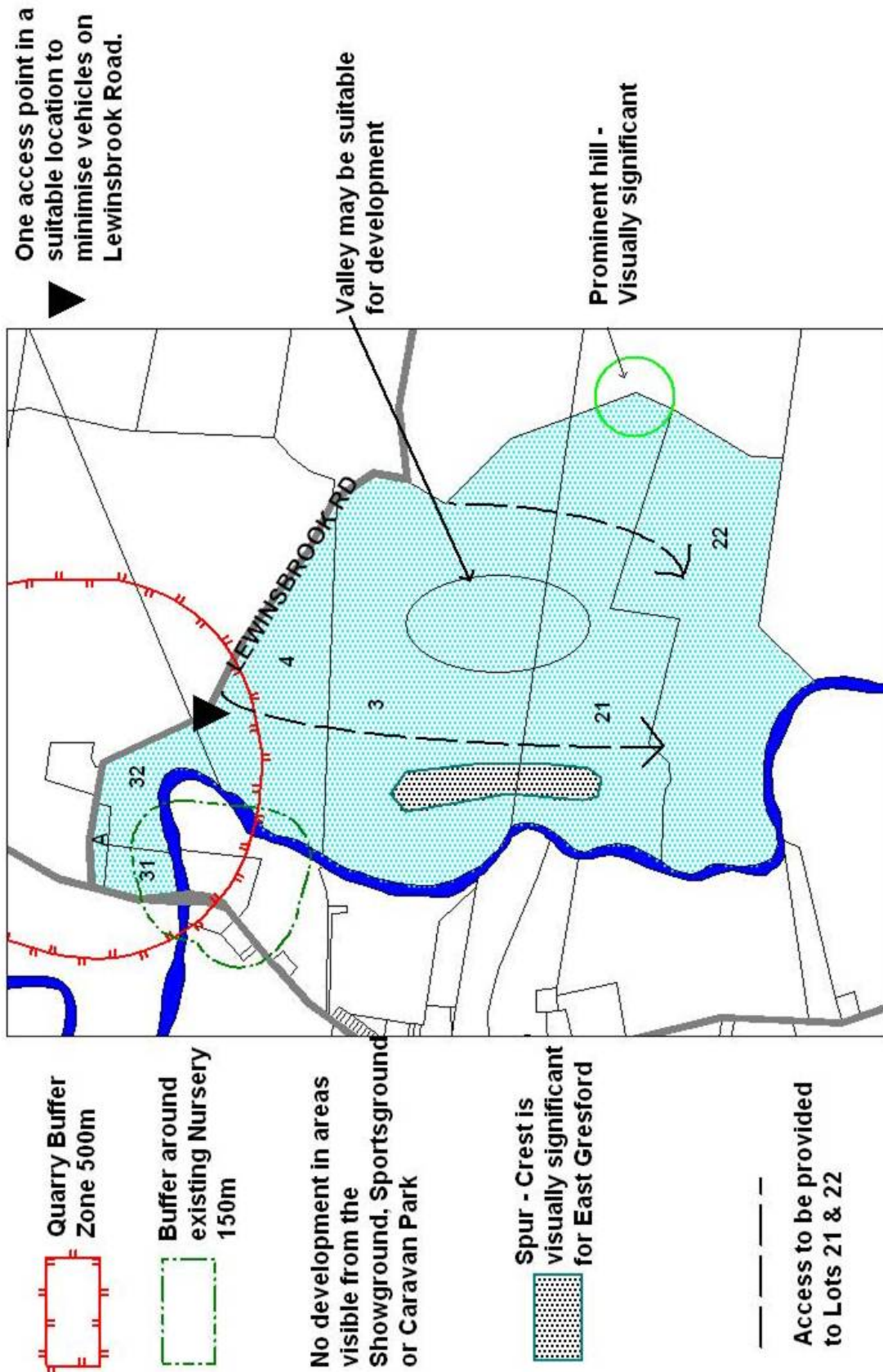
Other potential constraints that will impact on the development within this area include:

- Road Access - Lewinsbrook Road will need to be widened to cater for additional traffic generated by development in Area B4. The cost of the road works is to be met by the developer. To minimise the road works needed, consideration should be given to providing access to Area B4 via a road in from near the northern boundary of Lot 4.

Lots 21 and 22 are 'landlocked' and as such any development of Lot 3 and possibly Lot 4 must make provision for access to Lots 21 and 22.

- Flooding along the Allyn River - the 1:100 year flood levels will need to be determined. No development will be permissible below the 1:100 year levels.
- Quarry and nursery buffer zones – this will limit development along the western boundary of Lot 3 and the northern and western boundary of Lot 4.
- Watercourses - buffer zones are required along the water courses as per Dungog Shire DCP 1.
- Bushfire risk - the south eastern corner of Lot 22 is designated as bushfire prone.

PLANNING PRECINCT B4



Masterplan

A Visual Assessment - Viewshed Analysis needs to be undertaken for Area B4 as the first step in the planning and assessment process for a rezoning application. This assessment will identify land that is not visually significant and as such, may be suitable for development. A land capability assessment then needs to be undertaken to identify developable land.

A Masterplan is required, however if the areas of developable land area are dispersed, Council may request the preparation of separate Masterplans for each area. The Masterplan/s must address road access for the areas to be developed.

Issues & Performance Criteria

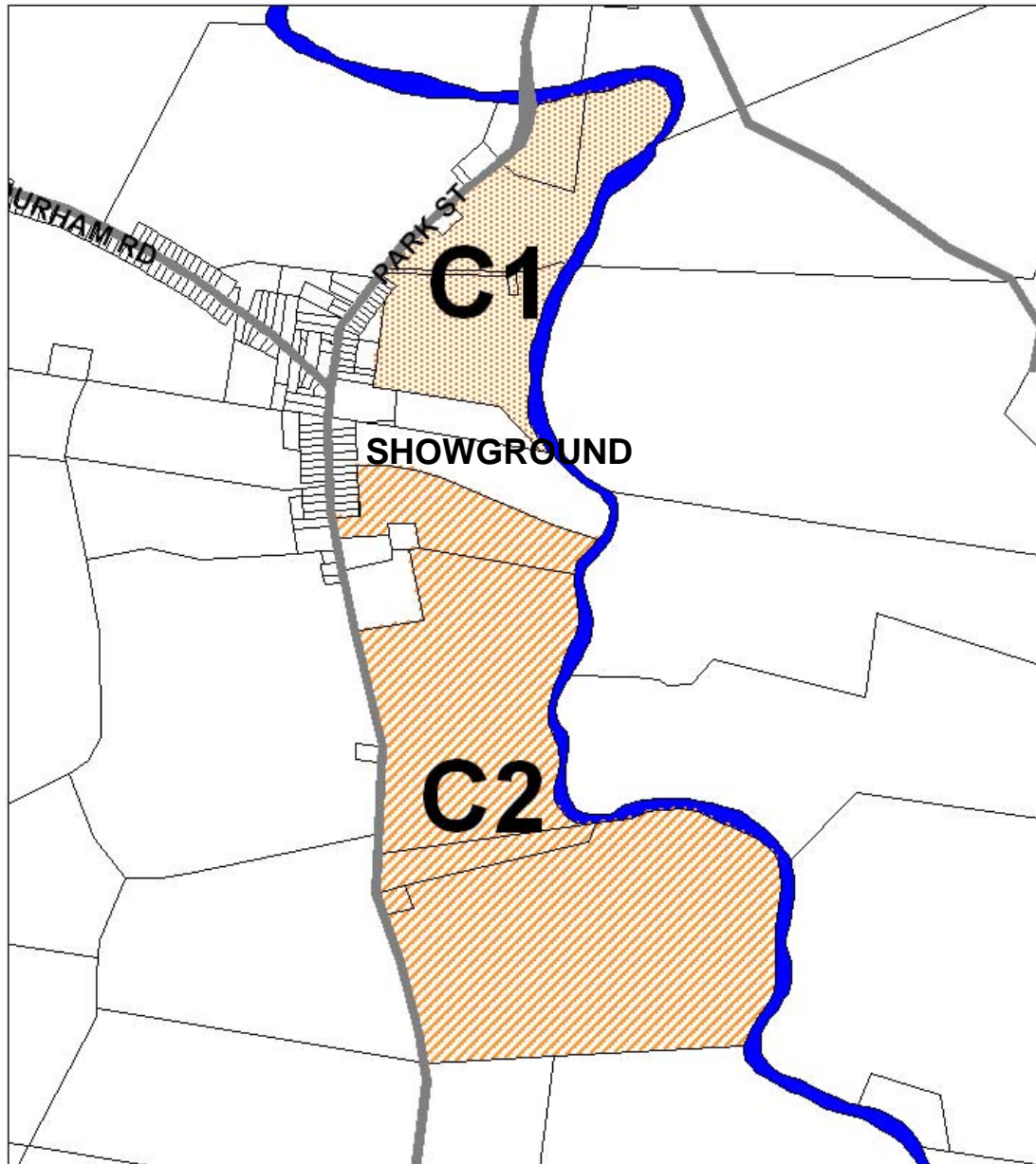
In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area B4 must address.

Issue	Planning Considerations / Performance Criteria
Lot A DP418221	<ul style="list-style-type: none"> No further subdivision permitted
Lots 31 & 32 DP 804176	<ul style="list-style-type: none"> Lie within the Quarry and Nursery buffer zones - no development permitted.
Coordinated development	<ul style="list-style-type: none"> Lots 3, 4, 21 and 22 need to be jointly assessed and planned. The lots may be developed individually in accordance with a Masterplan/s for the total area.
Pattern of development	<ul style="list-style-type: none"> Strip development along Lewinsbrook Road is not permissible. No development in visually prominent areas.
Visual Impact - parts of Area B4 have high visual / scenic value.	<ul style="list-style-type: none"> Visual assessment required as part of the planning and assessment for Lots 3, 4, 21 and 22. No development will be permitted in areas which are highly visible. No development is to occur on ridge lines or upper slopes that are visible from East Gresford village or Gresford Road - Park St - Allyn River Road. No development on the areas of land within Lots 3 and 21 that are visible from the Showground, Sports Ground and Caravan Park.
Flood prone land	<ul style="list-style-type: none"> Flood assessment to be undertaken to determine the 1:100 year flood level. Rural Lifestyle / Enterprise development is not

	permissible on land below the 1:100 year flood.
Access	<ul style="list-style-type: none"> ▪ Access to Area B4 will be via properly formed local roads from Lewinsbrook Road. ▪ For safety reasons, there will be no direct driveway access to Lewinsbrook Road. ▪ Any development in Area B4 will need to contribute to the cost of widening and improving Lewinsbrook Rd. ▪ Development of Lots 3 and 4 must make provision for access to lots 21 and 22.
Pedestrian and cycle access	<ul style="list-style-type: none"> ▪ Pedestrian and cycle access - the feasibility of establishing a pedestrian-cycle bridge across the Allyn River to link this area with East Gresford, via the Showground, needs to be considered as part of any development proposal for Area B4.
Allyn River and other watercourses.	<ul style="list-style-type: none"> ▪ No further riverfront lots or riparian rights to be created. ▪ Riparian vegetation to be protected and the riverbank and watercourses rehabilitated.
Areas subject to bushfire risk	<ul style="list-style-type: none"> ▪ Bushfire risk to be assessed and addressed as part of any subdivision design.
Reafforestation	<ul style="list-style-type: none"> ▪ Areas to be re-vegetated to be identified in the Masterplan and included in subsequent development plans.

5. PRECINCT C - GRESFORD EAST

Precinct C abuts East Gresford, and incorporates the area between Gresford Road - Park Street and the Allyn River, extending north to Camyr Allyn Bridge. Precinct C is divided into two planning areas, Area C1 to the north of the Showground and Area C2 to the south of the Showground.



5.1 PLANNING AREA C1

Area C1 abuts the north eastern corner of East Gresford Village. Area C1 is bounded by the Allyn River to the north and east, Park Street to the west and Gresford Showground to the south. The Area incorporates four (4) Lots:

Lots 21 & 22 DP 615079
Lot 1 DP 158386
Lot 20 DP 608401

All lots within Area C1 have access from Park Street.

Development Potential

Area C1 is flat to undulating with small areas of river flats along the Allyn River. The eastern part of Area C1 may be flood liable and a flood assessment will be required as part of the planning and assessment process.

Park Street is the northern gateway to East Gresford. Any development within Area C1 will need to minimise the visual impact of development along Park Street and provide a landscaped buffer along the road frontage. Strip style development along Park Street is not be permitted and no dwelling lots created can have direct driveway access from Park Street.

The Lot 20 has been identified as possibly suitable for the future expansion of East Gresford. Further investigation is required to determine whether this lot is suitable for future village uses and/or for smaller lot sizes (eg 2000 sqm) than permissible in the Rural Lifestyle zone. In particular, it needs to be determined whether this lots is free of physical and environmental constraints and can be connected to the town water supply and sewered via an on-site package treatment plant (or other system).

Lot 21 DP 615079 - A commercial nursery operates from Lot 21. A nursery is classified as Intensive Agriculture and a buffer zone of 150m is to be provided around the property. The buffer zone will impact on Lot 22. The northern part of Lot 21 may be flood liable.

Lot 22 DP 615079 - the northern part of Lot 22 is impacted on by the buffer zone around the adjoining nursery, with development not permissible within this Zone.

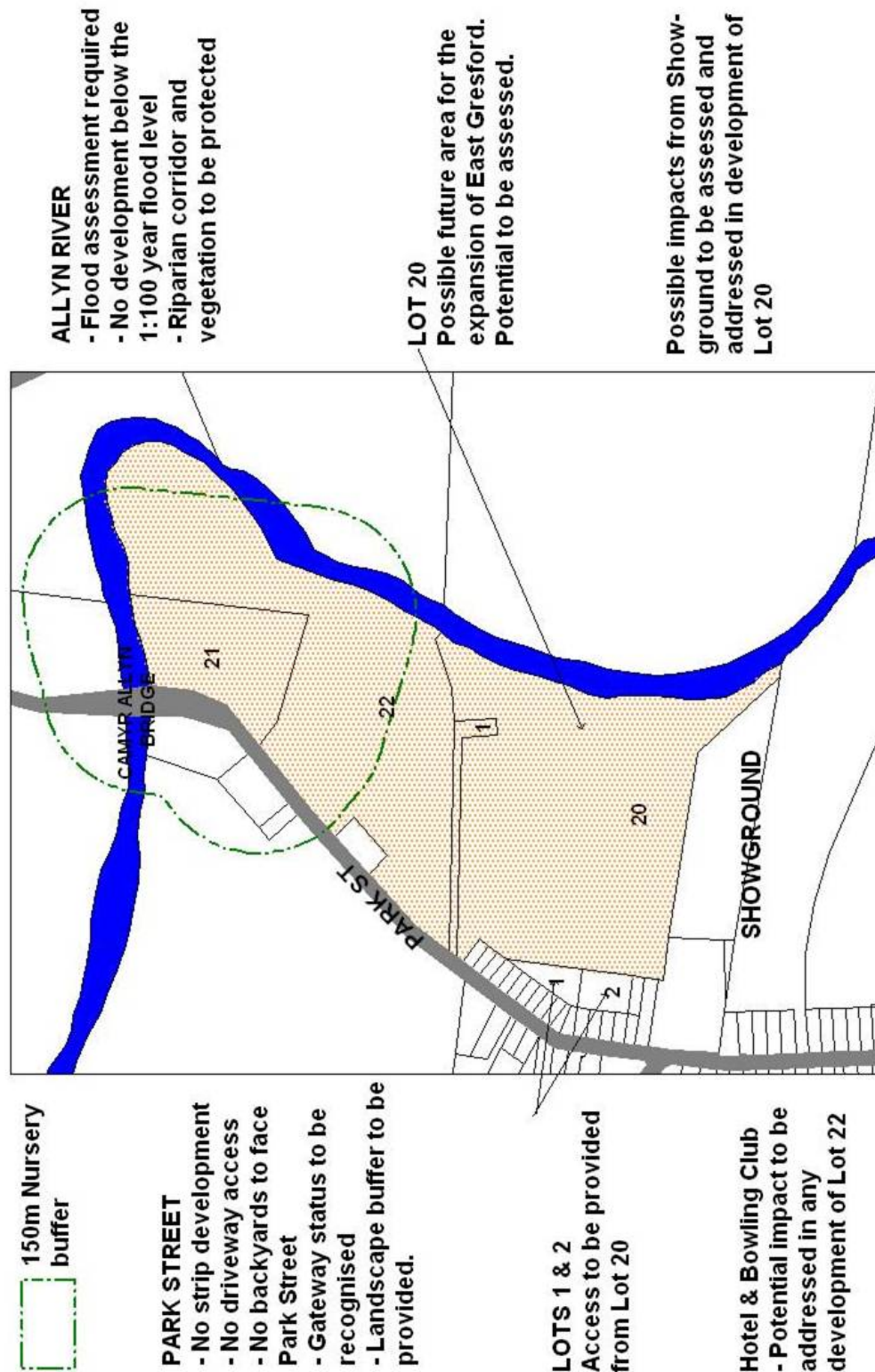
Lot 1 DP 158386 is a battle axe allotment with a narrow access handle leading to a residential size allotment. This lot is too small for further subdivision

Lot 20 DP 608401 abuts the existing village boundary and the Showground. Lot 20 has been identified as a possible area for the future expansion of East Gresford, and the area needs to be investigated to determine if it can be sewered and is free from physical and environmental constraints. A flood assessment will be required.

The southern boundary Lot 20 adjoins the Showground and any development of this lot needs to recognise that the Showground is used for a variety of day and evening activities that generate noise, dust and odours. Likewise the adjoining Hotel Beatty and Bowling Club are existing venues that may, on occasion, provide entertainment which is also noise generating.

There are two 'land-locked' lots that abut the western boundary of Lot 20 that are zoned for village use (Lot 1 DP 158385 and Lot 2 DP 158385). Access to these lots and subdivisions patterns need to be addressed in conjunction with the development of Lot 20.

PLANNING AREA C1



Masterplan

A masterplan is required to assess land capability and determine the most appropriate pattern of subdivision for Area C1. As part of the Masterplanning process, the following issues are to be addressed and resolved:

- The need for buffer zones around the commercial nursery, cemetery and possibly the Showground, and the location and width of these zones.
- Future village needs.
- Provision of sewer and water.
- Access to / from Park Street.
- Landscape treatment of the Park Street frontage.
- Flooding - parts of the area may be flood liable. Areas below the 1:100 year flood level cannot be developed for Rural Lifestyle or Rural Enterprise uses. A flood assessment is required. In addition development of the area cannot result in increased runoff or flooding in adjoining properties or downstream.

The masterplan is to show the subdivision layout, road network, pedestrian and cycle access routes, open space and interface with the Allyn River. The Masterplan should demonstrate how development of the area can be staged. It is likely that only part of the area may be needed for residential development in the short to medium term, with the remainder of the area developed as Rural Lifestyle and/or Rural Enterprise. In designing the Rural Lifestyle / Rural Enterprise areas, consideration should be given to road and lot layouts that will enable subdivision for residential in the future.

Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area C1 must address:

Issue	Planning Considerations / Performance Criteria
Buffer Zones to protect existing landuses	<ul style="list-style-type: none"> ▪ No development within the 150m nursery buffer zone. ▪ The need for a buffer zones around the Showground need to be assessed and the width of the buffer zone defined.
Need for coordinated development	<ul style="list-style-type: none"> ▪ Land capability assessment to be undertaken for Area C1 to determine suitability for development. ▪ If suitable for development, a Masterplan to be prepared for Area C1. ▪ The Masterplan must demonstrate how developable land lying within buffer zones can be included if the need for a buffer zone ceases to exist. ▪ Subdivision to occur in accordance with the Masterplan.
Future expansion of East Gresford.	<ul style="list-style-type: none"> ▪ As part of the Masterplanning process -

	identification of future needs of the village and allocation of land to meet these needs.
Flooding	<ul style="list-style-type: none"> ▪ Flood Assessment to be undertaken for the Allyn River Corridor to identify the 1:100 year flood level. ▪ Residential, Rural Lifestyle and Rural Enterprise development is not permitted on land located below the 1:100 year flood level.
Access to Park Street	<ul style="list-style-type: none"> ▪ Need for an appropriately designed and sited access road/s to service Area C1. The location and design are to be determined in conjunction with the RTA and Council. ▪ No lots created by subdivision are permitted to have private driveway or right-of-way access from Park Street.
Internal access roads	<ul style="list-style-type: none"> ▪ Must provide access to Lots 1 & 2 DP 158385
Park Street is an entry point to East Gresford. The visual Impact of development along Park Street needs to be minimised.	<ul style="list-style-type: none"> ▪ Landscape buffer / corridor tree planting along the Park Street frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford. ▪ Strip development along Park Street is not permissible. ▪ No backyards to have direct frontage to Park Street.
Shared access ways - pedestrian and cycle ways.	<ul style="list-style-type: none"> ▪ To link into the village shops. ▪ Address the feasibility of providing a link through the Showground to Orana Park and the sportsground.
Allyn River foreshore	<ul style="list-style-type: none"> ▪ Riparian vegetation corridor to be defined and protected. ▪ No additional riverfront lots or riparian rights to be created, other than for recreation - open space uses.

5.2 PLANNING AREA C2

The Area

Planning Area C2 extends from the Showground south to the southern limit of the Investigation Zone. The area is bounded by the Showground to the north, Allyn River to the east and Gresford Road - Park Street to the west. Area C2 incorporates 5 lots:

Lot 2 DP 664250
Lot 43 DP 706473
Lot 1 DP 338704
Lot A DP 354990
PT 5 DP 11562

Each of these lots has road access to Gresford Road - Park Street. Lot A is a small lot that is already zoned Rural Lifestyle. Clevedon Historic House is located on Lot 43.

Development Potential

Area C2 is flat to undulating land that has been cleared and, topographically appears suitable for development. The eastern parts of Lot 2, 43, 1 and PT 5 along the Allyn River may be subject to flooding and a flood assessment will be required as part of the planning and assessment process.

All Lots within Area C2 have frontage to Gresford Road - Park Street. Gresford Road is the southern gateway to East Gresford and is the primary gateway for Gresford-East Gresford. Any development within Area C2 will need to minimise the visual impact of development along Gresford Road and provide a landscaped buffer along the road frontage.

Lot A DP 354990 This lot is already zoned Rural Lifestyle. Due to its small size, no further subdivision is permitted.

Lot 2 DP 664250 adjoins the existing village area, with the access handle to Lot 2 already zoned 2(v) Village. The northern boundary of Lot 2 abuts the Showground and Orana Park while the south west corner of the site abuts St Helen Cemetery.

Lot 2 has been identified as possibly suitable for the future expansion of East Gresford. Further investigation is required to determine whether this lot is suitable for future village uses and/or for smaller lot sizes (eg 2000 sqm) than permissible in the Rural Lifestyle zone. In particular, it needs to be determined whether Lot 2 is free of physical and environmental constraints and can be connected to the town water supply and sewered via an on-site package treatment plant (or other system).

Any development of Lot 2 must include provisions for a pedestrian and cycle link from Lot 43 through to the Orana Park - Showground area.

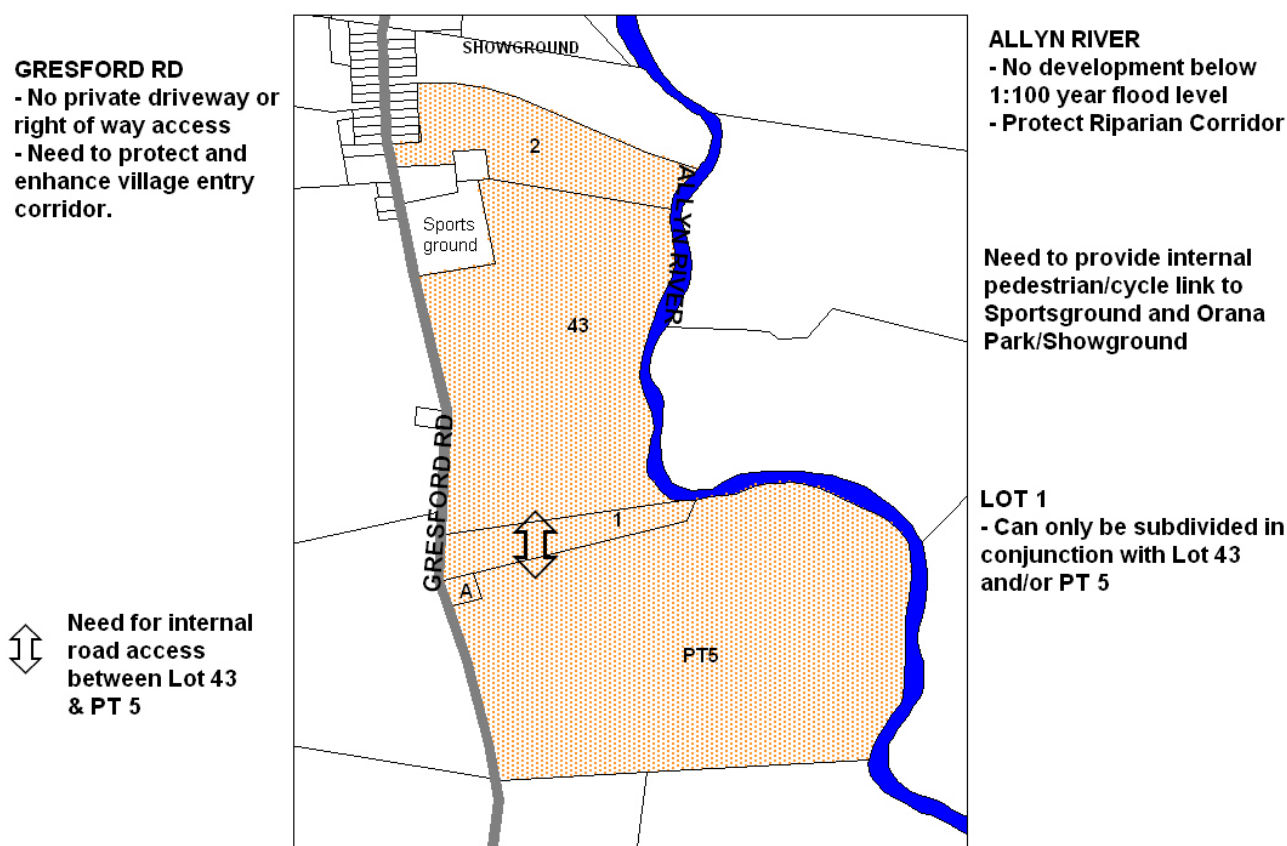
Lot 43 DP 706473 is a very large parcel of land located on the southern edge of East Gresford. The north-west corner of this Lot abuts the Sportsground and St Helens Cemetery. Clevedon Historic House is centrally located within the Lot. This former hospital is of heritage significance and a heritage assessment is to be undertaken as part of any land capability assessment / rezoning application. As part of heritage assessment the curtilage around the building needs to be defined. If Lot 43 is free from physical and environmental constraints and can be sewered via an on-site package treatment plant (or other system) this area **may** be suitable for smaller lot sizes than permissible under a Rural Lifestyle or Rural

Enterprise zoning. The northern part of the Lot, adjacent to the Sportsground may also be suitable for future village uses. Any development of Lot 43 must make provision for vehicle, pedestrian and cycle links with PT 5.

Lot 1 DP 338704 - Lot 1 is a long narrow lot, with a width to depth ratio of less than 1:3. Due to its shape, this lot must be developed in conjunction with the adjoining Lot 43 and/or PT 5. It cannot be planned and subdivided on a stand-alone basis.

PT 5 DP 11562 - PT 5 is a large parcel of land that, subject to flood assessment, appears suitable for Rural Lifestyle or Rural Enterprise development.

PLANNING AREA C2



Masterplan

Given the size of the area involved, it is likely that development will be staged, possibly over an extended time period. A Masterplan is required to ensure a coordinated approach to development that will facilitate future growth of the East Gresford, protect Clevedon House and curtilage, produce a range of lot sizes and provide an internal access network throughout the area.

The Masterplan is to include a land capability assessment and determine the most appropriate type and pattern of subdivision for Area C2. As part of the Masterplanning process, the following issues are to be addressed and resolved:

- Future village needs - for village uses and for the expansion of sporting facilities.

- Possible buffer zone around the Showground.
- Provision to protect Clevedon House and its curtilage.
- Provision of sewer and water.
- Access to / from Gresford Road.
- Internal access - local road links between Lots 43, 1 and PT 5 and pedestrian and cycle links between these lots and through Lot 2 to Orana Park / Showground. The objective is to provide internal links to the village centre so that pedestrians and cyclists do not have to use the Gresford Road corridor.
- Minimising the visual impact from Gresford Road.
- Flooding - parts of the area may be flood liable. Areas below the 1:100 year flood level cannot be developed for Rural Lifestyle or Rural Enterprise uses. A flood assessment is required. In addition development of this area cannot result in increased runoff and flooding in adjoining properties or downstream.

The masterplan is to show the subdivision layout, road network, pedestrian and cycle access routes, open space and interface with the Allyn River. The Masterplan should demonstrate how development of the area can be staged. It is likely that only part of the area may be needed for village uses in the near future, with the remainder of the area developed as Rural Lifestyle and/or Rural Enterprise. In designing the Rural Lifestyle / Rural Enterprise areas, consideration should be given to road and lot layouts that will enable subdivision for residential in the future.

Issues & Performance Criteria

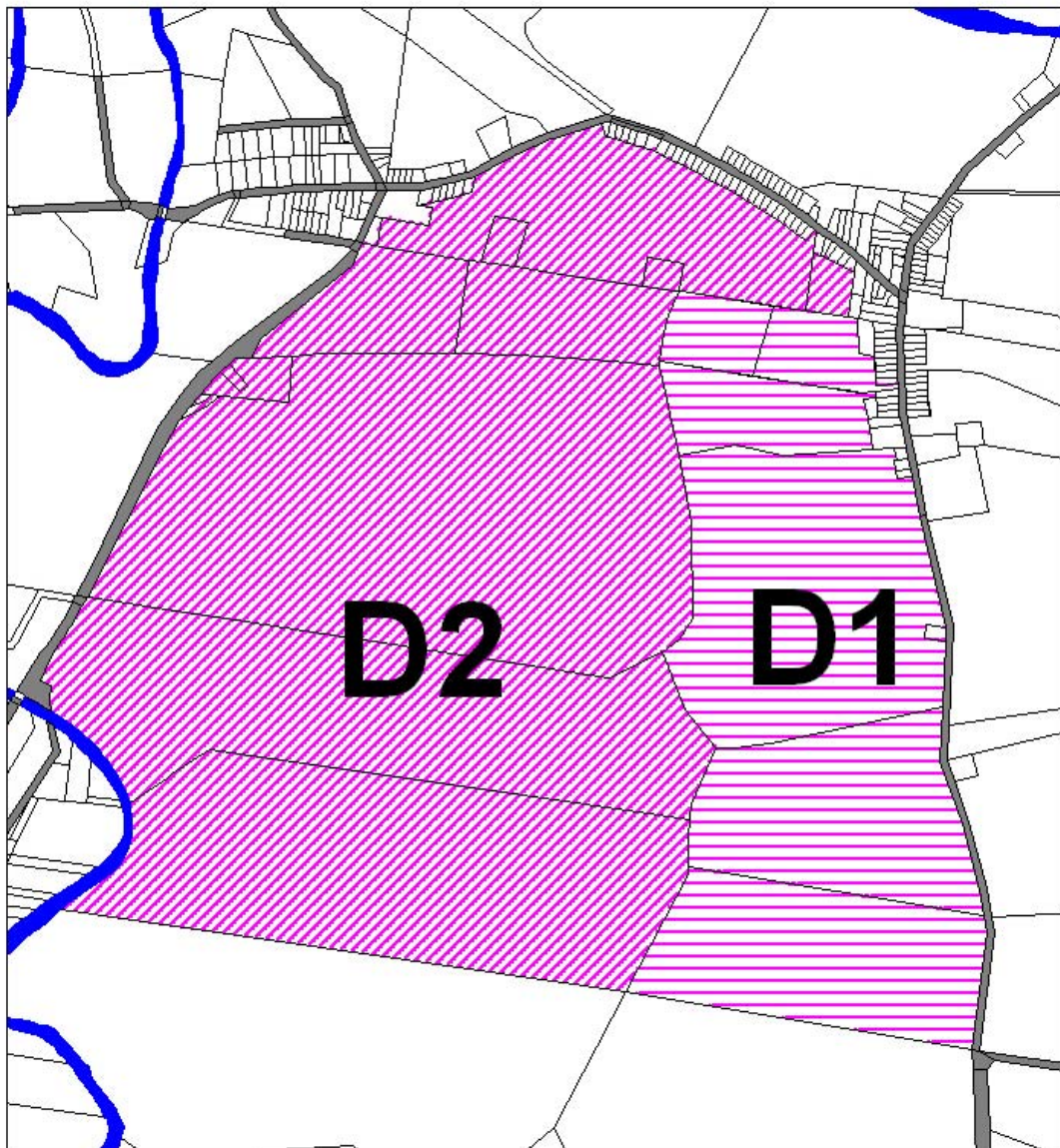
In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area C2 must address:

Issue	Planning Considerations / Performance Criteria
Lot A 354990	No further subdivision permitted
Lot 1 DP338704	Can only be developed if undertaken in conjunction with Lot 43 and/or PT 5.
Buffer Zones to protect existing landuses	<ul style="list-style-type: none"> ▪ The need for a buffer zone around the Showground needs to be assessed and the width of the buffer zone defined.
Protection of Clevedon House & Curtilage	<ul style="list-style-type: none"> ▪ Heritage assessment to be undertaken
Need for co-ordinated development	<ul style="list-style-type: none"> ▪ Land capability assessment to be undertaken for Area C2 to determine suitability for development. ▪ If suitable for development, a Masterplan is to be prepared for Area C2. The Masterplan must show how development can be staged. ▪ Subdivision to occur in accordance with the Masterplan.

Future expansion of East Gresford.	<ul style="list-style-type: none"> ▪ The Masterplanning process is to include identification of future needs of the village and allocation of land to meet these needs.
Flooding	<ul style="list-style-type: none"> ▪ Flood Assessment to be undertaken for the Allyn River Corridor to determine the 1:100 year flood level. ▪ Residential, Rural Lifestyle and Rural Enterprise development is not permissible on land located below the 1:100 year floodlevel.
Access to Collector Roads - Gresford Road	<ul style="list-style-type: none"> ▪ Need for an appropriately designed and sited access road/s to service Area C2. The location and design will need to be determined in conjunction with the RTA and Council. ▪ No lots created by subdivision are permitted to have private driveway or right-of-way access from Gresford Road.
Internal access roads	<ul style="list-style-type: none"> ▪ The subdivision plan for the area must include road links between Lot 43 and PT 5 through Lot 1.
Gresford Road is an entry point to East Gresford and is the main arrival gateway for the village. The visual impact of development along Gresford Road needs to be minimised.	<ul style="list-style-type: none"> ▪ Landscape buffer / corridor tree planting along the Gresford Road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford. ▪ Strip development along Gresford Road is not permissible. ▪ No backyards to have direct frontage to Gresford Road.
Shared access ways - pedestrian and cycle ways.	<ul style="list-style-type: none"> ▪ A pedestrian-cycle link/s is to be provided to link adjoining lots and provide a link through to Orana Park / Showground area. This link must be provided internally, not along the Gresford Road corridor.
Allyn River foreshore	<ul style="list-style-type: none"> ▪ Riparian vegetation corridor to be defined and protected. ▪ No additional riverfront lots or riparian rights to be created, other than for recreation - open space uses.

6. PRECINCT D - GRESFORD SOUTH

Precinct D incorporates the large hill just south of the village. The Precinct abuts the southern edge of Gresford and East Gresford and is bounded by Durham Road to the north, Gresford Road and Park Street to the east and Glendonbrook Road to the west. The hill, which rises to an elevation of 243 metres, is a very significant landmark and feature of the Gresford area. The hill forms the drainage divide between the Allyn and Paterson Rivers. It also separates the settlements of East Gresford and Gresford. Precinct D is divided into two planning areas.



6.1 PLANNING AREA D1

The Area

Area D1 is located on the eastern side of the hill and extends from the ridge line east to Gresford Road - Park Street. The Area D1 incorporates six (6) lots:

Lots 21 and 22 DP1086314
Lot 11 DP 662442
Lot 2 DP 519676
Lots 7 & 8 DP 11562

A winery has been established on Lot 21. There is an electrical substation on Gresford Road adjacent to Lot 2 DP 519676.

Development Potential

The development potential of Area D1 is constrained by the topography and prominence of the area. The western boundary of Area D1 runs along the ridge line. The side slopes below the ridge are very steep and not suitable for development. The foothills, along the Gresford Road frontage are undulating to hilly. These lower slopes may be suitable for development if setback requirements from Gresford Road and from the numerous small creeks and watercourses rise on the hill and flow east to the Allyn River, can be met.

Area D1 is highly visible from the Gresford Road approach into East Gresford. The hill, ridge line and upper slopes are highly visible from the village and from a number of vantage points on all access roads into Gresford - East Gresford. The hill is an integral part of the Gresford landscape.

Lot 21 DP1086314 – There is a winery operating on this lot. Consideration is being given to developing the area between the winery and Gresford Road as a tourist attraction with the focus being a small lake with walking trail, bird viewing area and possibly a boutique eatery.

Lot 22 DP1086314 – Lot 22 has no road frontage and is accessed via a right-of-way from Lot 21. While the winery remains operational any development of Lot 22 will need to occur in conjunction with Lot 20 to the north and/or Lot 11 to the south.

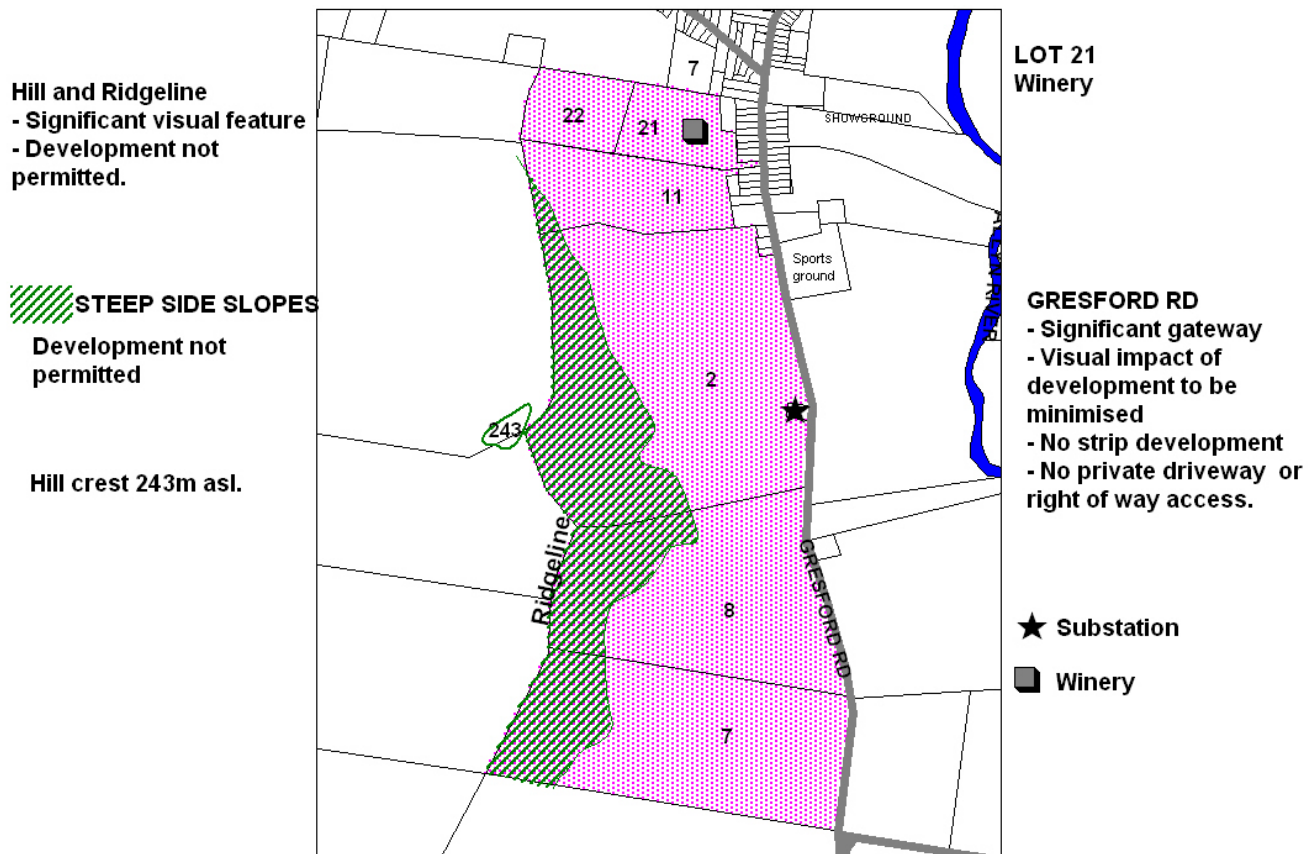
Lot 11 DP 662442 – Most of the area of Lot 11 appears to be suitable for development. Any development will need to be undertaken in conjunction with adjoining lots, with consideration given to providing access to Lot 22 if this Lot has land suitable for development.

Lot 2 DP 519676, Lots 7 & 8 DP 11562 - these lots are similar in their physical characteristics, being undulating to hilly along the Gresford Road frontage, rising steeply to the ridge line along their western boundary. Only the undulating area of these lots is possibly suitable for development. In addition to topography other constraints include:

- Stability - the Hill has been cleared and there is minor evidence of instability on some of the steeper slopes. A geotechnical assessment may be required as part of the land capability assessment.
- Water courses - there are a number of small water courses that rise along the ridge and flow east to the Allyn River. DCP 1 requires development to be set-back from the water courses.
- Area of high visual significance - this is the main gateway for Gresford - East Gresford and any development will need to be set back from the Gresford Road and have minimal visual impact.
- Gresford Road is a collector road and no private driveway or right of way access to Gresford Road will be permitted. All access is to be via properly sited and constructed local roads.

The lot yield from Area D1 is likely to be low given the terrain, visual impact considerations and the need to satisfy the setback requirements from main roads and watercourses.

PLANNING AREA D1



Masterplan

A land capability assessment is required to identify the areas suitable for development within Area D1. The land capability assessment must include a visual assessment. Dungog Shire Council may also require a geotechnical study.

Depending on the size and location of land identified in the land capability assessment as suitable for development, Council may require the preparation of a Masterplan for all or part of Area D1.

Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for the developable land within Area D1 must address.

Issue	Planning Considerations / Performance Criteria
Winery – Lot 21	<ul style="list-style-type: none"> The winery is an existing, approved use and any development of adjoining land needs to recognise that during harvest the winery may operate 24 hours per day and that noise, odours and/or light may be emitted.
Electricity substation	<ul style="list-style-type: none"> Energy Authority to be consulted to determine setback and other requirements.
Need for co-ordinated development	<ul style="list-style-type: none"> Land capability assessment to be undertaken for Area D1 to determine suitability for development. If suitable for development, Council may require that a Masterplan to be prepared for all or parts of Area D1. The Masterplan must show how development can be staged. Subdivision to occur in accordance with the Masterplan.
Stability - need to assess the risk of slippage / landslide from the steeper upper slopes.	<ul style="list-style-type: none"> Council may require that a geotechnical assessment be undertaken as part of the land capability assessment
Access to Collector Roads - Gresford Road	<ul style="list-style-type: none"> Need for an appropriately designed and sited access road/s to service Area D1. The location and design will need to be determined in conjunction with the RTA and Council. No lots created by subdivision are permitted to have private driveway or right-of-way access from Gresford Road.
Gresford Road is an entry point to East Gresford and is the main arrival gateway for the village. The visual Impact of development along Gresford Road needs to be minimised.	<ul style="list-style-type: none"> Landscape buffer / corridor tree planting along the Gresford Road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford. Strip development along Gresford Road is not permissible. No backyards to have direct frontage to Gresford Road.
Shared access ways - pedestrian and cycle ways.	<ul style="list-style-type: none"> Depending on the pattern of development, a pedestrian-cycle link may be required by Council. This link should be provided internally, not along the Gresford Road corridor and link through to East Gresford and to Durham Road to link with the footpath - cycle way between Gresford and East

	Gresford.
Watercourses	<ul style="list-style-type: none"> Development is to be setback from watercourses as required in DCP 1. No additional riparian rights can be created.
Reafforestation to improve stability	<ul style="list-style-type: none"> Areas to be re-vegetated are to be identified in the Masterplan and included in subsequent development plans.

6.2 PLANNING AREA D2

The Area

Area D2 is located south of Durham Road on the western side of the hill and extends from the ridge line west to Glendonbrook Road. Area D2 abuts the southern boundary of Gresford village. The Paterson River forms the south western corner of Area D2. The Area incorporates eleven (11) lots:

Lot 7 DP 38901
 Lot 20 DP 1014637
 PT 5 DP752464 (eastern side of Glendonbrook Rd)
 PT 6 DP 752464
 Lots 3, 4, 5 & 6 DP 614286
 Lot 6 DP 831568
 Lot 13 DP 650435
 Lot 14 DP 11562

Lots 3, 4, 5 & 6 DP 614286 are small lots that have already been zoned Rural Lifestyle. Due to their size and location, no further subdivision Lots 5 and 6 is permissible. Lots 3 and 4 could potentially be re-subdivided as part of the development of adjoining land (Pt 5 or Lot 6 DP 831568). Lots 3 and 4 will not be able to be subdivided on an individual basis.

Lot 20 has frontage to Durham Road. The Lot spans the area from Gresford to East Gresford across the ridge line. Two small lots have been excised from Lot 20, with these being the former Rubbish tip (Lot 2 DP 1059713) and the Water Storage Reservoir for Gresford (Lot 21 DP 1014637). There are also a number of easements across Lot 20 to provide access to these two facilities and for the pumping of water from the Allyn and Paterson Rivers.

Lot 7, PT 6 and Lot 14 have no road frontage. Lot 7 DP38901 is accessed via Berks Lane, a narrow lane (6m wide) accessed from Parkes Street. PT6 is owned by the Anglican Church who also owns PT 5 (adjoining Lot) which has frontage to Glendonbrook Road. Lot 14 is serviced by a Right of Way from Glendonbrook Road.

The remaining lots have frontage to and access from Glendonbrook Road.

Development Potential

Area D2 contains large tracts of developable land and is the preferred location for the expansion of Gresford Village and for Rural Lifestyle development within the Gresford Investigation Zone. The western, central and northern parts of Area D2 are undulating and

rise gradually to the east. The south eastern part of Area D2 incorporates steep side slopes which rise to the hill crest and ridge line along the eastern boundary.

Key considerations in developing Area D2 include:

- Identifying and providing sufficient land to accommodate the future growth of Gresford.
- Pattern of subdivision - no strip development along Durham or Glendonbrook Roads.
- Maintaining the physical and visual separation of Gresford and East Gresford.
- Minimising the visual impact of development particularly along the ridge lines and upper side slope areas.
- Access to collector roads - developing a network of local connecting roads within Area D. No private driveway or right-of-way access to Durham or Glendonbrook Roads is permitted.
- Protecting the watercourses within the area.
- Providing pedestrian and cycle links to connect to Gresford village and possibly to East Gresford.
- 150m buffer zone around the market gardens which are located near Pound Crossing Bridge, just south of the Investigation Area.

Lot 7 DP 38901 - Lot 7 is a small lot that abuts the village boundary in East Gresford. This lot is already zoned Rural Lifestyle. Access is via Berks Lane. The lane is very narrow and does not have the capacity for increased traffic use. Access for any subdivision on Lot 7 needs to be provided through Lot 20. Subject to having no physical or environmental constraints, and access to the sewer, Lot 7 may be suitable for future village uses. The planning and development of this lot needs to be undertaken in conjunction with the development of Lot 20.

Lot 20 DP 1014637 - spans the area across the ridge from Gresford to East Gresford. The western area of Lot 20 abuts Gresford Village and has been identified as potentially suitable for the future expansion of this settlement. Gresford Primary School occupies a small site adjacent to Lot 20 and has advised that additional land may be required if the school is to grow to accommodate the future needs of Gresford, East Gresford and the surrounding area.

The former Garbage Tip site, which lies within Lot 20 has also been identified by the Gresford community as a possible location for the development of sporting facilities - possibly an oval and two courts, to service both the school and Gresford village.

The eastern section of Lot 20 abuts East Gresford Village. The area below the ridge contains a number of small watercourses and localised areas of steeper slopes. A land capability assessment is required to determine if this land is suitable for the expansion of East Gresford. Any development in this area needs to be done in conjunction with Lot 7. Consideration also needs to be given to providing access to Lot 22 in Area D1 and the establishment of a pedestrian-cycle link through Lot 20 to link Area D1 to Gresford village

The intervening land (between the former Tip and East Gresford) rises to a spur ridge line, with the water storage reservoir located on the highest point within Lot 20. This intervening area currently provides the separation between Gresford and East Gresford. This separation is an integral part of the character of the Gresford area, with the community wanting to see this separation remain. The community workshop recommended that this area become parkland or open space. A walking trail to the top of the hill has also been suggested for inclusion within this area. Careful consideration needs to be given to development within this intervening area, with priority to be given to retaining the visual separation of the two settlements. Strip development along Durham Road will not be permitted. There will be no private driveway or right-of way access to Durham Road.

The subdivision planning for Lot 20 will need to address access for Lots 7 and 22 in East Gresford and PT 6 DP 752464 and lots further south on the Gresford side. A pedestrian - cycle link between Gresford and East Gresford may also be required with provision to link into Area D1.

PT5 DP 752464 - This Lot abuts the southern end of Gresford village and is an ideal site for the future expansion of the village. PT5 has been identified as a possible site for aged housing / retirement home to meet the needs of the local community. This is an ideal location for a retirement home, possibly integrated with other village uses.

PT6 DP 752464 - This area is gently undulating and suitable for development. No development is to occur along the crest of the ridge or in areas that are highly visible. Provided that the area can be sewered, PT6 may be suitable for smaller lot subdivision (eg 2,000sqm). The subdivision design needs to recognise that this land may be re-subdivided in the future for to meet the need for residential land for Gresford.

Lots 3, 4, 5 & 6 DP 614286 are small lots that have already been zoned Rural Lifestyle. Due to their size and location, no further subdivision Lots 5 and 6 is permissible. Lots 3 and 4 could potentially be re-subdivided as part of the development of adjoining land (Pt 5 or Lot 6 DP 831568). Lots 3 and 4 will not be able to be subdivided on an individual basis.

Lot 6 DP 831568 - The western and central areas of Lot 6 (most of the area below 100m asl) is considered highly suitable for Rural Lifestyle or Rural Enterprise development. Provided that there are no environmental or physical constraints and the property is sewered (either an on-site package treatment plant or other arrangements), smaller lot subdivision may be considered for part of this Lot.

The eastern third of the site rises steeply to the ridge line along the eastern boundary with the crest of the hill (243m asl) forming the south east corner of the Lot. The hill and side slopes are highly visible from Glendonbrook Road and form part of the visual approach to Gresford. Parts of this area are also visible from Gresford village. There may be sites on the lower and mid slopes that could potentially be suitable for development provided that the development is not visually obtrusive and the impact of the development on the view-shed is minimal. Where potentially suitable development sites are situated below areas of steep slopes the stability of the area will need to be assessed.

Lot 13 DP 650435 - The topography of Lot 13 is similar to Lot 6 with the western half of the area being undulating and suitable for development and the eastern half being hilly and steep and not suitable for development. Flooding may occur along the Paterson River frontage and a flood assessment is required to identify the 1:100 year flood level. Given the proximity to Pound Crossing Bridge and the alignment and sightlines along this section of Glendonbrook Road, Lots 6 and 13 should share the same access road with Lot 6. Access also needs to be provided through Lot 13 to Lot 14. The south western corner of Lot 13 lies within the 150m buffer zone around the market garden, which is located just across the river.

Lot 14 DP 11562 - The undulating area between the Paterson River and the spur which rises up to the ridge line is potentially suitable for development, provided that it lies above the 1:100 year flood level and outside the 150m market garden buffer zone. No development will be permissible in the area to the east of the spur. The area to the east of the spur is hilly to steep and bushfire prone.

GLENDONBROOK RD
- No private driveway or
right of way access

**- No strip development
along Glendonbrook Rd**

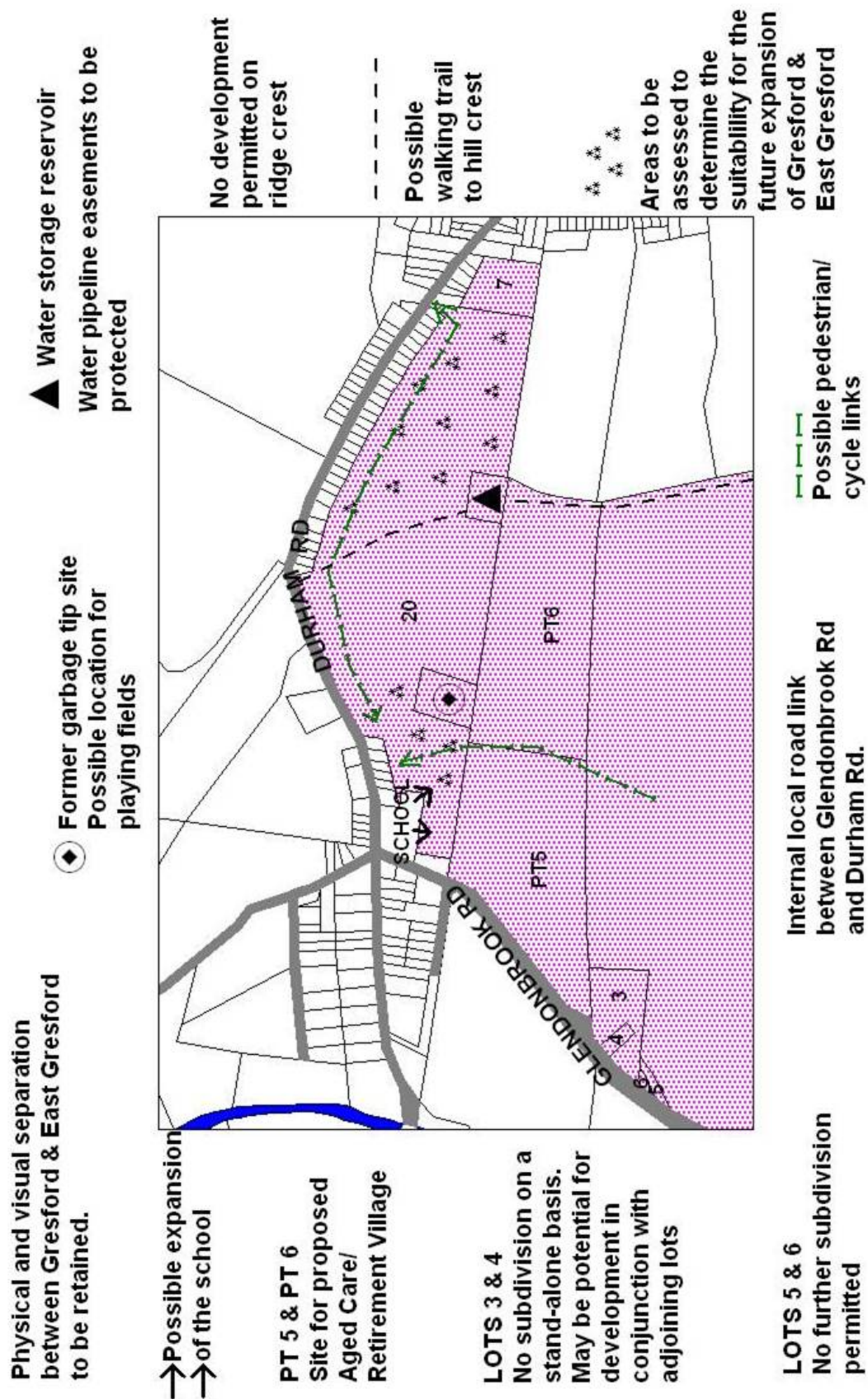
 **Pound Crossing
Bridge**

No development in areas:

- Where slopes exceed 18 degrees
- Where land is unstable/subject to land slip
- Visually prominent
- On the ridgeline

**Pedestrian & cycle route(s)
through the area to link with
the school and village centre.**

PLANNING AREA D2 NORTH



Masterplan

A Masterplan is required. The Masterplan is to show:

- Areas for the future expansion of Gresford and possibly East Gresford villages.
- How the visual separation between Gresford and East Gresford is to be achieved.
- The proposed subdivision layout, including areas to be subdivided for village use (residential, aged care, sporting facilities etc) as well as for rural lifestyle / rural enterprise development.
- Road layout and pedestrian and cycle links through the area.
- Open space areas and corridors.
- Areas of visual significance and the provisions to preserve these areas.
- Market garden buffer zone (150m).
- The interface with the Paterson River and the creek systems.
- Areas to be reafforested.

The Masterplan must demonstrate how development of the area will be staged as it is likely that only the northern part of the area will be needed for village growth in the short to medium term.

Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for the developable land within Area D2 must address.

Issue	Planning Considerations / Performance Criteria
Need for co-ordinated development	<p>Preparation of a Masterplan for the development of Area D2. The Masterplanning process is to include:</p> <ul style="list-style-type: none"> ▪ Land capability assessment to be undertaken for Area D2 to determine suitability for development for a range of village uses and rural lifestyle / enterprise development. ▪ Assessment of the future needs of Gresford and East Gresford and, where suitable, the allocation of land to meet these needs. ▪ Visual analysis / view-shed assessment to preserve areas of high visual significance. <p>Subdivision is to occur in accordance with the Masterplan.</p>
Separation of Gresford and East Gresford	<ul style="list-style-type: none"> ▪ The visual separation of Gresford and East Gresford is to be retained.
PT 5 DP 752464	<ul style="list-style-type: none"> ▪ If the area can be sewerred, this Lot is to be rezoned for 2(v) Village.
Smaller lot subdivision	<ul style="list-style-type: none"> ▪ Provided that the area can be sewerred, PT 6

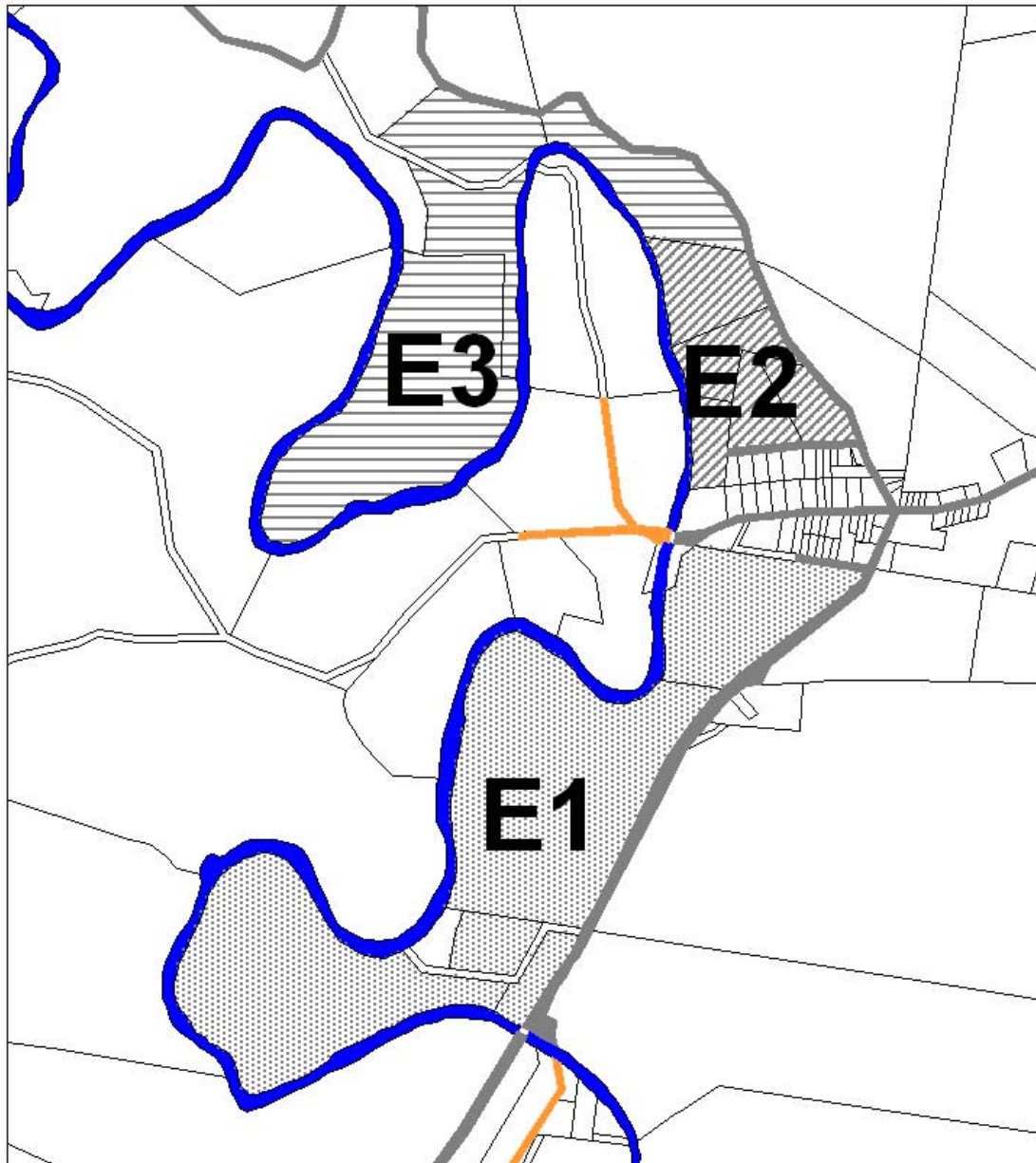
	DP 752464 and the north western area of Lot 6 DP 831568 may be suitable for smaller lot subdivision (eg 2,000sqm). The subdivision design needs to recognise that this land may be re-subdivided in the future to meet the need for residential land for Gresford
Lots 5 & 6 DP 614286	<ul style="list-style-type: none"> No further subdivision is permissible.
Lots 3 & 4 DP 614286	<ul style="list-style-type: none"> Can only be subdivided further as part of the development of adjoining land. These lots cannot be subdivided on a stand-alone basis.
Lot 7 DP 38901	<ul style="list-style-type: none"> Possibly suitable for future village use. Planning for this Lot needs to be undertaken in conjunction with the planning of Lot 20. Access to Lot 7 is to be via Lot 20 not Berks Lane.
Visual Impact - parts of Area D2 have high visual / scenic value.	<ul style="list-style-type: none"> Visual assessment required as part of the planning and assessment process. No development will be permitted in areas which are highly visible. No development on ridge lines or upper slopes (broadly defined as the area above 100m asl) that are visible from East Gresford, Gresford, Durham Road or Glendonbrook Road.
The visual Impact of development along both Durham and Glendonbrook Roads needs to be minimised.	<ul style="list-style-type: none"> Landscape buffer / corridor tree planting along the road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford. Strip development along these roads is not permissible. No backyards to have direct frontage to these roads.
Stability - need to assess the risk of slippage / landslide from the steeper upper slopes.	<ul style="list-style-type: none"> Council may require that a geotechnical assessment be undertaken as part of the land capability assessment.
Access to Collector Roads - Durham Road and Glendonbrook Road	<ul style="list-style-type: none"> Need for an appropriately designed and sited access road/s to service Area D2. The location and design will need to be determined in conjunction with the RTA and Council. No lots created by subdivision are permitted to have private driveway or right-of-way access from Durham or Glendonbrook Roads.

Local road network	<ul style="list-style-type: none"> A north-south local road is to be provided linking Glendonbrook Road (in the vicinity of the current access point for Lots 6, 13 and 14) through to Durham Road. The access road from Glendonbrook Road must be the point of entry to Lot 6 DP 650435, Lot 13 and Lot 14.
Shared access ways - pedestrian and cycle ways.	<ul style="list-style-type: none"> A pedestrian - cycle route is to be provided that links the village to Pound Crossing Bridge. This link must be provided internally, not along the Glendonbrook Road corridor. Council may also require the provision of an east - west link between Gresford and East Gresford, with this to be set back from the Durham Road corridor.
Flood prone land - Paterson River	<ul style="list-style-type: none"> Flood assessment to be undertaken to determine the extent of flood prone land on Lots 13 and 14. Rural Lifestyle / Enterprise development is not permissible on land below the 1:100 year flood. Areas below the 1:100 year flood level to be rezoned Rural 1(a) or Environment 7(a) depending on the location and environmental attributes of the area.
Watercourses	<ul style="list-style-type: none"> Watercourses are to be protected. Development is to be setback from watercourses as required in DCP 1. No additional riparian rights can be created.
Market Garden, south east of Pound Crossing Bridge	<ul style="list-style-type: none"> 150m buffer zone. No development permissible within the buffer zone area.
Reafforestation to improve stability	<ul style="list-style-type: none"> Areas to be re-vegetated are to be identified in the Masterplan and included in subsequent development plans.
Areas subject to bushfire risk	<ul style="list-style-type: none"> Bushfire risk to be assessed and addressed as part of any subdivision design.

7. PRECINCT E - PATERSON RIVER - GRESFORD WEST

The Area

Precinct E incorporates the area within the Investigation Zone, which lies between the Paterson River and Glendonbrook - Paterson River Roads. Precinct E abuts the northern and southern boundaries of Gresford village. Precinct E is divided into 3 planning areas.



7.1 PLANNING AREA E1

The Area

Area E1 incorporates the area to the south of Gresford and is bounded by Glebe Road to the north, the Paterson River to the west and south and Glendonbrook Road to the east.

Area E1 incorporates four (4) lots:

PT 5 DP 752464 (West)
Lot 7 DP 831568
Lots 10 & 11 DP 1021970

PT5, Lot 7 and Lot 10 all have frontage to Glendonbrook Road, with Part 5 also having frontage to Glebe Road. Lot 11 is accessed via an unformed road from Glendonbrook Road. This unformed road is also used by Lot 10 for access.

Development Potential

Area E1 has frontage to the Paterson River, with Lots 7 and 11 having extensive areas of river flats. These river flats appear to lie below the 1:100 years flood level. Flooding may also occur along the creek system that flows across Lot 7 into the Paterson River. A flood assessment will be required as part of the planning and assessment process.

The remainder of Area E1 is undulating and appears suitable for development. Parts of Area E1 (primarily the river flats) have been identified by the Gresford community as having high visual significance that needs to be preserved. A visual assessment - view shed analysis is to be undertaken as part of the planning process.

Glendonbrook Road is the southern gateway to Gresford. Any development within Area E1 will need to minimise the visual impact of development along Glendonbrook Road and provide a landscaped buffer along the road frontage (as per Council's requirements).

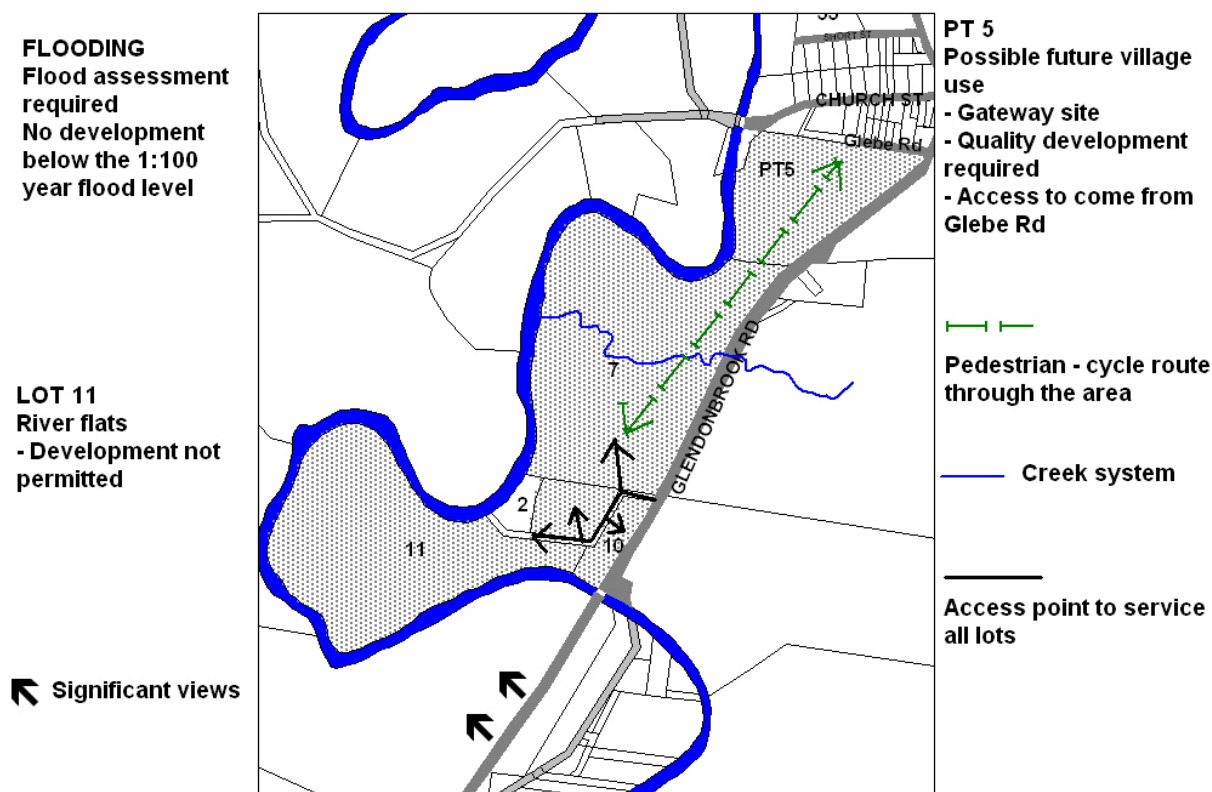
PT5 DP 752464 adjoins the southern boundary of Gresford village and has been identified as potentially suitable for future village use. Part of the lot may be suitable for the establishment of sporting facilities if the Rubbish Tip Site / Lot 20 in Area D2 is not suitable or available. Alternatively, this area (subject to sewer) could be used for aged housing or for smaller lot subdivision (eg 2,000sqm) than permitted in Rural Lifestyle zones. A key consideration in the development of this area will be visual impact. PT5 is a gateway site and the quality of the development needs to reflect this.

Lot 7 DP 831568 - the more elevated areas of this Lot may be suitable for Rural Lifestyle / Rural Enterprise development. Given the topography of the area and the creek system, a maximum of two access points will be permissible from Glendonbrook Road.

Lot 11 DP 1021907 - a large area of this Lot is river flats and no development will be permissible on these flats. Limited development could potentially occur to the east of Lot 2.

Lot 10 DP 1021970 - This lot could potentially be subdivided further provided that access comes from the unformed road, lots created have a minimum width to depth ratio of 1:3, no additional river front lots or riparian rights are created and there are no backyards facing Glendonbrook Road.

PLANNING PRECINCT E1



Masterplan

A basic masterplan will be required for the total area.

Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area E2 must address:

Issue	Planning Considerations / Performance Criteria
Determining the development potential of Area E2.	<ul style="list-style-type: none"> Land capability assessment required to determine suitability of the area for village uses, smaller lot subdivision (eg 2,000 sqm) and rural lifestyle / rural enterprise.
Flooding	<ul style="list-style-type: none"> Flood Assessment to be undertaken for the Paterson River corridor to determine the 1:100 year flood level. Residential, Rural Lifestyle and Rural Enterprise development is not permitted on

	land located below the 1:100 year flood level.
Need for co-ordinated development	<ul style="list-style-type: none"> ▪ Masterplan to be prepared for Area E1. ▪ Subdivision must be in accordance with the adopted Masterplan for Area E1. Subdivision can be staged in accordance with this plan.
Pattern of subdivision	<ul style="list-style-type: none"> ▪ Long lots that run from Glendonbrook Road through to the Paterson River will not be permitted. ▪ No additional Riparian Rights along the Paterson River are to be created. ▪ All lots created are to have a minimum width to depth ratio of 1:3.
Access to Collector Roads - Glendonbrook Road	<ul style="list-style-type: none"> ▪ No private driveway or right of way access to be provided from Glendonbrook Road. ▪ Access to PT5 is to come from Glebe Road. ▪ The existing unformed road adjacent to Lot 10, is to be used to provide access to development on Lot 7 (southern portion), Lot 10 and Lot 11. ▪ Lot 7 may also have another access point to service development in the northern area of the lot.
Pedestrian and cycle access	<ul style="list-style-type: none"> ▪ Pedestrian and cycle route to link internally through the area to the village rather than along Glendonbrook Road.
Visual Impact - parts of Area E1 have high visual / scenic value.	<ul style="list-style-type: none"> ▪ Visual assessment required as part of the planning and assessment process. ▪ Development may be prohibited in areas which are identified as having high visual significance.
The visual Impact of development along Glendonbrook Road needs to be minimised.	<ul style="list-style-type: none"> ▪ Landscape buffer / corridor tree planting along the road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford. ▪ Strip development is not permissible. ▪ No backyards to have direct frontage to Glendonbrook Road.
Paterson River Corridor /	<ul style="list-style-type: none"> ▪ Hydrology / drainage of the area is to be

watercourses through the area	<p>assessed as part of the land capability assessment.</p> <ul style="list-style-type: none"> ▪ Watercourses are to be protected. ▪ Development is to be setback from watercourses as required in DCP 1. ▪ No further riverfront lots or riparian rights to be created. ▪ Riparian vegetation to be protected and the vegetation along the riverbank and watercourses to be rehabilitated.
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7.2 PLANNING AREA E2

The Area

Area E2 lies immediately to the north of Gresford and is bounded by Short Street to the south, Paterson River Road to the east and the Paterson River to the west. Area E2 incorporates five (5) lots.

Lots 34, 38, 351, 361 & 371 DP 7055.

Lot 34 is zoned Rural Lifestyle. The Short Street frontage of Lots 351 and 361 is zoned village uses, with the area behind zoned Rural Lifestyle. Lots 371 and 38 are zoned 9(a) Investigation.

Development Potential

A land capability assessment is required to determine the suitability of land within Area E2 for future village use and Rural Lifestyle development. While the topography is undulating to hilly the area may have drainage problems. There appears to be a number of small water courses, springs and seepage lines throughout the area. The close proximity to the Paterson River and the frontage to a collector road (Paterson River Road) are also constraints to development.

Lot 34 is zoned Rural Lifestyle and, given its proximity to the River, no further subdivision is permitted.

Lots 351 and 361 - the Short Street frontage of these lots is already zoned 2(v) Village and the remainder of the land has been identified as possibly suitable for the future expansion of Gresford Village. This area already zoned 2(v) has not been subdivided and as such provides the opportunity to access the rear of these lots, as well as Lots 371 and 38, from a road in from Short Street.

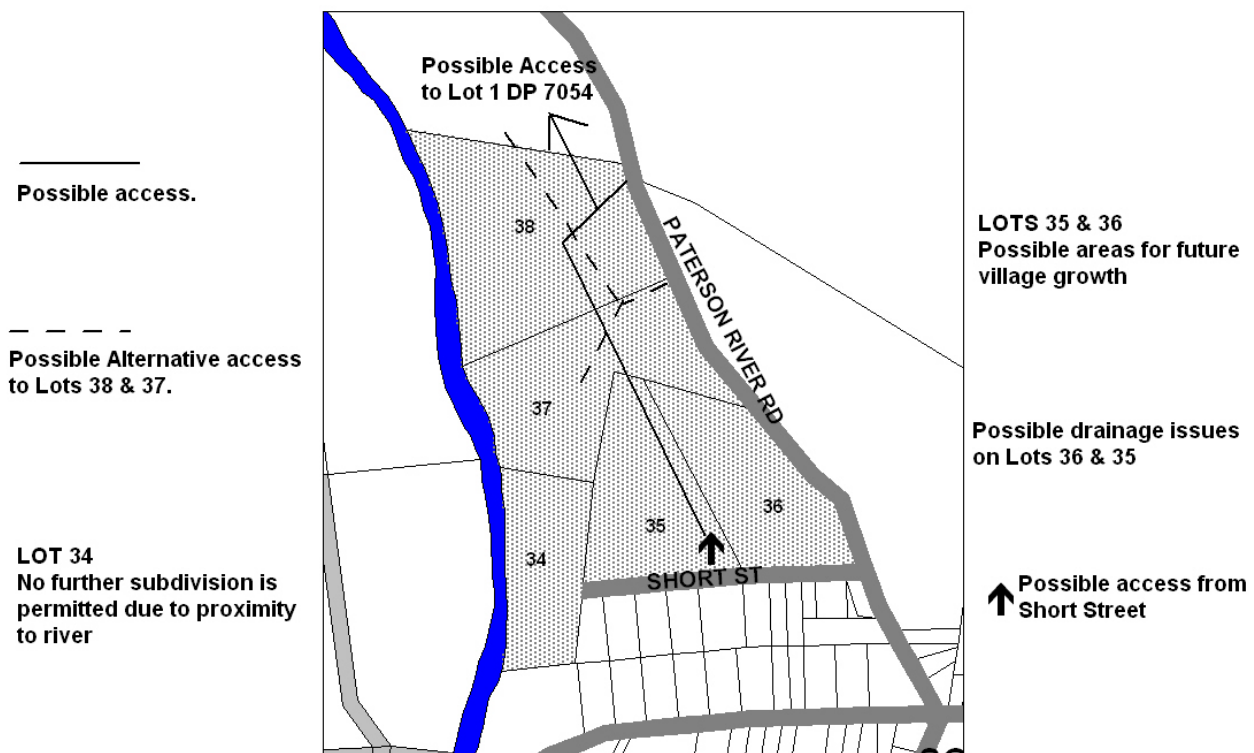
Further investigation is required to determine whether Lots 351 and 361 are suitable for future village uses and/or for smaller lot sizes (eg 2,000 sqm) than permissible in the Rural Lifestyle zone. In particular, it needs to be determined whether these lots are free of physical and environmental constraints and can be connected to the town water supply and sewered via an on-site package treatment plant (or other system).

Lots 371 and 38 may also be suitable for development for Rural Lifestyle / Rural Enterprise. Key considerations on these lots are drainage, access, proximity to the River and visual impact.

Subdivision that produces long narrow lots that run from Paterson River Road through to the Paterson River will not be permitted. Due to the alignment and narrow pavement of Paterson River Road adjacent to Area E3, the preferred access road for this area is a 'spine' road coming off Short Street. Alternatively a cul-de-sac layout coming off Paterson River Road may be considered. The cul-de-sac would need to provide access to both Lot 371 and 38 and possibly, Lot 1 DP 7055 in Area E3.

Within Area E2, pedestrian and cycle access is to be provided internally within the area and not along Paterson River Road.

PLANNING PRECINCT E2



Masterplan

Provided that the land capability assessment identifies Area E2 as suitable for development, a basic Masterplan for the coordinated development of Lots 351, 361, 371 and 38 will be required. The Masterplan is to show the subdivision layout, road network, pedestrian and cycle access route, open space and the interface with the Paterson River.

Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area E2 must address:

Issue	Planning Considerations / Performance Criteria
Lot 34 DP 7055	<ul style="list-style-type: none"> No further subdivision or development permitted.
Determining the development potential of Area E2.	<ul style="list-style-type: none"> Land capability assessment required to determine suitability of the area for village uses, smaller lot subdivision (eg 2,000 sqm) and rural lifestyle / rural enterprise.
Need for co-ordinated development	<ul style="list-style-type: none"> Masterplan to be prepared for Area E2. (Lot 34 excluded) Subdivision must be in accordance with the adopted Masterplan for Area E2. Subdivision can be staged in accordance with this plan.
Pattern of subdivision	<ul style="list-style-type: none"> Long lots that run from Paterson River Road through to the Paterson River will not be permitted. No additional Riparian Rights along the Paterson River are to be created. All lots created are to have a minimum width to depth ratio of 1:3.
Access to Collector Roads - Paterson River Road	<ul style="list-style-type: none"> No private driveway or right of way access to be provided from Paterson River Road. Only one access point along the Paterson River Road frontage of Area E2 will be permitted. This access point must service both Lot 371 and 38 (assuming that the land on both lots is suitable for development) Access to Lots 351 and 361 is to be via Short Street. The feasibility of extending this road to service Lots 371 and 38 must be assessed as part of the Masterplanning / Subdivision design process.
Pedestrian and cycle access	<ul style="list-style-type: none"> Pedestrian and cycle route to link internally through the area rather than along Paterson River Road.

The visual Impact of development along Paterson River Road needs to be minimised.	<ul style="list-style-type: none"> ▪ Landscape buffer / corridor tree planting along the road frontage to create a village entry statement in accordance with the Landscape Policy for Gresford - East Gresford. ▪ Strip development is not permitted. ▪ No backyards to have direct frontage to Paterson River Road.
Paterson River Corridor / watercourses through the area	<ul style="list-style-type: none"> ▪ Flooding / hydrology / drainage of the area is to be assessed as part of the land capability assessment. ▪ No development below the 1:100 year flood level. ▪ Watercourses are to be protected. ▪ Development is to be setback from watercourses as required in DCP 1. ▪ No further riverfront lots or riparian rights to be created. ▪ Riparian vegetation to be protected and the riverbank and watercourses rehabilitated.
Areas subject to bushfire risk	<ul style="list-style-type: none"> ▪ Bushfire risk to be assessed and addressed as part of any subdivision design.

7.3 PLANNING AREA E3

The Area

Area E3 lies to the north and west of Area E2 and includes land within a large bend of the Paterson River. Area E3 incorporates three (3) lots:

Part of Lot 1 DP 7054 (area to the south of Paterson River Road)
 Lot 1 DP 78744
 Lot 1 DP 613616

Development Potential

The development potential of Area E3 is very limited with the major constraints being:

- **Steep slopes** - The northern parts of Lots 1 DP 7054 and Lot 1 DP 78744 are very steep, and there is a significant drop between Paterson River Road and the Paterson River below.
- **Flooding** - Lot 1 DP 24387 and part of Lot 1 DP 78744 lie within a bend in the Paterson River, with the lower lying areas of these lots appearing to be flood prone.

- **Poor access** - Access to most of Area E3 is difficult. The section of the Paterson River Road that services this area is narrow, very windy and in poor condition. The surrounding areas are unstable and the road is subject to landslips. Due to the steep slopes, the access road to Lot 1 DP 24387 and Lot 1 DP 78744 lies to the west of the Investigation Area. The intersection of this unsealed access road and Paterson River Road is poorly sited and aligned, however is possibly the 'best' available given the very steep topography in the area. Paterson River Road could not accommodate additional traffic without major upgrading. Given the terrain, the cost of this is likely to be prohibitive.
- **Area of High Visual Significance** - the river bend area of Area E3 (Lot 1 DP 24387) lies within a view shed that has been identified by the Gresford community as having high visual significance that needs to be protected.
- **Bushfire Prone** - The steeper slopes on both sides of Paterson River Road are bushfire prone.
- **Instability** – the steep slopes along Paterson River River Road are unstable and the area is subject to slippage.

The only land within Area E3 that **may** be suitable for development is the southern section of Lot 1 DP 7054 where it adjoins Planning Area E2. Any development of this part of the lot will need to be undertaken in conjunction with Precinct E2. Due to the constraints outlined above, development will not be permitted in the remainder of Area E3.

PLANNING PRECINCT E3

